

REALIZE ROSSLYN: FALL WORKSHOP FACT SHEET

Sector Plan Update Project and Process Goals

- Reinterpret and update the established Rosslyn vision from today's point of view
- Explore new ways to enhance Rosslyn and achieve the established vision for the area
- Address elements of urban design, building height/form, multimodal transportation options, and parks and public open spaces to realize Rosslyn's full potential
- Adapt Rosslyn to better support lifestyle and work style preferences of today and tomorrow
- Broad-based, effective civic engagement exemplifying the goals of Arlington's PLACE initiative (Participation, Leadership And Civic Engagement)

Parallel Planning Efforts to Note

Described briefly below, several parallel planning efforts are currently or soon to be underway - each potentially having their own influence on the future of Rosslyn. Through the Realize Rosslyn process, we should keep these parallel efforts in mind when thinking about the type of future vision of Rosslyn we wish to establish through this plan.

The Future of Metro in Rosslyn

Already served by one Metrorail station and dozens of bus lines, Rosslyn is poised to see near-term and potential long term improvements to Metro and other transit service for the area. In terms of near-term rail improvements, three brand new high speed elevators are opening in October 2013, and over the next 5 to 10 years Metro intends on running all 8 car trains through Rosslyn. Near term bus improvements to the 10 line will also better connect Rosslyn with Crystal City, to help address recent reductions in frequency of Blue line train service between Pentagon and Rosslyn with opening of the Silver Line.

In terms of longer term enhancements, Metro's recently adopted Momentum Plan includes plans for a second Rosslyn Metrorail station, which would connect underground to the existing station platforms, allowing for restoration of Blue line service through Rosslyn. Arlington County is a proponent of this second station concept, and looks forward to coordinating with Metro on this proposal. More information: <http://www.wmata.com/momentum/momentum-full.pdf>

Air Rights for Rosslyn?

Earlier this summer, Virginia's Office of Transportation Public-Private Partnerships (OTP3) issued a Request for Information (RFI) that seeks to gather feedback from the private sector on the feasibility and types of development that may be possible above Interstate 66 in the Rosslyn Metro Station Area (as well as in East Falls Church). With the recent passing of the September 30 deadline for responses to the RFI, OTP3 will soon be evaluating responses to see if there is interest and perceived feasibility among the private sector. There are currently no existing mixed-use development rights above I-66 in Rosslyn today. However, through the Realize Rosslyn planning process, the importance and feasibility of potential air rights development in Rosslyn should be considered. More information: http://www.virginiadot.org/projects/air_rights_development.asp

The West Rosslyn Area Planning Study

Located just beyond the limits of the Realize Rosslyn planning boundary (the Rosslyn Coordinated Redevelopment District), Rosslyn Highlands Park and the Wilson School sites must be recognized as properties that factor into the broader Metro Station plans for the area. The County will be embarking on begin a West Rosslyn Area Planning Study (WRAPS) that seeks to address a number of County goals, including: park, recreation and open space of at least 60,000 square feet; new fire station; affordable housing; energy efficiency/sustainability; and mix of uses and heights and densities compatible with the area. As the study is anticipated to be undertaken concurrent with Realize Rosslyn, analysis and recommendations from both studies will be coordinated to ensure compatibility. More information: <http://www.arlingtonva.us/departments/CPHD/planning/studies/page89886.aspx>

DDOT Streetcar Planning for Georgetown

The District DOT is currently in the process of undertaking an alternatives analysis on how to provide enhanced surface transit between Union Station and Georgetown. While they have yet to publish a preferred alternative for a future streetcar route as a result of their analysis, DDOT has communicated that either alternative, if selected, would not preclude the future extension of the streetcar over the Key Bridge into Rosslyn, if desired. More information: <http://www.unionstationtogeorgetown.com/>

The Rosslyn Process Panel

Throughout the process, a small group of community leaders has worked with the County staff and consultant team to provide strategic advice on matters of community process. This “Process Panel”, appointed by the County Manager, has regularly scheduled open meetings where they advise the project team primarily as follows:

- Helping to advance the process, and identifying and helping to resolve community issues;
- Providing a sounding board for public meeting materials, presentation and other items;
- Advising on the format, timing and methods of community engagement and outreach efforts;
- Serving as liaisons to their respective groups, and helping to determine how to most effectively engages with their groups, commissions and organizations; and
- Providing input on draft alternatives, ideas, and other plan content.

Wish to speak to a Process Panel member about your thoughts on the emerging plan elements? Refer to the list below to see which panel member has a role or position most closely aligned with your interests:

- **Brian Harner**, Planning Commission representative (chair)
- **Paul Holland**, Park and Recreation Commission representative
- **John S. Grant**, Transportation Commission representative
- **Jennifer Zeien**, North Rosslyn Civic Association representative
- **Stan Karson**, Radnor/Fort Myer Heights Civic Association representative
- **Tim Helmig**, Rosslyn BID representative
- **Andy Van Horn**, Rosslyn BID representative
- **Jay Fissette**, County Board Liaison