

Realizing Rosslyn: a new era of opportunity

Rosslyn Process Panel Subcommittee on Transportation Meeting #1

September 15, 2014



AGENDA

1. **Welcome** / Subcommittee introductions, role, goals, process 10 min.
2. **Starting points** / Framework overview, street network goals 15 min.
3. **Future Street Network Map** / New streets, other improvements 20 min.
4. **Proposed Character/Details of Select Streets** 80 min.
5. **MTP Designation Updates** / Nash north of Key; others 10 min.
6. **Lee Hwy/Lynn Street/Custis Trail intersection** 10 min.
7. **Next steps** 5 min.

Members of the Subcommittee on Transportation

- John Grant RPP / Transportation Commission (former)
- Stuart Stein RPP / Radnor Fort Myer Heights CA
- Jennifer Zeien RPP / North Rosslyn CA
- James Schroll Transportation Commission
- Chris Slatt Transportation Commission
- Chris Forinash Planning Commission
- Tom Korn Pedestrian Advisory Committee
- Gabriel Thoumi Resident, Rosslyn, E2C2
- Kingdon Gould Rosslyn Plaza
- Suzette Timme Rosslyn BID (developer)
- Selim Soliman Rosslyn BID (tenant)
- Chris Hanessian Developer

Subcommittee Role / Goals

- At an important point in the process to formulate detailed recommendations and more specific guidance to help implement the plan's preferred vision
- **Primary subcommittee goal is to provide input on key questions and issues posed to the group, pertaining to select Transportation components of Rosslyn Sector Plan Update**
- Review information/materials produced by staff/consultant team, generally in advance of meetings (*and ask questions where needed!*)
- While general agreement among group would be great, full consensus not a requirement - group input will help inform/shape end product
- Complete work in 2 meetings between September – October

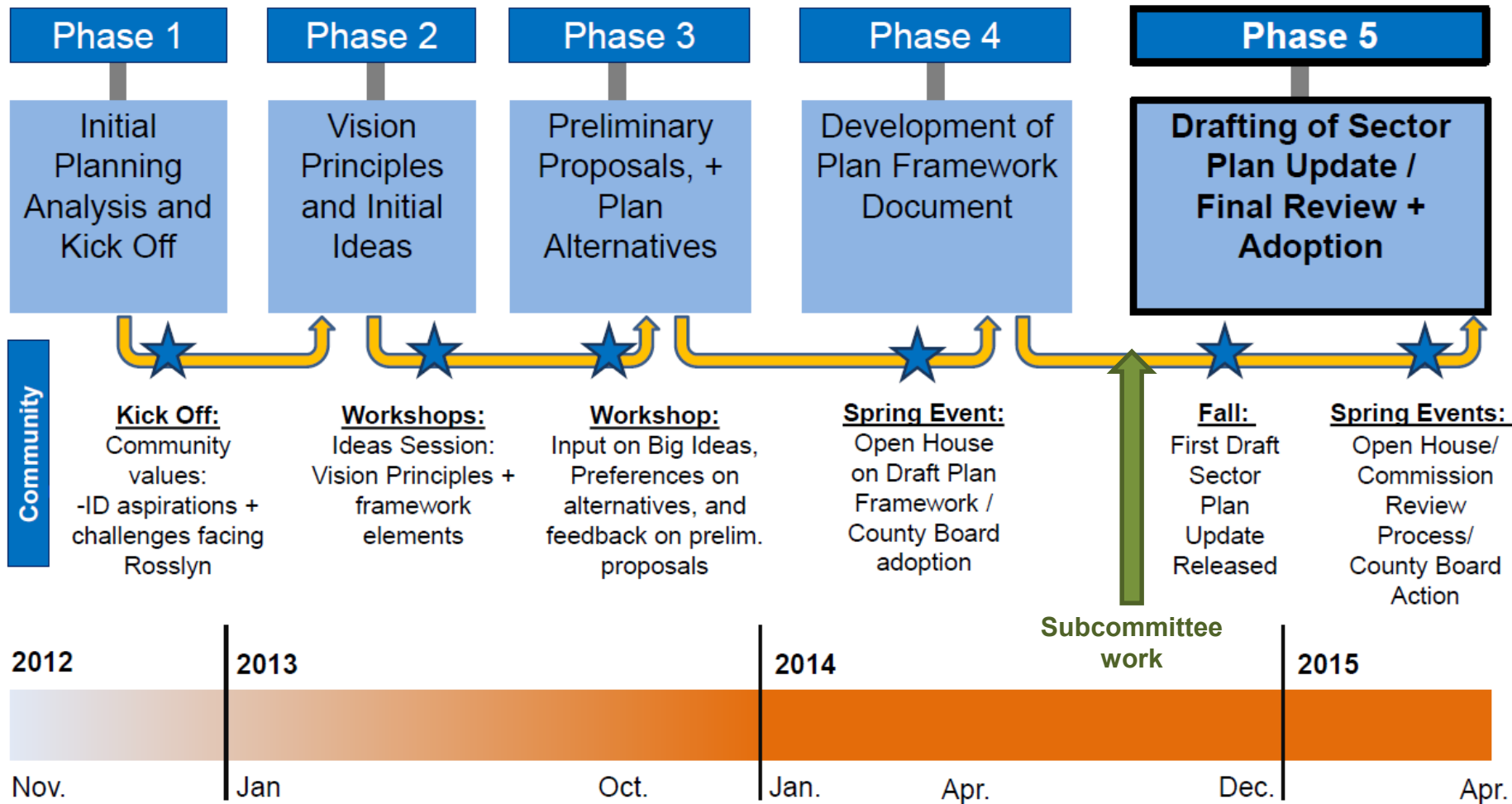
Realize Rosslyn: Essentials

- An ongoing **community planning effort** ...
- To develop an **Update** for the **Rosslyn Sector Plan...**
- That will **refresh the community vision** for Rosslyn's future...
- Provide a **planning framework** and **implementation strategies** to achieve the that vision.



Project Schedule

as of 07.23.2014



1. Welcome

Rosslyn Plan Framework – a foundation to build from

- Major milestone, **foundation** for the full Sector Plan Update
- Comprised of **Vision Statement, Principles and Policy Directives**
- Based on **analyses, preliminary concepts, and community input**



1. Welcome

Project Scope

ISSUES TO BE ADDRESSED

Urban Design

- Special features
- Order and Legibility of streets, open spaces, + development
- Walkability
- Retail + alternative ground floor use locations
- Well proportioned + distinctive buildings
- Varied façade types/compositions
- Skyline
- Potential role of TDRs

Building Heights

- Building height limits
- Heights above 300'? If yes, where + why?
- Transitions to edge areas
- View corridors
- Skyline
- Impacts/opportunities for open space
- Potential role of TDRs

Transportation

- 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

Parks and Open Space

- Priority park and open space needs
- Cohesive park and open space network
- Pedestrian circulation/connectivity
- Vision and programming for Gateway Park, others
- Loop Road
- Access to Federal parkland
- Incentive for parks/open space w/ redevelopment

2. Starting points

- Realize Rosslyn transportation framework overview
- “Complete street” network goals
- Transit
- Pedestrian/bike
- Parking



2. Starting points

Transportation— specific elements to address

Sept. 15

- Street network map and details (select)
- Street character/detailing (select)
- Master Transportation Plan designations (select)
- Bicycle and Pedestrian facility improvements / Lee + Lynn

Oct. 20

- Mode share targets
- Parking and curb space
- Two-way conversion of Fort Myer Drive and Lynn Street
- Sidewalk widths

2. Starting points

Principal goals: “complete streets” network

- Refining transportation policies to further **promote walking, transit and bicycling** and more **efficient use of parking**
- Providing **safer, more convenient walking and biking conditions**
- **Reducing peak traffic volumes** on Rosslyn streets (recognizing the challenge that much of the peak traffic is passing through Rosslyn on its way somewhere else – primarily to or from the District of Columbia)
- **Enhancing connectivity** within and around Rosslyn



2. Starting points

Future street/travel lane changes

- **Lynn and Fort Myer:** two-way travel
 - At least two lanes each direction at peak
 - One lane in off-peak direction at other times
 - New options for bus stops and routes
- **Kent south of 18th:** two-way travel



2. Starting points

Principal goals: transit

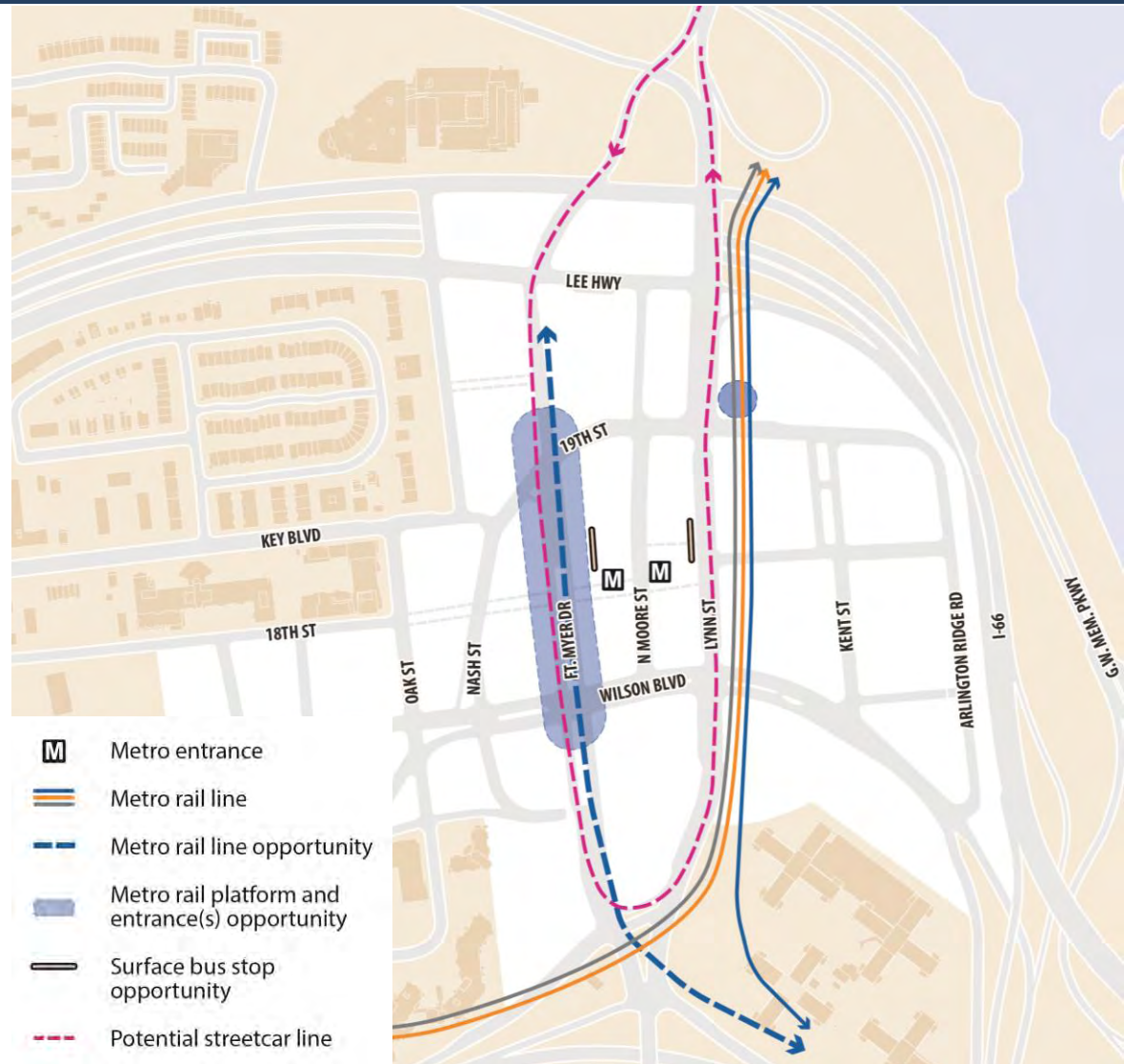
- **Increasing Metrorail capacity**
 - new **Silver Line** service
 - **All 8-car trains**
 - Mitigate peak period **capacity limits** of the Potomac tunnel
- **Enhancing bus services**
 - Great opportunity to expand transit capacity and choices in Rosslyn
- **Streetcar compatibility**
 - Design streets/network that could accommodate possible future streetcar extension from Georgetown



2. Starting points

Future transit enhancements

- Metro's plans for **2nd Rosslyn Station** (*Momentum Plan*)
- Connected w/ existing platform
- Potential Ft. Myer station entrance(s)
- Potential Lynn/19th station entrance
- Relocated/added surface bus stops
- DC Streetcar compatibility

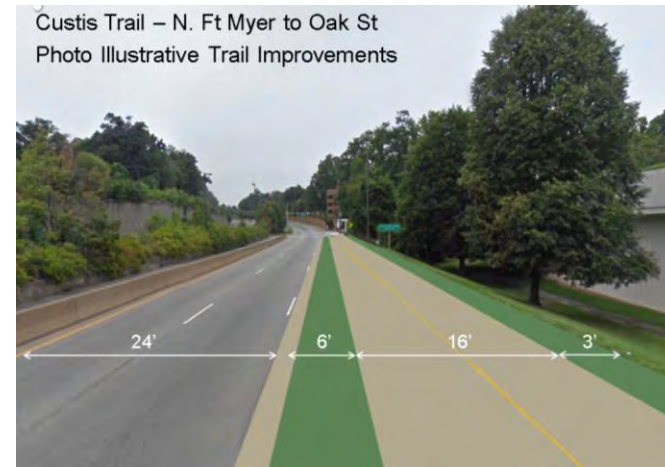


2. Starting points

Principal goals: pedestrian and bike access

- Providing better **walking** conditions, including:
 - **Safer street crossings**
 - **More inviting sidewalk environment**
 - **More direct routes** that penetrate “superblocks”

- Improving the bike network with:
 - Much **safer and better protected connections** on Rosslyn streets
 - Improved **links to adjacent regional trails** for both recreation and transportation.



2. Starting points

Pedestrian traffic intensity

Pedestrian volumes are greatest close to the Metro station

- Busiest sidewalk
- Least busy sidewalk
- Other sidewalks/
walkways (no data)
- Above-grade walkways
- Crosswalks
- Parks



2. Starting points

Future pedestrian network

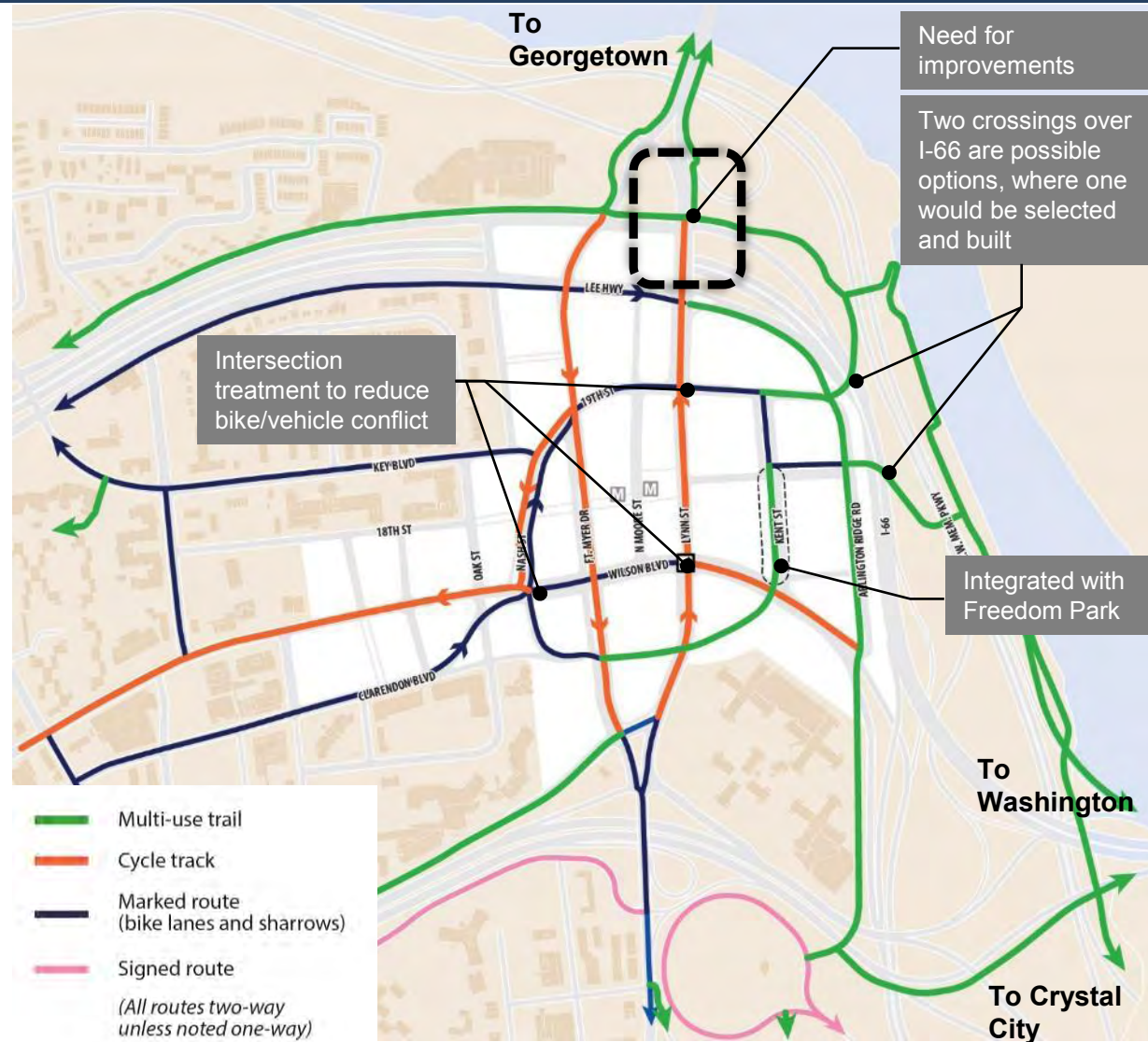
- Emphasis on the **ground-level network**,
- **More frequent connections**, smaller blocks
- **Ped/Bike-only** portions of 18th St. extension
- Neighborhood and regional **path connections**



2. Starting points

Future biking network

- For **recreation** and **transportation**
- New **cycle tracks** and protected lanes
- **“Bike boxes”** for safer left turns at major intersections
- **Regional bike network** improved, leveraged
 - Filling regional gaps
 - Improving local access



2. Starting points

Principal goals: parking

- Maintaining **balanced use of curbside lanes**, accommodating competing uses such as retail customer parking, carpools, bus stops and private shuttle services
- **More efficient use** of Rosslyn's many existing **off-street parking** spaces
- Improved **public access to off-street parking evenings and weekends**



2. Starting points

Rosslyn Multimodal Transportation Study (RMTS)

September 2012 DES study setting the groundwork for many Realize Rosslyn transportation recommendations, including:

- Convert Fort Myer Drive, Lynn Street, and Kent Street to two-way travel.
- Consider removal of Fort Myer Drive underpass of Wilson Blvd;
- Improve all Rosslyn streets to form a “complete” urban street network with emphasis on walkability ... wider sidewalks, better wayfinding, plantings, public art.
- Enhance transit service, including increased bus frequency, to add choices and mitigate Metrorail constraints.

Rosslyn Multi-Modal
Transportation Study

September 2012 – FINAL DRAFT

Arlington County DES - Transportation Planning



Rosslyn Multimodal Transportation Study (RMTS)

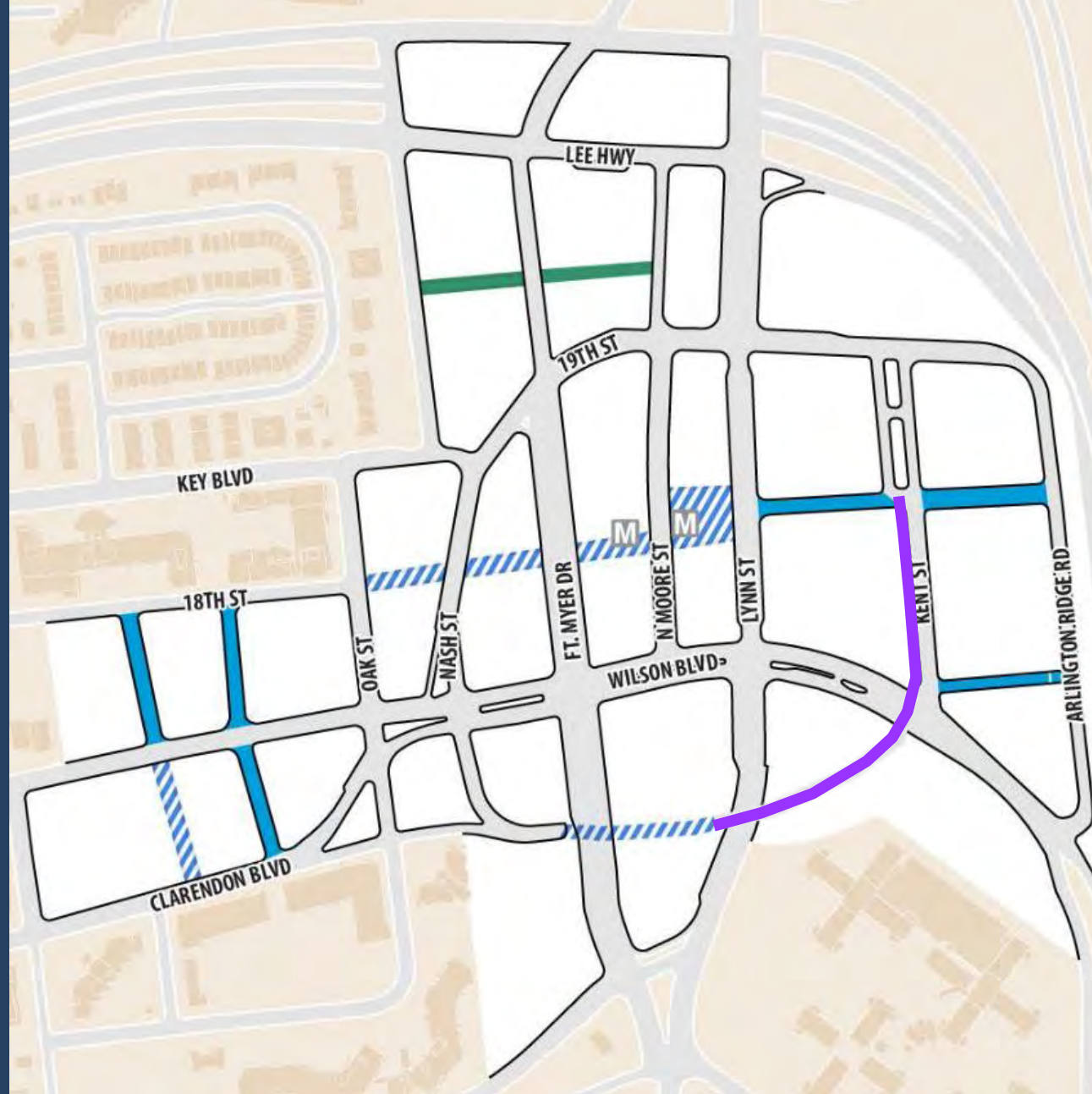
September 2012 DES study setting the groundwork for many Realize Rosslyn transportation recommendations, including:

- Add on-street bicycle facilities, integrated with regional routes.
- Build no more new parking spaces than needed, through reduced parking ratios, increased sharing of parking among uses/properties.
- Increase non-auto travel mode share through increased transportation demand management outreach to employers and travelers, enhanced non-driving options, and increased parking pricing at peak-periods.

The RMTS contains a series of recommended actions but is not a formally adopted document by Arlington County. Conversely, the Rosslyn Sector Plan Update will be adopted policy.

3. Future street network

- New streets and other connections
- Proposals for further grid updates/realignments

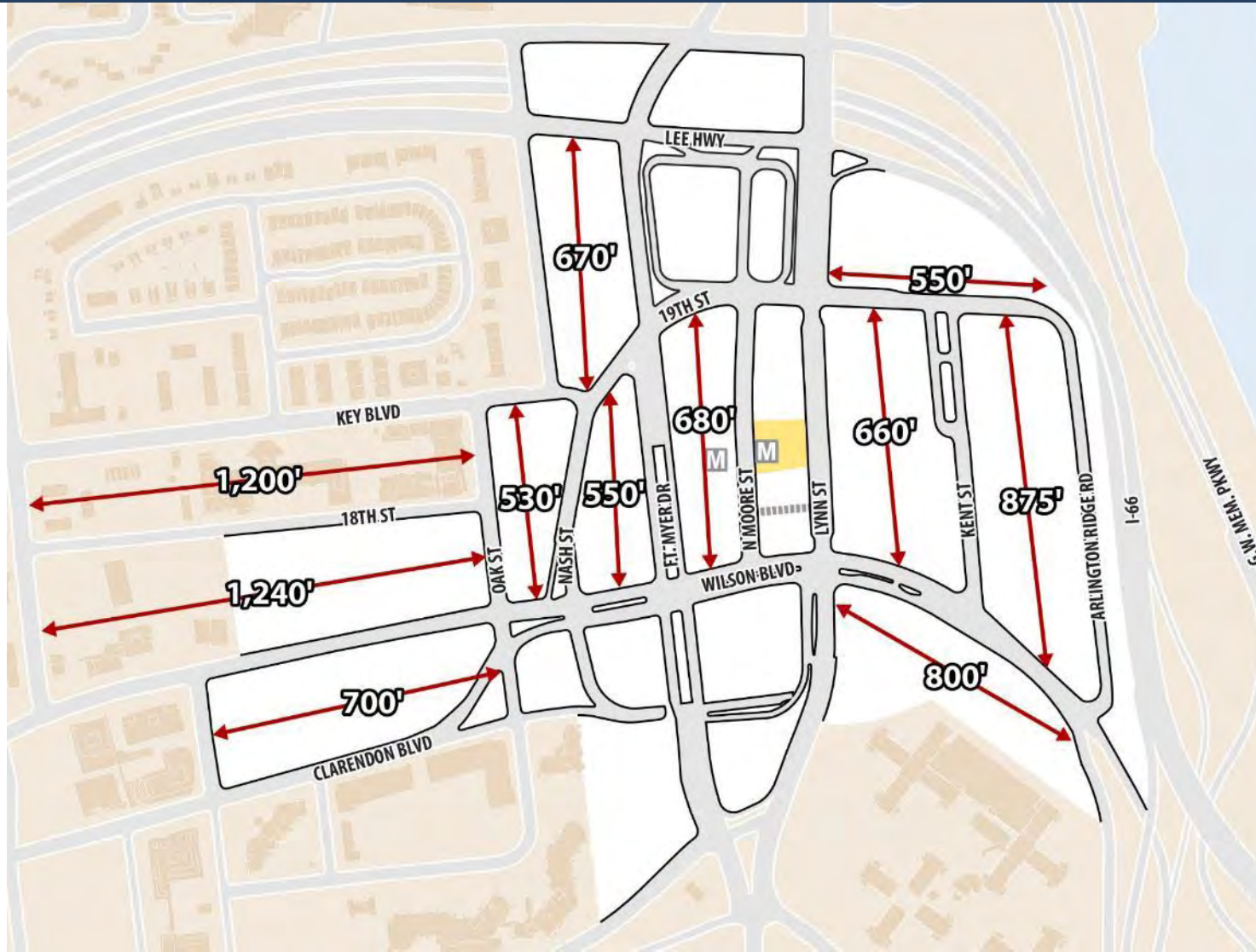


3. Future street network

Current Street Grid

Pedestrian barriers

Blocks exceeding 500-600' in length make walking significantly less convenient and vehicular circulation less efficient



3. Future street network

Future Street Grid: proposed block pattern

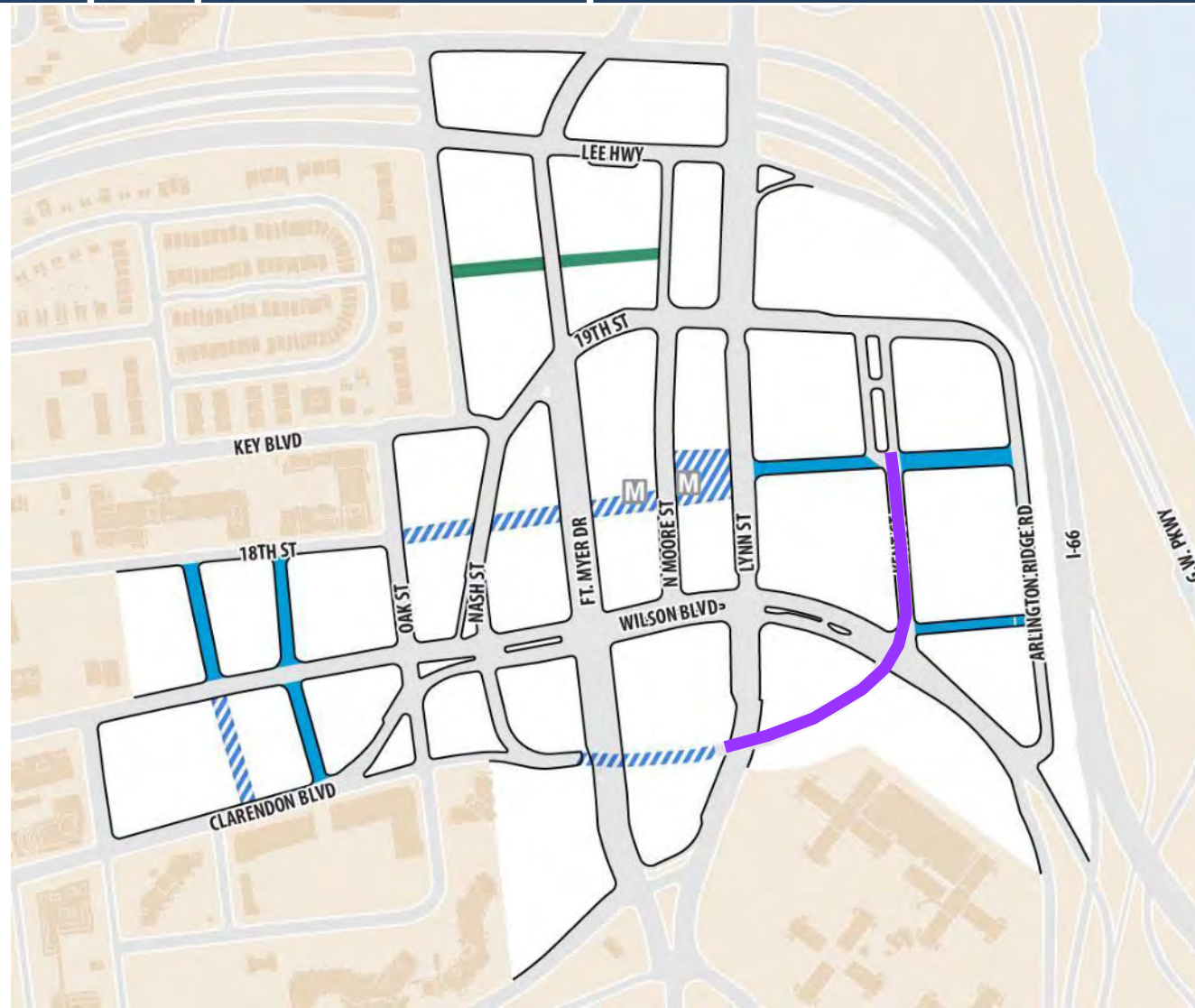
Block Pattern Map

From Rosslyn Plan Framework

- Limits of street travelway
- ▨ General location of new ped/bike or ped-only connection
- █ General location of new complete street
- █ General location of new service street/alley
- █ Existing ped/bike or ped-only connection



0 250 500 feet



3. Future street network

Future Street Grid: proposed block pattern

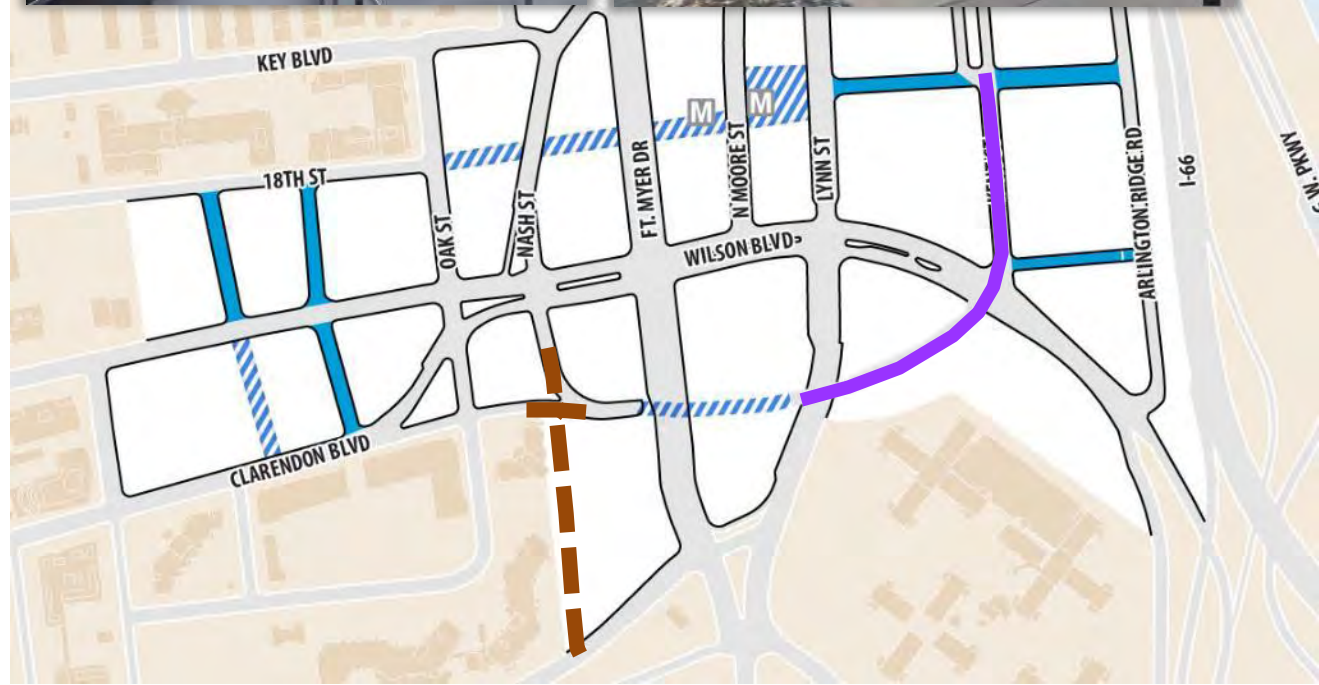
Nash Street options for consideration

- Improved "T" at 17th Street
- Potential extension to Fairfax drive (possible ped/bike only)

- Limits of street travelway
- ▨ General location of new ped/bike or ped-only connection
- General location of new complete street
- General location of new service street/alley
- Existing ped/bike or ped-only connection



0 250 500 feet



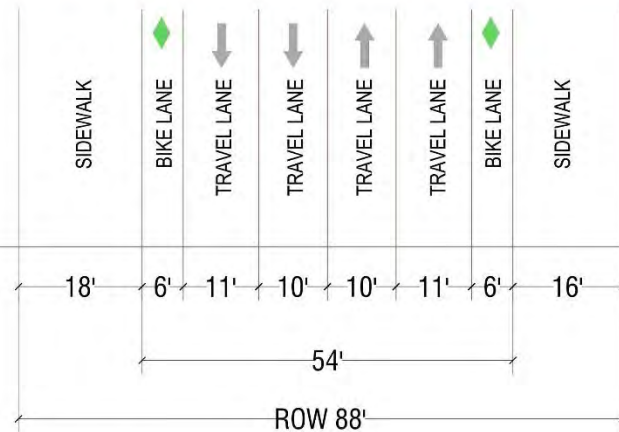
4. Proposed character & details of selected streets

We will pause for discussion of each street:

- Lynn Street
- Fort Myer Drive
- Wilson Blvd Sections (typical)
- New connection through Holiday Inn Site
- New connections between Clarendon Blvd and 18th Street
- Kent Street north of 18th Street
- 17th and 18th Streets east of Kent Street



Rosslyn Gateway



Dominion Power Substation

19th St

Proposed: road diet and bike lanes

4. Street character/details

Lynn Street: becoming Rosslyn's true "Main Street"

- Two-way travel
- Southbound bus stop
- Northbound cycle track
- Broader sidewalks with adequate room for dining, plantings, art
- Midblock crossing at Central Place Plaza/18th Street
- Redevelopment reinforces position as retail/dining destination
- Streetcar compatible

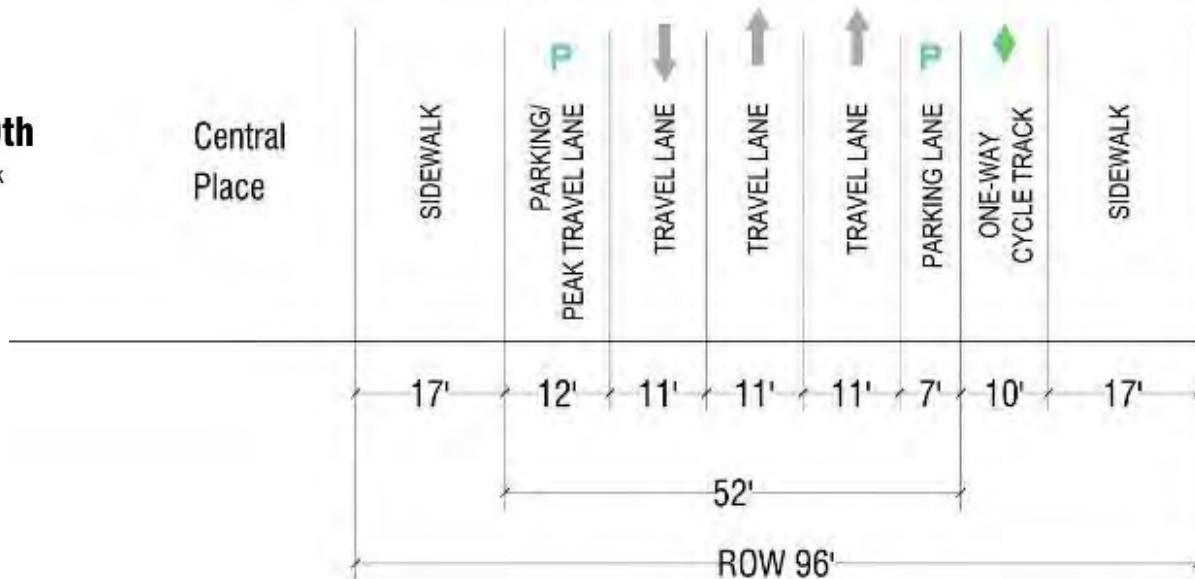


4. Street character/details

Lynn Street: becoming Rosslyn's true "Main Street"



Lynn St from Wilson to 19th
Proposed: 1+3 lanes with one-way cycle track



4. Street character/details

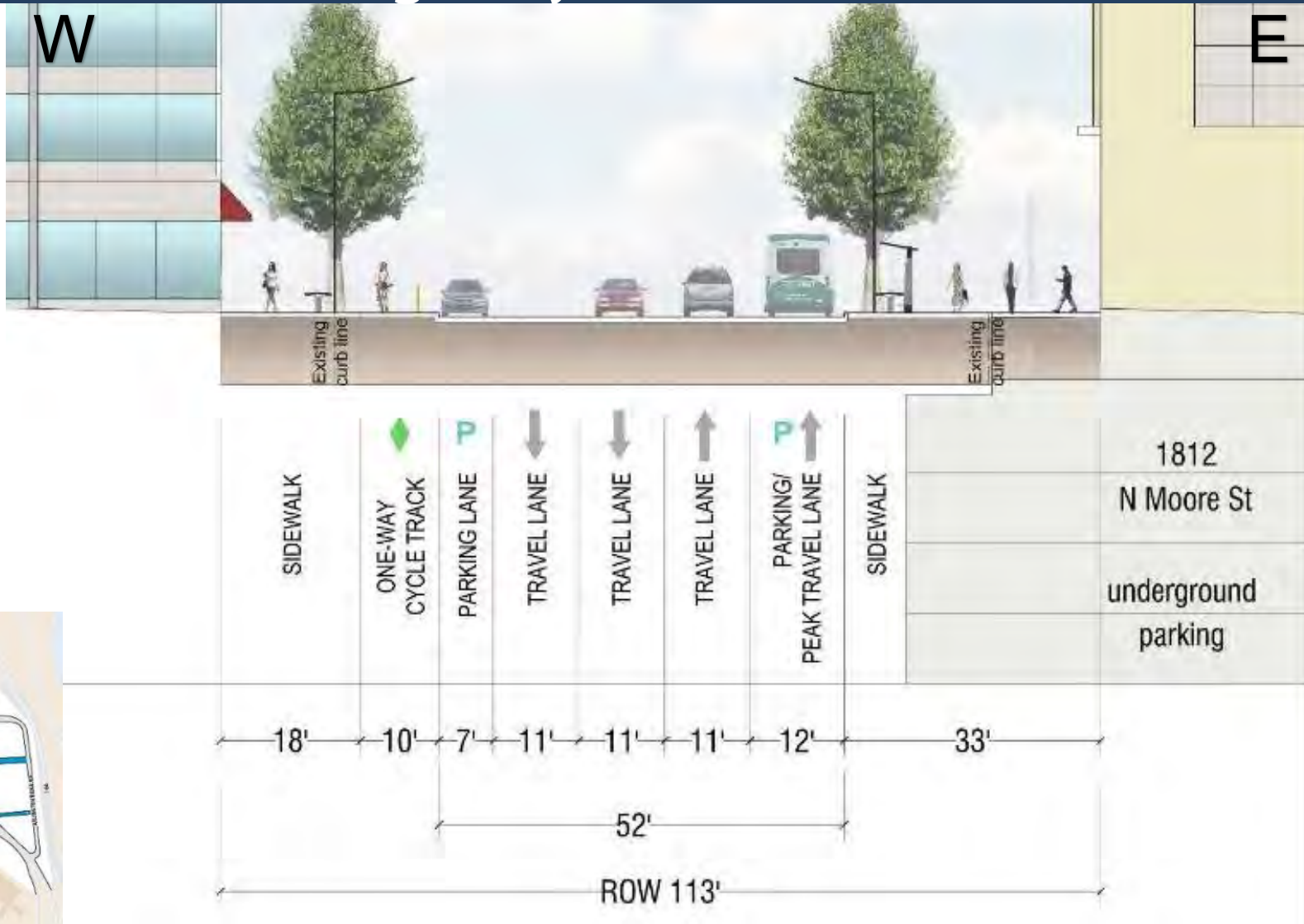
Ft. Myer Drive: from highway to humane

- Two-way travel
- Northbound bus stop
- Southbound cycle track
- Broader sidewalks with adequate room for dining, plantings, art
- Midblock crossing at Metro station/18th
- Redevelopment adds retail/dining
- Streetcar compatible



4. Street character/details

Ft. Myer Drive: from highway to humane



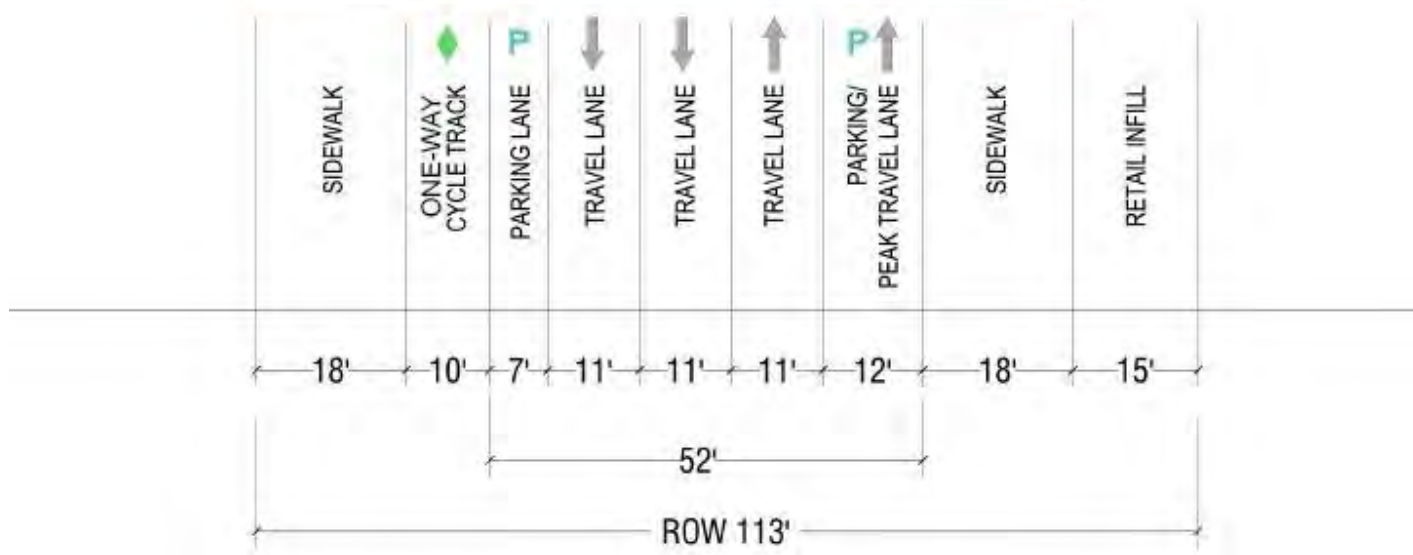
Fort Myer Dr

Proposed: 3+1 lanes with one-way cycle track



4. Street character/details

Ft. Myer Drive: from highway to humane



Fort Myer Dr

Proposed: 3+1 lanes with one-way cycle track



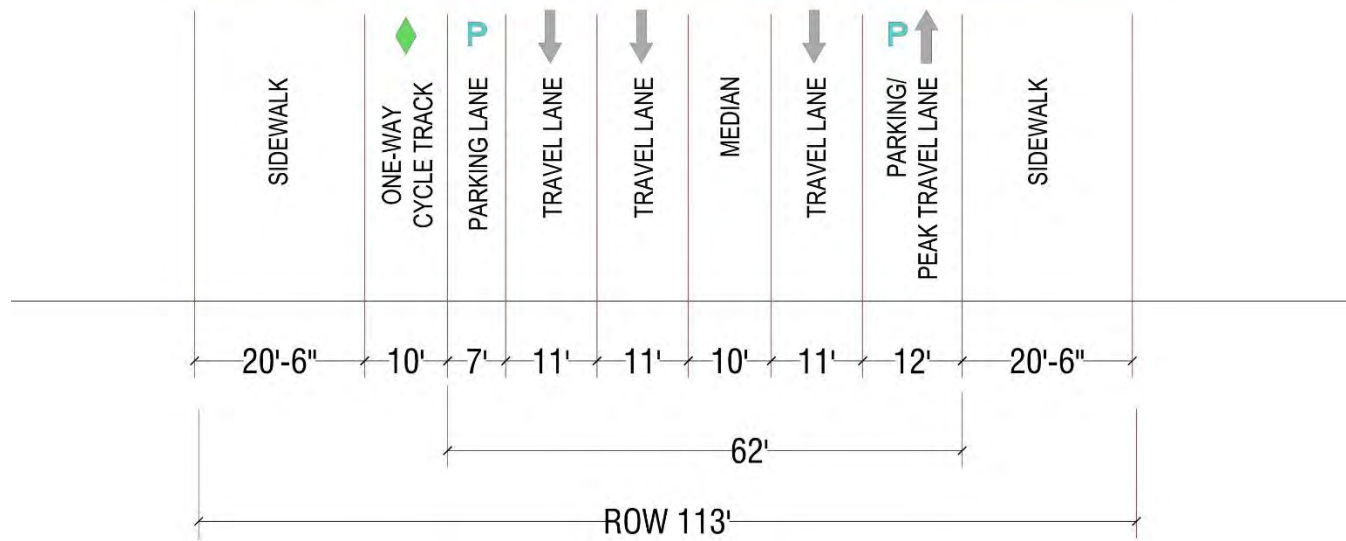
4. Street character/details

Ft. Myer Drive: from highway to humane



Fort Myer Dr

Proposed: 3+1 lanes with one-way cycle track



4. Street character/details

Wilson: Rosslyn's grand boulevard

Nash to Lynn:

- Broader sidewalks
- Redevelopment adds retail/dining
- Improve remaining blank walls with green walls/art
- Bike lanes/cycle tracks
- Enhanced art & plantings
- Streetcar compatible



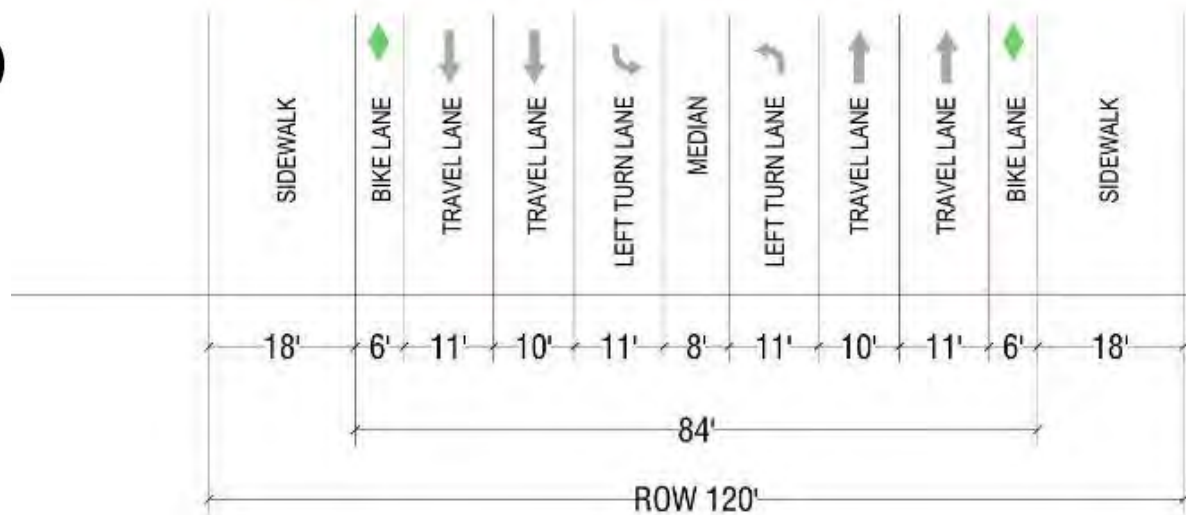
4. Street character/details

Wilson: Rosslyn's grand boulevard



Wilson Blvd (Ft Myer to N. Lynn)

Proposed: three lanes with median and bike lanes



Wilson: Rosslyn's grand boulevard

Lynn to Kent:

- Broader sidewalks
- Redevelopment adds retail/dining
- Improve remaining blank walls with green walls/art
- Cycle track east of Lynn, linking to Esplanade
- Enhanced art & plantings
- Potential planted median as gateway treatment



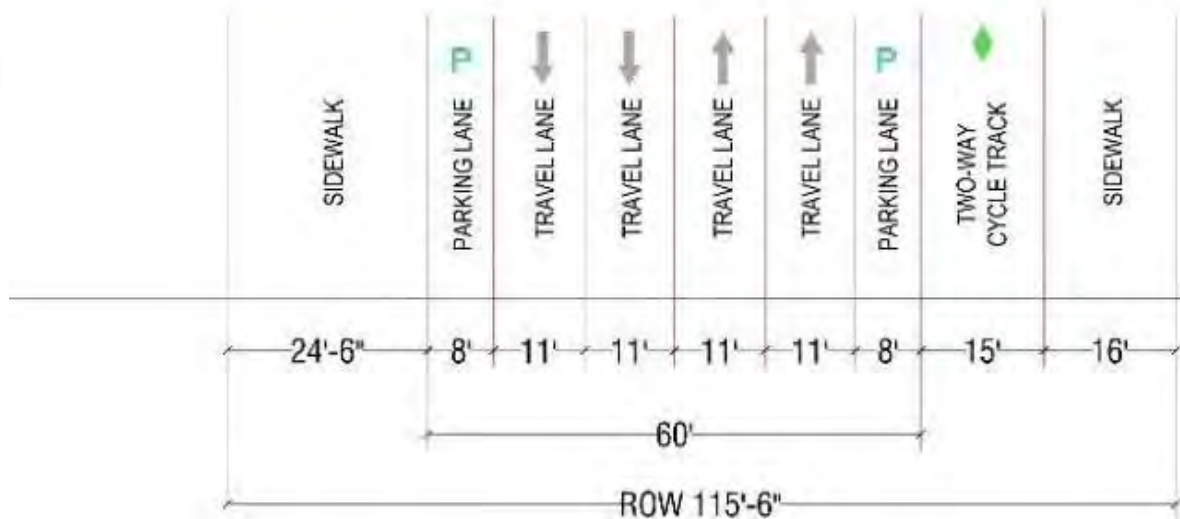
4. Street character/details

Wilson: Rosslyn's grand boulevard



Wilson Blvd (N. Lynn to N. Kent)

Proposed: two lanes with cycle track and no median



Wilson: Rosslyn's grand boulevard

Kent to Arlington Ridge:

- Broader sidewalks
- Redevelopment adds retail/dining
- Improve remaining blank walls with green walls/art
- Cycle track east of Lynn, linking to Esplanade
- Enhanced art & plantings
- Potential planted median as gateway treatment



4. Street character/details

Wilson: Rosslyn's grand boulevard

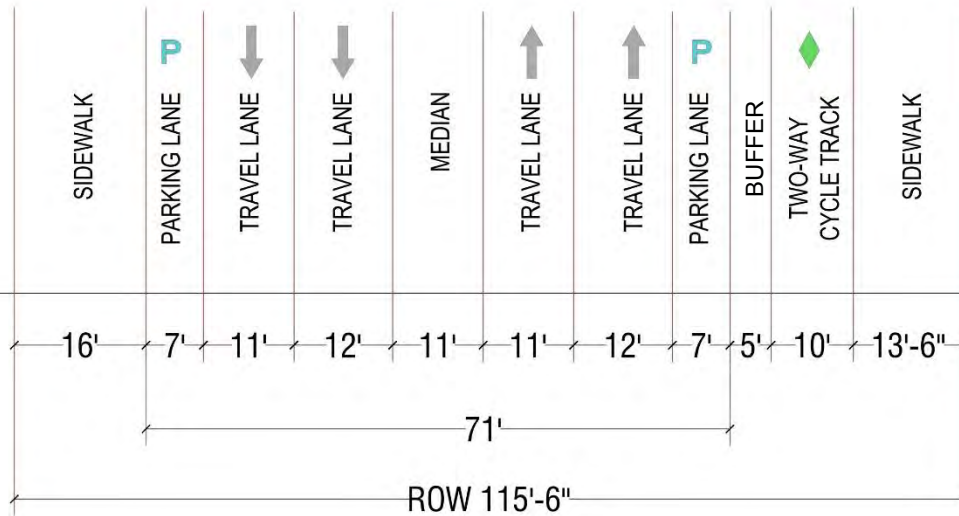


Wilson Blvd (N. Kent to Arlington Ridge Rd)

Proposed: two lanes with cycle track and median

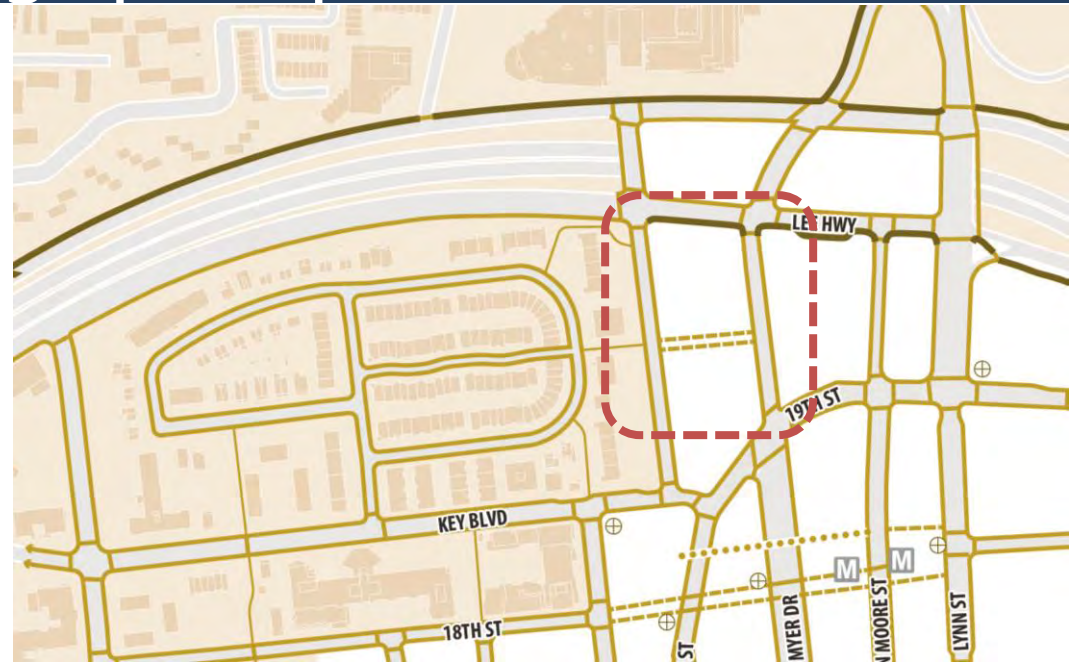


Rosslyn Plaza block



Holiday Inn site: opening up a superblock

- Two distinct goals utilizing common or distinct routes:
 - Pedestrian connection from North Rosslyn CA towards Key Bridge
 - Service/parking access making Nash, Lee and Ft. Myer more walkable
- Rosslyn Gateway precedent for mid-block connections
- Would occur with redevelopment



- Multi-use trail
- Sidewalk / crosswalk
- Pedestrian-only corridor
- Above-grade walk
- Pedestrian-only path
- ⊕ Potential public elevator/lift

4. Street character/details

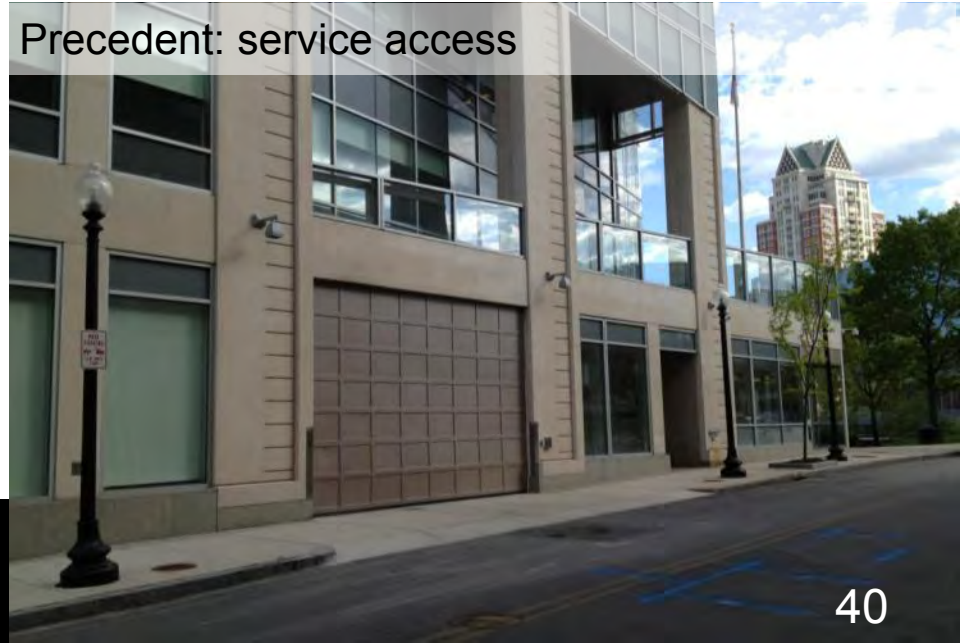
Holiday Inn site: opening up a superblock

- Two distinct goals utilizing common or distinct routes:
 - Pedestrian connection from North Rosslyn CA towards Key Bridge
 - Service/parking access making Nash, Lee and Ft. Myer more walkable
- Rosslyn Gateway precedent for mid-block connections
- Would occur with redevelopment

Precedent: pedestrian walk



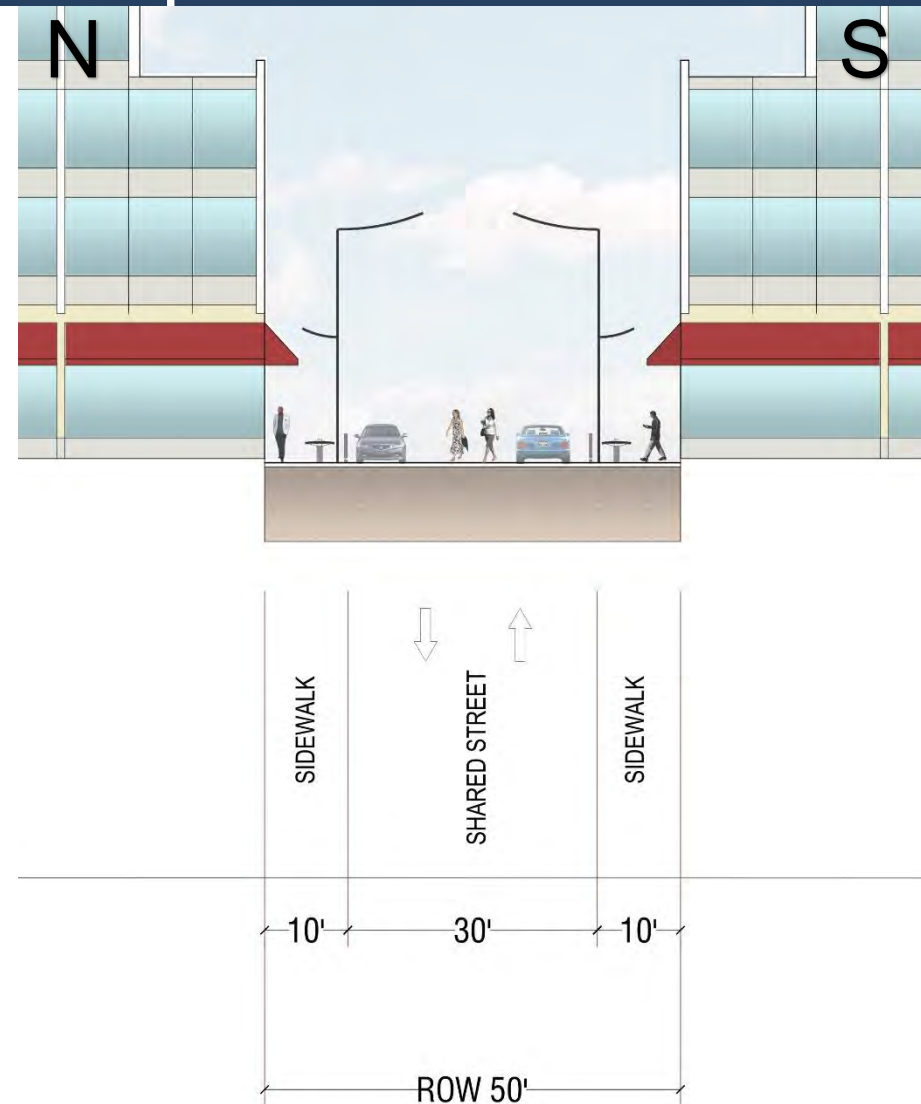
Precedent: service access



4. Street character/details

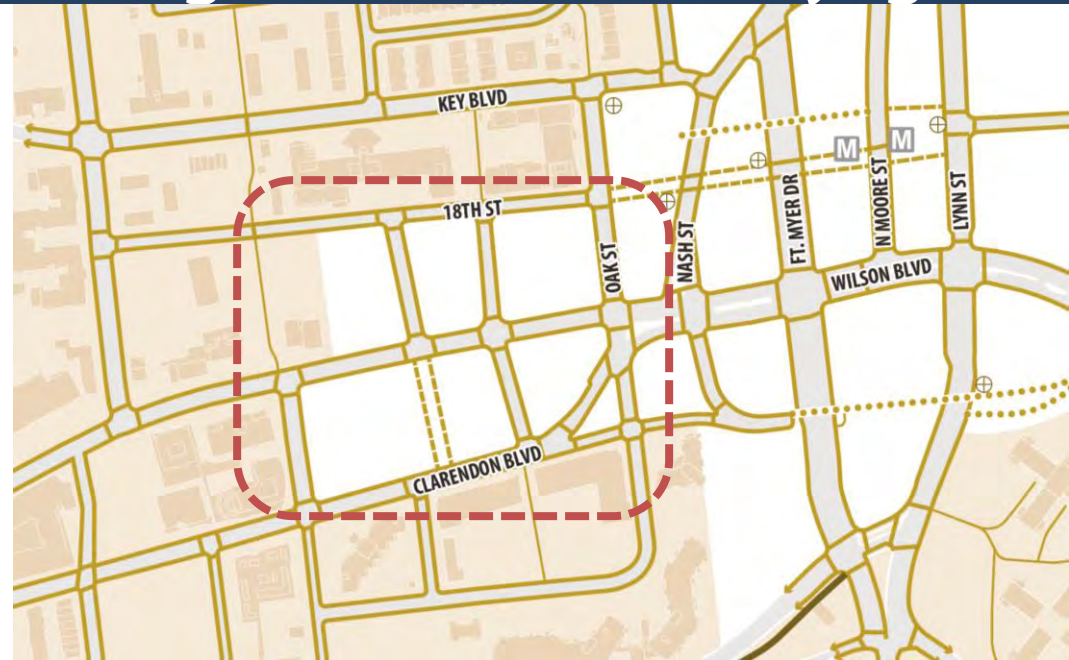
Holiday Inn site: opening up a superblock

- Two distinct goals utilizing common or distinct routes:
 - Pedestrian connection from North Rosslyn CA towards Key Bridge
 - Service/parking access making Nash, Lee and Ft. Myer more walkable
- Rosslyn Gateway precedent for mid-block connections
- Would occur with redevelopment



Clarendon - 18th links: opening access, views, daylight

- Would occur as part of redevelopment
- Extend pedestrian network, linking to and improving existing routes
- Service/parking access making 18th, Oak, Wilson, Clarendon and Pierce more walkable
- View and daylight corridors
- Potential local traffic circulation
- Variety of potential design and function approaches



- Multi-use trail
- Sidewalk / crosswalk
- Pedestrian-only corridor
- Above-grade walk
- Pedestrian-only path
- ⊕ Potential public elevator/lift

4. Street character/details

Clarendon - 18th links: opening access, views, daylight

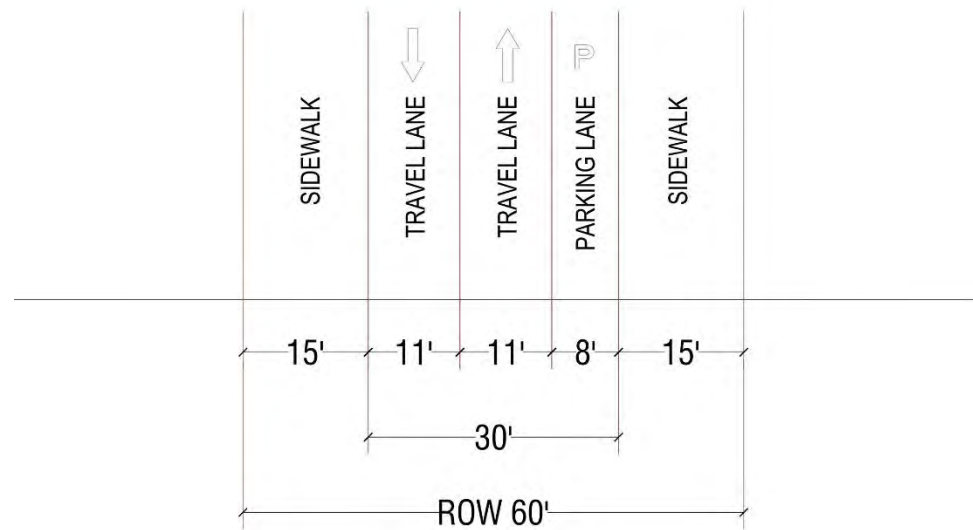
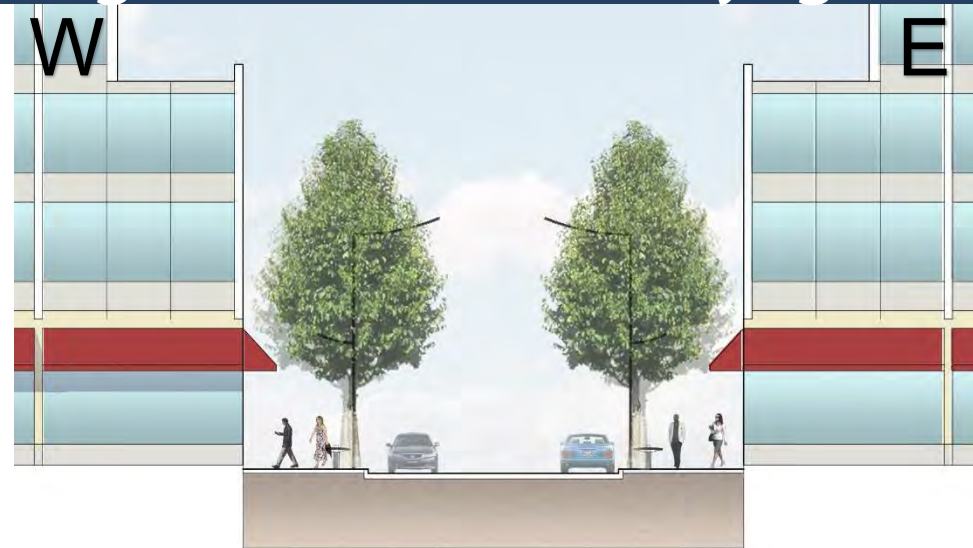
- Precedents: compact conventional side streets



4. Street character/details

Clarendon - 18th links: opening access, views, daylight

- Street section: compact conventional side street



4. Street character/details

Clarendon - 18th links: opening access, views, daylight

- Precedents: shared pedestrian/vehicle streets



4. Street character/details

Clarendon - 18th links: opening access, views, daylight

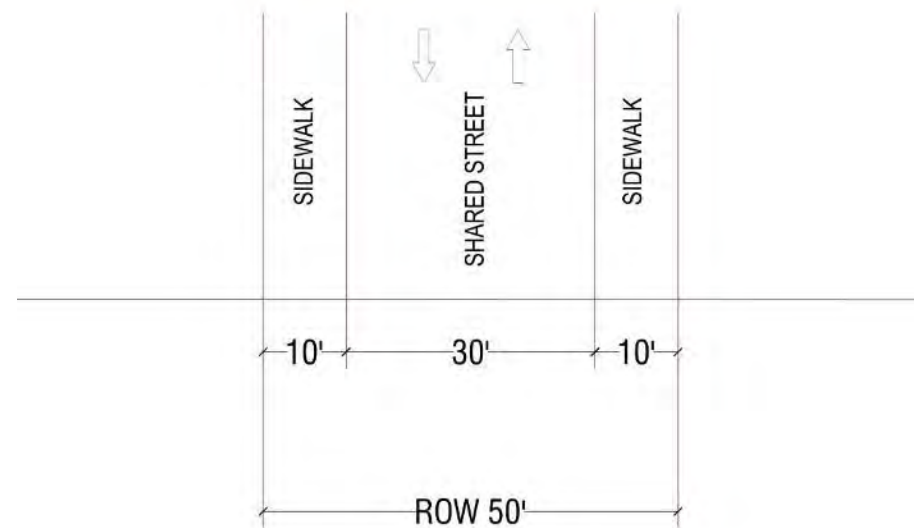
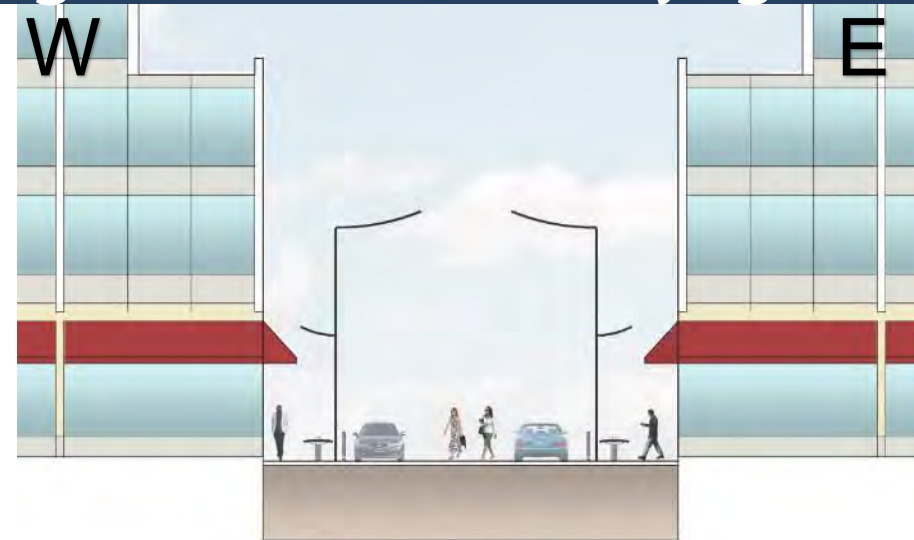
- Precedents: pedestrian walks



4. Street character/details

Clarendon - 18th links: opening access, views, daylight

- Street section: shared pedestrian/vehicle street

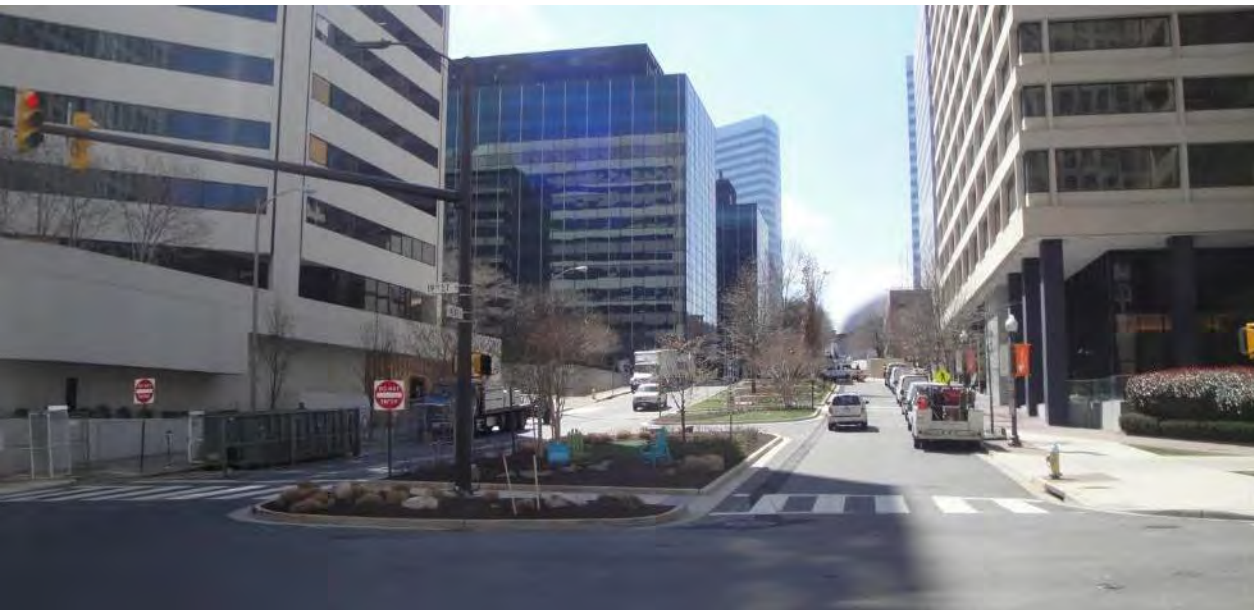
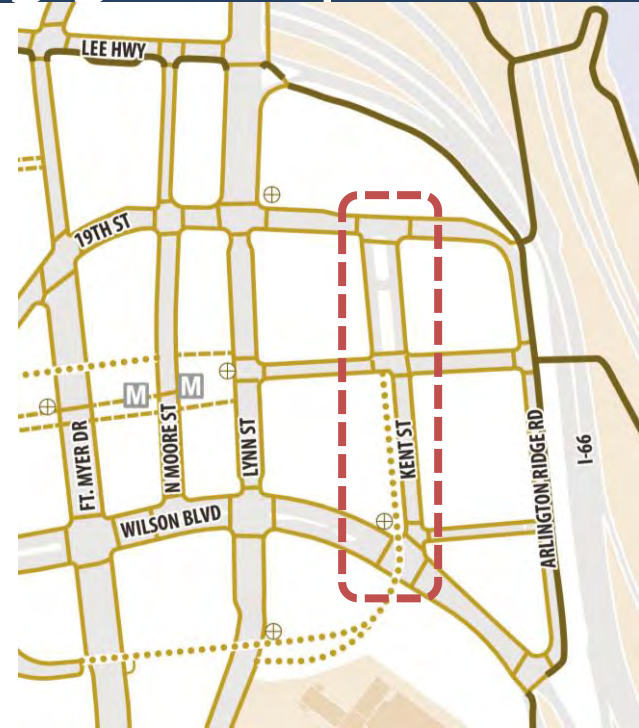


4. Street character/details

Kent Street: retain or relocate existing green space?

Options:

- Retain/improve existing landscaped median as public open space;
- or
- Relocate median space to create larger/more accessible public open space to west side of street



4. Street character/details

Kent Street: retain or relocate existing green space?

Precedents: park space in median



4. Street character/details

Kent Street: retain or relocate existing green space?

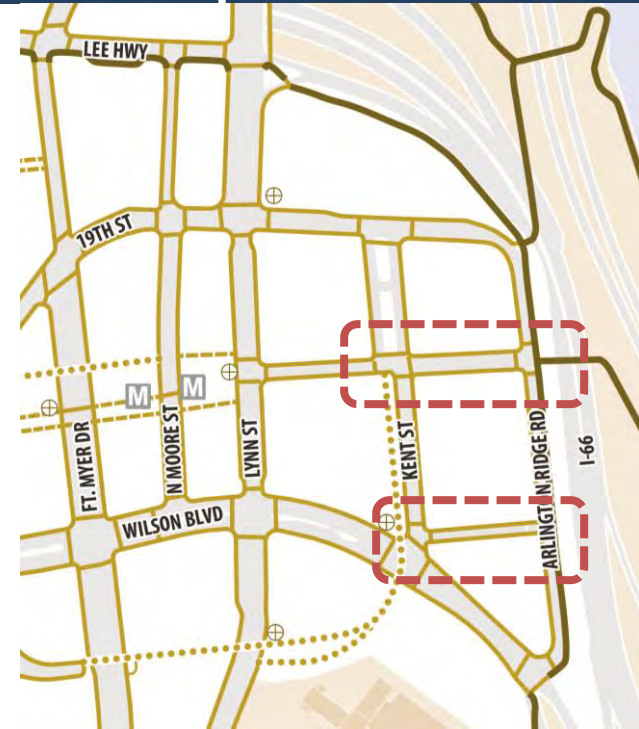
Precedents: park space along street



4. Street character/details

17th & 18th East of Kent: gateways to the Esplanade

- Integrating Rosslyn Plaza superblock and Esplanade into the network of public “complete streets”
 - 18th Street: extension of Rosslyn’s new signature walking street
 - 17th Street: “complete street” grid connection
- Multiple benefits
 - Expanded pedestrian network
 - View corridors at ground and upper levels
 - Esplanade and park connections
 - Traffic circulation options
 - Potential retail frontage/connection



4. Street character/details

17th & 18th East of Kent: gateways to the Esplanade

- Integrating Rosslyn Plaza superblock and Esplanade into the network of public “complete streets”
 - 18th Street: extension of Rosslyn’s new signature walking street
 - 17th Street: “complete street” grid connection
- Multiple benefits
 - Expanded pedestrian network
 - View corridors at ground and upper levels
 - Esplanade and park connections
 - Traffic circulation options
 - Potential retail frontage/connection

Precedents: compact “complete streets”

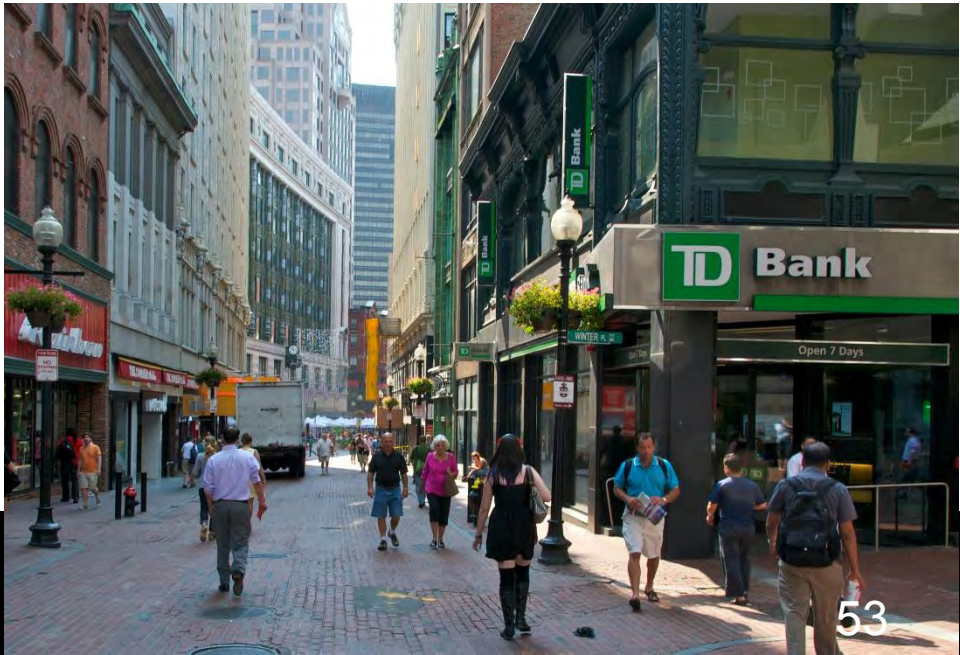


4. Street character/details

17th & 18th East of Kent: gateways to the Esplanade

- Integrating Rosslyn Plaza superblock and Esplanade into the network of public “complete streets”
 - 18th Street: extension of Rosslyn’s new signature walking street
 - 17th Street: “complete street” grid connection
- Benefits
 - Extended pedestrian network
 - Active retail/lobby frontage
 - Direct Esplanade and park access
 - Ground & upper level view corridors
 - Traffic circulation options

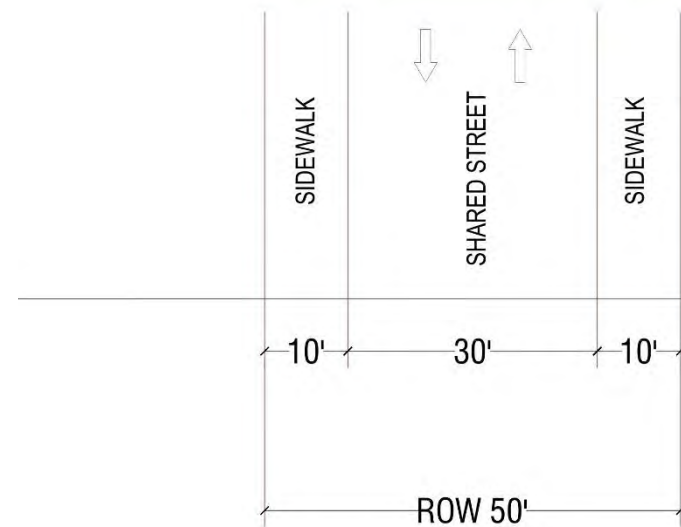
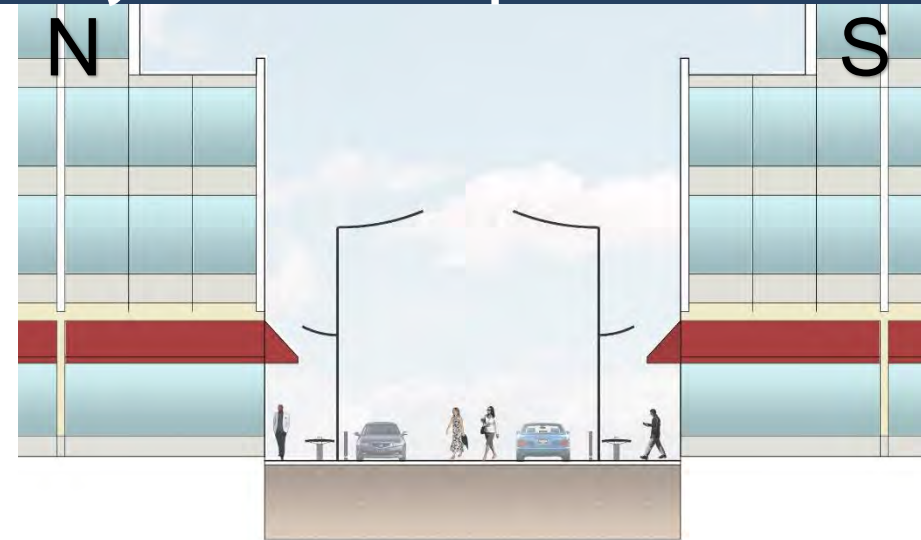
Precedents: shared walking/vehicular streets



4. Street character/details

17th & 18th East of Kent: gateways to the Esplanade

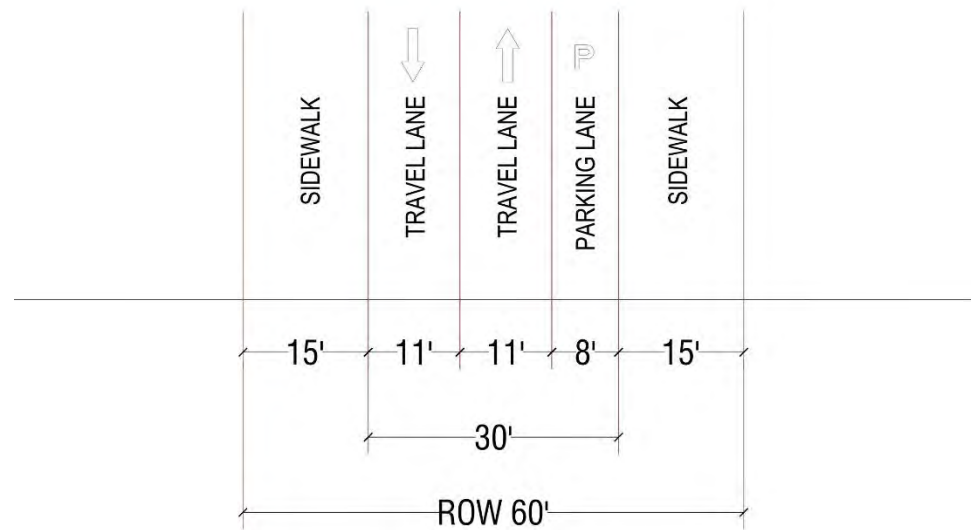
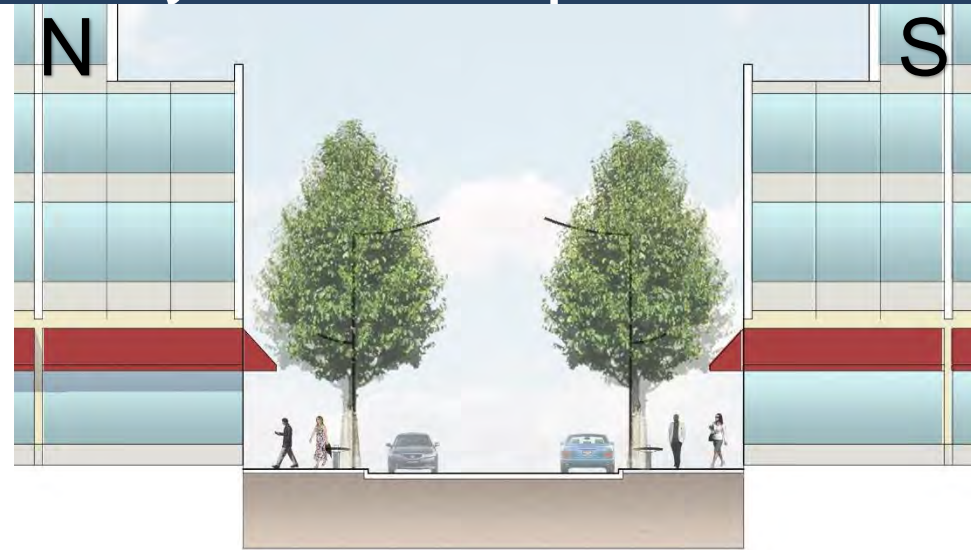
- Street section:
shared walking/vehicular
area



4. Street character/details

17th & 18th East of Kent: gateways to the Esplanade

- Street section: compact conventional urban local street



5. Master Transportation Plan (MTP) street designation updates



5. MTP Updates

MTP changes for consideration

- Nash Street north of Key > Urban Center Local
- Lynn north of 19th > Type B Arterial
- Other locations?

MTP CLASSIFICATIONS

Arterials

- Type A—Primary Retail Oriented Mixed-Use
- Type B—Primary Urban Mixed-Use

Non-arterials

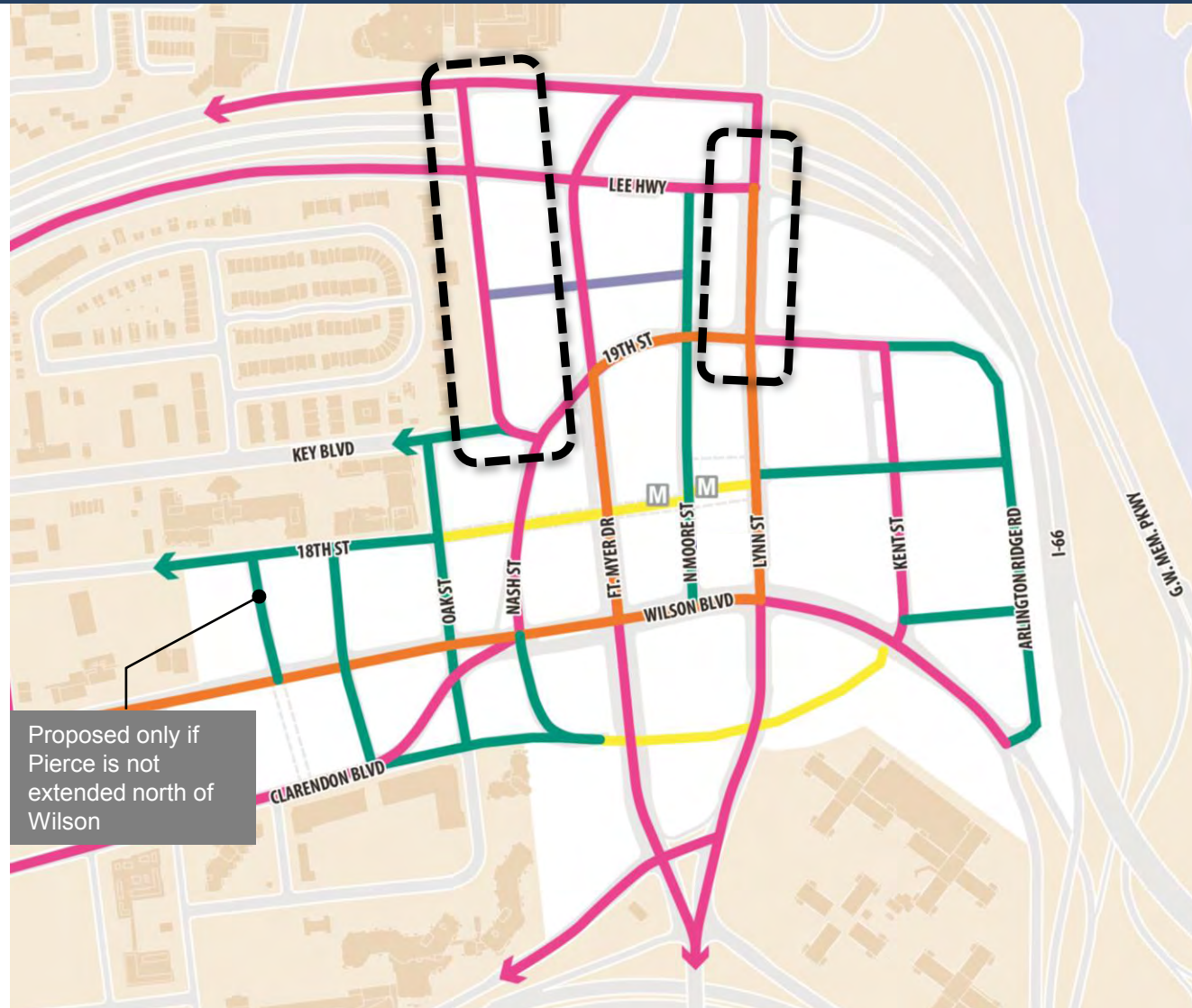
- Urban Center Local

Alleys

- Alleys

OTHER CLASSIFICATIONS

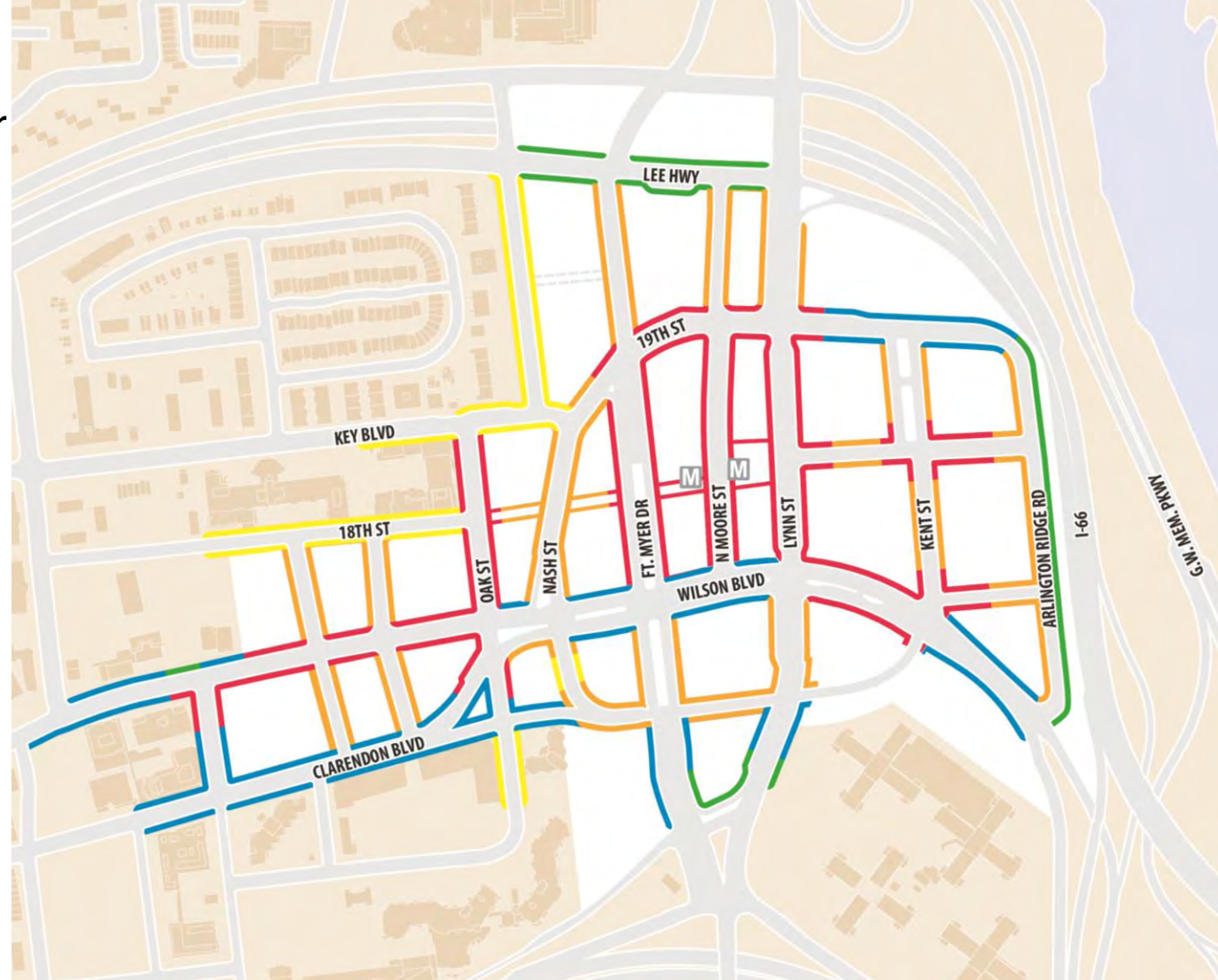
- Pedestrian street



5. MTP Updates

MTP works with ground floor use recommendations

- MTP provides larger scale, longer term structure
- Retail can expand beyond priority areas as market allows



Primary active use
(priority retail)

Secondary active use
(retail and/or alternative
active uses)

Office, hotel, and/or
residential address

Residential front doors or
secondary active use

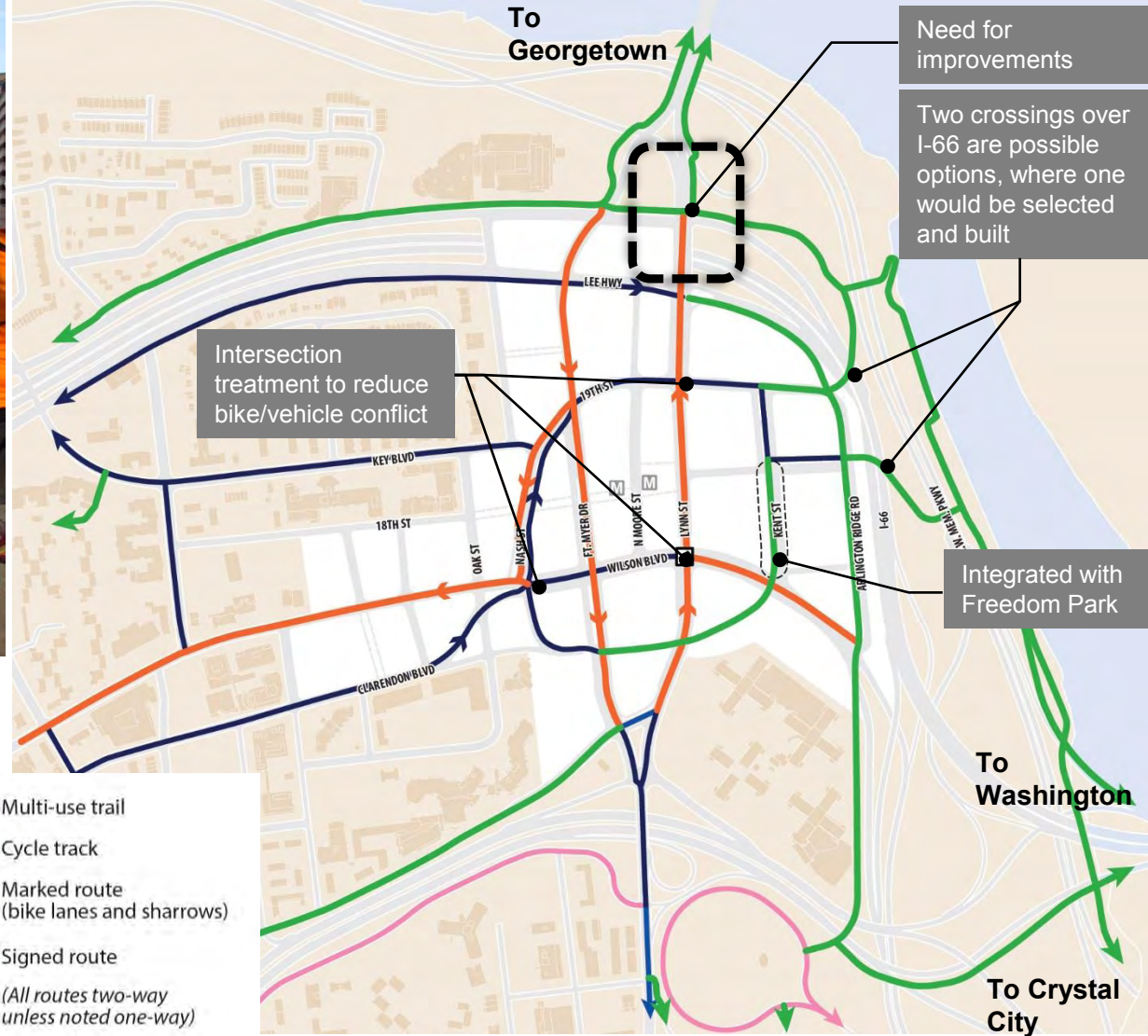
Park and/or green space
address

6. Lee
Hwy./Lynn
St./ Custis
Trail/Mt.
Vernon Trail
intersection



6. Lee/Lynn/Custis Trail

Heavy walking, biking and vehicular traffic conflict

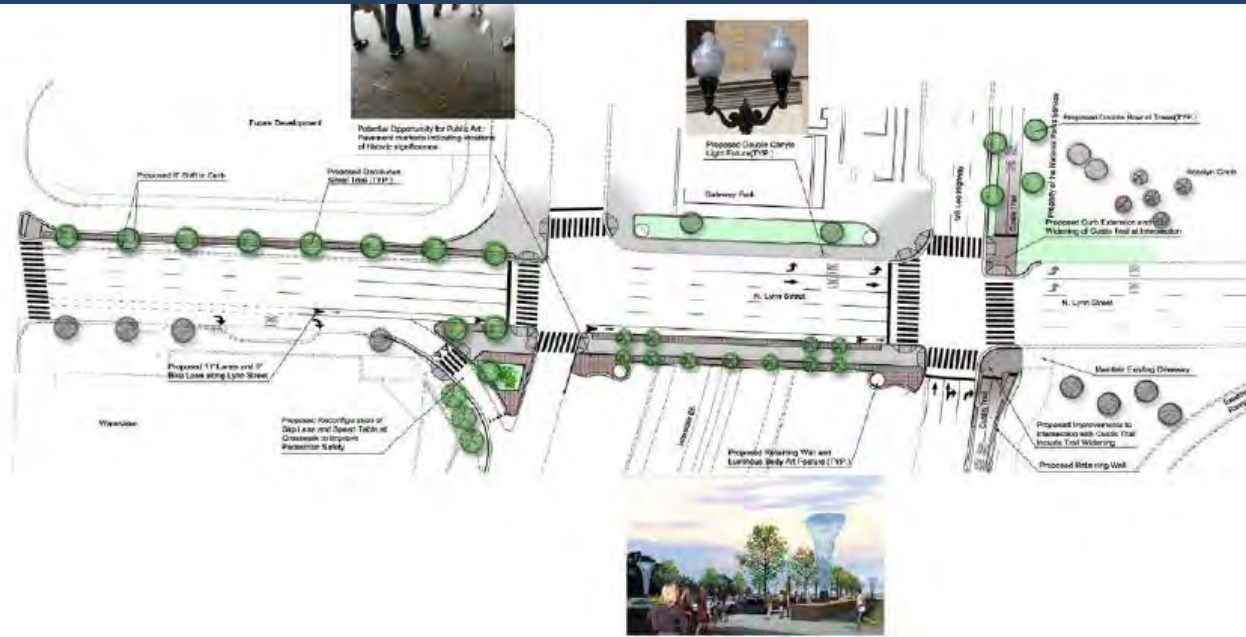


Potential solutions

Near/Mid Term:

infrastructure and traffic control improvements to improve safety and reduce conflict

Future: Study the feasibility of various long-term infrastructure options for further reducing or eliminating conflicts at the Lee Highway/Lynn Street intersection and develop preferred alternative(s). Create an implementation and capital funding plan for the preferred alternative(s).



Longer-term:
Tunnel below Lynn?

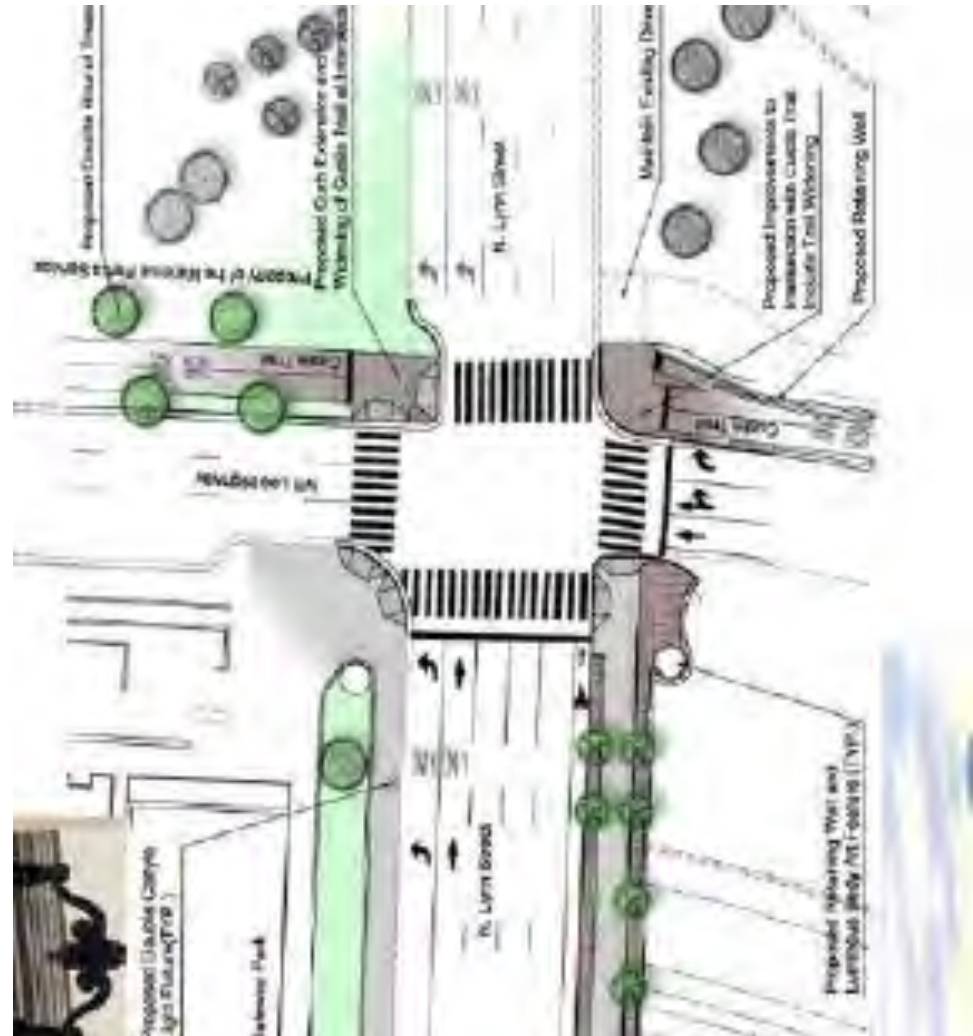


Potential solutions

Near/Mid Term:

infrastructure and traffic control improvements to improve safety and reduce conflict

Future: Study the feasibility of various long-term infrastructure options for further reducing or eliminating conflicts at the Lee Highway/Lynn Street intersection and develop preferred alternative(s). Create an implementation and capital funding plan for the preferred alternative(s).



7. Next steps



2. Starting points

Transportation— specific elements to address

Meeting 1

- Street network map and details (select)
- Street character/detailing (select)
- Master Transportation Plan designations (select)
- Bicycle and Pedestrian facility improvements / Lee + Lynn

Sept. 15

Meeting 2

- Mode share targets
- Parking and curb space
- Two-way conversion of Fort Myer Drive and Lynn Street
- Sidewalk widths

Oct. 20