

SITE PLAN REVIEW COMMITTEE MEETING SUMMARY

Rosslyn Holiday Inn (SP #79)

SPRC Meeting #3

Key Elementary School | Multipurpose Room

2300 Key Boulevard | Arlington, Virginia 22201

June 20, 2019 | 7-9 p.m.

Planning Commissioners in Attendance: Elizabeth Morton (chair), Elizabeth Gearin, James Schroll, Jim Lantelme, Sara Steinberger, David Ricks

MEETING AGENDA

- 13 **Introductions**
- 14 **Informational Presentations**
 - 14.3 Staff – Plans and Policy
 - 14.4 Applicant – Proposed transportation and parking
 - 14.5 Staff – Analysis
- 15 **Transportation**
 - 15.1 Nash Street Issues
 - 15.2 Fort Myer Drive
 - 15.3 Porte-cochere
 - 15.4 Parking Ratios and Structure
 - 15.5 Lee Highway Issues
 - 15.6 Other Issues Not Addressed (e.g. deliveries, etc.)
 - 15.7 Pedestrian Passageway (if time allows)
- 16 **Rosslyn BID Comments**
- 17 **SPRC Wrap-Up**
- 18 **Preview of Design Changes (if time allows)**
- 19 **Public Comment**

INTRODUCTION

Commissioner Morton made introductions and spoke about the meeting topic, and why it was decided to dedicate the discussion solely to transportation.

APPLICANT PRESENTATION: TRANSPORTATION

Mike Workowsky, Wells & Associates presented information on site access and circulation, street sections, truck turning movements, and multimodal facilities. Also presented was a summary of the findings of the Multimodal Transportation Analysis (MMTA), which showed trip generation estimates, estimated traffic counts, and an intersection LOS analysis. Next, an overview of the proposed parking

and the rationale behind parking generation was presented. Finally, an overview of the proposed Transportation Demand Management Plan was presented.

STAFF PRESENTATION: TRANSPORTATION

Dennis Sellin, Arlington County DES, Development Services presented first an overview of County Master Transportation Plan policy as it relates to major plan goals for complete streets, pedestrian safety, bike safety, accommodation for growth, and parking and curb space management. Also presented were the recommendations of the Rosslyn Sector Plan as they pertain to transportation infrastructure and parking. Then, an analysis of the applicant's proposal was given, focusing on the amount and impacts of parking, pedestrian circulation and safety, and the design and functionality of the porte-cochere.

NASH STREET

- An SPRC member opined that they were pleased with the applicants change that allowed truck movements to occur on Nash Street without the loss of street parking.
- An SPRC member asked the applicant to explain how they were able to accommodate truck turning movements on Nash Street without removing parking. The applicant explained that they widened the curb cut for the loading dock.
- An SPRC member asked about the turning movements from Nash Street onto Lee Highway. How close are we to having a right-turn lane be necessary? The applicant explained that the LOS does not change with the subject development, and that while there will be an increase in trips generated by the project, it will be cancelled out by the removal of the parking spaces on 20th Street.
- An SPRC member mentioned that there is a petition circulating requesting that the applicant keep the intersection of Nash Street and Lee Highway in its current alignment that allows for some right turning movement, instead of the current proposal for a curb extension that would eliminate this movement. The member mentioned that the intersection is currently at gridlock because the box is continually blocked, and that the queue for westbound turns onto Lee Highway will be longer because the right turning movement won't be allowed.
- An SPRC member opined that removing the wider intersection allowing right turning movements will not clear the box. It's just tripling trips and narrowing the street.
- An SPRC member stated that the intersection of Nash Street and Lee Highway is a significant problem right now. The member stated that the County's policy doesn't matter because it has no basis in reality. This intersection design will result in additional morning gridlock. The member also stated that they don't believe the MMTA because it doesn't jive with resident experiences.
- An SPRC member asked about the size of the trucks accessing the loading dock. The applicant responded that less than 20 percent of the trucks will be 53-foot trailers, which would be the ones to support the conference center activities. The ones that will come can be scheduled.

- An SPRC member stated that Nash Street isn't an urban street – it's a residential street and large trucks should be limited to Fort Myer Drive only.
- An SPRC member asked whether there will be queuing with the configuration in the loading dock, and whether the applicant will really have control over whether trucks come to the site?

FORT MYER DRIVE /PORTE-COCHERE

- An SPRC member stated that crossing the existing curb cuts at the hotel is really dangerous. They don't understand how traffic will be managed in this case near the porte-cochere. The applicant answered that the configuration is similar to the Wharf, and that pedestrians will figure out how to navigate the space safely.
- An SPRC member commented that Pentagon City Mall has been experiencing less car traffic and more ridesharing.
- An SPRC member asked the applicant whether event-goers will park in the garage themselves? The applicant answered that all event parking will be managed.
- An SPRC member opined that there will be gridlock as a result of the project, and that the applicant should have a plan to manage that.
- An SPRC member commented that they were pleased to see that the cycle track being built with this project but dismayed that the design of the porte-cochere hadn't changed at all. The member commented that they were pleased to see the slip lanes removed with this project. However, they were worried about potential conflicts between ped/bike/auto at the curb cuts. The applicant responded that there is a clear hierarchy of modes, with pedestrians coming first. There will be pavement markings at the cycle track which will slow cars down.

PARKING

- An SPRC member commented that the biggest issue applicants have is when they challenge an adopted plan. The member opined that there is still more parking than is necessary. The member urged the applicant to examine shared parking between residential and the conference center.
- An SPRC member asked the applicant to provide their justification for not further undergrounding the parking. The applicant responded that they are blasting out three levels of below-grade parking, and that doing any more would be too costly, and would have too great an impact on the surrounding neighborhood through construction noise.
- An SPRC member asked staff to provide approved parking ratios for the projects mentioned in the staff slides about parking.
- Another SPRC member asked to see parking ratios for other recently approved projects in Arlington.
- An SPRC member asked where bus parking will go. The applicant responded that tour bus parking is a County issue that they are working on, but that for the subject project buses will drop off curbside, then leave the site to park elsewhere. The SPRC member asked why buses don't do that now? Staff responded that bus parking in Rosslyn is part of the Core of Rosslyn study.

Statement by Rosslyn Business Improvement District: A brief comment was heard from David Van Duzer from the Rosslyn BID Urban Design Committee who opined on the following topics:

- Associate the BID with the comments regarding concerns about congestion on Nash Street
- The County needs to take a close look at the system wide issues for Nash Street because of the Marriott and Monday projects as well as this one. The County needs to take this seriously and not ignore.
- There is concern about the lack of a layby for the apartment building; not one space for rideshare or deliveries.
- Concern about the cycle track: it is becoming a bicycle racetrack. There will be a problem with bus unloading curbside and conflicts with bicycles.
- The bike lane along eastbound Lee Highway is a waste of money.
- Rosslyn is being overrun by scooters; the County needs to find a way to park these in a specific place.

SPRC WRAP-UP COMMENTS

- **Bob Falb (Turnberry Tower Condominiums)**
 - Would like to understand how the community gets crosswalks that people can use. There should be red lights at crosswalks.
- **Susan Vincent (Dakota Condominiums)**
 - The staff report notes that Nash Street is one block long, but it isn't.
 - There are existing, documented traffic issues at the Nash Street/Lee Highway intersection, and no one is talking about how to fix the existing issues with this project.
 - People, cars, and trucks are being added to the mix, and it will exacerbate existing problems.
- **Sara Steinberger (Planning Commission)**
 - Appreciate the comments on the above-grade parking
- **Sylvia Kendra (North Rosslyn Civic Association)**
 - There is concern about giant trucks on Nash Street and exhaust. There is a real impact on Turnberry from the location of the loading dock.
 - The amount of parking for residential should be much more limited.
 - Is it possible to change the loading entrance to Fort Myer Drive?
- **Stuart Stein (RAFOM)**
 - Agree with the comments from David Van Duzer, except for his comments about the eastbound Lee Highway cycle track.
 - Yet to hear one community concern about parking; on the contrary the project is under-parked.
 - There is concern in the community about losing the parking spaces on 20th Street.
 - There is concern about the potential conflicts between modes on Fort Myer Drive.
- **Chris Slatt (Transportation Commission)**
 - Parking is set by supply and demand, but there is a clear public benefit in trying to reduce single-occupancy vehicle trips.

- Not convinced by the applicant's justifications on the parking supply
- Would applaud staff and the applicant on the streetscapes
- Does not believe there will be conflicts with the bus drop off and the bike lane
- **James Schroll (Planning Commission)**
 - Associate himself with Chris Slatt's comments.
 - Would like to see comps for the conference center parking
 - Sad to see some of the same mistakes made with other Rosslyn projects being made here with respect to the above-grade parking.
 - Appreciate the removal of the slip lanes
 - Not happy about the location and design of the pedestrian passageway.
- **Elizabeth Morton (Planning Commission)**
 - This is the first project under the Rosslyn Sector Plan, and it will set a precedent for what comes next. There needs to be a really strong justification for deviation from plan principles.

PUBLIC COMMENT

- A member of the public stated that staff and the applicant need to find solutions for the existing transportation problems at the site. Could the footprint of the building be reduced?
 - There should be another study that includes the Marriott
 - 20th Street is not an issue, but Parcel Q should remain as is because it buffers the activity on Lee Highway from the site.
- A member of the public comments that the slip lane on Nash Street facilitates traffic flow. Is there a way to design a slip lane that provides better pedestrian safety?
- Another member of the public commented that there's not much pedestrian traffic at the slip lane, so it should remain as is.
- A member of the public mentioned that commuter buses currently stop on Lee Highway, clogging up traffic, and this hasn't been mentioned at all in public discussion.
- A member of the public opined that what is being planned at Nash Street is a traffic nightmare:
 - The residential entrance is too close to the intersection
 - 100 percent of traffic is going to take a right; the MMTA is wrong.
 - Lee Highway is not a pedestrian route, so it doesn't matter to protect pedestrian safety
 - Getting rid of the right turn lane is a real problem; it is needed for the street to work.
 - The loading dock doesn't have enough capacity.
- A member of the public wonders how trucks will make the turning movement when Nash Street is at gridlock.

NEXT STEPS

- The next SPRC meeting will be held on July 8, 2019 and the agenda topics will be open space, community benefits, and construction issues. The location has yet to be determined.

DELIVERABLES

- Staff should provide parking ratios for the projects discussed on the parking slide
- Staff should provide parking ratios for all recently approved site plans.