
Rosslyn Process Panel (RPP) Meeting #10, Summary

June 26, 2013; 7:00-9:30 pm

2100 Clarendon Blvd., Third Floor, County Board Room

Panel Members in Attendance: Penny Everline, Tim Helmig, Paul Holland, Stan Karson, Brian Harner, Jennifer Zeien

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

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 June 12

- Discussion of Alternates: The Panel members will suggest an alternate to staff, who will send to County Manager if needed for approval. Alternates should come from same organization, and should attend panel meetings regularly to be able to provide useful participation;
- Air rights: Staff provided update on likely future release by the Commonwealth OTP3 of a Request for Information from the industry for potential air-rights development in Rosslyn and East Falls Church;
- Visualization Options: Photomontages shared tonight are better representation of what we're looking for. The selection of views to illustrate will be critically important. Views of upper story massing should be shown in tandem with views depicting the effects on the ground plane. Selection of views should consider community survey results to see what views are considered most important. Views/renderings should be created with no or minimal distortion of viewing angles. Photos of existing facades should be used wherever possible.

3. Parks and Open Space Framework Presentation

- The presentation agenda focused on addressing questions and items of interest noted by the Process Panel at the June 12 meeting, including:
 - Defining the "Green Circle" loop concept with attention to character and design of sections with and without vehicular streets, and enhanced Freedom park access and programming
 - Visualizing 18th Street extension opportunities
 - "Festival street" options including Moore Street
 - Multi-use path connection opportunities across highways to Potomac riverfront parkland, potential memorial sites, and the Theodore Roosevelt Bridge

4. Panel Discussion on Parks/Open Space

- Panel review should examine if we are adhering to work plan, to ensure that these issues can be presented to the community in a way that can yield positive input on alternatives and related tradeoffs;
- The parks and open space issues for Rosslyn need to be framed very clearly, supported by quality information that the community can make sense of when asked to provide input;
- Outlining of issues and potential evaluation criteria to consider include:
 - Character
 - Feasibility
 - Function
 - Economics (costs as well as benefits/value propositions)
 - Timing
 - Accessibility (in terms of ADA and accessibility for all)

- Appreciate the focus on the Green Circle, but topography can present challenges to achieving the vision
- Should overlay retail diagram with parks diagram to see how they fit – clarify that Green Circle is not necessarily retail-focused;
- There appears to be a limited amount of additional open space being proposed. Need to explain why;
- Existing conditions inventory of open space (size, and program) and level of service analysis is missing - when discussed with the community, they will need to see what those numbers are;
- Open space needs will need to be looked at in qualitative and quantitative terms;
- Consider if there are additional ways to help people envision transformation to green streets from today's existing streets;
- Need to perform needs assessment for Rosslyn's population. Just learned there are 350 children in Rosslyn today - they need play space and open area, and these demands could increase in the future;
- Need to acknowledge Rosslyn Highlands Park and Wilson School – recognizing their futures are to be determined through separate study (WRAPS);
- More emphasis needed on low hanging fruit, including how to re-purpose/re-program existing parks like Gateway, Dark Star, etc. Address these, then go for the bolder concepts;
- More emphasis and information needed on the bolder vision of the Esplanade;
- Need to frame the question as to whether Esplanade and Green Circle are compatible.

5. Transportation Framework Presentation

- The presentation agenda focused on addressing questions and items of interest noted by the Process Panel at the June 12 meeting, including:
 - Identifying appropriate methodology for determining an appropriately balanced approach to walking, transit, biking and vehicular modes, with an emphasis on expanding alternatives to single occupancy vehicles, transforming Ft. Myer and Lynn to two-way traffic, and creating more street grid connections; confirming relationship between Realize Rosslyn process transportation analysis/recommendations versus Rosslyn Multimodal Transportation Study analysis/recommendations;
 - Illustrating street section opportunities, challenges and trade-offs for Ft. Myer Drive and Lynn Street, addressing multiple roles of streets related to transportation, land use and urban design;
 - Bypass ramp concept to reduce through traffic on Rosslyn streets;
 - Potential to redistribute and add bus stop locations, as well as other curbside uses;
 - Coordination of Rosslyn planning with potential for streetcar service, Washington, DC's streetcar planning process, and other transportation issues involving both Rosslyn/Arlington and Washington.

6. Panel Discussion on Transportation

- Again, panel should review the presentation in context of work plan, and think of how to move these issues to the community in a way that offers positive input and recognizes tradeoffs;
- MMLOS analysis table needs a detailed key or other simple way to understand what it is saying;
- If we are re-envisioning some of these blocks for retail spaces, how essential is parking to those tenants there on major streets? Should other parking alternatives be looked at?
- On last slide, civic associations should be added to list of key stakeholders;
- Lynn and Ft Myer were originally one way likely to accommodate thru traffic to Key Bridge. We can't completely ignore the congestion concern;
- When looking at sidewalks and pedestrian experience, another consideration is height of buildings, massing, and the effect they will have an effect on sidewalk character;
- Need to ensure Lynn St sidewalk widths will work for installation of Corridor of Light;

- Need to be clearer on how buses are being treated? Should help facilitate easier bus movements through Rosslyn to other places, as they are very difficult today;
- Would like more clarity on clear widths, they may be of greatest concern...in terms of how where do clear widths differ from existing guidelines/standards in the multimodal - need to call these out;
- Should also add Disability Community, Accessibility Advisory Commission to list of stakeholders;
- What is the purpose of the transportation system, in quantitative and qualitative terms? Several ideas of purpose/reasons why we might look at some of these changes:
 - Serve the community;
 - Sustainability;
 - Community character;
 - Multimodal level of service
- Would like to see County do more regarding Streetcar and Metro plans to push our agenda;
- How do studies and proposals for sidewalk widths fit in with the purpose of our transportation system?
- As we look at different alternatives, our priority is to ensure we don't do anything to preclude future implementation of those potential streetcar or Metro related transportation options;
- When examining sidewalk issue, we need to look at it from pedestrian experience, but also should be mindful of its impact on redevelopment sites, and potential disincentive to redevelop.

7. Next Steps

- Overall sentiment is the panel needs to see more on parks/open space before going forward with the community; getting the framing of issues/material right and knowing where we want to go is important;
- Also need a stronger foundation of streets, open space and other elements before going forward;
- Doesn't seem like a community workshop in July is feasible; perhaps target early fall;
- Also unlikely Planning Commission would see a need for a community workshop in July – we want to make sure we use the community's time wisely;
- From a practical standpoint, people are out of town in the summer and thus difficult to attract to a community workshop...we should be very deliberate in determining timing and agenda for the next workshop to ensure it is productive.
- We should continue the transportation and parks/open space discussion July 10 before moving on to building form and height
- Conclusions are that we should not have a community workshop in July utilizing a traditional meeting format, but should pursue opportunity for a public walk-around in July with facilitated discussion and visuals on planning framework issues, involving the Process Panel and the Community.

8. Adjourn