
WALKARLINGTON

PLACES FOR WALKING IN THE ROSSLYN-BALLSTON CORRIDOR



Report Prepared for

ARLINGTON GREENWAY CORE WORKING GROUP

by

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WALKARLINGTON

PLACES FOR WALKING IN THE ROSSLYN-BALLSTON CORRIDOR

SUMMARY



WILSON BOULEVARD: OVER THE PAST 20 YEARS, THE ROSSLYN-BALLSTON CORRIDOR HAS BECOME INCREASINGLY URBANIZED.

WALKArLington is a proposal for improving the quality of life in the increasingly urbanized Rosslyn-Ballston Corridor by making walking a more pleasurable and more efficient way to get around. It calls for creating a network of places to walk throughout the Corridor, a “braid” of walkways that includes promenades along major streets, dedicated pedestrian ways, comfortable neighborhood walks, and special public places that are destinations for pedestrians. WALKArLington will serve busy retail and civic areas, reach to adjacent residential neighborhoods, and connect to the County trail system. It will establish a framework for public and private planning efforts, improving the level of urban design and providing an opportunity for innovative approaches to incorporating public art in the public realm.

The initiative responds to the growing interest among residents, workers and visitors in the Rosslyn-Ballston Corridor to make walking a more viable option for short trips around and between Metrorail station areas. In particular, it supports the growing number of Corridor residents who walk to work or to reach transit, as well as residents and workers who enjoy walking for recreation or exercise.

All streets in the Rosslyn-Ballston Corridor – and in Arlington for that matter – should provide good walking environments, and the County has initiated design policies aimed at improving conditions for pedestrians. WALKArLington will provide an added dimension. The walkway network and public spaces along it will become special places themselves, encouraging exploration and discovery, providing access to places that are quiet and relaxing, busy and exciting, or refreshing and regenerating. They will provide a pedestrian realm that is without parallel in the metropolitan area and which has few counterparts outside the country’s oldest urban centers.

WALKArLington would include several types of walkways that respond to the diverse development conditions in the Rosslyn-Ballston Corridor and to the many reasons people walk there. We recommend that there be five specific kinds of routes and places:

- *Major Walkways* along the principal streets and boulevards that connect the five station areas: Fairfax Drive, Wilson Boulevard and Clarendon Boulevard;
- *Special Pedestrian Walks* with distinct characteristics: Ninth Street Greenway, Twelfth Street Passage, Courthouse Promenade, North Lynn Street/Esplanade, and Freedom Walk;

- *Lateral Connections* along cross streets that lead from the core of the Corridor to adjacent neighborhoods and community facilities;
- *Special Neighborhood Walks* that provide quiet, casual connections among the residential neighborhoods in the Corridor;
- *Special Public Places* along the route that offer settings for a range of urban and community activities: quiet parks and active parks; civic squares and sidewalk cafes; performance spaces and playgrounds; gardens, arcades and plazas.

The walkway network would be built incrementally, through numerous public and private projects and over the course of many years. The County will play several roles:

- Coordinating the effort;
- Providing operational direction for the planning and design of the walkway network by establishing streetscape, site planning and urban design guidelines;
- Implementing the walkway through public investment where necessary.



SAN JOSE, CA., MEXICAN HERITAGE PLAZA: ART INTEGRATED INTO A SPECIAL PUBLIC PLACE (ARTISTS: ANNE CHAMBERLAIN AND VICTOR ZABALLA).

We strongly encourage integrating public art into WALKArlington, in the expectation that artists can work with designers to create a series of places that engage people’s attention and raise their spirits. Possibilities include organizing art-related special activities that will spark excitement for the entire initiative (such as temporary art installations or community celebrations along important WALKArlington routes), engaging artists in the design of system-wide elements (such as street furniture or wayfinding features) and teaming artists with landscape architects and others in the design of special public places.

We recommend that the planning for and implementation of WALKArlington continue along several tracks, each of which will involve a collaborative approach from County officials, civic groups, developers and citizens:

Short-term: Implement a series of outreach activities and projects that can call immediate attention to the walkway, build public support and to test ideas:

- Organize public sketchbook sessions
- Install temporary walkway markers
- Publish a WALKArlington brochure
- Sponsor public events that promote and celebrate walking in the Rosslyn-Ballston Corridor, especially recognizing elements of WALKArlington that are underway or completed.

Long-term: Establish guidelines for implementing permanent improvements to the pedestrian environment and research design issues that will support the implementation of these general recommendations:

- Develop streetscape, urban design and site planning guidelines
- Make specific design recommendations for specific intersections and areas that are problematic for pedestrians

- Study the use of existing special public places, as well as types and locations of new public places that should be integrated into the walkway network.

Incorporate the WALKArlington initiative into Arlington’s basic planning framework, including:

- R-B Corridor Streetscape Guidelines
- Virginia Square, Clarendon, and Rosslyn sector plan revisions
- Master Transportation Plan
- DED Retail Action Plan
- Open Space Master Plan update
- Rosslyn-Ballston Corridor open space planning study
- Public Art Master Plan

Project Approval. We have prepared interim recommendations for how projects that are currently pending can address the goals of the WALKArlington concept.

Organizing the Effort. Ultimately, WALKArlington will be accomplished through a combination of public and private efforts. Within County government, it will involve participation of the Departments of Public Works (DPW); Parks, Recreation and Community Resources (DPRCR); Economic Development (DED); and Community Planning, Housing and Development (DCPHD); as well as numerous citizen advisory groups, including the three civic partnerships (Ballston Partnership, Clarendon Alliance, Rosslyn Renaissance). Therefore, we recommend:

- Assigning a WALKArlington project manager to provide coordination on a day-to-day basis;
- Engaging an urban designer-in-residence as a resource for elaborating on design recommendations;
- Appointing a formal “WALKArlington Task Force,” consisting of County staff and citizens, to provide oversight.

We believe these recommendations are fully in keeping with the planning direction that the County has been following for more than twenty-five years. They provide a new level of focus, attention and energy towards the pedestrian realm that is firmly rooted in the kind of place that Arlington has envisioned itself to be and that its residents clearly desire. They respect the planning processes that exist in Arlington, proposing that the County assume first and foremost a clear, coordinating role in advancing the walkway system. And they demonstrate how Arlington’s existing leadership in land-use, transportation and urban design can be extended to a new generation of challenges.

A NETWORK OF PEDESTRIAN PLACES

A. BACKGROUND

The urbanization of the Rosslyn-Ballston Corridor dates back nearly a quarter of a century, when Metrorail service to Arlington was being planned and the County was establishing a new vision for the areas Metrorail would serve. Along the four-mile corridor, some 26,500 new housing units and 19.25 million square feet of office and commercial space were ultimately contemplated, and by 1989, just ten years after Metrorail service was initiated, nearly half of that had been built or approved. Since then, development has proceeded apace, and the Rosslyn-Ballston Corridor today stands out as one of the most successful examples of coordinated transit and land-use planning in the nation.



STUART STREET (ABOVE) AND COURTHOUSE PLAZA (BELOW): CREATING GOOD PLACES TO WALK IS A PRIORITY FOR THE CORRIDOR.



In 1989, a team of community design experts, convened to evaluate the County's progress and the challenges that were emerging, made numerous suggestions about improving open spaces and the pedestrian environment. The team is credited with first identifying the opportunity for "a major, pedestrian-oriented, linear park with both active and passive recreation... extended along Ninth St. from Metrorail (in Virginia Square) west to Ballston." *Washington Post* architecture critic Benjamin Forgey likewise found hidden potential with this quiet back street, identifying "this short, rather narrow street, wedged between Fairfax Drive and Wilson Boulevard" as "Ballston at its best" in an article one year later.

For years this idea was bantered about, but little was done to move it along until the 1997 Arlington Pedestrian Transportation Plan called for a "landscaped pedestrian walkway, or greenway... to provide a continuous pedestrian link between the development in Ballston and Clarendon." Official adoption of this concept as part of the plan was an important step in bringing this idea closer to reality, but with no specific funding for further planning, design or construction, the greenway has continued to linger as a concept, and little more.

In the meantime, Planning Commissioner and pedestrian advocate Tom Korns opened up a discussion of a longer Arlington Greenway that would extend east from Clarendon to the Potomac River and west to the Bluemont (hike/bike) Trail. Interest in this concept has grown steadily. Among the more interested groups was the Arlington Commission for the Arts, which recognized that the greenway concept offered developers throughout the Corridor an ideal outlet for public art and public space obligations that are frequently negotiated as part of the site plan approval process. It also presented an opportunity to update the Ballston public art master plan, which had been prepared in 1987.

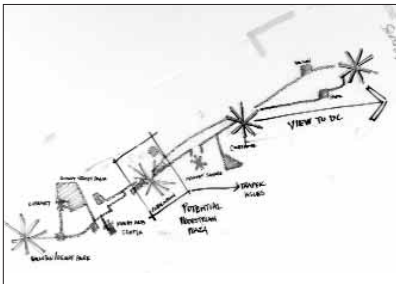
In winter, 1999, a core group of staff and citizens was formed to further explore the potential for this project. In May, 2000, consultants Jennifer McGregor and Todd W. Bressi were hired to study the idea of a pedestrian-oriented walkway through the Corridor. To gauge the desire for and potential form of this walkway, the County and its consultants organized a community



CHARRETTE PARTICIPANTS



CHARRETTE FINDINGS: WALKING ROUTES, PLACES FOR PUBLIC ART, PLACES PEOPLE LOVE, PLACES TO FIX IN CLARENDON



RECOMMENDATIONS FROM ONE CHARRETTE TEAM

design charrette, which was held on Saturday, July 8, 2000. The charrette brought together more than 100 citizens (representing numerous County Board advisory groups, civic associations, design professionals, area residents and businesses), three County Board members and staff from four County departments to brainstorm. The results of the charrette are documented on the web site www.commuterpage.com/greenway1.htm.

We have reached the recommendations presented here after studying numerous County planning documents, organizing a charrette and analyzing the recommendations, and meeting with County staff, including the Core Working Group. We have considered the various walkway proposals that have been made to us by County staff, and by the charrette teams; and we have considered the various comments citizens made during the charrette about Arlington’s walking environment. Our conclusion is that while the Arlington Greenway concept is attractive and innovative, it is just a piece of a larger set of pedestrian improvements that should be made to support the Rosslyn-Ballston Corridor as it continues to grow and matures into a settled place.

We are proposing a full network of places to walk, primarily along streets, rather than a single fixed route. The network, which we have given the working title of “WALKArlington,” would run the length and breadth of the Rosslyn-Ballston Corridor with strong connections to adjacent neighborhoods and to the County bike and walking trail system. It would also incorporate and inspire special places along the route that would offer a range of public settings, such as quiet parks and play areas; civic squares and neighborhood gardens; sidewalk cafes and performance spaces.

Conceiving of the walkway as a network of pedestrian walkways has several important advantages:

Greater diversity of walking environments. Participants in the public charrette raised a range of ideas, some conflicting, about what the nature of Arlington’s urban walkway should be. By offering multiple walking opportunities, WALKArlington avoids suggesting a one-size-fits-all answer. Instead, it can offer diverse walking environments that, hopefully, will satisfy the needs of a wider range of people.

Encourages more community participation and design flexibility. Though we recommend some standard design approaches for various elements of the walkway, we also believe that there are many design decisions that can be made on a more incremental and localized basis. A walkway network will provide more opportunities for community participation in the design of the walkway and the special places along it, allow the walkway to have a varied character that respects the surrounding neighborhoods and activities, and enable the walkway to respond to new opportunities or changing circumstances.



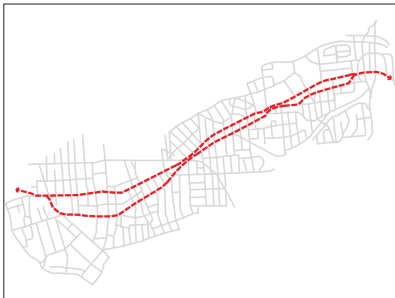
CLARENDON BOULEVARD: A POPULAR PLACE FOR WALKING IN THE COURTHOUSE AREA

Easier to implement. It will be easier to work strategically by linking the implementation of WALKArlington to current planning initiatives, such as the DED Retail Action Plan, the Pedestrian Transportation Plan, the ongoing updates of the R-B Corridor Streetscape Guidelines and various sector plans, and any future updates of the County’s Open Space Master Plan.

Efficient use of resources. New private development along the Rosslyn-Ballston Corridor is certain to incorporate pedestrian and public art improvements. The R-B Corridor Streetscape Guidelines have already been effective at directing how various public and private projects can improve the pedestrian realm. We believe that WALKArlington will provide even more guidance to developers and open up more creative opportunities for them to contribute. In this way, WALKArlington will help the County make the best possible use of private development resources.

B. THE BRAID OF WALKWAYS

We propose several types of walkways for the Rosslyn-Ballston Corridor, as well as specific locations where walkways might be located. Many of these walkways will parallel each other as they connect Ballston to Rosslyn, occasionally intersecting or even crossing each other, hence the notion that they will comprise a “braid” of walkways. Each type of walkway will require its own design approach, appropriate to the kinds of use it will experience and the character of the area in which it is generally located. Following are some general design recommendations for the various walkways we would propose.



MAJOR WALKWAYS

Major Walkways

The main walkways in the Corridor should run along major streets that are also the principal retail and entertainment destinations. Although these are the busiest and noisiest vehicular routes, the most significant employment and entertainment destinations, as well as most Metrorail entrances, are generally located along them. Simply, they are places that people already walk (based on informal surveys conducted at our workshop) and thus should serve the spine of the walkway:

- Ballston to Clarendon, along Fairfax Drive and the Glebe Road/Wilson Boulevard corridors.
- Clarendon to Courthouse Square, along either side of Clarendon Central Park and along the Wilson and Clarendon corridor to Courthouse Road.
- Courthouse Square to Rosslyn, along the Wilson and Clarendon corridor.



SPECIAL PEDESTRIAN WALKS

Special Pedestrian Walks

The “special pedestrian walks” should provide an alternative to walking along busy, urban streets. They should be places of strong pedestrian orientation, in some cases closed to motor vehicles, that supplement the major walkways in the busiest areas of the Corridor. The specific character of each walkway will be unique, but there should be a conscious effort to include a full range of

pedestrian amenities along all of them – sitting areas, public rest rooms, public art and exhibits, water features, cafes. Each special pedestrian walk should also provide access to a full range of special public places – such as gardens, performance spaces and civic squares – to the extent that they fit into the character of the walkway.

The Ninth Street Greenway should run from the Gateway project in Ballston, at the intersection of Glebe and Fairfax, along Ninth Street very nearly to the intersection of Wilson and Fairfax at Clarendon Circle. The Greenway should be like an urban garden – a lush, quiet alternative to the busy streets that parallel and cross it. Street trees and other forms of planting should be encouraged to make this area even more green and park-like. New site plans to the east of Virginia Square should adopt this public pedestrian greenway concept; sites between Virginia Square and Stuart Park should be retrofitted as appropriate.

The 12th Street Passage is cited in the Clarendon Sector Plan and has been incorporated into the Hartford and Hudson projects. Although we do not necessarily recommend siphoning pedestrians off of Clarendon and Wilson Boulevards, two streets that are among the most popular for walkers, we believe the street that has been proposed should be designed with a strong pedestrian, and public, orientation. For example, special attention should be paid to parking garage entrances and loading areas to ensure pedestrian safety.

Because development of these projects is imminent, perhaps it could involve the design of elements that could be tested and applied along other parts of the walkway in Clarendon, or other special pedestrian walks elsewhere in the Corridor. For instance, eliminating curbing and raising the street to the sidewalk level might be considered here.

The Courthouse Promenade should run from Courthouse Plaza to the SRA park. It should be an urban walkway, like a paseo – commercial, civic and sometimes even festive in character – leading to an eastern terminus (at SRA park) that is more quiet and contemplative in nature.

Freedom Walk runs on a viaduct connecting Seventeenth Street with Kent Street in Rosslyn. We recommend that Freedom Walk should continue to be an interpretive park that is a regional tourist attraction, though if the Newseum moves away and removes its support for Freedom Walk, as has been proposed, the character of the walkway may change. Whatever its nature, the walkway should remain a pedestrian precinct. In any case, it will require stronger integration with the life of Rosslyn, particularly through better vertical and at-grade connections to adjacent buildings, streets and spaces. Special attention must be given to improving the existing performance space.

North Lynn Street/Esplanade. The Waterview project and other planning efforts in Rosslyn are creating better access to Gateway Park, Key Bridge and the connection to the Custis Trail and Georgetown to the north. Similar attention should be given to improving access to the Iwo Jima Memorial to the south.



COURTHOUSE PLAZA: A PLACE TO RELAX



FREEDOM WALK: AN INTERPRETATIVE PARK



LATERAL CONNECTIONS



STUART STREET: PART OF THE LATERAL NETWORK



ARLINGTON ART CENTER: A DESTINATION ON MONROE STREET

Lateral Connections

The walkways described above will only be as successful as the pedestrian network that provides access to them. We recommend a series of specially designated lateral walks that lead from these routes to surrounding neighborhoods and activity centers. Lateral walks should be spaced roughly every quarter of a mile, including streets that lead to Metrorail stations and others with heavy pedestrian usage:

North Glebe Road. From Fairfax Drive to Fifth Street and beyond connecting to the Buckingham commercial district, includes the new northwestern entrance to the Ballston Metrorail station.

North Stuart Street/Stafford Street. Connects to Stuart Park, Ballston Metrorail, Nature Conservancy wildflower garden.

North Quincy Street. Connects to the Central Library and to several open spaces proposed in the “North Quincy Street Plan” (a neighborhood park and urban open space midway between Wilson Boulevard and Glebe Road, and a “landscaped open space” at Glebe Road). The provision for a “landscaped setback” along Quincy Street allows for the possibility that this street could be designed as a north-south extension of the Ninth Street Greenway.

North Monroe Street. Connects to Virginia Square Metrorail and Arlington Art Center; a popular walking route to Virginia Square residential neighborhood and Washington Blvd. retail, including a supermarket.

North Washington Boulevard. Leads southeast from Clarendon Circle to Tenth Street, passing site for major new development (3000 Washington).

North Highland Street. Connects to Clarendon Metrorail through commercial district to the south of the station.

North Edgewood Street. Connects south through the Clarendon Center to a neighborhood park.

North Barton Street. Leads south from Clarendon to several residential neighborhoods and Pershing Street.

North Courthouse Road/Veitch Street. Connects to the Courthouse Promenade, Courthouse Square Metrorail entrance and commercial and civic areas, and north to Lee Highway.

North Pierce Street/Pierce Street Walk. Pierce Street connects south to Highlands Park and Hillside Park, and the pedestrian bridge across Route 50. North of Wilson Boulevard, a pedestrian walkway leads past Wilson School to the Colonial Village neighborhood.

North Quinn Street. Connects to Key Blvd. and a proposed recreation center.

North Moore Street. Passes the Rosslyn Metrorail station, the focus of recent pedestrian improvements.

North Fort Myer Street. Leads to Gateway Park and the Key Bridge.



SPECIAL NEIGHBORHOOD WALKS

Special Neighborhood Walks

All streets in residential areas in the Rosslyn-Ballston Corridor should provide good walking environments for casual strolling, shopping or walking to work or school. Even so, there are special walks in residential areas that might be built to a higher level of design that reflects the neighborhood character. These walks might be implemented only at the request of, or with the support of, local neighborhoods.

11th Street. From North Glebe Road to North Quincy Street, this walkway serving a neighborhood of townhouses was implemented following the Ballston Sector Plan.

Hillside Walk. This walkway could connect Courthouse Square and Rosslyn via Hillside Park, Fourteenth Street and Fifteenth Street. Although Hillside Park is under consideration for development, any new buildings will bring more pedestrians to the area, thus underscoring the need for pedestrian improvements on this street. Alternatively, the walkway could run along Sixteenth Street, which parallels Clarendon Boulevard more closely and has less of a grade change.



C. SPECIAL PUBLIC PLACES

We envision that WALKArlington will inspire a variety of new public places – civic squares and urban plazas; performance spaces and play areas; arcades and sidewalk cafes; active parks and playgrounds; quiet parks and gardens. These “special public places” will provide people with spaces where they can relax or meet a friend, serve as locations for events and activities that will draw people to the Rosslyn-Ballston Corridor, and encourage people to walk along the walkway.



A series of such places has already begun to emerge. For example, in Ballston, one might choose the civic Stuart Park or the contemplative garden behind the Nature Conservancy for a stroll or for lunch. In Courthouse Square, one might attend to errands along the active, urban Courthouse Promenade or relax in the bucolic SRA park.



Judging from comments made during the charrette, the walkway network would not only benefit from more spaces like these but also provide an opportunity to expand on this palette. Participants suggested a variety of new activities, such as dog exercising and skateboarding, that could occur in special public places. It is important, therefore, to encourage the creation of a wide range of places, each of which is designed in its context, and each of which brings out the best talents in landscape and urban open space design, as well as public art.

As a first step, we recommend a thorough inventory of the spaces that already exist, in conjunction with a user survey that would identify the kinds of new spaces that residents, workers and business owners along the Corridor would

SPECIAL PUBLIC PLACES: BEAVER POND, BALLSTON (TOP), CRANDALL MACKIE PARK, ROSSLYN (CENTER), STUART PARK, BALLSTON (BOTTOM)

find useful. This research should lead to a series of recommendations, organized on a neighborhood by neighborhood basis, about the kinds of spaces necessary to support activities appropriate for the area. Without presuming to anticipate what the results of this research might be, we would recommend that there be at least one civic square, one garden and one recreation area in each of the five station areas.

We recognize that many of these places will be built and maintained by developers as public open spaces. Therefore it is essential that the objectives for special public places be conveyed to developers at the earliest stage of planning. The research findings and recommendations should be integrated into the County Open Space Master Plan and various sector plans, and used during community benefit negotiations with developers to help discuss the provision of public spaces.

From our study, several existing or proposed spaces seem to warrant immediate attention.

- Consider improving Oakland Park, at Ninth Street and Nelson Street, as the “art playground” and sitting area that has been proposed for the Arlington Art Center. This would enable the playground to be integrated directly into the Ninth Street Greenway component of WALKArlington. Moreover, Oakland Park is one of the few public parks along the route and one of the most strongly loved places, according to citizen comments; it should be vigorously preserved as public open space that will support the pedestrian uses and sense of community in the Corridor.
- New development at Lincoln/Kansas should reinforce the “green” aspect of the Ninth Street Greenway. This project could feature a public space that functions as a public garden or quiet sitting area; retail activity in the project should be located on Fairfax and Wilson. This would be a good place to involve an artist with a horticulturist and/or a landscape architect in a collaborative site design.



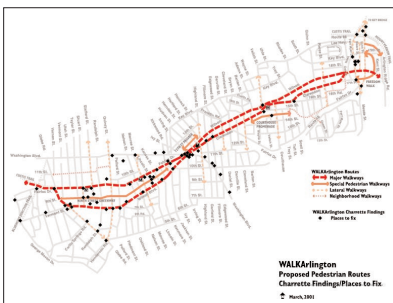
OAKLAND PARK, VIRGINIA SQUARE:
POSSIBLE LOCATION FOR ART PLAYGROUND

D. KEY ISSUES TO CONSIDER

Elsewhere in this report, we are recommending that the County consider developing a full range of streetscape, urban design and site planning guidelines to support the development of pedestrian walkways in the Rosslyn-Ballston Corridor. Our observation of the area, and the comments made at the charrette, indicate a number of key issues that should be investigated in the course of developing more detailed guidelines.

Difficult Street Crossings. Wide streets, heavy volumes, fast traffic, short crossing times and lack of attention by drivers makes crossing many streets proposed as WALKArlington routes difficult, even for able-bodied people.

There are several sources of information about the location of intersections in most urgent need of attention. The informal surveys conducted during our charrette resulted in numerous suggestions of places to fix. The Pedestrian



CHARRETTE FINDINGS: PLACES TO FIX
(SEE PAGE 35).



INTERSECTIONS TO FIX: FAIRFAX DRIVE/GLEBE ROAD (TOP), WILSON BOULEVARD/CLARENDON BOULEVARD BOW-TIE (BOTTOM)



WILSON BOULEVARD: A LACK OF CONVENIENT STREET CROSSINGS



WILSON BOULEVARD: NARROW SIDEWALKS ALONG A BUSY STREET

Transportation Plan also indicates a number of difficult street crossings. We recommend continued surveying and evaluation of intersection conditions in order to set priorities for improvement projects, as well as ongoing monitoring of intersections to determine whether further adjustments are needed.

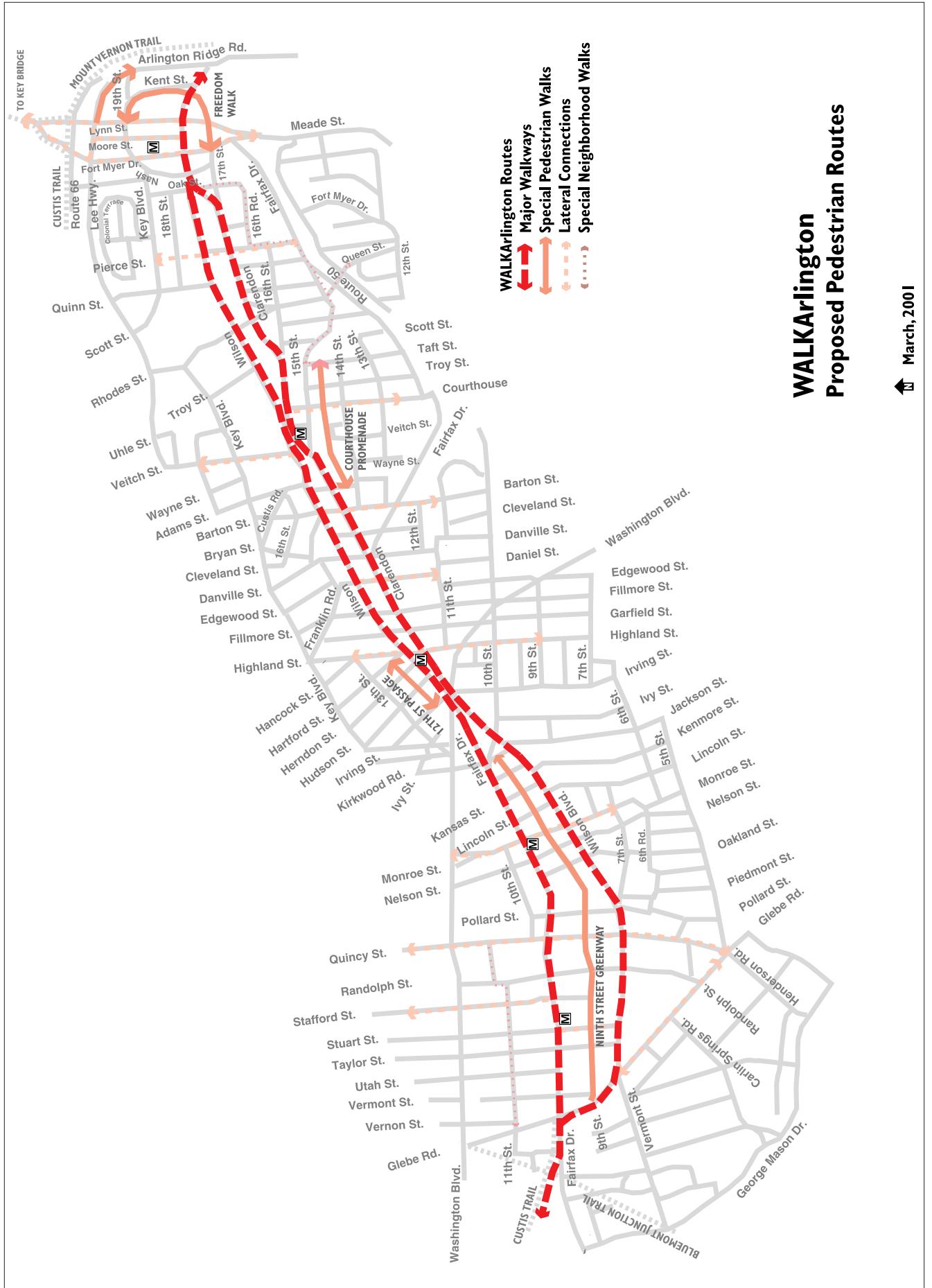
Missing Links. Many of the connections between pedestrian routes that either exist now or are proposed here are not clear or functional. The following missing links should be priorities for further design study:

- Fairfax/Glebe intersection. Pedestrians have difficulty crossing from the Ballston core to walkways that connect to the Bluemont Trail.
- Fairfax/Washington/Wilson/Clarendon intersection. “Clarendon Circle” is complicated by an irregular configuration and traffic patterns, heavy traffic volume, and usual grade changes, all of which disorient pedestrians.
- Connection between Wilson/Clarendon “bow tie” and Courthouse Promenade. Walking routes between the major streets and the Courthouse Promenade are not clear.
- Connection from Freedom Walk to Fort Myer and Lynn Streets via vertical connections and to Wilson via Seventeenth and Nash. Freedom Walk lacks sufficient connections to the Rosslyn street grid to be an effective pedestrian destination.

Safety. Although charrette participants generally felt the walkways would become safer as they were used more, they pointed out several important factors to consider. They recommended strict traffic enforcement, safer crossing areas, good night lighting and call boxes; and suggested that police might patrol the walkways on bicycle, or even set up substations at important places.

Maintenance and Management. The County must develop a plan for the maintenance and management of the walkway. Options range from creating an umbrella agency or organization (such SmartScape) to oversee the walkway, to parceling out the responsibility based on the type of walkway and its location, to dividing responsibilities among different organizations along functional lines. In other communities, a “business improvement district” model has been successful.

Maintenance and management involve both the upkeep of the walkway and the programming of activities along it. Charrette participants raised concerns about emptying the trash and enforcing leash laws; other issues involve cleaning and repairing walkway facilities, maintaining the landscape, etc.



Making WALKArlington work – indeed, any comprehensive effort to improve the pedestrian environment in the Corridor – will require a coordinated approach to streetscape standards, urban design and site planning guidelines and public art initiatives.

We believe the County, through its staff and commission consideration of development projects, should apply certain land-use, site plan and urban design concepts. To the extent appropriate, these concepts should be incorporated into advisory or formal guidelines that establish clear expectations and criteria for the way that new buildings in the Rosslyn-Ballston Corridor address the public realm, especially Arlington’s urban walkways.

The best approach is to establish guidelines that communicate clear expectations, give designers and developers maximum flexibility to meet those expectations, and provide for focused County oversight. The actual approaches must be carefully tailored to Arlington’s planning process, while providing for the consistent, co-ordinated oversight that keeps in mind the overall quality and character of the public environment.

A. GENERAL PRINCIPLES

Two important goals in designing a pedestrian system are accessibility and continuity. Accessibility is a measure of how easy it is to find and get to the pedestrian system from buildings, streets, trails, etc. Continuity is a measure of how easy it is to move along the pedestrian system, along Corridors, across streets, among spaces.

Both goals can be reinforced by:

- Establishing clear visual relationships between openings and spaces and streets; clear visual alignment of corridors. This is particularly important in considering how the site plan of a project that includes a component of the walkway, or a special public place, relates to adjacent developments.
- Using standard signage, graphics, logos, maps, walkway widths, streetscape and landscape elements, continuity of adjoining land use, etc. This is also important in considering how adjacent site plans can be coordinated with each other.
- Laying out the route so that it has a purpose, so that it takes people along desired movement corridors, so that spaces connect to each other effectively and so that it relates to places where people walk, such as streets and parks.

All of these strategies require a planned approach to the routing and orientation of the pedestrian system, and to the design of its functional elements. The role of the County should be to set the parameters and standards that should be met, embed them in relevant planning processes and documents, and execute the strategies as public and/or private development occurs.

B. STREETScape

To the extent possible, streetscape design policies for the walkway should build on those expressed in the “R-B Corridor Streetscape” standards. Thus, the sample recommendations we make in the table in Appendix II incorporate materials and elements already specified in that document.

One significant difference we are proposing is that streetscape requirements for the walkway should relate to streets, as opposed to areas (as they are currently expressed in the streetscape plan), and that the same streetscaping and landscaping requirements should apply equally to both sides of the street. (This is the case now for street trees, but not for other elements of the streetscape).

Another difference is that our sample recommendations (Appendix II) seek to establish a clearer hierarchy of walkways, based on the expected intensity of use and the length and location of each walkway. Longer, more central, busier walkways have more intense design elements that elevate their presence and recognize their civic nature; neighborhood walks and laterals in residential areas have less intense design elements that respect the residential character of the areas they serve. Thus we suggest broadening the variety of elements within the established palette, for example, using “single globe” lighting fixtures on lateral streets, to continue the vocabulary of the existing “double globe” fixtures on major streets, but to signal a change in scale and type of walkway.

We also suggest that a new level of streetscape guidelines, expanding on the design details already considered and responding more directly to the varied activities that can occur in sidewalk space, be adopted where appropriate. Among the issues that should be added to the guidelines are:

Intersections. Pedestrian flow at busy corners, and across busy streets, requires closer design attention. For the crossings themselves, we recommend standards for street crossing materials, for corner curb radii and for aligning crosswalks with pedestrian movement channels. Within the sidewalk area, we recommend standards for wheelchair ramp locations, sidewalk corner materials and “clear corner zones.”

Sidewalk Corridors. Sidewalks, or the area between the building line the curb line, can be considered a “mixed-use” area where different competing activities need to be accommodated; in some cases, the curbside lane can also be considered a flexible transition space. Therefore, on certain streets, guidelines for through/clear zones, furnishings zones, building frontage zones, and curbside parking zones should be established. These will vary depending on the projected sidewalk width.

Portes Cocheres, Loading, Curb Cuts. In a number of places, important WALK-Arlington routes are interrupted by portes cocheres or loading areas for hotels, office and apartment buildings. Though these issues are best addressed on a project-by-project basis in the site plan review process, we believe the County should to the extent possible establish general design guidelines for these elements, especially for major walkways and special pedestrian walks. The location, frequency and design treatment of these elements should be considered.



FAIRFAX DRIVE: POORLY ALIGNED STREET CROSSING



CLARENDON BOULEVARD, COURTHOUSE:
SIDEWALK AS A MIXED-USE SPACE



FAIRFAX DRIVE, BALLSTON: A PORTE COCHERE
ON THE PEDESTRIAN WALKWAY



NEIGHBORHOOD IDENTIFICATION SIGNS
IN THE CORRIDOR



VANCOUVER, B.C., GREENWAY:
LOCATIONAL SIGNAGE



PHILADELPHIA: BANNERS IDENTIFY
IMPORTANT PEDESTRIAN ROUTES

Streetscape Elements and Amenities. Along with the elements already specified, consider guidelines for the design and/or placement of news racks, trash cans, bus shelters and bicycle racks. Similarly, consider guidelines for the design and placement of sidewalk vending, sidewalk cafes, pay telephones, water fountains, kiosks, benches and emergency call boxes.

Signage. Several types of signage will be important to helping people use the walkway system. Identification signage will indicate the names of streets, walkways and special locations. Directional signage will indicate the direction in which a person might walk to get to another place. Both types of signage should be conceived of as a comprehensive system, and should build on signage strategies that already exist, such as the district-wide maps that appear near Metrorail entrances in each station area. The signage should also be designed with different gradations of intensity, with prominent signage used for busy pedestrian routes, and less intrusive signage used for routes along residential streets.

Materials. Consider specifications for curbs, gutters, storm sewer grates, light poles and signage poles.

Lighting. Consider uplighting of trees, public art, directional signage and other pedestrian-scale elements. Establish strategies for keeping the walkways appropriately lit at night.

Power and Water. Along major walkways and special pedestrian walks, where cafes or activities might be expected, make provisions for supplying power to outdoor activities. Also make provision for water service to irrigate plantings or operate fountains.

Advertising. At some point, the County will encounter the issue of commercial advertising in the public realm, such as on bus shelters, kiosks and trash cans, or on billboards visible from the walkway. The County should develop a policy for such signage.

C. LAND USE, URBAN DESIGN AND SITE PLANNING

The patterns of development along the walkway will play a strong role in people's perception of the walkway as a distinct urban space, and in generating pedestrian activity along the walkway. These issues might appropriately be considered in sector or special area plans, or in general urban design and site planning guidelines for the walkway. They will also be addressed as the County considers the design and site planning of projects developed in the Rosslyn-Ballston Corridor.

Just as the County should set expectations for how privately developed sections of the walkway are designed, it should play a co-ordinating, oversight role in considering how buildings and spaces relate to the walkway network. A number of issues should be considered:

Ground Floor Uses. Set more specific goals for ground-floor activity along pedestrian walkways. To the extent possible, new development should have ground-floor uses that support the nature of the walkways they adjoin. To a



GROUND-LEVEL ACTIVITY: AN OUTDOOR EATING AREA ON FAIRFAX DRIVE, BALLSTON; A PLAYGROUND IN BALLSTON



NINTH STREET GREENWAY: PROBLEMATIC LOADING AREA



SAN FRANCISCO, CA., EMBARCADERO: PYLONS AND BRONZE PAVEMENT INSETS IDENTIFY A WALKING ROUTE AND SIGNIFICANT HISTORIC FEATURES. (DESIGNERS: MICHAEL MANWARING, NANCY LEIGH OLMSTEAD)

certain extent, these uses should follow existing plans, such as DED’s Retail Action Plan; however, the County should be careful not to designate too much street frontage for retail use, which could create a problem of spotty retail activity and too many vacancies. Also, in Ballston and Virginia Square, retail might be better concentrated on Fairfax Drive and Wilson Boulevard than the Ninth Street Greenway.

Transparency and Access. Establish guidelines for the amount of window frontage and frequency of doorways along walkways.

Setbacks and Landscaping. Establish guidelines for the relationship between building line, property line and/or curb line, with recommendations for dimensions and design treatment of any landscaped space between buildings and the walkways.

Building Bases and Facade Elements. Establish guidelines for the design of building bases (either the first few stories of a building, or for the entire street-wall to the first setback), including arcades, windows, masonry, canopies and awnings, etc. Special attention should be given to ensuring that the size, height, color, materials and lighting of commercial signage are appropriate.

Walls and Screens. Establish design guidelines for the design of walls, fences and screens along the walkway. In general, the use of walls should be minimized; in cases where barriers are needed, fences or landscaping berms would be preferable. Guidelines should consider materials, maximum and minimum heights, and the maximum linear distance of walls.

Portes Cocheres and Loading Areas. The location of portes cocheres and loading areas should be carefully considered at site plan review to minimize disruption to the function and visual clarity of urban walkways (for example, they should not be positioned in a manner that requires the elimination of street trees that otherwise give definition to a pedestrian walkway).

Building Type, Massing and Orientation. Though it is hard to suggest hard and fast rules, the types of buildings, massing of buildings and orientation of buildings along urban walkways should be tailored to support the walkway as much as possible. For example, in the blocks between Wilson, Fairfax and the Ninth Street Greenway, projects might be oriented with larger masses (such as towers) facing the major streets and lower masses (such as townhouses and yards) facing the greenway.

D. PUBLIC ART

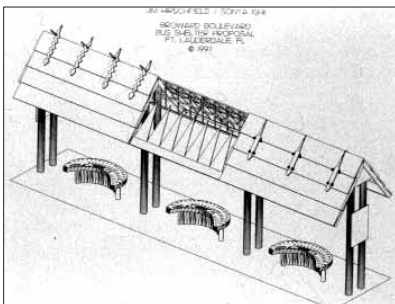
Public art offers creative possibilities for the development and design of WALKArlington. As indicated in the Sample Streetscape Recommendations in the appendix, there are opportunities to involve artists in various aspects of each category of pedestrian walkway that we have proposed.



NEW YORK, HEARLD SQUARE: SCIENCE CITY SIGNS CALL ATTENTION TO THE HIDDEN INFRASTRUCTURE (DESIGN: CHERMAYEFF + GEISMAR)



NEW YORK, LIBERTY PLAZA: HOLIDAY LIGHTING. (DESIGNERS: KEN SMITH AND JIM CONTI)



FORT LAUDERDALE, FL.: BUS SHELTER AND PAVING DESIGNS DIFFERENTIATE EACH COMMUNITY ALONG THE ROUTE. (ARTISTS: JIM HIRSCHFELD AND SONJA ISHII)

In general, both permanent and temporary art projects will play an important role in WALKArlington. Permanent projects could include engaging artists in the design of system-wide elements, such as wayfinding features; commissioning signature projects for key locations; and involving artists collaboratively in the design of special public places. Temporary projects could include installations along important pedestrian routes; and art-related special events or activities that will spark excitement for the entire initiative.

For the most part these projects should be directed by the County’s public art program, or possibly by one of the three civic partnerships in the Corridor, if they relate to a specific neighborhood. Planning for public art should be coordinated with the County’s new Public Art Policy and Master Plan efforts.

Temporary Art Projects. An ongoing program for temporary public art should be implemented to stimulate the planning, design, construction and use of the walkway.

One opportunity to test ideas would be to commission temporary walkway markers, which could be located along both the Major Walkways and the Special Pedestrian Walkways in order to call attention to the special character of each walkway as well as the overall walkway project.

Artists could be commissioned to create projects that relate the ongoing construction in the Corridor – such as interpretive panels, scrims and special lighting around construction sites, and celebrations that mark the construction or opening of new segments of the walkway. These projects might be participatory in nature, including workshops, dances and performances that involve people in the celebration.

Existing civic events, such as farmers’ markets, parades and performances, present opportunities to connect with the walkway project and have included visual artists in the past. Artists could be involved in the staging of the events, or in designing posters and banners that announce them.

Once complete, the various segments of the walkway (particularly special walks) could serve as outdoor galleries for rotating exhibitions.

Ideally a temporary art program should offer a mechanism for artist-initiated projects, which often provide the most unexpected and satisfying results.

Projects for Major Walkways. These walkways generally run along streets that are vehicular in nature and are among the busiest in the Corridor. Along these streets, we recommend art projects that relate to people in moving cars and buses as well as to pedestrians, and would thus be larger in scale, since people are moving rapidly and must comprehend a project fairly quickly.

Public art could mark important points along the Rosslyn-Ballston Corridor, such as gateways into and out of the Corridor or the beginning and ending of the walkway, passages between neighborhoods, intersections with lateral and special pedestrian walks, and the termination of view corridors along the streets



TUCSON, AZ: CUSTOMIZED SHELTER ATTRACTS PEOPLE TO THE BUS SERVICE. (ARTIST: LAURI SLENNING)



LOUISVILLE, KY.: TREE GUARDS RELATE TO LOCAL ARTISAN TRADITIONS AND WERE SPONSORED BY LOCAL BUSINESSES. (ARTIST: JACK MACKIE IN COLLABORATION WITH ED AW AND LOCAL WOOD CARVERS)



VANCOUVER, B.C., GREENWAY: A NEIGHBORHOOD-INITIATED PARK

and walkways. Significant vantage points, or high ground along the way, offer opportunities for view towers or platforms that relate the walkway to the surrounding cityscape.

There are also opportunities to relate to transportation systems that serve the Corridor through the design of elements such as bus shelters, Metrorail canopies and markers for entrances to parking garages. Art projects might relate to the experience of movement or commuting, through transit poetry or kinetic media.

Projects for Special Pedestrian Walks. On special pedestrian walks, pedestrians should be able to move more slowly, with less or no competition from motor vehicles; here the pedestrian should be the primary audience for public art, and art should respond to the scale of pedestrians and the experience of walking. The artwork should have engaging, placemaking qualities; it should be tactile and interactive.

Projects might distinguish the specific character of each special pedestrian walk through the design of signature street furniture, such as benches, tree guards or grates, surface treatments, light standards, bike racks, signage/wayfinding and drinking fountains. Artists might collaborate with communities to develop interpretive markers or projects that explore the local history, culture and environment.

Projects for Lateral Walkways. We do not recommend that lateral walkways should be a priority for public art, except for the installation of signage or system-wide elements that might be designed as part of the overall WALKArlington initiative.

Projects for Neighborhood Walks. Neighborhood walks will primarily be places for casual, leisurely strolling or light recreation activity, such as jogging. Public art projects in neighborhoods should be initiated by the community or by artists who have won the support of the community; they should relate directly to the neighborhood scale and respond to local needs. Sites to consider include public spaces such as parks, playgrounds, median strips and traffic triangles.

Projects for Special Public Places. Special public places, the “pearls along the necklace,” will provide settings for countless public activities, from quiet relaxation to playing with children to public events, such as performance and markets. Each will have a distinctive character depending on its location and activities desire there.

Special public places will be optimal locations for artists to be involved with creating dynamic, distinctive places. Because many of these special places might be designed and built in conjunction with large development projects, we urge that artists be retained to work collaboratively with architects and or landscape designers an early point in the design process. During the site planning process adequate funds must be assigned to projects to accomplish desired goals.



CLARENDON: WAR MEMORIAL

The artist projects and designs should occur within the context of further assessment of the need for and possible location of special places, a process that we discuss elsewhere in this report.

Commemorative Projects. Memorials already exist in Freedom Park and Central Park in Clarendon; the Iwo Jima Memorial is within a short walk of Rosslyn. As the area takes on a larger civic presence, inquiries and proposals from various constituencies in the County will be put forward.

In particular the National Capital Planning Commission is recommending that Arlington be considered as a location for future national memorials, as it develops a plan to alleviate the demand for placing new commemorative projects in Washington, D.C.'s crowded monumental core.

The potential for providing sites for commemorative projects in the WALKArlington area requires further research and discussion about the location, scale and type of memorials that are acceptable, as well as a local process for approving specific proposals. The County's public art program, working with the Office of Historic Preservation, should develop a policy for responding to future requests for such commemorative projects. Toward this end, there should be an inventory of memorials and historic markers in the project area.

The charrette in July demonstrated broad-based support for an urban walkway in the Rosslyn-Ballston Corridor. The recommendations that follow are intended to continue to build citizen and government enthusiasm for the walkway concept and engage new energy and ideas.

We recommend that planning for WALKArlington continue on several tracks. “Short-term initiatives” involve a series of immediate activities and projects that can call attention to the walkway, test ideas and build consensus for the project. “Long-term initiatives” involve working with County officials, civic groups and developers to implement permanent improvements to the pedestrian environment through various ongoing planning activities.

We also propose specific recommendations for how projects currently in stream can support the development of WALKArlington, and recommend how the County can set up mechanisms to help coordinate the project and see it through.

A. SHORT-TERM INITIATIVES

The goal of these initiatives is to call immediate attention to the walkway, test ideas, build public support and to begin to develop the specific character of each area.

Sketchbook Sessions

These would consist of a series of workshops to generate ideas for specific walkways and public places in the Rosslyn–Ballston Corridor. The ideas could be visionary or practical, but they would inspire the public’s thinking about the nature of the pedestrian environment and the potential for public art and design along WALKArlington. The sketchbook sessions would illuminate possibilities that could be carried through or re-interpreted as the opportunity arose; they could work hand in hand with a public art master plan for the R-B Corridor, or in lieu of one. Ideally, these sessions should serve as prototypes for involving the public in brainstorming the County’s eventual Public Art Master Plan.

These forums could be led by designers or artists and could take many forms: they could be intensive workshops in a charrette format, or mobile workshops that might take place in schools, community centers or neighborhood association meetings. Ideally there would be five sessions, one to address each Metrorail station area, scheduled first for areas with pending development projects: Virginia Square, Rosslyn, Ballston, Clarendon, Courthouse.

Sketchbook session results could be published in a booklet and on the web site, exhibited in a public place, such as 2100 Clarendon or the Central Library. A model for this process is the 1990 “Artscape” project in Scottsdale, Arizona.



ESCONDIDO, CA.: PYLON IDENTIFIES ROUTE OF COMMUNITY WALKING TOUR. (ARTIST: WICK ALEXANDER)

Temporary Walkway Markers

There is a clear need to develop markers or signs that introduce the idea of WALKArlington and signal the future walkway routes. These could be banners or signs attached to existing light poles, vinyl panels at construction sites, physical markers or bollards. (It should be noted that all banners must be approved by the County Board.)

The markers might follow various design strategies. Our recommendation is to establish a specific format for the markers throughout the walkway system, but to let the individual markers in various areas be different. That is, markers might feature a basic WALKArlington logo, but might differentiate the Ninth Street Greenway, Courthouse Promenade and Freedom Walk.

Marker ideas might be generated through a competition – either open or invitational, depending on time and resources. Such a competition should be coupled with a commitment to implement the winning proposal(s). Another expedient route might be to assign markers as a topic of consideration for one of the sketchbook sessions described above.



PROVIDENCE, RI.: *WATERFIRE*, AN ANNUAL SEASONAL DISPLAY, BEGAN AS AN ARTIST INITIATED PROJECT. (ARTIST: BARNABY EVANS)

Temporary Art Projects

As described previously, an ongoing program for temporary public art should be implemented to stimulate the planning, design, construction and use of the walkway. The types of initiatives to consider include projects that relate to ongoing construction in the Corridor (interpretive panels, scrim and special lighting) or to various milestones, civic events and celebrations, and temporary exhibitions.

WALKArlington Brochure

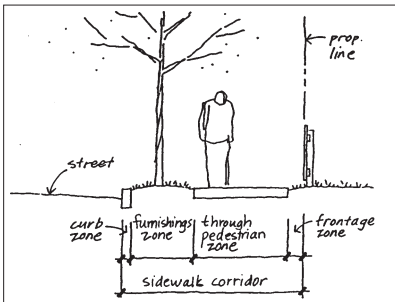
To instill the idea of the walkway, a guide to walking in the Rosslyn-Ballston area with information about interesting places to see should be developed. It should be compatible with other County publications, such as the Bikeway Guide. It might contain:

- a map indicating various routes, event locations, public art, and time and distance information
- a calendar and listings of special events for the year
- quotes from local walkers about why they like to walk in this area
- listings of County agencies, civic groups and property owners responsible for monitoring or maintaining various public spaces.

The brochure could be disseminated through the partnerships, public events, Metrorail stations and local businesses, and be made available at public events in the Rosslyn-Ballston Corridor; a downloadable version might be published on a web site. The brochure might be funded through contributions from local business or other forms of advertising or sponsorship.



ACTIVITIES THAT ATTRACT PEDESTRIANS:
 FARMERS' MARKET, COURTHOUSE SQUARE (TOP),
 BIKE RACE, CLARENDON (CENTER), MARDI GRAS,
 CLARENDON (BOTTOM).



PORTLAND, OR., PEDESTRIAN DESIGN GUIDELINES:
 SIDEWALK DESIGN STANDARDS

Events

Special planned activities could bring people to the Rosslyn-Ballston Corridor and familiarize them with the area and the potential for walking there. Events could include:

Monthly Walking Tours, that are led by different people and focus on different neighborhoods and subjects. Ideally these could be planned by the partnerships and might include hosts or collaborators from groups such as the Library, the Smithsonian, the Historical Society.

An Annual WALKArlington Day, hosted with the partnerships. Could coincide with events such as Neighborhood Day.

Connective Performances – Events Along the Corridor, such as a participatory parade. Create a WALKArlington presence at these existing events sponsored by Arts Al Fresco in Stuart Park, Verizon Plaza, Courthouse Plaza and Freedom Park.

Milestone Celebrations that mark groundbreaking, grand openings, anniversaries and other important events in the development of the walkway system.

Getting the Word Out

Create a WALKArlington presence at public events – parades, performances and festivals – that already occur in the area. This could include information booths, display panels, handout literature, etc.

The web site www.commuterpage.com/greenway1.htm has already proven to be useful for disseminating information about the charrette. The web site has already been a distinctive aspect of this project and should continue to be an effective communication tool.

B. LONG-TERM INITIATIVES

WALKArlington will be implemented through many means, both through private development and public capital spending. Many County agencies (including DPW, DPRCR and DCPHD) will play a role, and there will be various processes through which improvements are triggered, such as site plan reviews and capital projects. Thus it is important that the goals for the walkway and the specific proposals for implementing the walkway be incorporated into relevant planning documents, so that they can be advanced effectively through the project approval and capital budget processes.

Further Research

In order to integrate specific proposals for the walkway into relevant planning documents and processes, we recommend further study of various issues:

Streetscape Guidelines. DCPHD is conducting a review of the Rosslyn-Ballston Corridor Streetscape Guidelines in relationship to the DED Retail Action Plan. We recommend that WALKArlington be added to this study. If necessary, the

streetscape guidelines should be adjusted or expanded to reflect the four types of walkways proposed here (the sample streetscape guidelines presented in Appendix II seek in most cases to build on, rather than modify, existing streetscape guidelines).

Urban Design and Site Planning Guidelines. We recommend that special urban design guidelines be established for development along the walkway. These guidelines would deal with site planning issues such as the siting of buildings in relation to the walkway, the location of entrances and loading zones, and landscaping requirements; urban design issues such as massing, street walls and setbacks; and other issues such as materials, scaling, fenestration, transparency, signage, etc. These guidelines might be implemented through different mechanisms – zoning changes, redevelopment plans, site plan approvals – or they might only be advisory – as appropriate. The team working on these guidelines should include an architect, urban designer or urban planner, and an artist. Until these guidelines are developed, the designer-in-residence should be part of the site plan review process.

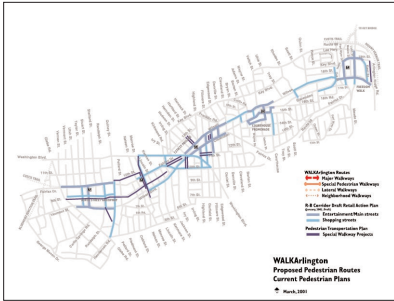
Trouble Spots. The partnerships and DPW are studying the configuration and level of functioning of various intersections in the Corridor. WALKArlington could play an important role in coordinating how these group’s efforts consider the pedestrian environment. If not already in the works, we recommend detailed study of the key intersections where pedestrians have trouble crossing streets, particularly those listed in the “key issues” section of this report. The study team should include an urban designer and a traffic engineer.

Special Public Places. We recommend further research into the new special places that might be developed in conjunction with WALKArlington. That research would include a thorough inventory of the public places that already exist, that are proposed in connection with development projects and that have been proposed in various public plans. The evaluation should consider the location, size, nature, catchment area and actual or potential users of the space. It would recommend the types of places that might be appropriate, what their qualities and design features might be, and what potential locations for those places might be.

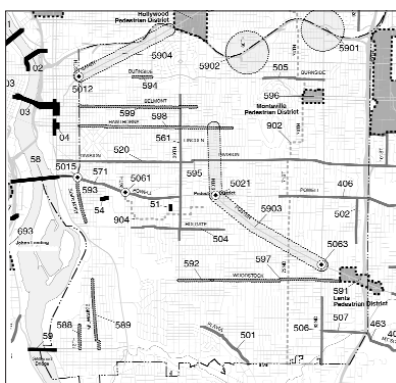
Update Existing Plans

In addition to undertaking the above projects, the County should integrate WALK-Arlington into relevant planning studies and documents whenever possible:

- R-B Corridor Streetscape Guidelines. Revisions to these guidelines are currently being finalized. To the extent possible, they should incorporate the recommendations for the walkways proposed here, or allow for amendment at a later date.
- Sector Plans. The Clarendon, Rosslyn, Virginia Square sector plans are being revised, also on a tight timetable. To the extent possible, they should incorporate the recommendations for the walkways proposed here.



PROPOSED WALKARLINGTON ROUTES AND CURRENT PEDESTRIAN PLANS MAP (SEE PAGE 34)



PORTLAND, OR., PEDESTRIAN MASTER PLAN: MAPPING OF PEDESTRIAN PROJECTS INCLUDED IN CAPITAL IMPROVEMENT PLAN

- Master Transportation Plan. The Public Works Department has been charged with updating elements of this plan. These updates, particularly the pedestrian plans and the master thoroughfare plan are appropriate places to incorporate some of the WALKArlington concepts.
- Open Space Master Plan update, Rosslyn–Ballston Corridor open space planning. DPRCR has these projects listed on the County Manager’s five-year work plan. These would be appropriate places to incorporate some of the WALKArlington concepts.
- Public Art Master Plan. This project, which the Division of Cultural Affairs is planning to initiate in the near future, can help elaborate the process by which public art is integrated into public infrastructure and private development.
- DED Retail Action Plan. WALKArlington should support the proposals of this plan that involve pedestrian-oriented retail.



PROJECTS, COMMUNITY BENEFITS AND SPECIAL PLACES (SEE PAGE 29)

C. SPECIFIC RECOMMENDATIONS FOR DEVELOPMENT PROJECTS THAT ARE UNDERWAY

Currently there is considerable private development underway in the R-B Corridor. It is essential that WALKArlington become a key part of the site planning process and a element of community benefit negotiations. The table in Appendix II includes our recommendations for projects that are underway.

D. ORGANIZING THE EFFORT

WALKArlington is a complex project that will demand the involvement of many County departments as well as the partnerships, commissions, neighborhood associations and other citizens’ groups. To be successful, it will require the involvement of many people and attention that spans many time frames, many issues and many areas of the County – from long-range planning to project implementation, from street design to public art commissions, from the most urban areas of the Corridor to quiet neighborhoods. It will also require careful coordination to track and monitor the various projects that could affect the walkway network – an effort that designers and planners often call “getting it all on one page.”

The implementation of this project requires an organizational structure that fosters collaboration and information exchange, trust and strong working relationships among the many public and private participants, and between the individuals and organizations that will be involved. The organizational structure must be able to react to immediate opportunities and to changing conditions, while building the necessary long-term support and commitment.

The project also requires additional technical expertise. We have identified a number of matters (such as streetscape, site planning and urban design) for which design guidelines should be re-evaluated, expanded or introduced. We have also identified a number of issues for further research, such as the reconfiguration of certain intersections to accommodate pedestrians better, the inventorying and evaluation of existing public spaces, and the creation of a policy for commemorative projects.

Therefore, we recommend that the organizational structure for the WALKArlington initiative should have a number of elements:

Project Manager

As with any complex initiative that requires the participation and support of many groups and individuals, it will be critical to appoint one person whose sole responsibility is to coordinate the project. Thus, we recommend that the County establish a position of a WALKArlington project manager.

Specifically, the project manager would supervise, monitor, participate in or otherwise advise activities that have an impact on the walkway—from site plan reviews to sector plan updates to public art selection committee meetings. The project manager would work with County GIS staff to maintain current maps of public and private initiatives along the Corridor, ensure that interested parties are informed about the progress of various projects, provide background information and advice as necessary, and help identify resources for future projects. The project manager would be a point person that the public or County staff could contact as a first resource for information on WALKArlington initiatives as well as a lead person for communicating about the overall walkway program. A more detailed description of these responsibilities is detailed in Appendix III.

The key reason for the County to establish a project manager is simple: unless it is a specific person's responsibility to advocate for the walkway system in the County's ongoing planning, budget and policy-making process, nobody will. There are other benefits to this position, as well. A dedicated project manager will be in a better position to find opportunities and convergences between different public and private initiatives and thus optimize the use of resources; conversely, a project manager will be able to flag conflicts early on and help avoid the waste or duplication of resources. Finally, one cannot understate the importance of having a single person for the public to contact in regard to the walkway project.

Designer-in-Residence

The next step is to visualize beyond the map of pedestrian routes and develop concepts for the character of each section of the walkway. We recommend that a "designer-in-residence" be hired to work on a temporary basis to elaborate the design of the walkway system.

Specifically, the designer-in-residence would assist in the creation of design standards, advise on the design aspects of community benefit agreements and site plan review, and coordinate or monitor existing research and planning projects. A more detailed description of these responsibilities is detailed in Appendix III.

We think it is important for the County to seek outside assistance on these issues for several reasons. The public expectations of a designer-in-residence, as an "expert outsider," will be high, and they will be able to command the attention and involvement of the public and County staff more easily and more quickly than if a mid-level staff position were created (certainly more easily than if work were assigned to existing staff). Such a person might also find it easier to think "out of the box," raising questions and speaking more candidly with County

officials, elevating the overall quality of design, whereas a person in a line staff position could be constrained by chains-of-command and interdepartmental relationships that might prevent them from being fully effective. Finally, an outsider can bring a breadth of experience for elsewhere that would complement the County staff's knowledge of Arlington.

We believe a designer-in-residence offers the County two advantages over the more typical strategy of hiring a consultant. First, given the multi-dimensional nature of this project, a designer-in-residence would be able to respond more quickly to shifts in projects and priorities than would a consultant, who would most likely be bound by more specific contractual arrangements. Second, by working hand in hand with County staff and the public, the designer-in-residence could help teach staff how to follow through on these initiatives without outside assistance.

WALKArlington Task Force

Because aspects of WALKArlington will be advanced through many different channels, we recommend that a structure be set up in which various interested parties can gather to exchange information, update and hear from the public, and discuss various options and initiatives for furthering the walkway system.

We recommend that County Board appoint a WALKArlington Task Force whose members would include staff representing the departments who are currently part of the Core Working Group (DED, DPW, DPRCR and DCPHD) as well as representatives from the three partnerships, and from participating civic associations. The Task Force might also include representatives from the Planning Commission, SPRS, the Disability Advisory Commission, as well as the Pedestrian Advisory Committee. An appointed chair should be independent and not tied to a particular commission or citizen group, preferably a design professional.

The Task Force would serve as a working forum for coordinating County actions with community plans and ideas. At Task Force meetings, County staff, the partnerships, and the neighborhood groups could update each other; coordinate their activities; and discuss specific plans, projects and development proposals in regard to their impact on the walkway. The Task Force should set goals and help identify responsibilities for implementing the different parts of the plan, recommend routes and contribute to the project knowledge base. The Task Force meetings would be open to the public, and the Task Force recommendations would be advisory to the County Manager, County Board, various commissions and County departments.

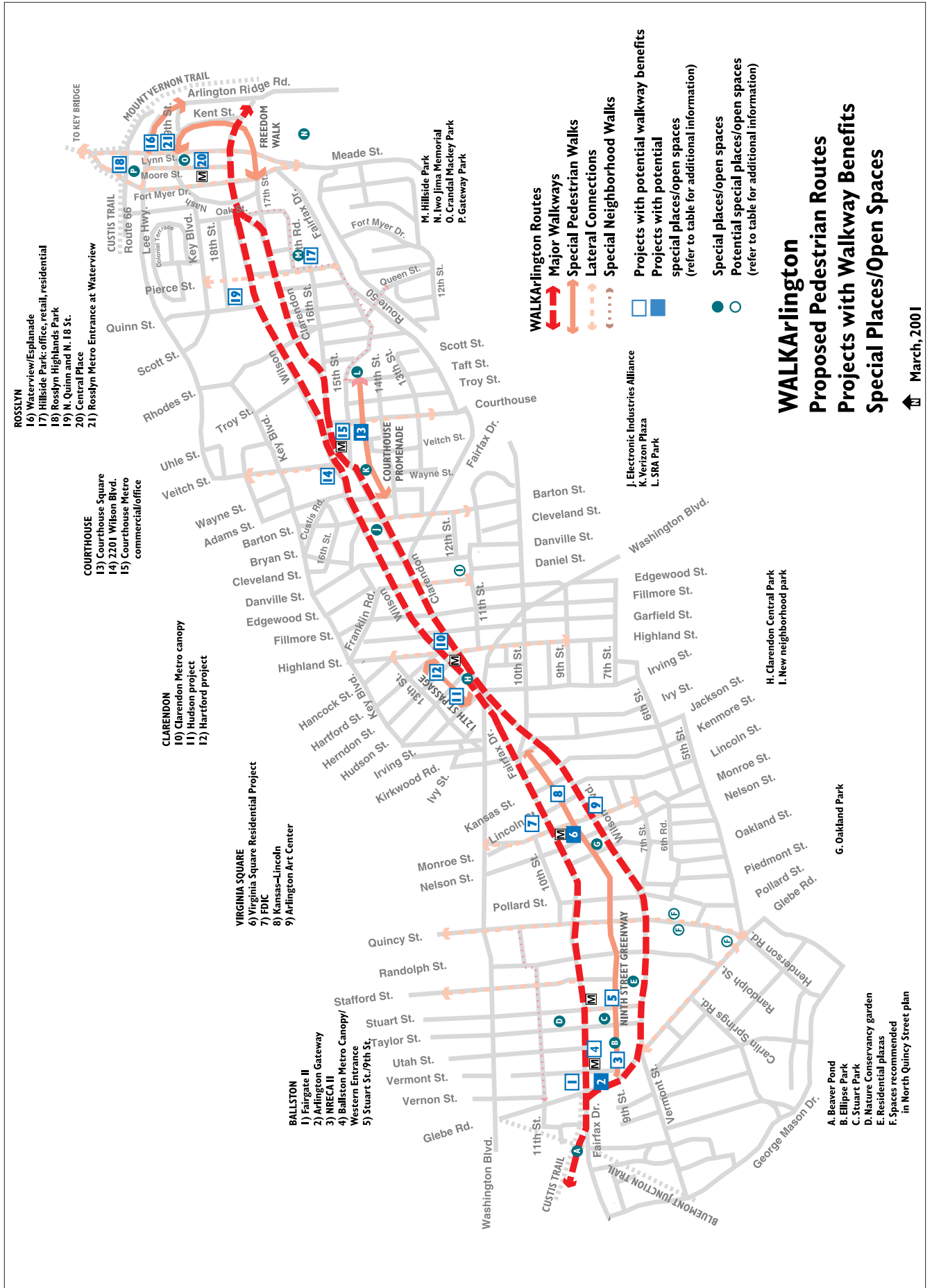
In conclusion, WALKArlington is opportunity for the County to develop a national model for developing a community-based pedestrian system that integrates public art. It acknowledges the increasingly urban nature of the area and addresses the need for a variety of spaces to serve the growing population. Furthermore it establishes walking as a parallel mode of movement along this busy transportation corridor. The Rosslyn-Ballston Corridor is already a magnet for development, WALKArlington can focus the design of these projects toward the greater public good.

APPENDIX I

PROJECT RECOMMENDATIONS

<i>Project</i>	<i>Developer</i>	<i>Status</i>	<i>Recommendations</i>
BALLSTON			
1. Fairgate II	Transwestern	\$17,000 contributed to Public Art Fund	Earmark toward the walkway, with particular attention to the connection to the Bluemont bike trail
2. Arlington Gateway	JBG Companies	Site plan approved, \$50,000 committed to art. Jackie Ferrara selected to collaborate with M. Paul Friedberg & Partners	Continue to be involved in design review, advocate for a stronger connection to the NRECA site, Ninth Street Greenway and Fairfax Drive
3. NRECA II	NRECA	\$50,000 to be determined	Project that encourages the GREEN aspect of Ninth Street Greenway
4. Ballston Metro Canopy – Western Entrance	WMATA & Arlington Co.		Engage artist to design bike racks that might be replicated elsewhere
5. Stuart St. Ninth St.		\$100,000 in bond money has been committed to a medallion in the sidewalk	Commission a light halo, vertical beacon or highly visible project. Conduct a limited competition for a vertical marker to be replicated along Ninth Street at other intersections. The \$100,000 could be used for this one site, subsequent projects could fund future markers.
VIRGINIA SQUARE			
6. Virginia Square Residential Project	Donahoe	David Chung and Tom Ashcraft proposal for plaza is under consideration	
7. FDIC	FDIC	\$25,000 has been allocated to the art playground at the Arlington Art Center	
8. Kansas/Lincoln	Post Properties		Walkway should continue along Ninth St. with the “garden” or green theme. Involve artist and/or horticulturist.
9. Arlington Art Center	Arlington County	\$250,000 has been earmarked for a creative art playground	Consider locating along the Ninth Street Greenway

<i>Project</i>	<i>Developer</i>	<i>Status</i>	<i>Recommendations</i>
CLARENDON			
10. Clarendon Metro Canopy	WMATA & Arlington Co.	Metro and Public Works, along with consultant architects and engineers agreed to involve an artist in the design of all new features. Funds not determined	Collaboration on canopy, light work, bike racks, or other signature element for Clarendon.
11. Hudson Project	Akridge Company	Site plan approved 12th Street pedestrian connection planned	Engage artist to develop “special” character for this new public space
12. Hartford Project	Holladay Company	Considering an artist-designed screen on the street-level swimming pool.	Artwork should enhance the pedestrian experience
COURTHOUSE			
13. Courthouse Square	Arlington Co.	5 artists’ projects proposed for new park that links to Metro and Verizon Plaza, \$1.5 million pending approval from County Board	
14. 2201 Wilson Blvd.	Bush Co.	\$10,000 contributed to Public Art Fund	Use funds for a WALKArlington-related project
15. Courthouse Metro commercial/office	JANCO	\$17,000 contribution to Public Art Fund	Use funds for a WALKArlington-related project
ROSSLYN			
16. Waterview/ Esplanade	JBG Companies	\$500,000 for an artist to join design team and for cost of art elements that exceed the construction budget for streetscape and esplanade	Highly visible project will set the tone for the involvement of artists and a significant “gateway” to WALKArlington
17. Hillside Park: office, retail, residential			Not enough information to recommend
18. Rosslyn Circle		DPW seeking consulting to prepare a Study to identify measures to correct bicycle & pedestrian safety problems on the Custis Trail at Rosslyn Circle	Not enough information to recommend
19. N. Quinn and N. 18 St.	Arlington Co.		Not enough information to recommend
20. Central Place	JBG Companies		This is part of an important “welcome” to Arlington opposite the Metro.
21. Rosslyn Metro Entrance at Waterview	JBG, Arlington Co. & WMATA		This is part of an important “welcome” to Arlington opposite the Metro. Relate to North Lynn/ Waterfront Esplanade Walkways



APPENDIX II

SAMPLE STREETScape RECOMMENDATIONS

To the extent possible, streetscape design policies for WALKArlington should build on those already expressed in the “R-B Corridor Streetscape.” The sample recommendations we make in this table incorporate materials and elements already specified in that document, and suggest new elements that should be considered.

	<i>Major Walkways</i>	<i>Special Walkways</i>	<i>Laterals</i>	<i>Neighborhood Walks</i>
Sidewalks, paving	Pre-cast pavers; uni-decor, Hollandstone	Chose special materials for each walkway.	Pre-cast pavers, uni-stone?	Concrete
Width	As per existing standards, with a minimum of 16’			
Crosswalks	Highlight street crossings with special material, color	Highlight street crossings with special material, color	Highlight street crossings with high-visibility paint striping	Highlight street crossings with parallel lines
Street trees	On sidewalks with width of 18’ feet or more, double row of trees; species as proposed in existing plans	Species as proposed in existing plans	Species as proposed in existing plans	Species as proposed in existing plans
Tree grates	As per current plan*	As per current plan*	Optional in residential areas	Optional; use only if planting or utility strip is already paved; preference for grass planting strip
Tree guards	Consistent tree guard should be specified*	Specially designed for each walkway*	None	None
Pedestrian lighting	Double-globe	Specially designed for each walkway, consistent along walkway*	Single-globe**	Coach
Banners	“WalkArlington” banners on street lights*	Optional: “WalkArlington” banners on street lights*	“WalkArlington” banners on street lights, but only on busiest commercial streets*	No banners directional signage*
Signage	“WalkArlington” route map, informational signage, directional signage*	Route map, informational signage, directional signage*	Commercial areas: “WalkArlington” route map, informational signage, directional signage Residential areas: identification and directional signage*	Discreet identification and directional signage
Public art	Related to urban structure; civic markers identifying gateways, edges, nodes, paths	Integrated with design of streetscape elements; also art that emphasizes placemaking– engaging, interactive.	Not a priority for public art	Related to neighborhood gateways or themes, if desired by neighborhood

*Art opportunity

** Not currently specified for R-B Corridor

JOB DESCRIPTIONS

Project Manager

The Project Manager would be assigned to work on a permanent basis to coordinate all aspects of the walkway project and to monitor various initiatives and projects that would impact the walkway. Specifically, the project manager would:

- (a) Supervise, monitor, participate in or otherwise advise activities undertaken by other departments that have an impact on the walkway, including site plan reviews, updates to sector plans, updates to the transportation and open space master plans, the drafting of a public art master plan, the revision of R-B Corridor Streetscape standards, the selection of artists and art projects, etc.
- (b) Facilitate the exchange of information; ensure that interested parties are informed about the progress of various projects, provide background information and advice as necessary.
- (c) Serve as primary staff liaison to the WALKArlington Task Force.
- (d) Serve as primary public contact for information on WALKArlington initiatives, and as well as a lead person for communicating about the overall walkway program to the public.
- (e) Develop and lead WALKArlington awareness projects, such as sketchbook sessions.
- (f) Work with partnerships, public agencies, property owners and other groups to create and schedule public events and activities along walkway.
- (g) Help identify resources for future projects.

Time commitment: We recommend a minimum time commitment for the project manager of three days a week. Whether the schedule is fixed or flexible should depend on negotiations with the individual involved, but the project manager should generally be available for meetings of relevant County staff, boards, commissions and civic organizations.

Experience: We recommend that the project manager be a mid-level planner, landscape architect, architect and/or urban designer; professional licensing is not a requirement.

The project manager should have experience in managing complex projects with multiple demands and deadlines and working with diverse constituencies. The project manager should have experience working in local government administration and experience in grant writing or fundraising. It would be desirable for the project manager to have working (though not necessarily technical) knowledge of relevant design and regulatory precedents, literature and research on pedestrian and greenway planning, street and urban open space design, and public art planning.

Skills: The project manager should have, first and foremost, good public communication skills: public speaking, graphic and writing. The project manager should have the ability to supervise others on a project-by-project basis.

We recommend that the project manager be located in either DPW or DPRCR.

Staff support that should be provided: The project manager should have access to staff who can provide graphic, GIS and legislative research support, as well as help provide logistical support for public meetings.

Designer-in-Residence

The designer-in-residence would be assigned to work on a temporary basis to elaborate the design of the walkway system by assisting in the creation of design standards, by advising on community benefit agreements and site plan review, and by coordinating existing research and planning projects.

In creating this position, it is critical to clearly determine the most appropriate and effective relationship between the designer-in-residence, permanent County staff, developers and the public. From this determination, it will be possible to address questions such as the designer's overall time commitment; the designer's level of experience, types of skills and responsibilities; the department in which the position will be located; and the staff support that will be provided can be addressed. The critical question is whether it is more important for the County to expand its staff to accommodate any existing workload that the WALKArlington project precipitates, or to obtain special expertise on an ongoing, open-ended basis. We sense that the County would be better served by the latter strategy.

We suggest that the best role for the designer-in-residence is to provide ongoing guidance to County staff and consultants, developers and their consultants, and the public. Routine work, such as the development of design guidelines and area plans, site plan review and planning studies, should be undertaken by existing staff responsible for such projects.

The advantage of this configuration is that the designer-in-residence, as an "expert outsider" will be able to command the attention of the public and County agencies more easily and more quickly than if a mid-level staff position were created. Such a person might also be able to think "out of the box," raise questions and speak more candidly with County officials. A line staff position could be constrained by chains of command and interdepartmental relationships that might prevent the designer from being effective.

By playing an advisory role in various projects, the designer-in-residence will be able to take more of a leadership role, elevating the work of all the local parties who will have to follow-through on the walkway, and providing hands-on assistance where it is needed most. At the same time, maintaining involvement in research and project review and developing plans and guidelines in the hands of

existing staff will help to ensure that WALKArlington planning is integrated into ongoing County operations.

Time commitment: We recommend a minimum time commitment for the designer-in-residence of two days a week, with a term to run from six months to a year, depending on the overall scope of work. Whether the schedule is fixed or flexible should depend on negotiations with the individual involved, but the designer should generally be available for meetings of relevant County staff, boards, commissions and civic organizations.

Experience: We recommend that the designer-in-residence be a mid-level planner and/or urban designer. The designer should have experience working in local government planning and have thorough knowledge of relevant design and regulatory precedents, literature and research on pedestrian and greenway planning, street and urban open space design, and public art planning.

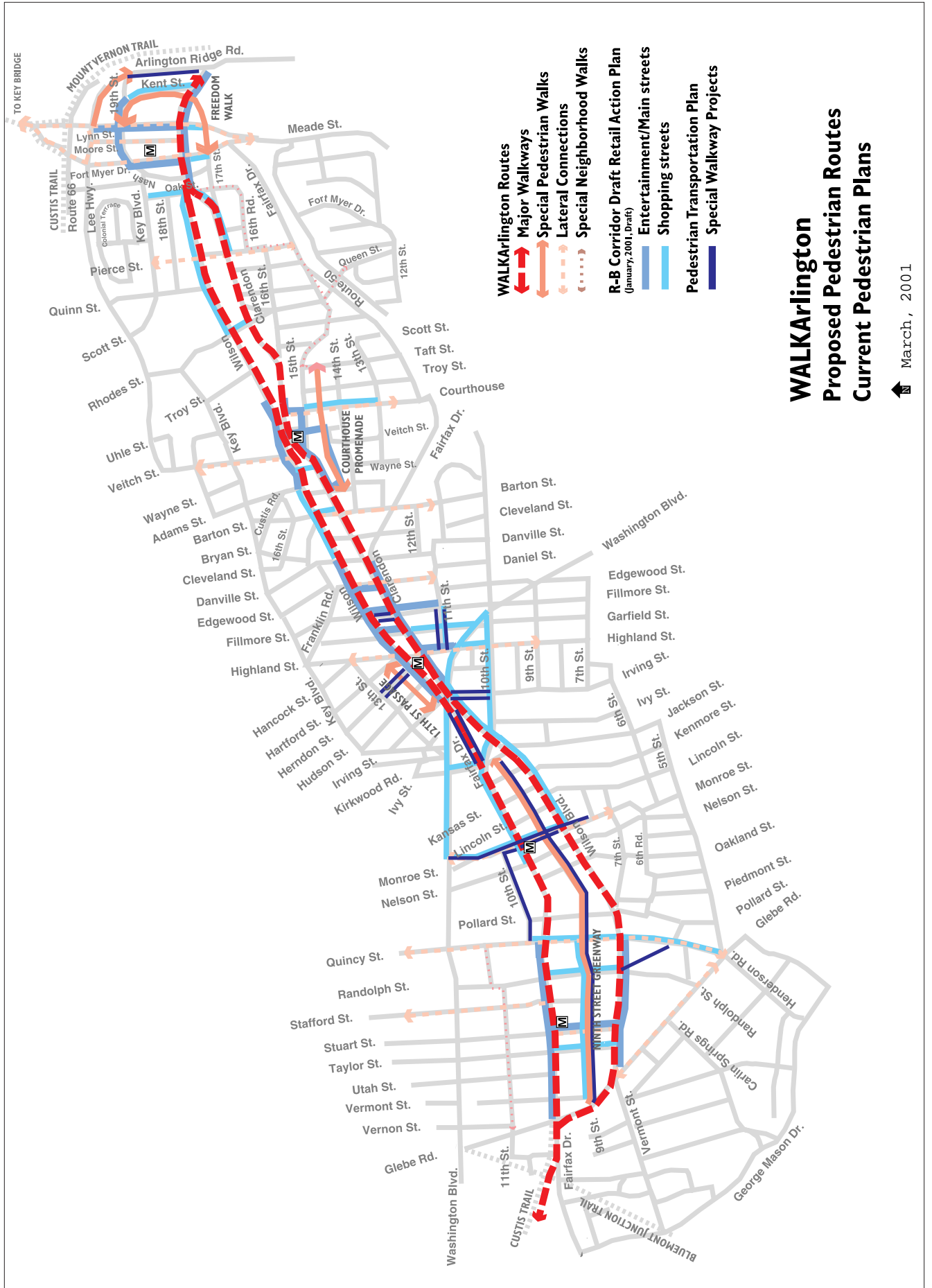
Skills: The designer-in-residence should have good public communication skills: public speaking, graphic, writing. The designer-in-residence should have experience in public and private practice, as well as a demonstrated breadth of knowledge about planning and design for public spaces, pedestrian areas and public art. The designer-in-residence should have demonstrated leadership ability.

Responsibilities: The position will work only if the designer-in-residence has a very clear set of responsibilities laid out. These should include:

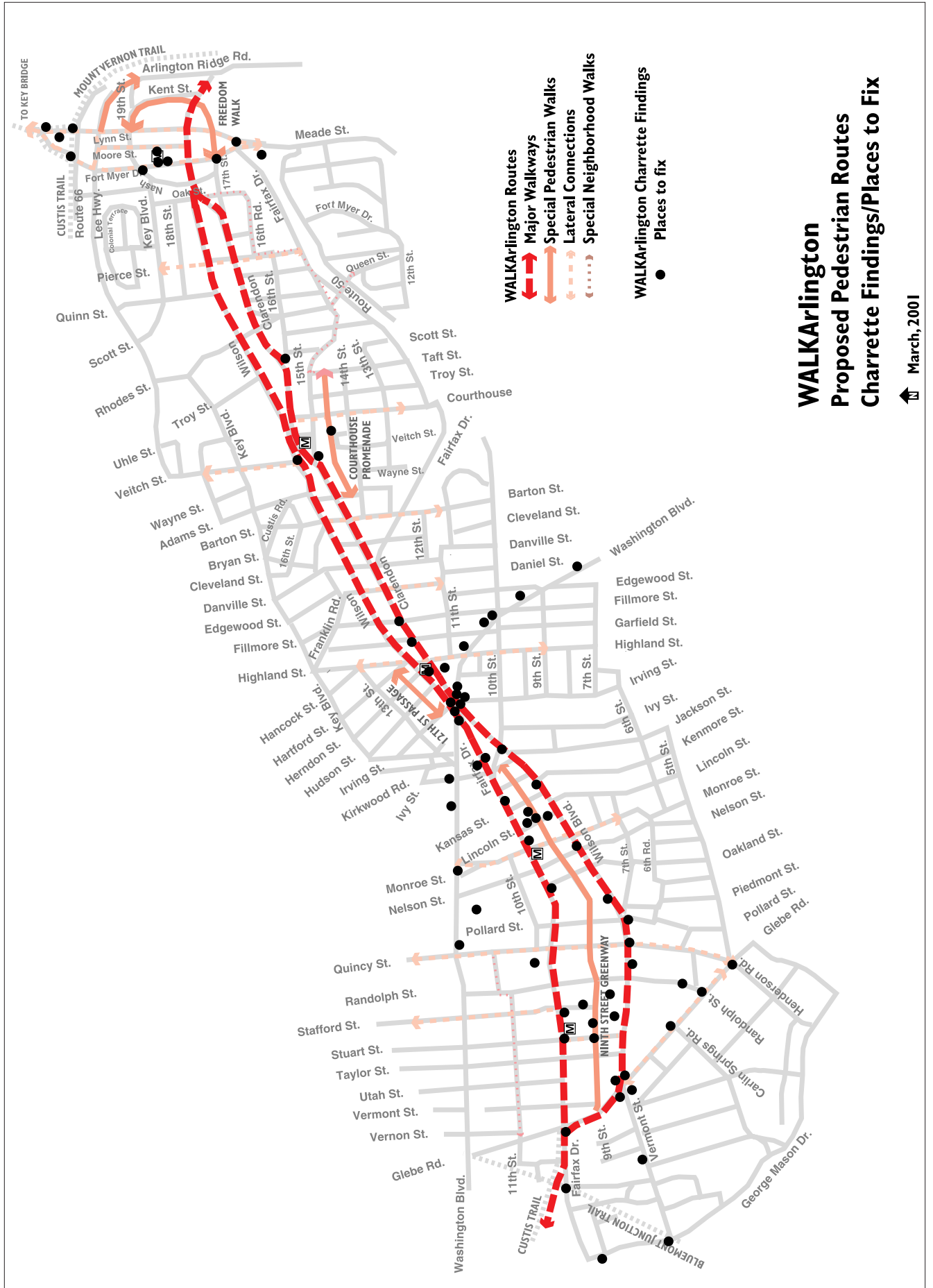
- (a) Work with staff from DCPHD, DED, DPW and DPRCR, representatives of relevant commissions, and community leaders to develop design principles, guidelines and standards for the pedestrian networks and development along the pedestrian routes.
- (b) Assist County in implementing design objectives by participating in the drafting of relevant codes, standards or guidelines and by participating in the review of public and private development projects.
- (c) Advise on public art components of County or private development projects.
- (d) Advise on, or oversee, research projects described elsewhere in this report.
- (e) Provide public briefings on WALKArlington project, meet with civic and community groups as necessary.
- (f) Work with Project Manager to lead awareness projects, such as sketchbook sessions.

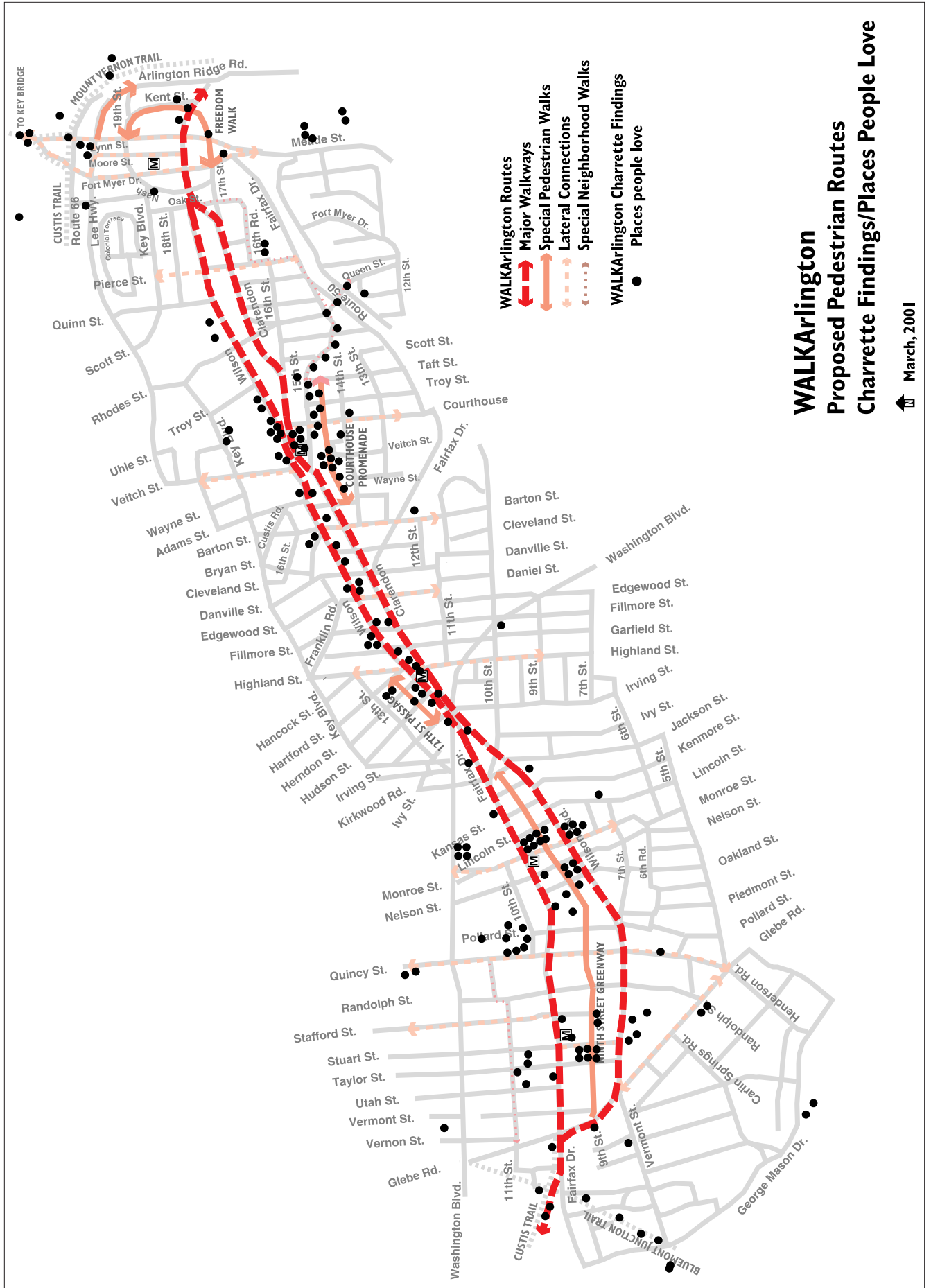
Department in which the position will be located. We recommend that the designer-in-residence should be located in either DPW or DPRCR. The designer's specific work plan, such as what projects to review and what meetings to attend, should be decided in consultation with the WALKArlington Task Force.

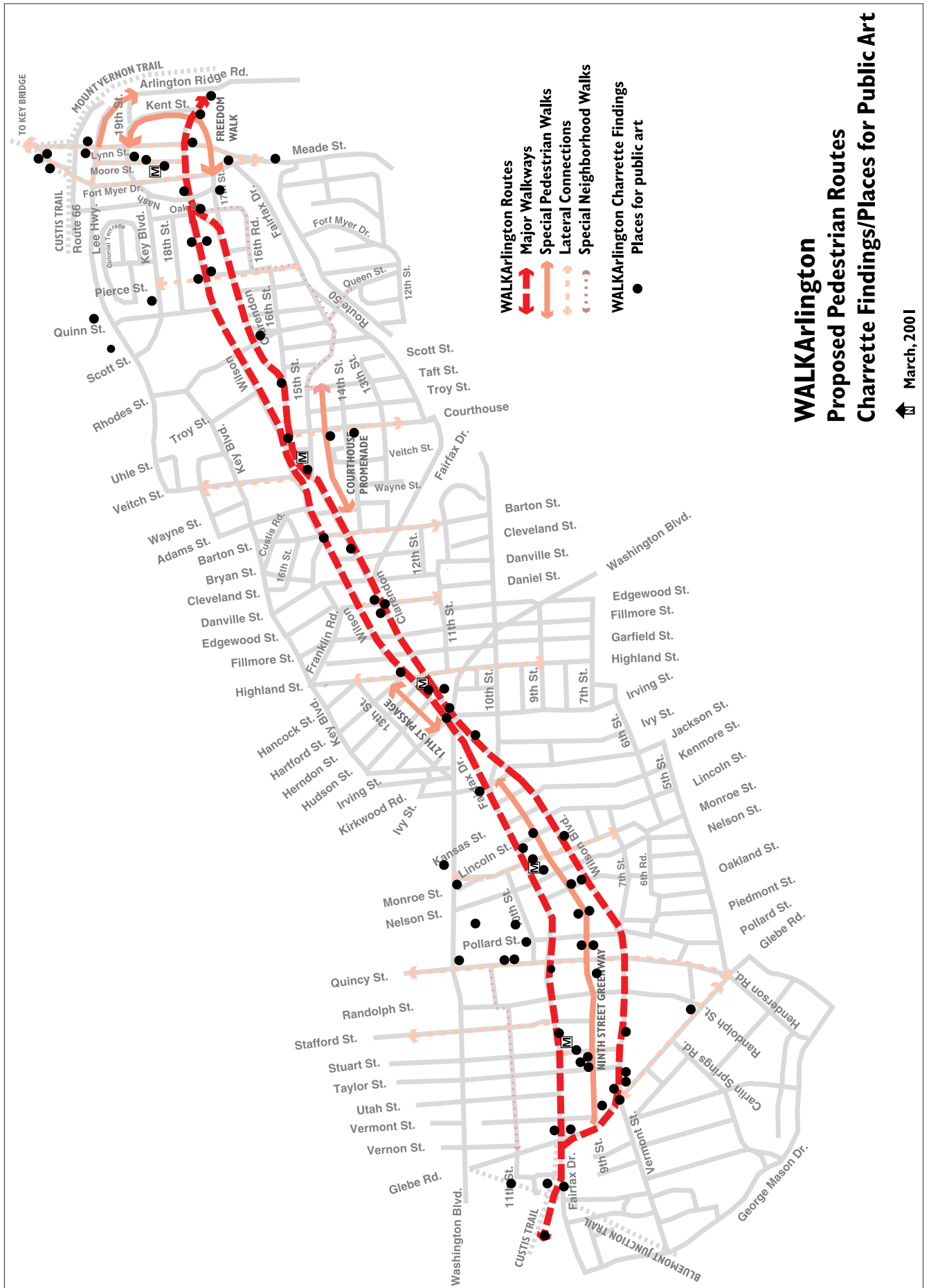
Staff support that should be provided: The designer-in-residence should have access to staff who can provide graphic, GIS and legislative research support. Graphics includes assistance with public presentations in various media.



March, 2001







ACKNOWLEDGEMENTS

We would like to thank the many people who participated in the efforts to define WALKArlington.

In particular, we thank the Cultural Affairs Division of the Department of Parks, Recreation and Community Resources and the Department of Public Works who commissioned this study. Angela Adams and Jan Goldstein expertly organized the charrette and served as our liaisons to the County Departments and the partnerships. The Core Working Group provided valuable information and guidance, particularly through participating in the charrette planning and responding to the Draft Report. Tom Korn, who initiated the concept of a greenway stretching from Ballston to Rosslyn, has provided invaluable guidance and insight. Jason Horowitz provided site photography, which was instrumental to the charrette and is represented here.

The Ballston Partnership, Clarendon Alliance and Rosslyn Renaissance spread the word about the charrette and were instrumental with the project every step of the way. The Department Heads supported our efforts: Sam Kem, Department of Public Works (DPW); Toni Hubbard, Department of Parks Recreation and Community Resources (DPRCR); Susan Bell, Department of Community Planning, Housing and Development (DCPHD); Adam Wasserman, Department of Economic Development (DED).

And finally, we thank the many citizens who brought their ideas and visions to the charrette, including those present who we missed in the registration process, and those who participated in the pre-charrette walks. We encourage everyone to stay involved to make WALKArlington a reality.

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