



ARLINGTON COUNTY, VIRGINIA

County Board Agenda Item Meeting of April 21, 2012

DATE: April 13, 2012

SUBJECT: SP# 18 SITE PLAN AMENDMENT to modify Conditions #84 and 85 to allow the County Manager to modify agreed upon improvements called for in the Community Benefit Plan and to provide terms upon which the developer could construct additional improvements paid for by the County; located at 1812 N. Moore St. (RPC#16-037-004)

Applicant:

1812 Holdings, LLC
c/o Monday Properties
1000 Wilson Blvd, Suite 700
Arlington, VA 22209

By:

Nan E. Walsh
Walsh, Colucci, Lubeley, Emrich & Walsh, PC
2200 Clarendon Blvd., 13th Floor
Arlington, Virginia 22201

C.M. RECOMMENDATION:

Adopt the attached ordinance to approve a site plan amendment to SP #18, subject to all previously approved conditions with amended Site Plan Conditions #84 and 85.

ISSUES: The requested amendments are required in order to modify the lists of Community Benefit Plan (CBP) elements in Conditions #84 and 85 as originally intended, and to permit the County to pay for a portion of the elements, if the total scope of work exceeds the developer's agreed on maximum cost. These lists need to be revised in order to finalize a scope of work for the CBP that represents the best community value for the costs allocated, as well as to address subsequent County Board direction related to treatment of the western metro station wall. There are no issues with the proposed amendments themselves. However, the North Rosslyn Civic Association opposes the County's plan to replace an existing escalator from the Metro Station

County Manager:

BMD/GA

County Attorney:

[Handwritten signatures]

Staff: Jason Beske, DCPHD, Planning Division
Lisa Maher, DES, Development Services

1. A.

PLA-6175

ticketing level to the skybridge level with stairs. This is necessary in order to accommodate a new commuter store at the Rosslyn Station which itself is an important community benefit plan element.

SUMMARY: This is a request to amend two site plan conditions detailing agreement by the developer to make improvements to the adjacent Rosslyn Metro Station ticketing level, and to create a special street concept for the adjacent block of North Moore Street, with additional improvements to North Fort Myer Drive and to the North Fort Myer Drive skybridge (collectively, with addition of a commuter store, the “Community Benefit Plan”). During extensive work among County staff, the applicant, and WMATA, it was determined that implementation of the entire list of improvements would significantly exceed the monetary cap agreed to by the developer for these benefits. The requested site plan amendment would authorize the County Manager to modify the listed improvements in Site Plan Conditions #84 and 85 to achieve a scope of work that would maximize the benefit to the community of the dollars agreed to by the developer for this portion of the project and to achieve as much of the original scope as possible. In addition, the amendment would permit the County to achieve the project by contributing a portion of the cost of the agreed on scope of the Community Benefit Plan if it exceeds the maximum cost to the developer approved in the December 2007 site plan approval. Staff recommends these revisions to the Community Benefit Plan conditions because they enable the developer and the County, together, to achieve a project scope that makes the most cost effective use of the budget agreed to by the developer. These revisions would also enable the County to authorize a project scope that exceeds the total negotiated budget if the County decides to contribute additional funding for the cost difference.

BACKGROUND: In December 2007, the County Board approved a major amendment to Site Plan #18, 1812 N. Moore Street, to allow construction of a 30-story office building comprised of 569,739 square feet of office gross floor area and 11,020 square feet of retail in North Rosslyn. The development project, which incorporated the adjacent existing Dominion Virginia Power substation, is currently under construction.

The following provides additional information about the site and location:

Site: This 1.38-acre site in North Rosslyn includes the (2) parcels located at the northern end of the block generally bounded by 19th Street North to the north, N. Moore Street to the east, Wilson Boulevard to the south and N. Fort Myer Drive to the west. Adjacent and surrounding land uses are as follows:

To the north: 11-story Rosslyn South office building fronting 19th Street North (SP #54) on Moore Street; public parking garage and Continental pool lounge on the west side; 12-story office building on the east side is Rosslyn North (SP #39) 1901 N. Moore Street.

To the east: Site of future Central Place JBG Site Plan (SP # 335) – approved May 2007).

To the south: Rosslyn Metro Station, Rosslyn Metro Mall, and Rosslyn Center office building (SP #94).

To the west: Hyatt Hotel (SP #92), Ames Center (10-story office bldg) and Art Institute of Washington, and the Arlington Temple United Methodist Church (SP #1).

Zoning: “C-O Rosslyn” Commercial Office Building, Retail, Hotel and Multiple-Family Dwelling Districts.

General Land Use Plan Designation: “High” Office-Apartment-Hotel (Up to 3.8 FAR office density, up to 4.8 FAR apartment density, and up to 3.8 FAR hotel density); Located within the Rosslyn Coordinated Redevelopment District.

Neighborhood: North Rosslyn Civic Association; Rosslyn Renaissance. Staff has contacted both organizations, in addition to the Radnor/Ft. Myer Heights Civic Association (RAFOM). The North Rosslyn Civic Association (NRCA) has responded. While NRCA does not specifically oppose the pending site plan amendment, it submitted a letter expressing opposition to the County’s plan to replace an existing escalator from the Metro Station ticketing level to the skybridge level with stairs, which is necessary in order to accommodate a new commuter store, which itself is an important community benefit plan element. The RBIC (Rosslyn Renaissance/Rosslyn Business Improvement District) Urban Design Committee submitted a memo stating that it has reviewed and understands the proposed revised condition language and looks forward to the proposed Rosslyn Metro Station improvements. Staff has not received a response from RAFOM.

DISCUSSION: The County Board approved a major site plan amendment in December 2007 to allow construction of a new office building adjacent to the Rosslyn Metro Station entrance. As part of the approval, the applicant agreed, under a price cap, to design and construct a number of improvements to the ground level and entrance of the metro station including a new commuter store, as well as improvements to North Moore Street itself and to the North Moore Street and Fort Myer Drive streetscapes. Collectively, these improvements will be referred to as the Community Benefit Plan (CBP) and are generally laid out in Conditions #84, 85, and 86. Condition #84 addresses the North Moore Street improvements, and Condition #85 addresses the remainder of the improvements, with the exception of a new commuter store, which is covered in Condition #86 and is not a subject of the pending amendment. The CBP conditions include maximum dollar amounts that the applicant is required to spend to develop and implement the CBP.

Staff, the applicant, and the Washington Metropolitan Area Transit Authority (WMATA) have worked since approximately October 2010 to detail the specific scope and design of the CBP that implement the greatest number of individual elements listed in Conditions #84 and 85, address the County’s desires and priorities, and also meet WMATA’s and the County’s design standards. Part of the parties’ review of the scope of work included cost estimates prepared by the applicant

that were subsequently reviewed by an outside contractor for the County. During these reviews, it became clear that the overall cost of providing all the CBP items would far exceed the monetary cap on the CBP items, and the parties agreed that certain elements were not cost effective compared to their benefit, or not physically feasible, including new tile flooring in the metro station and a public pass-through from the 1812 N. Moore Street office lobby to the metro station, respectively. In addition, the County Board chose not to pursue daylighting the west wall of the metro station, which therefore would not require relocation of the existing artwork on that wall, both of which were also listed as CBP elements. Finally, due to a solution the parties reached to provide a highly desired accessible entrance from Ft. Myer Drive directly into the metro station via an elevator, which the County Board approved on November 29, 2011, the original CBP element to provide this entrance with an accessible ramp needed to be deleted from the list.

While the intention of the CBP element lists was that they be flexible to account for difficulties that could surface during final design, or to address cost limitations, the condition language is written in such a way as to require all expressly listed elements to be provided. Therefore, the applicant has requested that CBP Conditions #84 and 85 be revised to give the County Manager the authority to modify the list of items as the project proceeds in order to meet budget constraints and County Board desires. In addition, during the process of determining the CBP scope, County staff eliminated certain CBP items that would not provide sufficient benefits for their cost (for example replacement of all the Metro station flooring with new tiles), and found other ways to reduce the overall CBP scope cost (for example providing the accessible station entrance from Ft. Myer Drive via an elevator from the 1812 N. Moore Street lobby instead of the original ramp plan, which is a better and less costly solution). However, the remaining scope of work, which staff determined could not be reduced further without significantly affecting the overall level of community benefits expected by the community and County Board, still exceeds the developer's monetary cap. Therefore, the proposed language revisions to Conditions # 84 and 85 also would permit the County Manager to approve a scope of work for the CBP that exceeds the maximum cost to the developer as negotiated in the original 2007 approval, and for which the County would agree to pay the difference.

CONCLUSION: The requested amendments are required in order to modify the lists of Community Benefit Plan elements in Conditions #84 and 85 as originally intended, and to permit the County to pay for a portion of the elements, if the total scope of work exceeds the developer's agreed on maximum cost. These lists need to be revised in order to finalize a scope of work for the CBP that represents the best community value for the costs allocated, as well as to address subsequent County Board direction related to treatment of the western metro station wall. In order to complete all elements that have been deemed cost effective and feasible, the amendments also permit the total cost of the CBP to exceed the maximum dollar amount approved for the developer to contribute so the County may choose to cover some costs above that amount. Therefore, staff recommends that the County Board adopt the attached ordinance to approve the subject site plan amendment, subject to all previously approved conditions and modifications to Conditions #84 and 85.

Site Plan Amendment Ordinance

WHEREAS, an application for a Site Plan Amendment dated July 20, 2011, as amended, for Site Plan # 18, was filed with the Office of the Zoning Administrator; and

WHEREAS, as indicated in Staff Report[s] provided to the County Board for its April 21, 2012 meeting, and through comments made at the public hearing before the County Board, the County Manager recommends that the County Board approve the Site Plan Amendment subject to numerous conditions as set forth below; and

WHEREAS, the County Board held a duly-advertised public hearing on that Site Plan Amendment on April 21, 2012 and finds, based on thorough consideration of the public testimony and all materials presented to it and/or on file in the Office of the Zoning Administrator, that the improvements and/or development proposed by the Site Plan as amended:

- Substantially comply with the character of master plans, officially approved neighborhood or area development plans, and with the uses permitted and use regulations of the district as set forth in the Zoning Ordinance; and
- Functionally relate to other structures permitted in the district and will not be injurious or detrimental to the property or improvements in the neighborhood; and
- Are so designed and located that the public health, safety and welfare will be promoted and protected.

NOW THEREFORE, BE IT ORDAINED that, as originally requested by an application dated July 20, 2011, as amended, for Site Plan #18, and as such application has been modified, revised, or amended to modify conditions for the parcel of real property known as RPC# 16-037-004, and -005 and 1812 and 1850 N. Moore Street, approval is granted and the parcel so described shall be used according to the Revised Site Plan Application, subject to all previously approved conditions (numbers 1 through 99) with amendments to conditions #84 and 85 as follows:

Modified Conditions:

84. The developer agrees to submit plans to the County Manager detailing the proposed improvements to N. Moore Street, as generally shown on the plans dated December 5, 2007, valued at \$1,200,000, prior to the issuance of the Excavation/Sheeting and Shoring Permit. By way of illustration and not limitation, these improvements include:
- a. A 35-foot wide mid-block crosswalk flush with curb, with a gradual descent tapering back to street grade over approximately 24-feet to the north and to the south (collectively referred to herein as the “mid-block crosswalk”).
 - b. Alternative paving patterns and colors on roadway and/or sidewalks.
 - c. Alternative bus shelters.

The value of the improvements referenced above may be modified as mutually agreed upon by the developer and the County so long as the total cost to the developer of all improvements listed in this condition and Condition #85 shall not exceed \$3,482,000, exclusive of the \$500,000 for the Rosslyn Transit Store identified in Condition #86.

In addition, upon administrative application by the developer, the Zoning Administrator may approve modifications to the list of improvements above if she finds that the modifications are necessary for any of the following reasons: in order to reduce overall costs, to substitute an alternative improvement for one of equal or superior quality to a listed item, in response to County Board direction, and/or to keep costs within the County Manager's budget; but under no circumstances shall any approved modification result in the developer's cost exceeding the \$3,482,000 described herein.

In the event that the County Manager and the developer mutually agree to modifications to the list of improvements that result in hard and soft costs exceeding \$3,482,000 ("Cost Overage Improvements") (the difference between the cost of the improvements and \$3,482,000 will be referred to as the "Cost Overage"), as described above, then the developer agrees to continue to be responsible for those costs only in an amount of \$3,482,000; the developer agrees to be responsible for providing the County with a statement of the cost to construct the Cost Overage Improvements. In the event the County provides written approval of the statement of cost, the developer agrees to be responsible for construction of said Cost Overage Improvements. Upon completion of construction of the Cost Overage Improvements, the developer agrees to provide the County Manager with a reimbursement invoice and supporting documentation that reflects the amount of the Cost Overage. If the County does not pay the Cost Overage within 45 days of receipt the developer agrees to again notify the County Manager that such amount is to be paid in no more than 15 days from receiving the second notice. In the event the County does not pay the Overage, the developer may request a minor site plan amendment requesting that the County Board grant relief from the site plan obligations to cover the unpaid Cost Overage and the cost of the minor site plan amendment application fee.

In the event that the developer receives approval from the County Manager of such plans in writing within 180 days of the dates of submission of such plans, the developer agrees to install and construct improvements to North Moore Street prior to the issuance of the Certificate of Occupancy for the top floor of the office building.

The developer also agrees to do the following:

- d. Maintain upgrades and finishes beyond the County standard finishes of the sidewalk and streetscape on the western side of N. Moore Street between 19th Street North and Wilson Boulevard and the mid-block crosswalk on N. Moore Street, as defined in subsection a. above.
- e. The developer will keep the mid-block crosswalk and other streetscape improvements in good working order and repair any damages within a satisfactory time while maintaining bus and Metro operations.
- f. Provide written notice to Arlington County's Division of Transportation of any crosswalk and sidewalk repairs.
- g. Coordinate any repairs with the County and WMATA to reduce schedule conflicts.

In the event that the developer does not receive in writing from the County Manager the approval or receives a denial of such plans within 180 days of the date of submission of such plans, the developer agrees to provide a contribution in the amount of \$1,200,000 toward the future design and construction of improvements (by others) of any of the improvements listed in this condition and/or Condition #85 prior to the issuance of the Certificate of Occupancy for the top floor of the office building and this condition shall be fully satisfied.

Metro Station and Fort Myer Drive Improvements

85. The developer agrees to submit plans to the County Manager and the Washington Metropolitan Area Transit Authority (WMATA) detailing the proposed improvements to Rosslyn Metro Station and Fort Myer Drive, valued at \$2,282,000, as generally shown on the plans prepared by dated December 5, 2007, prior to the issuance of the Excavation/Sheeting and Shoring permit. By way of illustration and not limitation, these improvements include:
- a. ADA-accessible entrance on Fort Myer Drive and ramp into station
 - b. Location of approximately 1,000 square foot Rosslyn Transit Store
 - c. Additional lighting on the station mezzanine
 - d. New tile flooring
 - e. Bus/train schedule information boards
 - f. Bus waiting area seating near entrance on N. Moore Street
 - g. Provide a public pass through near the SE corner of the 1812 N. Moore St. lobby that will provide passage between the 1812 lobby and the Metro Station.
 - h. Ensure that the 1812 N. Moore St. building's southern exterior party wall adjacent to the north wall of the Metro station is not blank. The applicant agrees to put an

- aesthetic feature or surface on the 1812 N. Moore St.'s southern exterior wall to help animate the wall for people passing by on N. Moore St.
- i. Preservation and relocation of the existing art located on the Ft. Myer Dr. wall of the Metro Station.
 - j. Improvements and architectural upgrades to the existing skybridge.
 - k. Provide additional daylighting by adding transparent panels along the Fort Myer Dr. Metro Station façade.

The value of the improvements listed above may be modified as mutually agreed upon by the developer and the County so long as the total cost to the developer of all improvements specified in this condition and Condition #84 shall not exceed \$3,482,000, exclusive of the \$500,000 for the Rosslyn Transit Store identified in Condition #86.

In addition, upon administrative application by the developer, the Zoning Administrator may approve modifications to the list of improvements above if she finds that the modifications are necessary for any of the following reasons: in order to reduce overall costs, to substitute an alternative improvement for one of equal or superior quality to a listed item, in response to County Board direction, and/or to keep costs within the County Manager's budget; but under no circumstances shall any approved modification result in the developer's cost exceeding the \$3,482,000 described herein.

In the event that the County Manager and the developer mutually agree to modifications to the list of improvements that result in hard and soft costs exceeding \$3,482,000 ("Cost Overage Improvements") (the difference between the cost of the improvements and \$3,482,000 will be referred to as the "Cost Overage"), as described above, then the developer agrees to continue to be responsible for those costs only in an amount of \$3,482,000; the developer agrees to be responsible for providing the County with a statement of the cost to construct the Cost Overage Improvements. In the event the County provides written approval of the statement of cost, the developer agrees to be responsible for construction of said Cost Overage Improvements. Upon completion of construction of the Cost Overage Improvements, the developer agrees to provide the County Manager with a reimbursement invoice and supporting documentation that reflects the amount of the Cost Overage. If the County does not pay the Cost Overage within 45 days of receipt the developer agrees to again notify the County Manager that such amount is to be paid in no more than 15 days from receiving the second notice. In the event the County does not pay the Overage, the developer may request a minor site plan amendment requesting that the County Board grant relief from the site plan obligations to cover the unpaid Cost Overage and the cost of the minor site plan amendment application fee.

In the event that the developer receives approval from the County Manager and WMATA of such plans in writing within 180 days of the dates of submission of such plans, the developer agrees to install and construct improvements to Rosslyn Metro Station prior to the issuance of the Certificate of Occupancy for the top floor of the office building.

In the event that the developer does not receive in writing from the County Manager or WMATA the approval or receives a denial of such plans within 180 days of the date of submission of such plans, the developer agrees to provide a contribution in the amount of \$2,282,000 toward the future design and construction of improvements (by others) of any of the improvements listed in this condition and/or Condition #84 prior to the issuance of the Certificate of Occupancy for the top floor of the office building and this condition shall be fully satisfied.

PREVIOUS COUNTY BOARD ACTIONS:

February 8, 1962	Approved a site plan (Z-1598-62-2 SP #18) for an 11-story office building.
January 6, 1968	Approved a site plan amendment for an exterior sign request.
December 10, 1975	Approved a site plan amendment for an exterior sign change.
March 10, 1979	Approved a site plan amendment to convert parking to retail / office space.
September 16, 1980	Approved a site plan amendment for an exterior sign request.
November 13, 2007	Deferred to the December 15, 2007 meeting, the subject Rezoning Z-2529-06-1 and Site Plan Amendment #18.
December 15, 2007	Approved a rezoning request (Z-2529-06-1) from “C-O” to “C-O Rosslyn” for 1815 North Fort Myer Drive and 1850 North Moore Street. Approved a site plan amendment to incorporate 1850 N. Moore St. (Dominion Virginia Power substation) into the site plan, and to construct approximately 569,739 square feet of commercial office, approximately 11,020 square feet of retail space, and retain the existing power substation.
October 22, 2008	Deferred a site plan amendment to modify Condition #92 to the November 15, 2008 County Board meeting.
November 15, 2008	Approved a site plan amendment to modify Conditions #11.e, 36, 45, 50, 52, 65 and 79, subject to the revised conditions and all previously approved conditions.
November 18, 2008	Approved a site plan amendment to modify condition #92.
June 13, 2009	Approved on the County’s own motion a public hearing at the July 11, 2009 meeting to consider site

plan amendments for Site Plan 18 (1812 N. Moore St.) to modify site plan conditions #92 and #96.

May 22, 2010

Approved a site plan amendment to modify condition #68.

October 13, 2010

Deferred consideration of the site plan amendment request to the November 13, 2010 County Board meeting to modify condition #50 and add condition #98.

November 16, 2010

Approved a site plan amendment to modify Condition 15, 16, 19, 29, 50 and 97.

February 12, 2011

Approved a site plan amendment to modify Condition #50, 65, and 97, and add a new condition #98.

September 17, 2011

Approved a site plan amendment to modify Conditions #26, 27, 28 and 30, and denied requests to modify Condition #88, delete Condition #87, and add new Condition #99.

November 29, 2011

Approved a site plan amendment to modify Condition #87 and add new Condition #99.

February 11, 2012

Deferred a site plan amendment to modify Conditions #84 and 85. Deferred a site plan amendment to modify plans and Condition #21.

North Rosslyn Civic Association

1902 N Ode St
Arlington, VA 22209-1412

January 30, 2012

VIA EMAIL

Arlington County
Department of Environmental Services
Development Services Bureau (DOT)
2100 Clarendon Blvd. Suite 800
Arlington, VA 22201
Attention: Lisa Maher,
Development Plan Review Supervisor

Re: 1812 North Moore Street, SP #18
Community Benefit Plan, SPC #85

Dear Ms. Maher:

With regard to your emails of January 23 respecting a “small clean up amendment . . . for the Community Benefit Plan” on 1812 North Moore Street, we want to call your attention to the firm opposition of North Rosslyn Civic Association (“NRCA”) to SPC #85 item b. We enclose our letter of November 22 to the Department of Environmental Services setting forth our concerns respecting removal of escalators that now run from the street-level lobby of the Rosslyn Metrorail Station to the plaza above and replacing these escalators with a granite staircase.

For the reasons set forth in that letter, NRCA considers preservation of this vital pedestrian link to be substantially more important than relocating the Rosslyn Transit Store to that space.

Very truly yours,



Jennifer J. Zeien
President
North Rosslyn Civic Association

cc: Cecilia Cassidy, Executive Director, Rosslyn Renaissance
Stan Karson, President, Radnor, Ft. Myer Civic Association

Enclose

North Rosslyn Civic Association

1902 N Ode St
Arlington, VA 22209-1412

November 22, 2011

VIA EMAIL

Arlington County
Department of Environmental Services
Transportation Division
2100 Clarendon Blvd. Suite 900
Arlington, VA 22201
Attention: Lynn Rivers

Re: Rosslyn Station Redevelopment –
Commuter Store/Plaza Escalators

Dear Ms. Rivers:

The purpose of this letter is to alert the county that the North Rosslyn Civic Association (“NRCA”) strongly opposes the plan to remove escalators that now run from the street-level lobby of the Rosslyn Metrorail Station to the plaza above (hereinafter “Plaza Escalators”), replacing these escalators with a granite staircase. We understand that the reason for proposing this change is a desire to relocate the Rosslyn Commuter Store from its current site to an area that is roughly under the existing escalators. We have heard that placing the Commuter Store in this location would result in inadequate maintenance access to the escalators.

The Plaza Escalators are essential to our uphill residential community. The escalators form an integral link in the skywalk system that provides the residential community to the west with a safe alternative for crossing Nash St. and Ft. Myer Drive.

Moreover, these escalators are now the only assistance provided to residents in negotiating the tremendous change in elevation between the center of Rosslyn and the adjacent community to the West. Anyone who routinely climbs the long Metro platform escalators (as many of us do) knows the heart-stopping feeling of occasionally finding the Plaza Escalators are “out of service.” This plan would put them out of service forever.

Our focus on the preservation of these escalators is not new. The Plaza Escalators have long been considered of importance to our community as evidenced in prior communications with the county. For example, these escalators were both used and discussed on our walking town meeting with the County Board held in June 2010. The need to preserve them featured prominently in NRCA's recent letters to the county

Department of Environmental Services
November 22, 2011
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commenting on the Rosslyn Transportation Plan and alteration of site plan conditions for 1812 North Moore Street.

Although NRCA considers a commuter store beneficial to our community, its location is of secondary importance to the need to preserve these escalators. We suggest that if it is essential to move the current store, other locations would be just as effective or even more effective for the purpose. For instance, suppose the store were housed in a kiosk adjacent to the new high-speed elevators now being installed? We respectfully believe that with a little ingenuity and imagination the redesigned Metro station could accommodate such a store without sacrificing this vital pedestrian link.

Very truly yours,

A handwritten signature in black ink, appearing to read 'J. Zeien', with a stylized flourish at the end.

Jennifer J. Zeien
President
North Rosslyn Civic Association

cc: Cecilia Cassidy, Executive Director, Rosslyn Renaissance
Stan Karson, President, Radnor, Ft. Myer Civic Association

TO: Lisa Maher, Planner
Arlington Community Department of Environmental Services

FROM: Lucia deCordre, Urban Design Director
RBIC Urban Design Committee

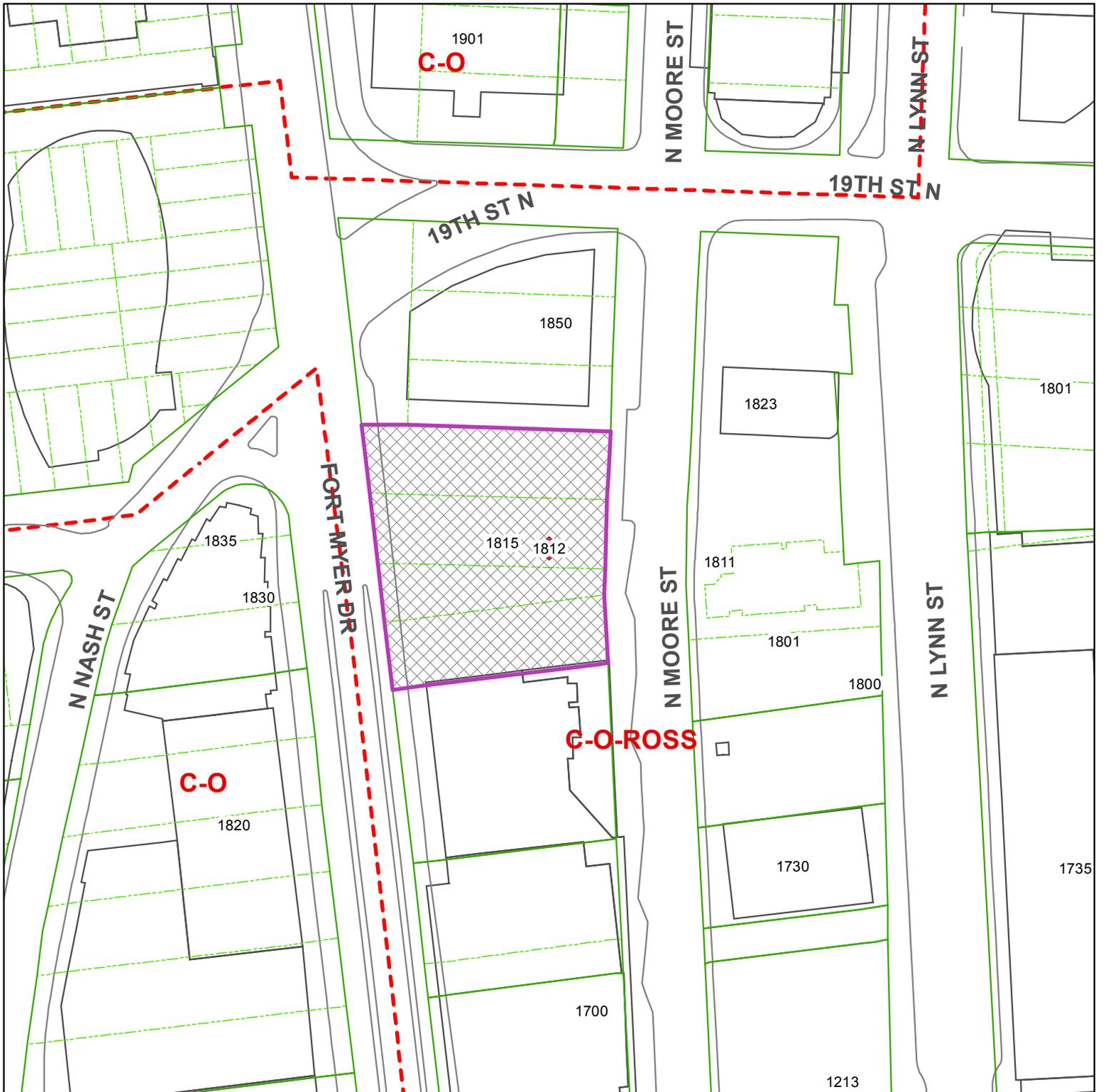
RE: 1812 North Moore Street Minor Site Plan Amendment--Community Benefit Plan Element Flexibility

DATE: April 5, 2012

On behalf of the Rosslyn Business Improvement Corporation Urban Design Committee (UDC), please accept this memo in response to your email of the proposed revised condition language for the 1812 North Moore Street Minor Site Plan Amendment – Community Benefit Plan Element Flexibility.

The UDC has reviewed and understands the proposed language for Community Benefit Plan Element Flexibility. We look forward to the improvements proposed for the Rosslyn Metro Station.

Thank you for your consideration.



SP# 18

1812 N. Moore Street

RPC# 16-037-004



 Case
 Location(s)
 Scale: 1:1,200

Note: These maps are for property location assistance only.
 They may not represent the latest survey and other information.