

Realizing Rosslyn: a new era of opportunity

**Presentation to Transportation
Commission**
on the

Rosslyn Plan Framework

March 27, 2014



Meeting Purpose

- Provide a **status update** on the Draft Rosslyn Plan Framework
- **Identify key changes** made to Feb. 24 draft based on public comments
- Address few remaining **key issues**
- **Seek remaining Commission input and recommendation** on Rosslyn Plan Framework



Transportation Elements to Address

- Mode share targets
- Street network changes
- Street cross sections
- Bicycle and pedestrian facility improvements
- Transit service/facility improvements
- Parking and curb space
- Transportation demand management
- Loop Road
- Community energy



Draft Rosslyn Plan Framework

- Major milestone to help set exciting foundation for developing full Sector Plan Update
- Outgrowth of analyses, preliminary concepts, and broad community input
- Comprised of Vision Statement, Principles and Policy Directives (in text, maps, and graphics)



ROSSLYN PLAN FRAMEWORK

VISION PRINCIPLES AND POLICY DIRECTIVES TO GUIDE THE ROSSLYN SECTOR PLAN UPDATE



RTA DRAFT
2014.03.27

MARCH 2014

ARLINGTON
VIRGINIA


REALIZE ROSSLYN
a plan for a distinctive urban place

GOODY CLANCY
ASSOCIATES
OF ARCHITECTURE
& PLANNING

A BOLD VISION

THE ROSSLYN VISION STATEMENT

"Rosslyn is Arlington's world class downtown: the greatest concentration of jobs, housing, and activities in Arlington; an important gateway between Arlington and the Nation's Capital; a preeminent destination with unparalleled views of and connections to Greater Washington; a vibrant and diverse community of people living, working, learning and playing together; a sustainable urban district that embraces its waterfront; a strong economic engine for the region and the commonwealth; the jewel of the Rosslyn-Ballston Corridor."



DISCLAIMER: THIS RENDERING IS AN ARTISTIC REVISION OF ONE WAY THE SECTOR PLAN VISION AND RECOMMENDATIONS FOR THIS ELEMENT CAN BE ACHIEVED, FOR ILLUSTRATIVE PURPOSES ONLY.

“Regional transit hub”

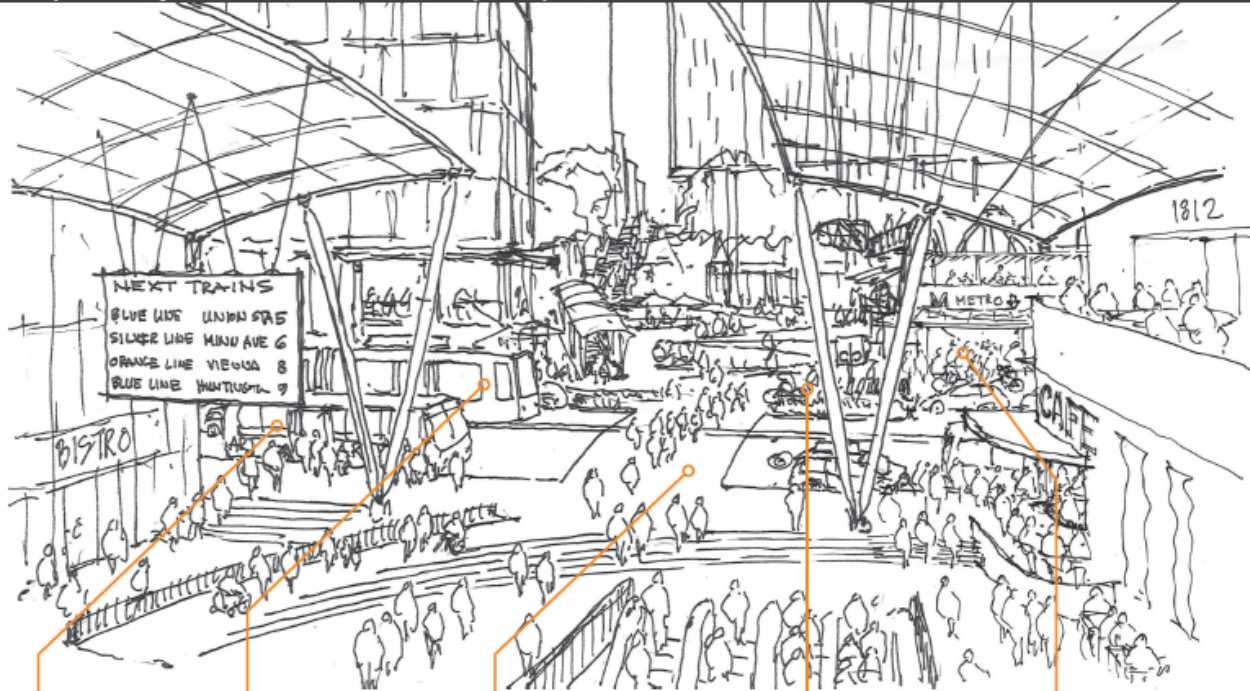
VISION PRINCIPLE 2

Rosslyn will be accessible via exceptional transportation connections and choices.

- > One of the region’s premier transit hubs
- > Many convenient transportation choices
- > A balanced street network where multiple transportation modes, verdant public space and premier addresses work together



Rosslyn’s reimagined Metro Station as a hub of transportation choices and connections



Dispersed bus stops expand services, mitigate bus dominance on Moore

North Ft. Myer Drive accommodates potential streetcar service from Georgetown

New 18th Street public corridor enhances Metrorail and bus access from throughout the Rosslyn Metro Station Area

Cycle tracks and Capital Bike Share stations safely and conveniently extend a regional bike network

New station access points flank North Ft. Myer Drive as part of 18th Street public corridor and station platform expansion

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VISION PRINCIPLE 3

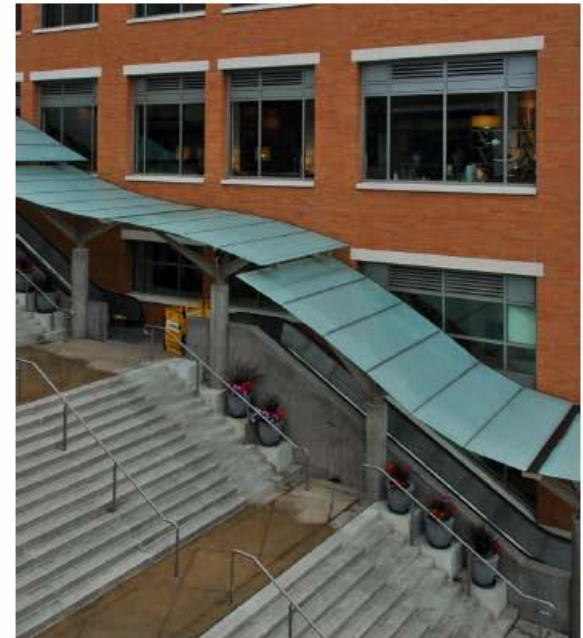
Rosslyn will be a walkable neighborhood connecting people with community and choices.

- > An experiential journey of discovery on foot
- > Buildings, sidewalks, streets, and parks designed for the people who use them
- > Life's everyday needs within a short walk



Imagine a resident stepping out of his building lobby on a Saturday morning, newspaper in hand as he walks down the hill. The sun glints through the leaves overhead and casts a pleasant shadow over the sidewalk, where several neighbors are seated on a bench to enjoy their breakfast pastry. As he enters the coffee shop, the man cannot decide if he should sit outdoors to read the paper or wait until after he has run his errands. He wants first dibs on the strawberries at the farmer's market down the street. The grocery store next door is already bustling, and he remembers he needs to stop by on the way back to pick up several items for dinner that night. Once he hears the music from the plaza down the block, he decides to continue on. The paper can wait while he sees what there is to see on a Saturday morning in Rosslyn.

The new heart of Rosslyn—the 18th Street corridor



A public escalator like this Seattle example could ease the climb up Rosslyn's hills



Portions of the 18th Street Corridor are well-suited as a pedestrian street, including a variety of public gathering and activity spaces from the Metro station to terraced public steps. Activities in this public space should attract a broad variety of people to meet in the heart of Rosslyn.

The new 18th Street corridor linking together central Rosslyn

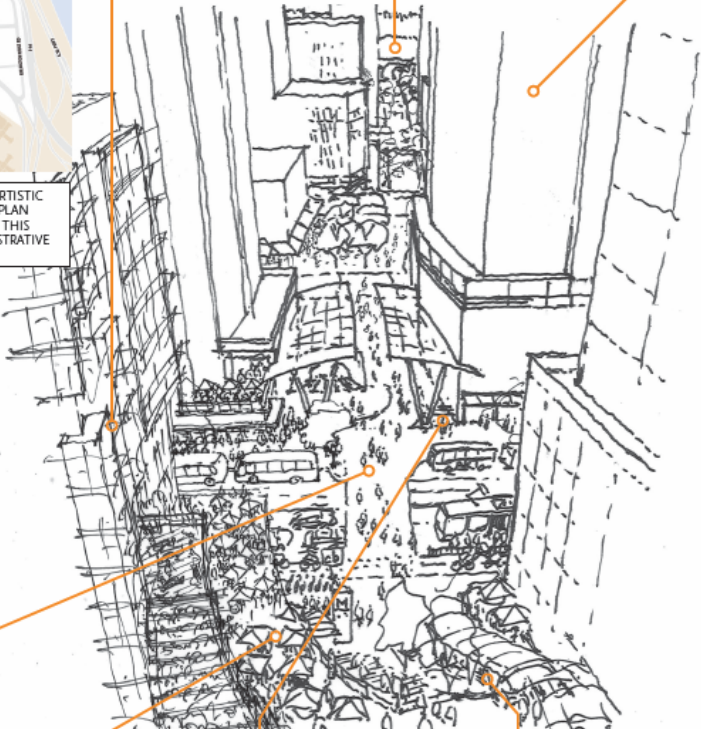


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New retail, dining and arts venues bring major pedestrian corridors to life

View and path connections to Theodore Roosevelt Island terminate the corridor

Ridge of taller buildings creates space for 18th Street corridor



A signaled, mid-block pedestrian crossing fostering safe passage across Fort Myer Drive

Terraced public seating celebrates views

Open-air Metro entrance extends active public plaza area from Central Place Plaza to North Fort Myer Drive and Nash Street

Public escalator mitigates the climb to Rosslyn's higher elevations

Rosslyn Plan Framework

Recent changes to note

- Lee Hwy/Lynn St/Trails Intersection
- 18th Street Location



ROSSLYN PLAN FRAMEWORK

VISION PRINCIPLES AND POLICY DIRECTIVES TO GUIDE THE ROSSLYN SECTOR PLAN UPDATE



DRAFT
2014.02.19

MARCH 2014



Lee Hwy / Lynn Street / Trails Intersection

KEY ISSUES

- **General comment:** This intersection should be addressed in this planning document
- Map T5 updated to add call out noting “need for improvements” to this intersection
- Added Policy Directive T11 specifically speaking to this issue
- Staff will continue to explore what preferred long term option could be during drafting of Sector Plan Update

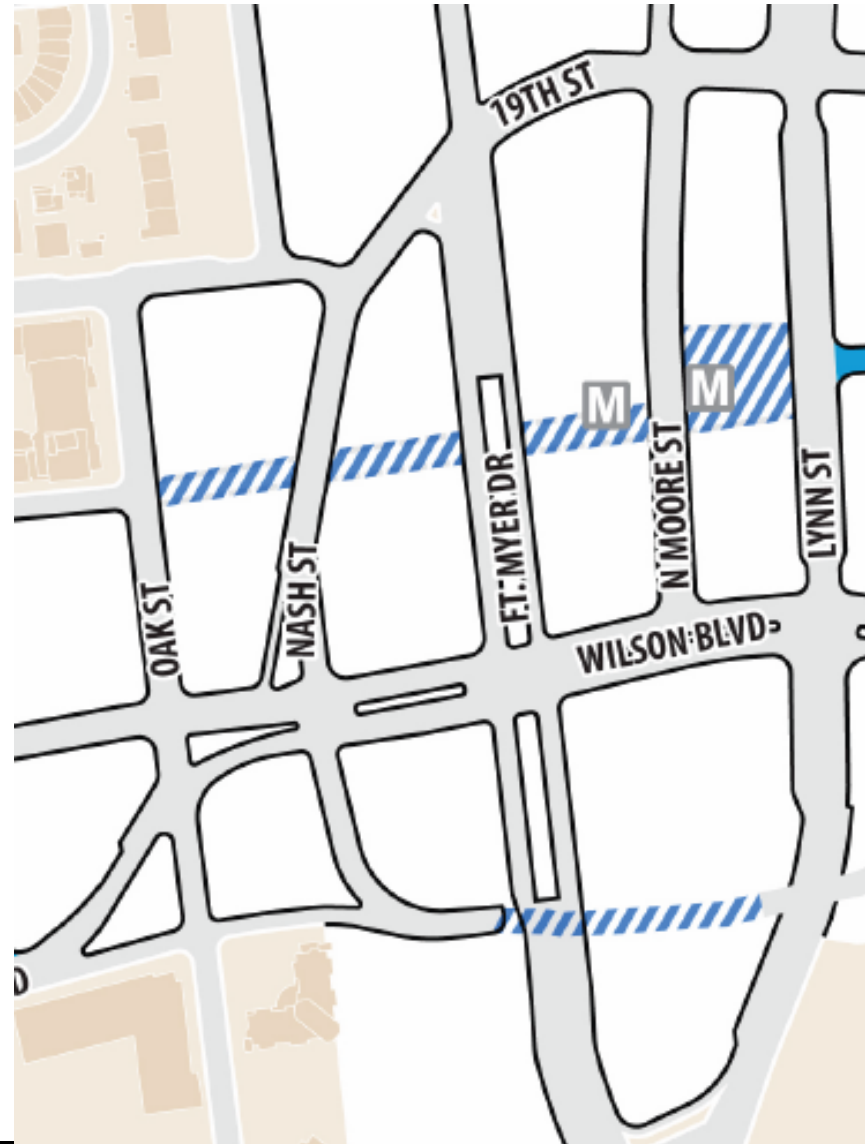


Location of 18th Street Extension

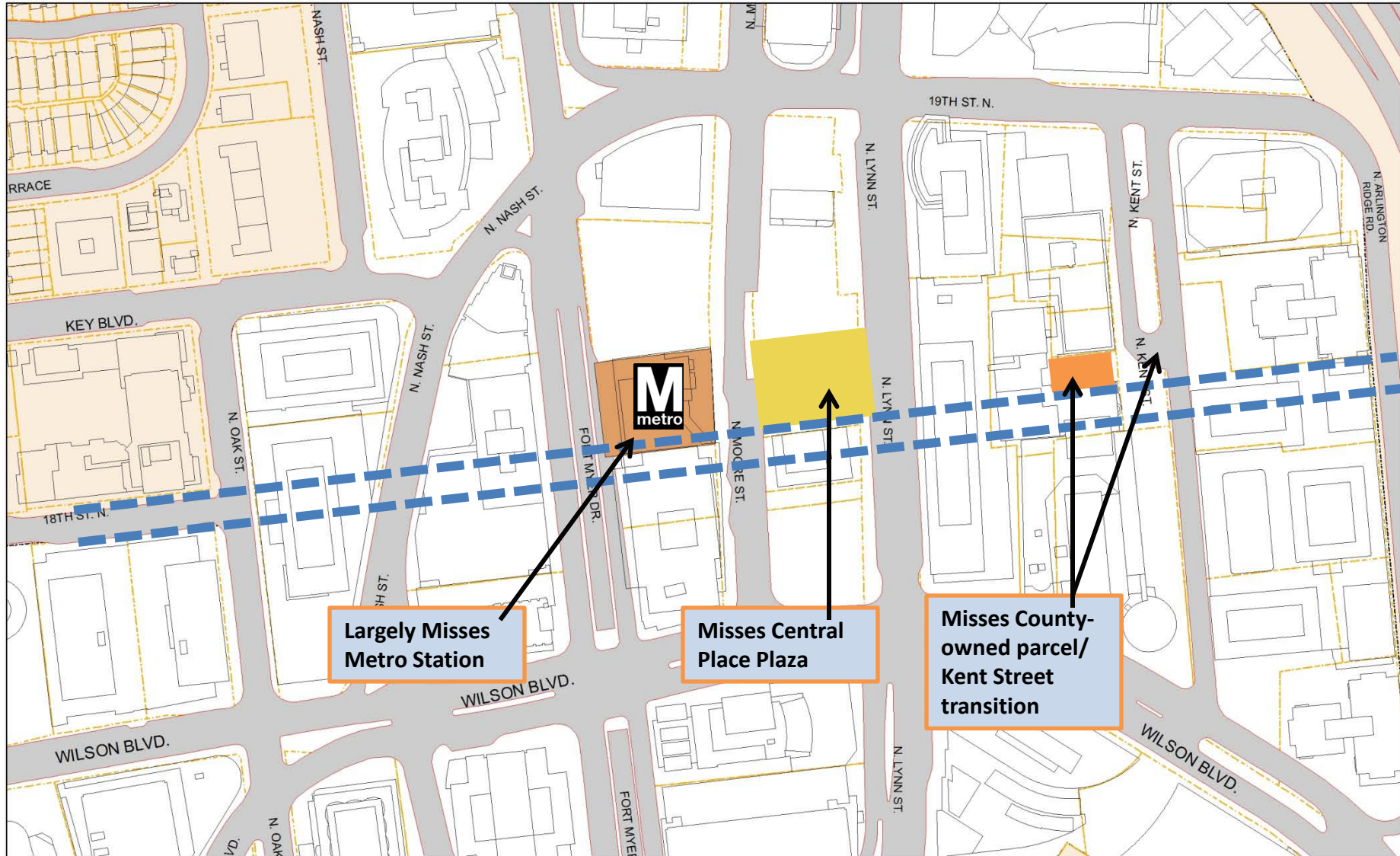
KEY ISSUES

General comment: Perceived inconsistencies in 18th Street location presented in framework

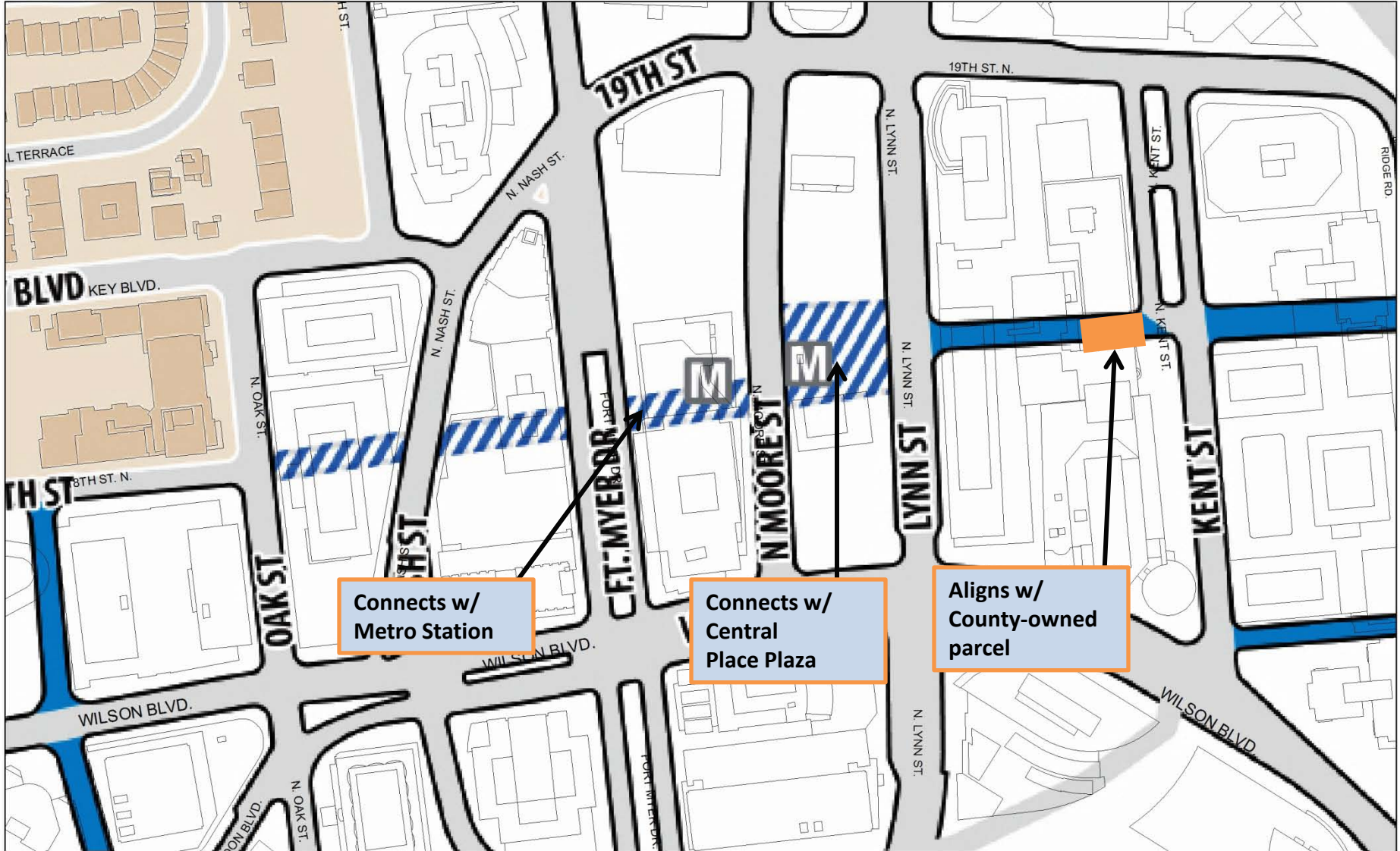
- Maps show **general** locations
- **Main Goals:**
 - Align with Metro
 - Maximize direct physical connection
 - Maximize view corridors through
 - Retain flexibility for feasible redevelopment



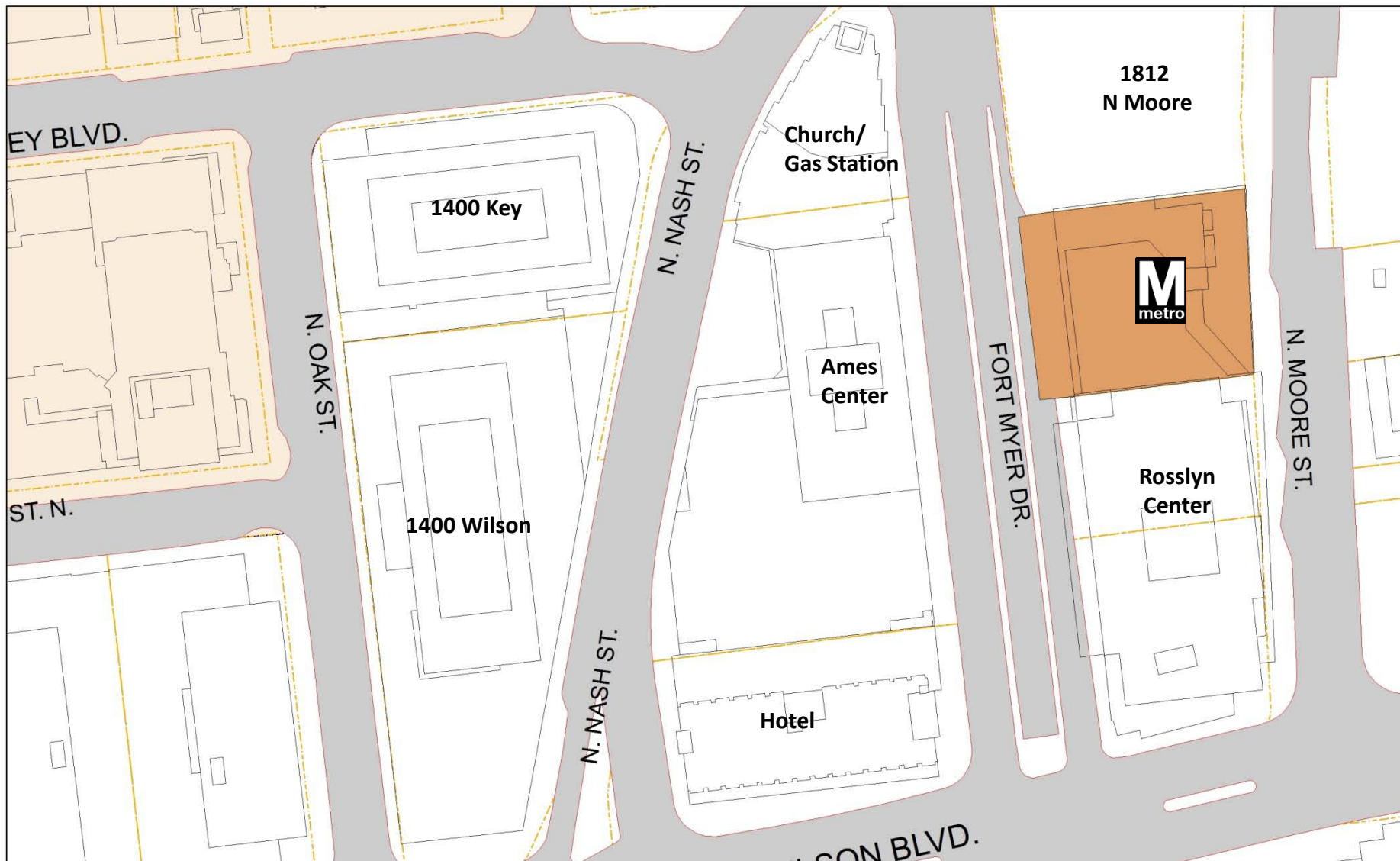
18th Street cannot be straight line



18th Street will need to transition

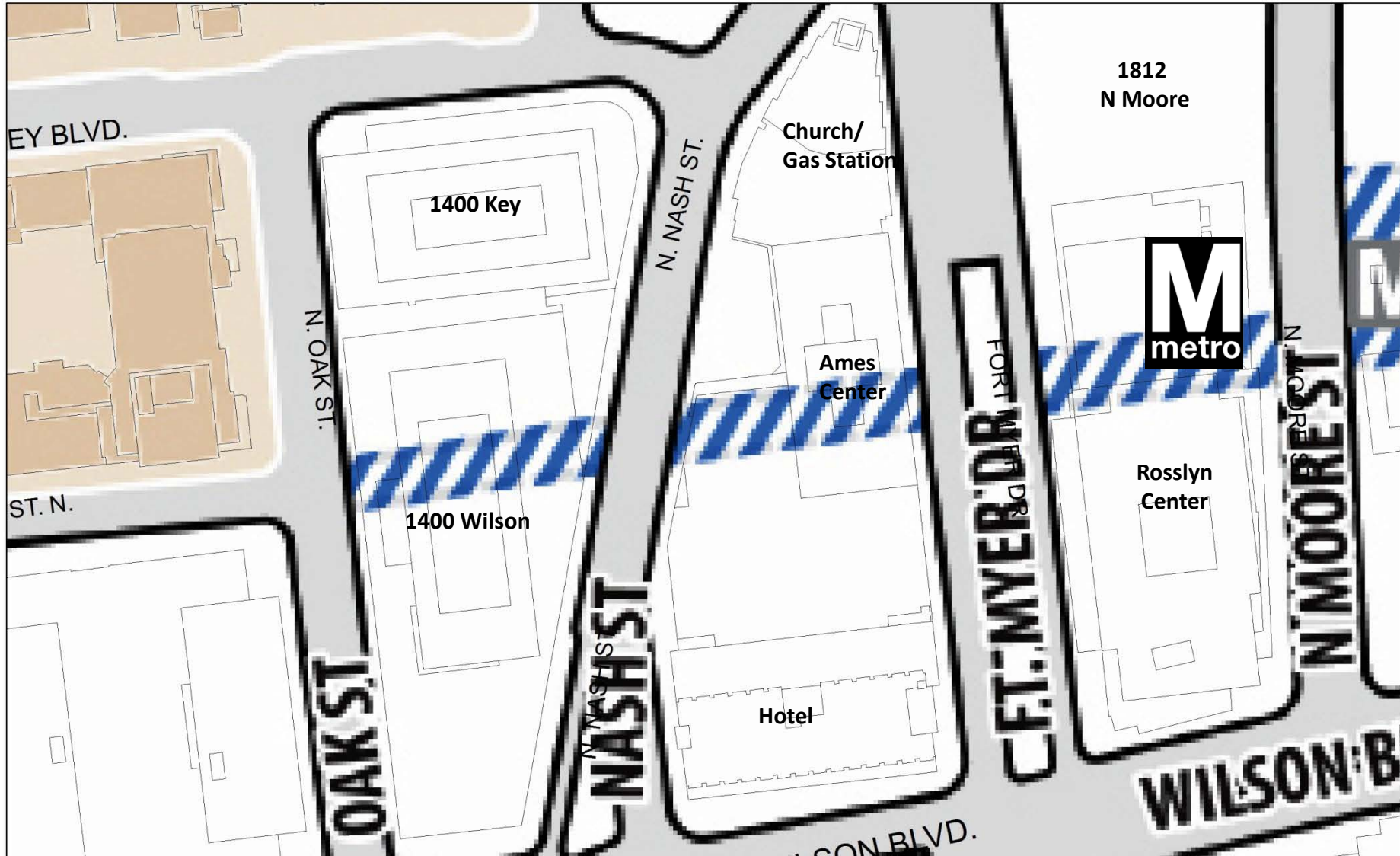


How Can 18th Street be achieved (west of Metro?)



0 30 60 120 180 240 Feet

Block Structure Map shows general location



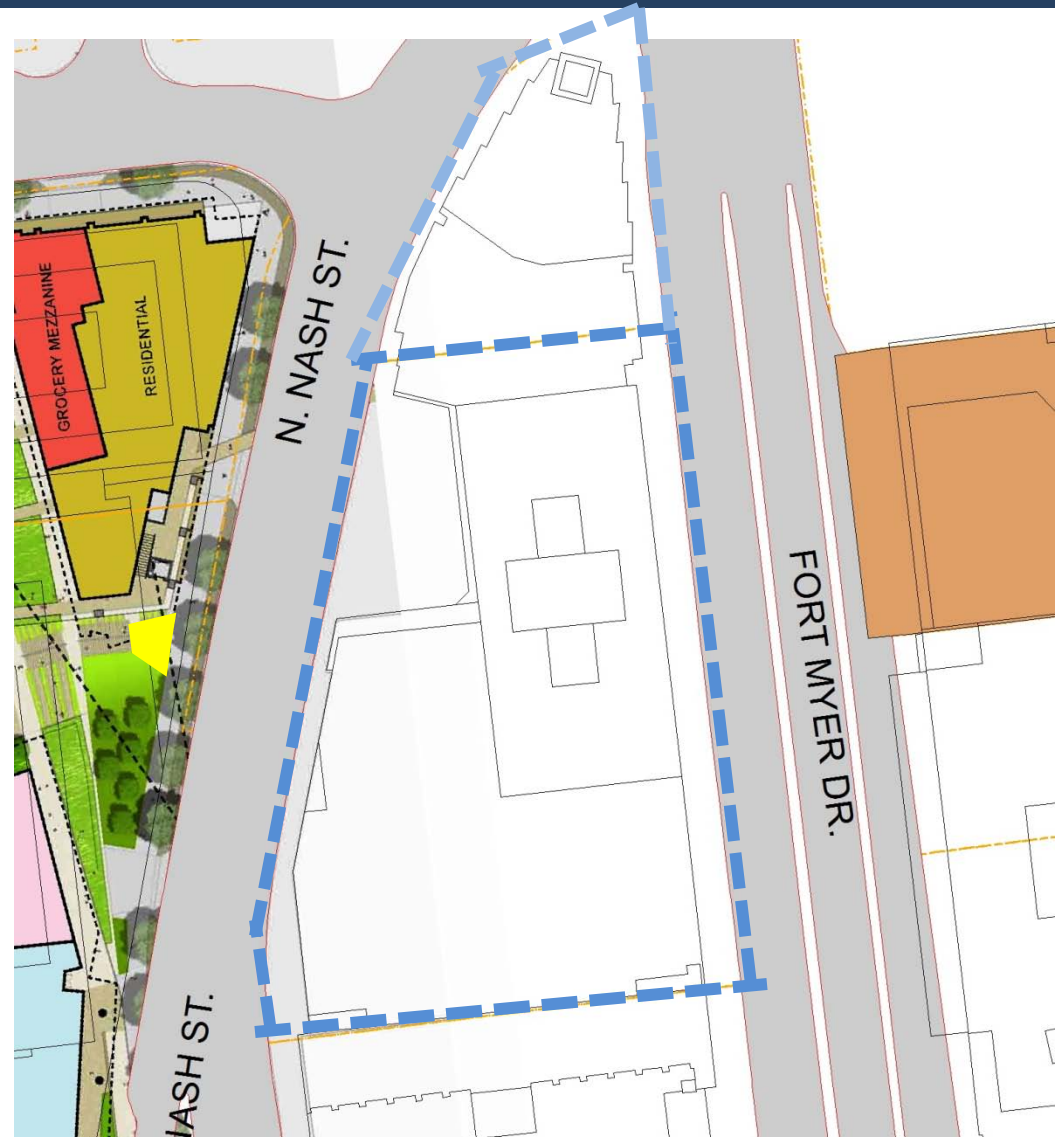
1401 Wilson/1400 Key proposal for 18th Street



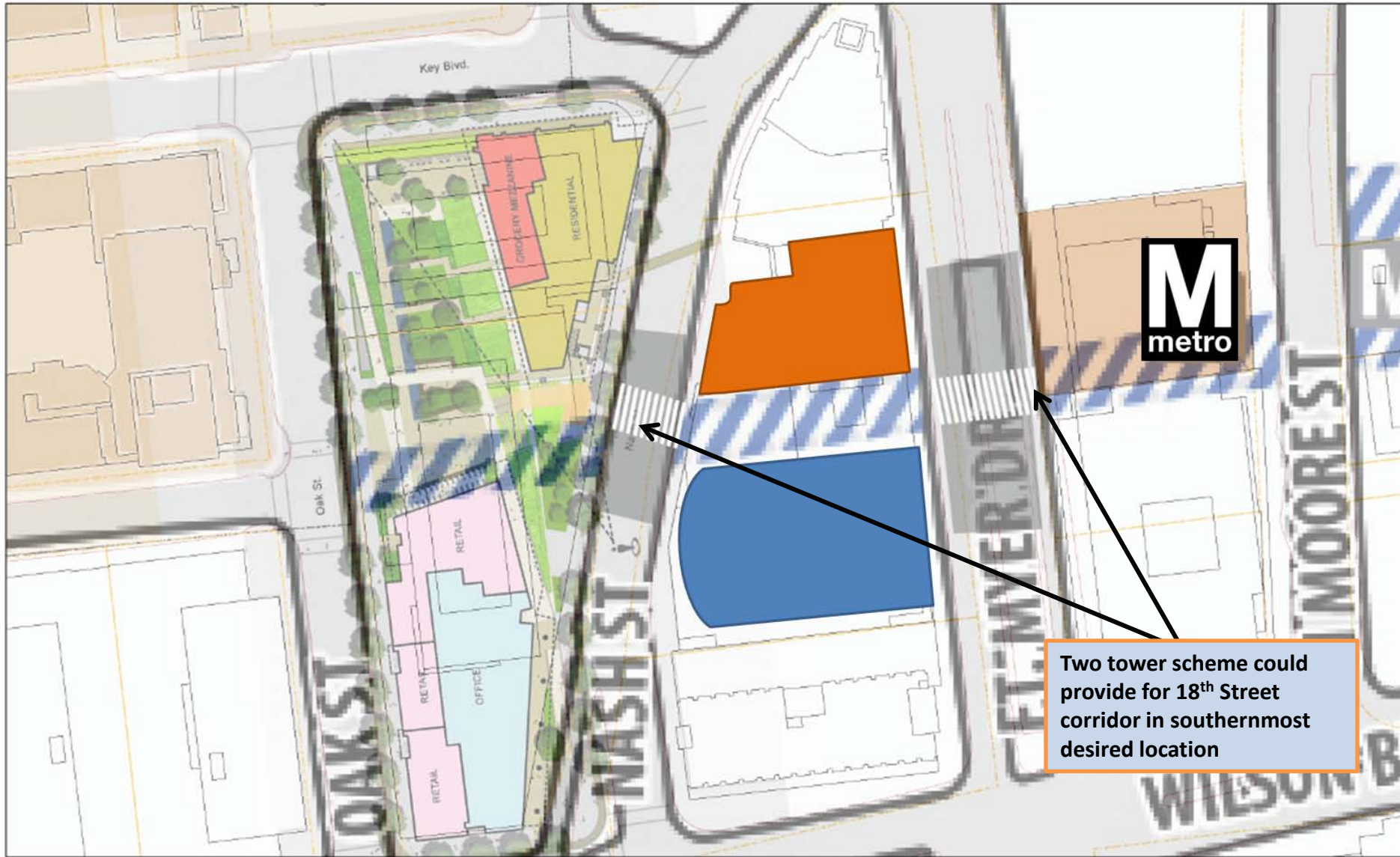
How can 18th Street be achieved on Ames Site?

Conceptual look at 2 redevelopment scenarios for Ames Center site (with and without church)

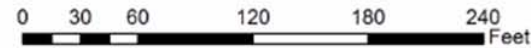
Can County goals for 18th Street realistically be met?



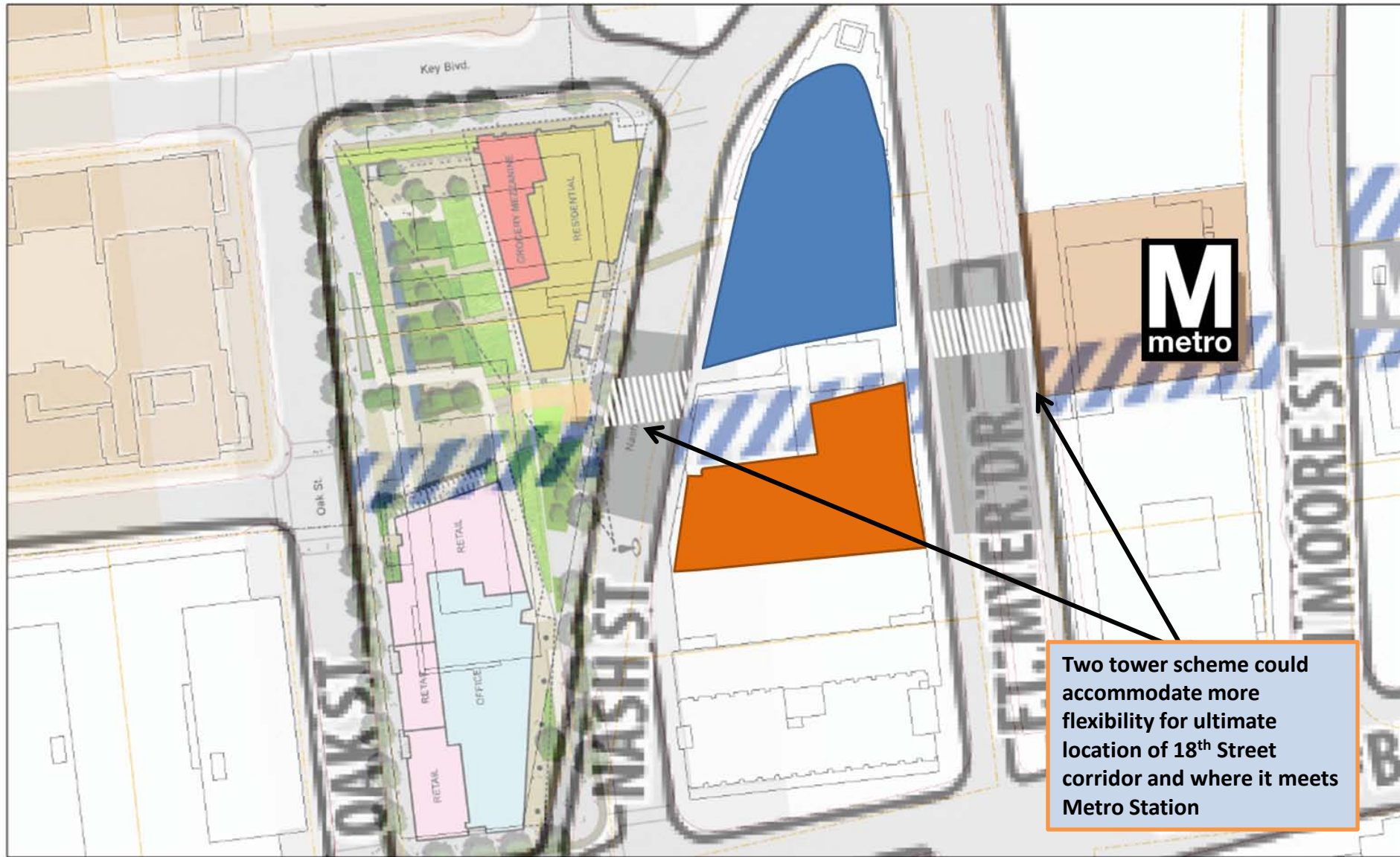
Scenario A: redevelopment without church



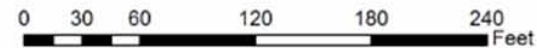
Rosslyn Base Map: Mock Up 6



Scenario B: redevelopment with church



Rosslyn Base Map: Mock Up 6

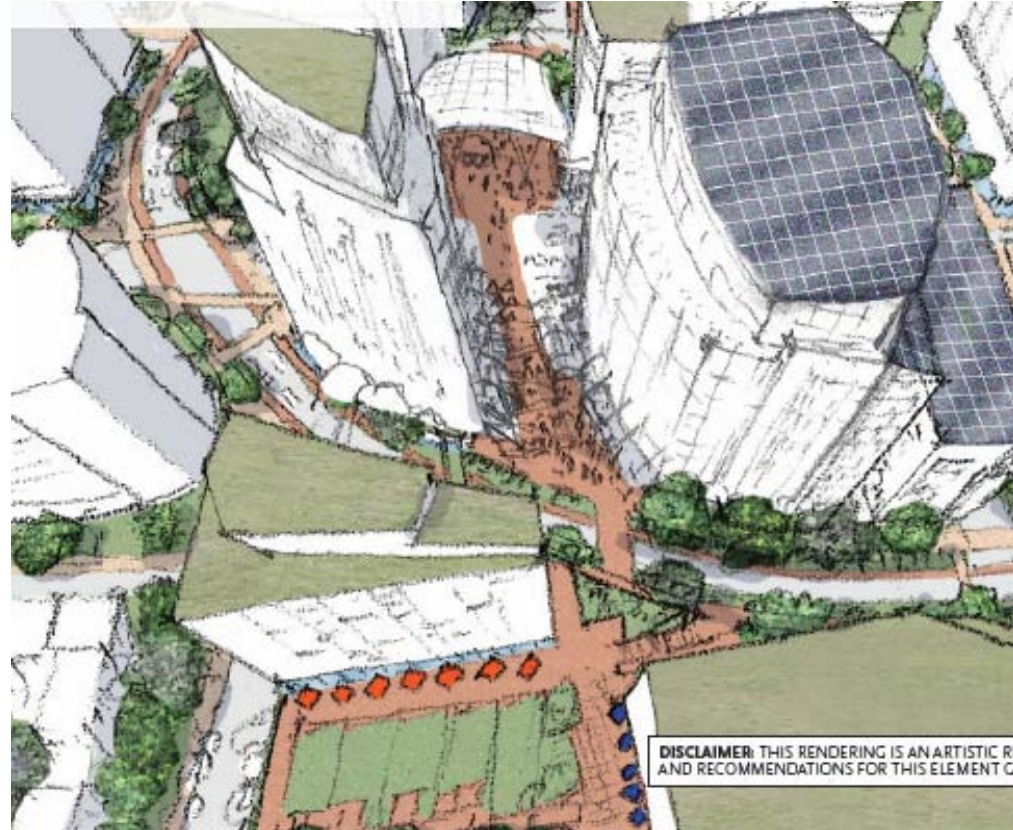


Updated perspective drawings

KEY ISSUES



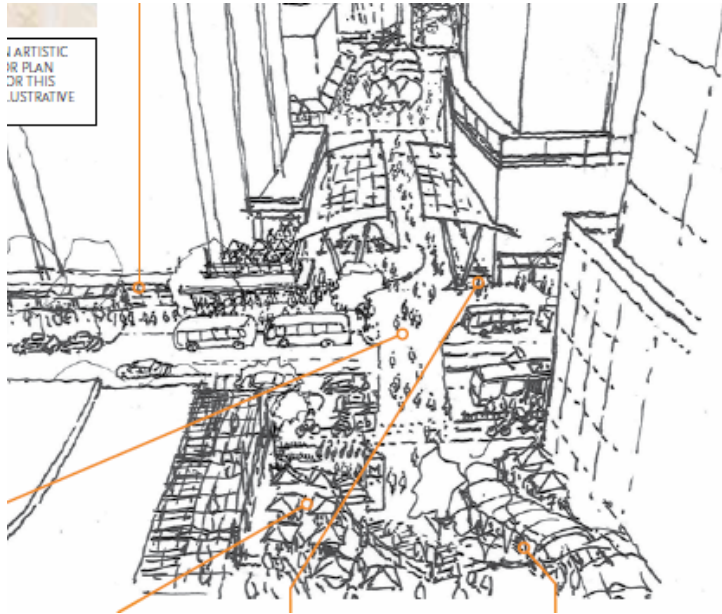
3.12.14 draft



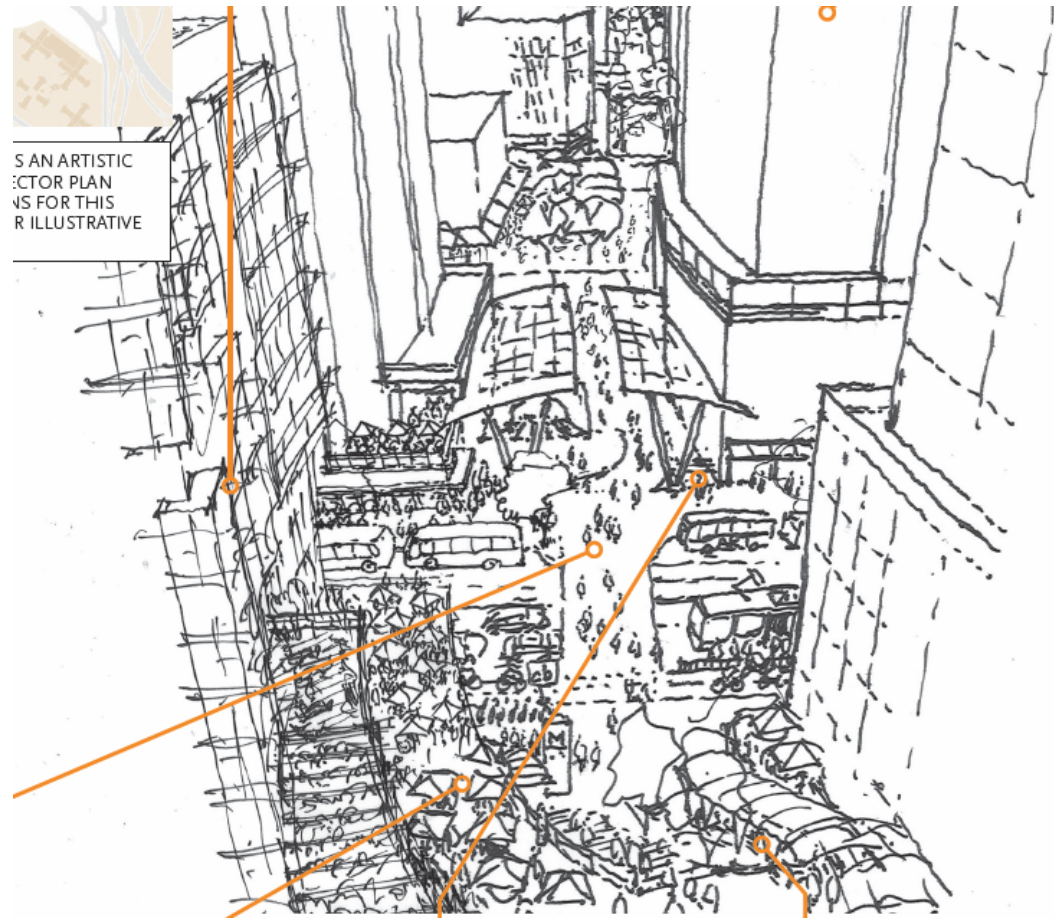
3.27.14 draft

Updated perspective drawings

KEY ISSUES



3.12.14 draft

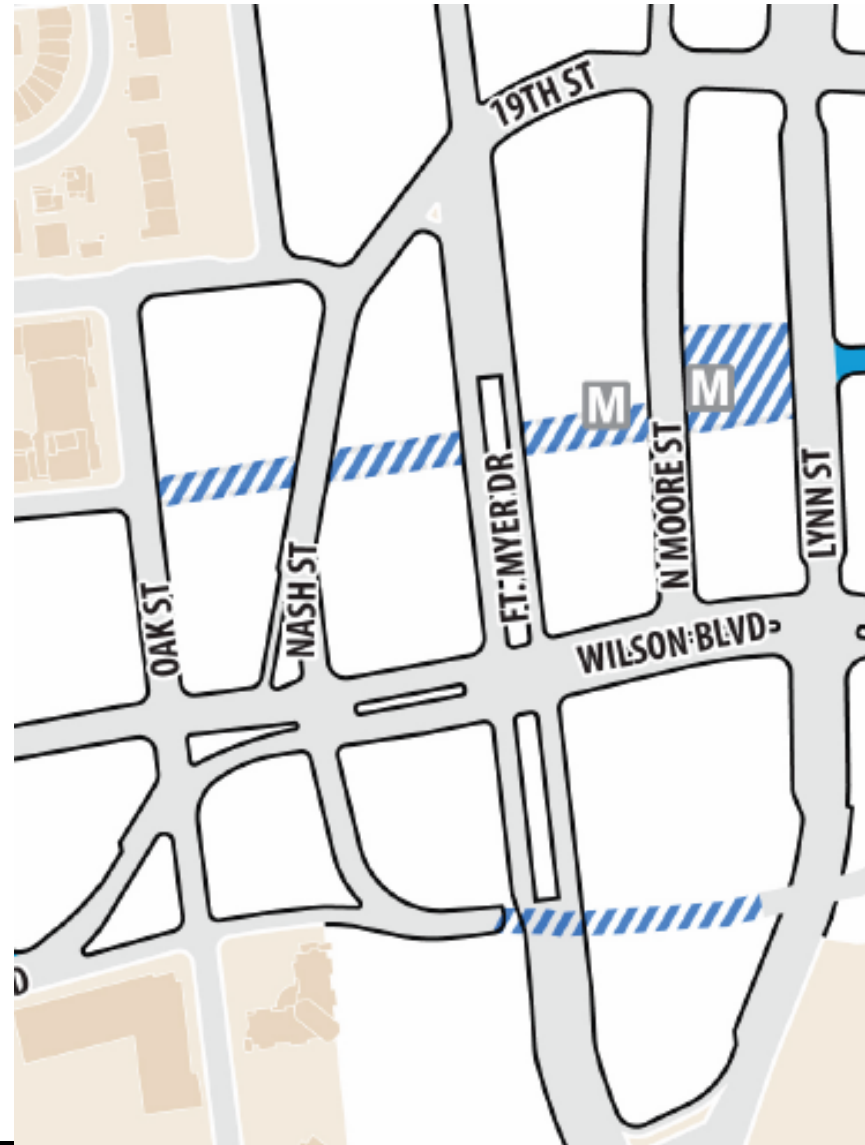


3.27.14 draft

Location of 18th Street Extension

SUMMARY

- Block Structure map will guide the general location of the corridor; illustratives show just one way to do it.
- Most important goals are relatively direct physical and visual connections between blocks and with Metro
- Plan Framework provides flexibility, within limits
- Final locations to be determined with site plan applications.



Rosslyn Plan Framework

Highlighted Changes since Feb. 24 Pre-RTA Draft



ROSSLYN PLAN FRAMEWORK
VISION PRINCIPLES AND POLICY DIRECTIVES TO GUIDE THE ROSSLYN SECTOR PLAN UPDATE



GOODY CLANCY

Key Changes since Feb. 24 Draft

Highlights

OVERVIEW

- Overall editing of text
- Streamlined discussion on Process Panel

PLAN FOUNDATIONS

- Added opening text on primary assets of today's Rosslyn
- Removed Challenges and Opportunities Map
- Added 8th C+O item pertaining to Use Mix
- Simplified Likelihood of Change Map to two categories
- Added discussion on growth projections through 2040
- Added discussion on "C-O Rosslyn", key assumptions for redevelopment
- Added discussion on demographics

Key Changes since Feb. 24 Draft

Highlights

A BOLD VISION

- Added introductory page on structure of six principles, spreads
- Vision Principle language revised in several places
- Reversed order of Vision Principles 1 and 2
- View for Global Destination principle now from obs. deck
- Walkable neighborhood view more bird's eye view

POLICY DIRECTIVES

- Added summary or air rights study status to introduction

TRANSPORTATION

- Moved block structure into Transportation section
- Reordered themes: the grid, transit, walk/bike
- Added directive specifically on skywalk
- Added fourth theme and new directives on modal split, parking, TDM

Key Changes since Feb. 24 Draft

Highlights

POLICY DIRECTIVES

PUBLIC PARKS AND OPEN SPACE

- Integrated new themes to structure this section
- Removed Urban Street Focal Point from Map P1
- Added directive to enhance civic and passive leisure elements

URBAN DESIGN, LAND USE, and SUSTAINABILITY

- Revised themes with one focusing on each topic
- Reorganized and revised several directives accordingly

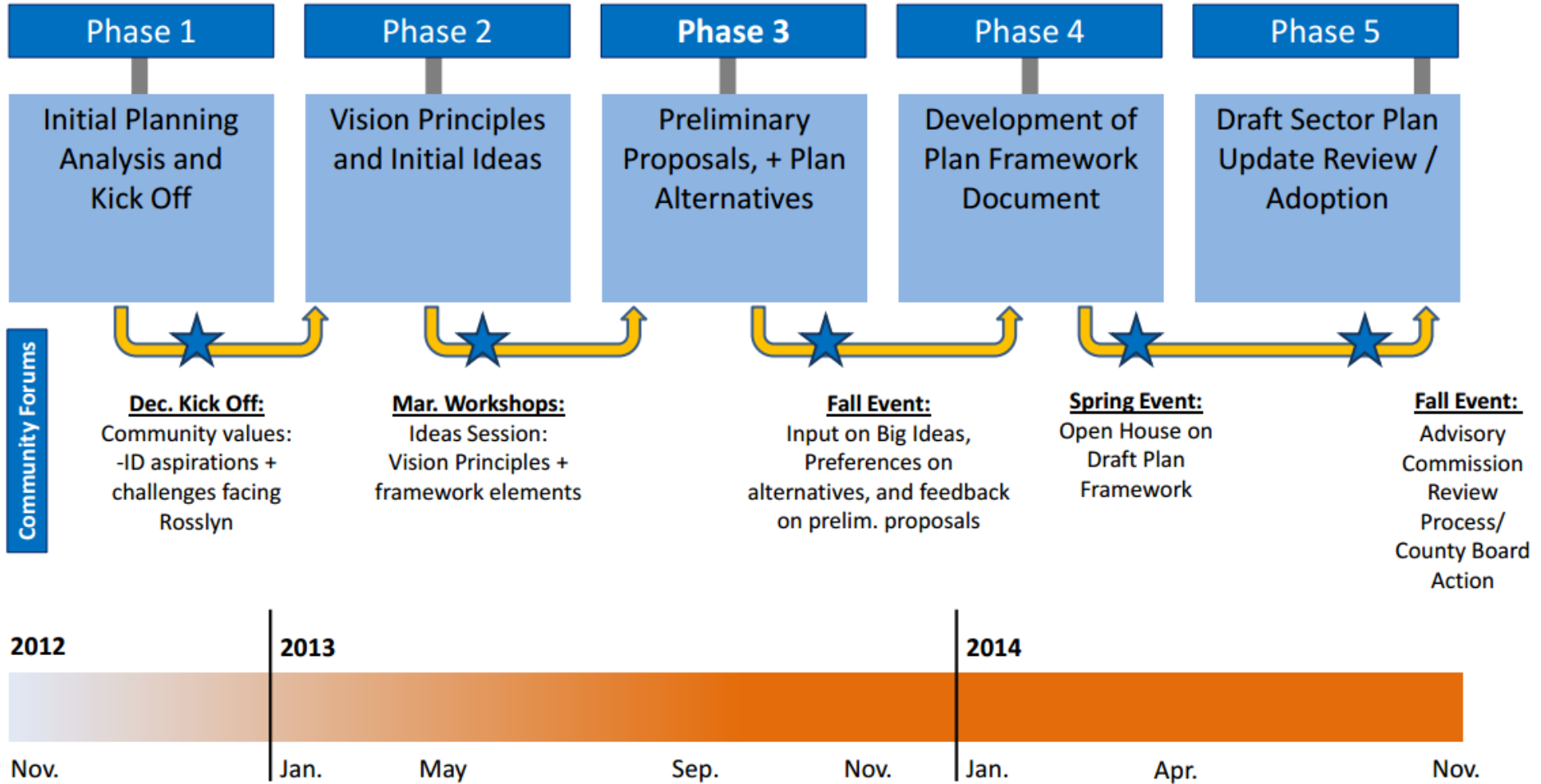
BUILDING HEIGHT AND FORM

- Expanded introductory language to explain existing and proposed heights policies, and the key goals the new policy will aim to achieve
- Reordering and adding several directives tied to these goals
- Several map updates, removed directive on TDR

ROSSLYN SECTOR PLAN UPDATE

Process

as of 01.16.2014



Next Steps

ACTION

- **3/27: Transportation Commission**
- **3/31: Planning Commission**
- **4/12 or 4/22: County Board**



For more information

- **Realize Rosslyn website:**

<http://www.arlingtonva.us/rosslyn>

- **Contact:**

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