

## **Rosslyn Process Panel (RPP) Meeting #9, Summary**

**June 12, 2013; 7:00-10:00 pm**

**2100 Clarendon Blvd.**, Third Floor, County Board Room

**Panel Members** in Attendance: Penny Everline, Tim Helmig, Paul Holland, Stan Karson, Brian Harner, Andy VanHorn, Jennifer Zeien, Jay Fiset

**Staff** in Attendance: Gabriela Acurio, Kellie Brown, Kelly Cornell, Anthony Fusarelli, Scott McPartlin, Claude Williamson, (Ben Carlson, David Dixon, Brandon Nevers, Elliot Rhodeside)

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### **1. Welcome**

- Brian Harner, Chair of the Rosslyn Process Panel, gave some opening remarks and asked staff to walk the group through the next several agenda items.

### **2. Follow Up from May 13 Process Panel Meeting**

- Schedule: Staff provided an update on the process schedule document. The next Panel meeting is scheduled for 6/26, with the following scheduled for 7/10. Some panelists suggested that the community workshop in December should be moved up to as early in December as possible.

### **3. Work Plan**

- In terms of the building heights/form methodology, the methodology could result in recommendations of potential decrease/increase in density that depart from existing policy/regulations;
- It's important to factor desired sidewalk widths in Rosslyn into the building form/height modeling;
- The work plan/methodology should include an item that acknowledges that floor plate sizes and any implications on limiting land use types on individual sites should be considered;
- The work plan includes a comprehensive set of analyses to be undertaken, and it is expected that everything listed here is in fact provided;
- The building heights/form methodology appears to be a great way to vet, be bold, and challenge traditional thought process in Rosslyn. With respect to assumptions, the models should reflect the buildable envelope that edge sites could be redeveloped to. The project team will make initial assumptions on the edge areas bordering the RCRD, to be reviewed by the panel for feedback.

### **4-6. Presentation/Discussion of Draft Rosslyn Plan Framework Elements**

The following are comments on the presentation materials, organized by topic area:

#### Transportation

- Bus Station – interested in the thinking for locating and siting a potential bus station/facility; would this consolidated approach to bus operations potentially remove life from the street?
- Do we know WMATA's current thinking on bus operations in Rosslyn? Will it continue to function as the major node it is today?
  - (Santa Monica could be a good precedent for a "Flow Through" design bus station)
- It's not clear how a bus facility would work with the new 18<sup>th</sup> Street connection;
- Is the idea to get either a new Metro Station or Streetcar, or can we get both?
- Streetcar alternatives for alignments through Georgetown may keep options open for Rosslyn extension (Are we looking at the costs of these options?);
- The Panel should look at alternatives based on potential realities of new infrastructure that can happen;

- If we pursue the 3-lane section for Lynn/Ft Myer, what could the “found space” in the ROW go towards?
- Is the narrowing of roads to 3-lanes realistic, from a traffic capacity standpoint?
- We should continue to look at possible ways to route traffic around Rosslyn;
- Analysis is needed to show that 2-way conversion of Lynn/Ft Myer can work on a 24/hr basis to avoid gridlock (esp. during peak hours);
- What is the relationship between this effort’s transportation recommendations and those of the Rosslyn MTS?
- For next panel meeting, ask the project team to report back on:
  - Explain the analysis to be done between 3-way and 4-way options;
  - Info on the WMATA process for Metro Planning
  - DC Streetcar alternatives planning process
  - Goody Clancy to share previous report done on DC Land Use and Streetcar project (posted to website)

### Open Space

- For 18<sup>th</sup> Street connection, should look at Las Ramblas in Barcelona as a precedent;
- Boathouse: having that modeled could be eye opening, to more clearly illustrate its potential for Rosslyn – should have more focus on what this could be;
- Encouraged to see concept of I-66 decking and bridging over to the waterfront;
- Need coordination with NPS and NCPC for identified memorial/monument sites; would be good to tie in bike linkages and memorial sites together – consider how this could be done;
- Recognize/acknowledge the existing play field behind Wilson School as an open space amenity;
- Encouraged by the potential for Freedom Park, and what it could be with right improvements and programming – be creative;
- Encourage the team to be bold in area of connections;
- Where are we in terms of air rights?
- Green Circle:
  - Need to describe what the street/non-street sections would be like. Need to communicate the character of the various stretches of the circle around the entire loop;
- Moore Street – what is its potential future as a pedestrian street?
- Green Circle: Consideration for implementation:
  - Accessibility/universal design
  - Load bearing capacity of existing structure for retrofits
  - \$800/sf cost cited for improvements to High Line in NYC
- For future discussions, it will be key to include more images and visuals addressing these items;

### Urban Design

- What is the approach for identifying a target use mix (between commercial and residential)? It would be helpful to see some benchmarks for other places;
- Q: Should also try to have a sense of the level of mixed-income housing in the area at 2040;
- Need to also look at housing picture beyond the RCRD;
- Consider RCRD profile in terms of people too (not just GFA);

- Retail diagram: it looks like it combines all three of the earlier iterations? It would be good to prioritize retail streets in more detail – some places are better retail spaces than others; varying levels of retail strength;
- Adjustments needed to existing retail diagram:
  - Add retail missing from Waterview;
  - Add retail by way of the salon in the Gallery (Archstone) at corner of 18/Oak Streets;
- Why is no retail shown on Moore Street north of 19<sup>th</sup> Street?
- Support the idea of leveraging flat streets for feasible retail spaces;
- Would like to see overlay of existing and planned retail frontages.

### Building Height and Form

- Would be great to see existing views from tall buildings (field trip?)
  - 1000/1100 Wilson
  - 1812 N Moore
- Current tapering policy vs. potential changes (idea is to explore various alternatives and see the pros and cons of each);
- Adjustments to height policy could include incentives;
- What other models (places) are the team looking at in considering their work?
- If we are to arrive at conclusion for reductions in density below 10 FAR in some places, we need to have economic analysis on the impacts of development feasibility of that change in density;
- If we shift the use mix more towards residential, we should also be informed on the potential impacts that could have on the tax base.

### **7. Next Steps**

- The next Panel meeting is scheduled for 6/26, with the following scheduled for 7/10;
- Initial feedback on potential visualization techniques shown at the meeting includes comment that this approach would do a disservice to trying to generate interest and excitement for the plan. Questions were raised as to whether we need to consider more rendering types, and that it's possible these diagrams will not work well to help make decisions;

### **8. Adjourn**