ROSSLYN
Streetscape Elements
Master Plan
About this Document

The Rosslyn Streetscape Elements Plan provides detailed policy guidance on streetscape elements (furnishings) and an approach for implementation for the public right-of-way within the Rosslyn Business Improvement Service District (RBID).

The Rosslyn Streetscape Elements Plan (Plan) is a companion document to the Rosslyn Sector Plan and Rosslyn-Ballston Corridor Streetscape Standards that provides policy guidance for future installations of streetscape furnishings within the RBID. The Plan includes goals, recommended elements, and a phasing and implementation approach. The Plan also includes guidelines and a design for a parklet prototype for the northwest corner of North Oak Street and Wilson Boulevard. The Plan will also be a useful tool for the Rosslyn Business Improvement Corporation (RBIC), County staff, design professionals, and the private development community in helping to realize the vision set forth in the Rosslyn Sector Plan. The Plan includes a dynamic and cohesive family of street furnishings that, once installed, will strengthen the district’s character and enhance the pedestrian experience in Rosslyn.

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***This plan reflects and has benefited from important contributions made by various County Divisions and Staff too numerous to identify here***
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Streetscape Elements Plan

The Rosslyn Business Improvement Corporation (RBIC, BID) is a designated 17-block mixed-use, urban center in the heart of Rosslyn. Funded by a special tax paid by property owners within the RBIC boundaries, the Rosslyn BID provides services to enhance, grow and maintain the neighborhood through a public/private partnership with Arlington County.

As part of its mission, RBIC has undertaken an effort to enhance and enliven the public realm of Rosslyn’s commercial core through pedestrian amenities - a set of streetscape elements. Designed for Rosslyn, they reinforce its urban and contemporary architectural character. The elements set a unifying, recognizable aesthetic for the public sidewalks and support Rosslyn’s unique identity. The aim is to evoke a lively pedestrian environment by encouraging activity, connectivity, and enjoyment of the neighborhood.

RBIC looked to the examples of successful urban districts, including the Chelsea Meatpacking District, the 34th Street Partnership, and the Bryant Park Corporation in New York City. These urban neighborhoods transformed their pedestrian environments and reinforced a desired character to help define “place.”

Project Intent

The Streetscape Elements Plan provides a set of streetscape elements for the public sidewalks of the Rosslyn commercial district (RBIC “service area”) with the expectation that future elements can be added or refined, as needs arise and as properties redevelop.

RBIC worked with an interdepartmental County staff team to develop the Plan which is consistent with the principles and vision outlined in the Rosslyn Sector Plan.
Plan Goals
The main goal is to introduce and install initial key streetscape elements that encourage pedestrian use and vibrancy in the core of Rosslyn. The elements are custom designed with appropriate aesthetics and materials to set a consistent and timeless appearance that visually unifies Rosslyn’s sidewalks and architecture.

Rosslyn Sector Plan
The implementation of these streetscape elements will help advance and support the principles identified by the Rosslyn Sector Plan, adopted in July 2015, for an active pedestrian environment and public realm throughout the Rosslyn Coordinated Redevelopment District.

Project Process
In connection to the Realize Rosslyn process, RBIC began studying the character of streetscapes within the Rosslyn BID in 2013 with the goal of creating a new vocabulary of streetscape elements to encourage more pedestrian use and vibrancy in the core of Rosslyn. RBIC, along with its consultant, conducted a thorough inventory of all existing elements on the sidewalks (see Appendix 3 of the Plan). The inventory was analyzed to identify elements that adversely affected the visual integrity of the sidewalks, as well as missing elements that would otherwise create a unified and active streetscape. From this analysis and thorough review from staff and RBIC stakeholders, the Rosslyn Streetscape Elements Plan was created.

The project underwent numerous reviews with the RBIC Board, the Urban Design Committee, and Arlington County staff. Key elements were installed in March 2016 as a prototype project to test and introduce the elements to the community. The public was included in numerous input opportunities throughout the process and a final survey was conducted. Public process results are included in the appendices.
Key Elements Identified

The analysis recommends that key elements be refined, replaced, or added. (Inventory and process can be found in the Appendix)

Prominent and Repetitive Elements
These existing key elements, currently unrelated, create Rosslyn’s streetscape:

- Street Lights, Pedestrian and Vehicular
- Street Trees and Tree Pit Fences
- RBIC Terracotta Planters
- Bike Racks
- Signs and Sign Poles - Regulatory and Bus
- Newspaper Boxes

Missing Support Elements
These elements are largely missing from Rosslyn’s Streetscape:

- Seating - various types, fixed benches, movable/ad-hoc seating
- Newspaper Corrals & Vending Boxes
- Litter & Recycling - easily movable bins
- Information Tableaus
- Information Cart - movable, pedestrian-friendly kiosk-type cart
- Parklet - movable additive curbside seating platforms
- Solar Charging Station - movable and roving solar device charger
Reflecting Rosslyn’s Identity

To help reinforce Rosslyn’s identity in the streetscape elements, the perforations are designed to uniquely reflect the character of Rosslyn and its architecture.

Embodying current and future trends in architecture, the window lights of prominent buildings are simplified and digitally transferred to form a pattern of the Rosslyn skyline on the elements.
The streetscape analysis recommends a new vocabulary of streetscape elements. This is an initial set of elements to visually unify and activate Rosslyn’s sidewalks. The following pages identify and briefly describe the contemporary and functional collection of designed elements.
Urban Seating: CityBench

The CityBench is a needed staple for the Rosslyn sidewalks and streetscape. The ergonomic design is contemporary and a foundation of the streetscape elements package. Designed for comfort and style, the CityBench has been successfully tested on New York City sidewalks and in Rosslyn as part of the prototype installation.

The bench comes in both backless and backed styles for facing streets or choice of direction, accommodating many different locations. Extra-wide seats are an asset appropriate for an active, urban area as they allow briefcases and bags in the same seat. The arm rests, or dividers, between seats assist people getting to standing position, as well as helping to delineate personal spaces on the bench.

For more details on design and installation, please refer to the Appendix.

**Bench Design Features**

1. Perforations in the seats and backs help reinforce Rosslyn’s identity and architecture.

2. The seats dividers help with the perception of the available “social space” and separation between users. They can be used as push-up handles to get to a standing position.

3. The seats have generous proportions to accommodate a wide range of the population and make sure users are not too close to each other while seating. Users can move and change positions without bothering a neighbor.

4. The spaces between the seats perform several functions:
   1) Help define personal spaces
   2) Help with snow melting and drainage
It is intended that the benches be included mainly in the public realm on sidewalks. However, the same design may also be desirable on private property or in “pocket plazas” outside of the main pedestrian sidewalks.

For such purposes, the bench can be “personalized” through different use of colors or finishes.
The CityCharge unit is a mobile solar-powered device charger for use in Rosslyn’s public locations.

Five lockable wheels allow the charger to move to event sites and pedestrian locations as needed or desired. The unit also functions conveniently as a table.
The information cart serves as the roving “Information Center” for Rosslyn. Its clean design, recognizably part of the streetscape elements, lends it to being a pedestrian friendly and informative amenity. The cart serves at events near the Metro station area and other locations as needed. It can also function unmanned.

Rosslyn’s logo displayed on top

Each pocket holds many information handouts

Lockable wheels allow for mobility and parking
Newsbox Organizer: CityCorral

Sleek, three-sided news box corrals are designed as part of the streetscape elements to help organize the public realm. Corrals provide optional locations for Rosslyn’s many ad-hoc free publication news boxes that are scattered throughout the public right of way.

RBIC is working with vendors to come to an agreed upon process of corralling the boxes and identifying locations for optimal use, however, participation is purely voluntary and a protected right of the vendors.
Newspaper Vending Machine: CityVend

Newspaper vending boxes provide a recognizable, aesthetic and organized alternative to varied individual newsbox vending devices. The contemporary design and materials reinforce the unified identity and provide a clean display for publications in the streetscape.
Moveable Pots: CityPlanters

Contemporary plant containers are substantial features of the streetscape elements. The new containers will help to organize, define, and activate public space. The planters will replace the current concrete planters, starting in the high traffic areas, and may be filled with seasonal plant materials and maintained by RBIC or property owners.
Large-capacity 40-gallon functional bins support the permanent solar compactor units. These moveable bins reinforce a cohesive, connected identity and are ideal for sidewalk or door areas. They can also be used at events, public plazas and indoors. Side-opening panels allow easy and manageable access.
Bike Rack: CityLock

Along with walkable streets comes an increased need to secure bicycles. The sleek new bicycle rack is an unobtrusive element on the street. It features a 37-inch stainless steel ring that provides multiple locking locations per bike. When not holding a bicycle, it complements its surroundings and reinforces Rosslyn’s identity.
Rosslyn’s street trees are highly valued streetscape elements. RBIC has fenced each tree bed to protect vegetation and help unify the appearance. A Rosslyn label at key locations will provide wayfinding for pedestrians and support a coordinated aesthetic. The Zoning Ordinance regulates signage, and a Zoning Administrator determination will be needed to ensure signage is permitted prior to installation.
Sign Poles: CityPole

Signs are high repetition elements in the streetscape. They vary in type and style, which can cause visual clutter. Modern and functional sign posts reduce visual clutter as well as maintenance needs and allow for easy sign replacement. The universal post can work for all types of signs.
The marker is double-sided

Tableau Informational Marker: CityMarker

The sleek tableau markers are unique wayfinding elements that provide pedestrian interest and information. The tall markers are readily visible and recognizable along the sidewalk without creating clutter.

The tableau markers identify and highlight Rosslyn’s assets so that they are readily recognized and enjoyed by the community and visitors.

Amenities such as hidden public spaces, local historic landmarks or highlights, as well as public art information will promote Rosslyn’s vast collection of assets in the public realm. RBIC will work with the County’s departments and experts to ensure correct and appropriate information.
Urban Seating: CityChair

Movable furniture is highly functional in the public realm by allowing pedestrians choices. The simple design and consistent pattern reinforce the set of streetscape elements and Rosslyn’s identity wherever the chair is used. Ideal for parklets and public plaza areas, the chair can also be individualized with different colors and finishes.

Planters and movable furnishings help activate parklet or plazas

Spacious design of parklet allows for movable furniture
Serving as an extension of the sidewalk, the parklet can be a true asset in Rosslyn’s pedestrian environment. The unit functions as a public space at curbsides supporting local retail and eating establishments.

Note: Detailed drawings for the parklet prototype are included in the appendix.
Enhancement Initiatives: Cohesive Color

Short-term initiatives include minor enhancements that can be done relatively easily and at low cost, such as repainting light poles and planter pots to match furnishings nearby to reduce visual clutter and give them a fresh look.
Color can be a unifying feature. Charcoal gray was chosen due to its contemporary and urban feel. The color is compatible with stainless steel and stone used in current Rosslyn development.

Currently different pole treatments add to visual clutter

Painting poles in a consistent color reduces visual clutter

Before: Metal brackets contrast strongly with the color of the pole

After: Metal brackets are painted to better match the existing pole
Enhancements: Planter Bases

Existing planters can be updated and painted in charcoal gray to be consistent with the new streetscape color scheme.

Various possibilities were considered.
Before: The terra-cotta colored planters

After: Painted a charcoal gray color to appear more urban and contemporary
Installation Phasing

Installation of the streetscape elements will proceed in accordance with the Rosslyn Sector Plan. A phasing proposal is included in the Plan with priority given to areas with the greatest need and highest levels of pedestrian activity. This phasing guide is intended to be flexible in order to be responsive to the dynamic nature of development in Rosslyn.

Phase 1 was initiated with the prototype installation at the corner of North Oak Street and Wilson Boulevard in March 2016, and includes the parklet prototype detailed in the Appendix.

Installation Phase 1 (Primary Pedestrian Areas)
Installation Phase 2 (Secondary Pedestrian Areas)
Installation Phase 3 (Tertiary Pedestrian Areas)
(see Phasing Map, Page map, 27)

The elements in each phase are additive and may be installed as needed to complete the streetscape. Replacement of existing elements such as bike racks and trash cans that are largely mismatched is considered first in each phase, followed by installation of key initial elements needed in each area, such as benches, tableaus, news corrals, etc. The phases, or portions of phases, may overlap as necessary, allowing flexibility to achieve installation as opportunities or needs arise.
The phasing depicted on the map is a baseline that can be modified as necessary to allow flexibility to take advantage of ongoing development or to avoid unforeseen conflicts.

RBIC will provide updates to the County Board on phasing and implementation annually with the approved work plan and budget.
The section below outlines the different scenarios in which the streetscape elements would most likely be implemented:

**Scenario 1- Funding request from RBIC through approval of annual work plan and budget**

RBIC can use approved service district tax funds towards implementation. For example, RBIC could use funds to replace existing elements that they currently maintain, or add new elements to the streetscape where the County owns the property or right-of-way. This might include replacing trashcans or recycling cans at a corner, or adding planters in areas lacking greenery.

**Scenario 2- Special Exception, 4.1 Site Plan Process, or Use Permit**

In this scenario, County staff would refer to the Rosslyn Sector Plan and the Rosslyn Streetscape Elements Plan to ensure that the streetscape design and elements are installed in accordance with the Plan and any other relevant policy documents. Consistent with standard condition language, the site plan conditions would also specifically reference and call for consistency with and adherence to these plans.

**Scenario 3- Administrative Changes to Site Plans**

In this scenario, a property owner for an approved site plan may implement the elements by making improvements to the streetscape, either through their own initiative or as part of efforts by RBIC. For example, the street furnishings could be upgraded or new elements added by using the Plan and submitting an application to the Zoning Office for an administrative change to the landscape plan. Staff would refer to the Rosslyn Streetscape Elements Plan during review of the application to check for compliance. The application would include a letter of support and consent, in addition to a maintenance agreement from the property owner.

**Other Location Specific Considerations**

Installation outside the RCRD: There are areas outside the RCRD where continuation of the Rosslyn streetscape elements may be desirable, including the Rosslyn Circle area, Fairfax Drive, Meade Street Bridge area, Clarendon Boulevard, Pierce Street, and West Rosslyn. In these areas, streetscape elements should be installed as needed or as redevelopment occurs.

Installation in Plaza or Park Areas: The streetscape elements are designed for public sidewalks to help define the sidewalks as part of a contemporary urban city core. While any of the elements may be added to plaza or park areas, these areas are encouraged to have unique character with varying and individual furnishings, including within the 18th Street Corridor.

Installation in the 18th Street Corridor: The Streetscape Elements should be installed along the street portions of 18th Street as redevelopment proceeds. Plaza areas of 18th Street should be defined through county guidance specific to this unique pedestrian corridor.

Maintenance: In general, maintenance responsibilities will vary and shall be the responsibility of the installing party, or as identified via Memorandum of Agreement or Understanding with Arlington County.
### Implementation Matrix

#### Timing:
- **Short Term (ST), 1-3 years**
- **Medium Term (MT), 4-9 years**
- **Long Term (LT), 10 years or longer**

#### Implementing Agencies:
- AED - Arlington Economic Development
- CPHD - Community Planning, Housing & Development
- DES - Department of Environmental Services
- DPR - Department of Parks & Recreation
- RBIC - Rosslyn Business Improvement Corporation

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Implementation Actions</th>
<th>Timing</th>
<th>Implementing Body</th>
<th>Mechanism</th>
<th>Funding Sources</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Develop and approve the Rosslyn Streetscape Elements Plan.</td>
<td>ST</td>
<td>RBIC, CPHD, DES, AED</td>
<td>County Board Action</td>
<td>RBIC: Annual Budget</td>
</tr>
<tr>
<td>2</td>
<td>Develop and approve a Memorandum of Agreement (MOA) between RBIC and the County for all streetscape elements, including the parklet prototype. The MOA should address a range of details, including items such as design, layout, operations, ownership, maintenance, staffing, contracts, costs, funding, and installation.</td>
<td>ST</td>
<td>RBIC, CAO</td>
<td>County Board Action</td>
<td>N/A</td>
</tr>
<tr>
<td>3</td>
<td>Design, fabricate, permit, and install a parklet prototype at the northwest corner of Wilson Boulevard and N. Oak Street. The prototype will be monitored and evaluated for two calendar years for the purpose of gathering public feedback and to identify any necessary changes in design and/or materials for future parklet installations.</td>
<td>ST</td>
<td>RBIC</td>
<td>CPHD/DES Administrative Approval</td>
<td>RBIC: Annual Budget</td>
</tr>
<tr>
<td>4</td>
<td>Install Phase 1 Streetscape Elements</td>
<td>ST/MT</td>
<td>RBIC, property owner, or private developer</td>
<td>CPHD/DES Administrative Approval</td>
<td>RBIC funds/ or Redevelopment</td>
</tr>
<tr>
<td>5</td>
<td>Install Phase 2 Streetscape Elements</td>
<td>MT</td>
<td>RBIC or Property Owner/Developer</td>
<td>RBIC, property owner, or private developer</td>
<td>CPHD/DES Administrative Approval</td>
</tr>
<tr>
<td>6</td>
<td>Install Phase 3 Streetscape Elements</td>
<td>MT/LT</td>
<td>CPHD/DES Administrative Approval</td>
<td>RBIC funds/ or Redevelopment</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Ongoing Maintenance of Streetscape Elements</td>
<td>ST/MT/LT</td>
<td>RBIC, property owner, or private developer</td>
<td>MOA or site plan approval</td>
<td>RBIC funds/ or Redevelopment</td>
</tr>
</tbody>
</table>
Public Input

Public input and comment has been incorporated throughout the development process of the streetscape elements. A public unveiling of installed prototype elements was held in March 2016 on Wilson Boulevard and Oak Street. This installation has served as a demonstration of the elements for the public and for comment. Comments received have helped to develop and refine the elements throughout the process and during the demonstration stage.

Following the prototype installation, a widely distributed formal public survey was conducted, (May 2016), via online media and as a tour at the prototype site. The survey yielded 188 responses and is documented in this Appendix on the pages that follow.

The list below identifies the numerous efforts undertaken by RBIC prior to the adoption of the Plan to gather input from the public:

- Design concept and development drawings presented during the Realize Rosslyn open house meetings;
- Design development drawings presented to Historic Affairs and Landmark Review Board (HALRB);
- Tableau design, content and images reviewed by HALRB and Cultural Affairs staff;
- Design and project development presentation to Walk Arlington;
- Design and project development presentation to Pedestrian Advisory Committee;
- Prototype installation and public ‘launch’ event held with wide invitations;
- Prototype tour and participant survey. See Appendix B for excerpts from the survey results.
**Typical Guidelines**

**Design Standard**
The custom design of the Rosslyn’s signature streetscape elements plays a significant supporting role in the identity of the district and creates a more pedestrian friendly setting along Rosslyn’s public streets. The proposed streetscape is the initial family of fundamental elements. This set may be expanded as future needs arise to include new elements in the Rosslyn design style. The layering of additional elements will establish a richness in the visual quality and pedestrian liveliness of the sidewalks.

**2015 Rosslyn Sector Plan**
Installation of all elements should follow the urban design principles and guidelines of the 2015 Rosslyn Sector Plan outlined for each street. In particular, clear zone and public right of way recommendations should underpin the location of the elements on public sidewalks.

**General Design Guidelines**
All streetscape elements should be located outside of the clear sidewalk and be accessible for all users. Installation of elements should be consistent with other County standards, policies, and guidelines.

Specific guidance for each element is included on the following pages in the appendices.

**Design, Fabrication and Installation Contacts:**

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**Manufacturer:** Landscape Forms Studio 431
http://www.landscapeforms.com

**Washington DC/ Northern Virginia Region Representative:**
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marie@barbaranolaninc.com
(703) 648-0848

For other inquiries, please contact Arlington County Department of Community Planning, Housing & Development’s Urban Design & Research Team, the Department of Environmental Services, or the Rosslyn Business Improvement Corporation.

**Note for Developers, Property Owners, and Contractors:**
Fabrication and delivery of streetscape elements may take 10-12 weeks from placement of order. Please plan accordingly to ensure timely installation and inspection.
Urban Seating: CityBench Backed

Description
Approximate dimensions: 7.5 feet long x 22 inches deep

Materials and Finishes
- Bench seats and backs are available in three optional colors, Silver, Olive and Titanium.

Siting Considerations
Typically, benches with backs should be installed parallel with the curb within the “landscape/utility” zone or the building “shy” zone.

Benches adjacent and parallel to the curb should be placed 18-24 inches from the face of curb.

Benches shall be positioned to maintain 36” minimum accessibility on sides.

Benches shall provide 24” minimum front clearance from any surrounding streetscape elements, including tree pits or designated clear sidewalk zones.

Placement should not impede pedestrian access from the curb zone to the sidewalk.

Benches with backs should be turned to face pedestrian activity and retail establishments.

At bus stop locations benches with backs should face the street to allow those seated to watch for their bus. Alternatively, it may be preferable to install a backless bench in such locations to allow people to sit either direction depending upon their need or preference.
Urban Seating: CityBench Backless

**Description**
Approximate dimensions: 7.5 feet long x 22 inches deep

**Materials and Finishes**
- Bench seats and backs are available in three optional colors, Silver, Olive and Titanium.

**Siting Considerations**
Backless benches allow pedestrians to sit facing either direction. These benches are particularly useful at bus stops and areas of varied activity.

Typically, benches with backs should be installed parallel with the curb within the "landscape/utility" zone or the building "shy" zone.

Benches adjacent and parallel to the curb should be placed 18-24 inches from the face of curb.

Benches shall be positioned to maintain 36" minimum accessibility on sides.

Benches shall provide 24" minimum front clearance from any surrounding streetscape elements, including tree pits or designated clear sidewalk zones.

Placement should not impede pedestrian access from the curb zone to the sidewalk.
Bike Rack: CityLock

**Description**
The CityLock bike rack provides multiple options for bike parking and branding on the central vertical support post.

**Materials and Finishes**
CityLock design can be fabricated in two optional station colors; Olive and Titanium.

Bike racks can be bolted directly into concrete or into a poured concrete pad a minimum of 4 inches thick to ensure stability.

**Siting Considerations**
All bike parking must meet current County standards for placement and distance. Please refer to the link below for further information.

[www.commuterpage.com/bikeparkingstandards](http://www.commuterpage.com/bikeparkingstandards)
Implementation: Typical Installations

Litter & Recycling: CityBin

Description
These bins are readily movable and can be serviced by one member of the RBIC Ambassador team, a clean and safe streets program.

Materials and Finishes
- CityBins are available in two optional colors, Silver and Tituanium.

Siting Considerations
Bins should be placed strategically so as to not block entrances or impede sight lines or views of retail, informational or regulatory signs.

Bins should be readily visible and available to areas of seating, pedestrian congregation such as bus stops and street crossings, as well as areas of pedestrian traffic flow.

Litter & Recycling Bins should be placed together per the County policy.
Information Marker: Tableau

Description
Tableaus highlight pedestrian amenities of an immediate area including historic sites, public art installations, significant buildings and public space/plaza amenities. Colored label panels at top of tableau should be visible to pedestrians at a distance and colors should change with information type.

Tableaus may also be used to support broader wayfinding and locations should be coordinated with the County and RBIC wayfinding programs.

Approximate dimensions- 9.5 feet high x 1 foot wide

Materials and Finishes
Materials vary with design and content.

Siting Considerations
Installation should be adjacent to pedestrian flow or congregation areas outside of the clear sidewalk.

Tableaus should be accessible from all sides for all users.

Notes:
The Zoning Ordinance regulates signage and a Zoning Administrator determination will be needed to ensure signage is permitted prior to installation.

Informational content for historical tableaus shall be coordinated with Arlington Historic Affairs and Landmark Review Board (HALRB), Cultural Affairs other County departments as needed.
Moveable Pots: CityPlanters

Description
Planters are placed in desired locations lacking greenery or in areas without in-ground soil volumes to support plantings. Planters should be planted with seasonal or evergreen plantings and watered manually. Planters should be planted with urban-hardy native or non-invasive plants.

Approximate dimensions- 2.5 feet high x 3 foot diameter

Materials and Finishes
CityPlanters can be fabricated in Silver and Titanium.

Siting Considerations
Planters adjacent to the curb should be placed 18-24 inches from the curb and out of the clear sidewalk.
**Implementation: Typical Installations**

**Parklet Prototype**

**Description**
The parklet design depicted on the following pages is a prototype location only for the west side of North Oak Street at the corner of Wilson Boulevard. Final design is subject to change and will be reviewed and approved by County staff prior to permitting and installation.

**Note:** Future parklet installations in Rosslyn, or elsewhere in Arlington County, will require a separate process and future action by the County Board.

**Materials and Finishes**
The parklet is composed of materials and finishes used for other streetscape elements. Further detail is provided on the following pages.

**Siting Considerations**
In general parklets shall:

- not be placed at the end of street blocks (minimum of 20’ distance from corner, driveway apron or curb cut);
- not extend beyond the marked parking lane line or 7’ only be installed in metered spaces (no restricted or handicap spaces);
- provide at least 15’ separation between parklet and any fire hydrant;
- not obstruct any underground utility manhole, vault, valve box or any other public utility infrastructure;
- encompass at least two (2) parking spaces;
- not obstruct any bus stop or curb ramp access.
Implementation: Typical Installations

Parklet Prototype

Rosslyn Streetscape Elements Plan: Appendix
ROSSLYN PARKLET: System of Parts
The Rosslyn Parklet has a modular design that allows for different configurations using the same system of parts. All deck modules are the same and can be located in any position. Left (1), Center (2), or Right (3). This applies to all other modules also. The railing and small planter modules are design proportionally so that a two deck, three deck, or even a four deck Parklet can be assembled using the same parts.
Implementation: Typical Installations

Parklet Prototype

The deck modules have six adjustable feet each. The feet are located below the 2" x 2" carbon-steel tubing frame, one on each corner and two additional ones in the middle. This allows the installers to level the IPE planks of the parklet with the curb and the cast-in-place sidewalk surface while ensuring the 10 feet long deck modules do not flex beyond an acceptable level. The shown Parklet configuration has a total of 18 adjustable feet. See details for the adjustable feet in the attached PDF specifications.
Implementation: Typical Installations

Parklet Prototype

The planters have MUTCD reflective tape installed on the back over the top and bottom 2" frame sections. See attached PDF specification for the reflective tape.
The Parklet provides enough space for a 5 feet diameter turning space for wheelchairs. It also provides space for four 30 inch round tables and 12 chairs. The railings have 6" wide drink rails at the top.
Implementation: Typical Installations

Parklet Prototype

- All carbon steel parts are e-coated and polyester powder-coated.
- C, D, and E carbon steel parts form a welded frame (C-D-E).
- C has welded nuts for F treated 1/2" SS rods.
- B are treated for 1/2" SS hardware for plane and railing connections.
- B are inserted and fixed within A and flushed with the top of IPE surface.
- A is connected to C-D-E welded frame with SS hardware from bottom side.

Deck Module: Perspective

Deck Module: Exploded View

Deck Module: Views and General Dimensions
NOT FOR CONSTRUCTION
FOR INFORMATION ONLY

Implementation: Typical Installations

Parklet Prototype

Large Planter Module: Exploded View

- All carbon steel parts are e-coated and polyester powder-coated.
- A, B, and C carbon steel parts form a welded planter liner (A-B-C)
- D, E, F, G, and H carbon steel parts form a welded planter frame (D-E-F-G-H)
- I and J CS plates connect to F with SS counter-sunk tamper-proof SS hardware
- I and J CS plates have a laser-cut pattern. See renders on pages 6 and 7 for details

Large Planter Module: Views and General Dimensions
All carbon steel parts are e-coated and polyester powder-coated.

- A, B, and C carbon steel parts form a welded planter liner (A-B-C)
- D, E, F, G, and H carbon steel parts form a welded planter frame (D-E-F-G-H)
- I and J CS plates connect to F with SS counter-sunk tamper-proof SS hardware
- I and J CS plates have a laser-cut pattern. See renderings on pages 6 and 7 for details.
Implementation: Typical Installations

Parklet Prototype

Railing Module: Front Perspective

Railing Module: Back Perspective

NOT FOR CONSTRUCTION
FOR INFORMATION ONLY

All carbon steel parts are e-coated and polyester powder-coated.

C parts connect to H parts via SS hardware from the bottom side.

A, B, D, E, F, G, H, and I carbon steel parts form a welded railing.

E has four 5/8 inch holes for deck module connections with 1/2" SS hardware.
Implementation: Typical Installations

Parklet Prototype

3 gal. Pyramidal Green Mountain Boxwood
18" Coleus "Watermelon"
26" Geranium "Nano White"
20" Vinca minor "Moonlit"

No invasive species to be planted

3 gal. Pyramidal Green Mountain Boxwood
6" Coleus "Watermelon"
6" Geranium "Nano White"
6" Vinca minor "Moonlit"

6'-11"  3'-4"
Implementation: Typical Installations

Parklet Prototype

Railing Module: Back Perspective

Railing Module: Front Perspective

NOT FOR CONSTRUCTION
FOR INFORMATION ONLY

All carbon steel parts are e-coated and polyester powder-coated.

C parts connect to H parts via SS hardware from the bottom side

A, B, D, E, F, G, H, and I carbon steel parts form a welded railing

E has four 5/8 inch holes for deck module connections with 1/2" SS hardware
Implementation: Typical Installations

Sign Poles: CityPole

Description
These poles are intended for directional, regulatory, and bus stop signs. They deter vandalism, de-clutter visually and help to unify the overall look of the sidewalk.

Materials and Finishes
Stainless steel base & mounting plate with aluminum extrusion system. CityPoles are a two-part system with a solid base and footer anchored to the ground, and a “u” channel pole insert that can be cut to desired height. Any standard “u” channel sign can be affixed to the pole. Several signs may be consolidated to one pole.

Note: Final review, approval, and installation needs to be coordinated with Arlington County DES Transportation, Engineering, and Operations.
Implementation: Typical Installations

News Box Organizer:

Description
CityCorrals can be scaled to support three or five news boxes. Perforations in the design allow colors of individual boxes to add interest and some recognition of the vending box.

Materials and Finishes
CityCorral can be fabricated in Silver and Titanium colors.

Siting Considerations
Locations for CityCorrals should be sited to encourage use by vendors, however, use is completely voluntary. Use of the public right-of-way by newspaper box vendors is a protected First Amendment activity.

Placement should not impede pedestrian access from the curb zone to the sidewalk.
Needs Assessment

The steps outlined below were taken at the onset of the project to identify and assess the need for streetscape enhancements as well as to understand opportunities and the scope of possible improvements. A visual and physical inventory of Rosslyn’s core identified the broad variety of existing elements and styles that make up the pedestrian environment. The assessment also identified key repetitive elements and missing or needed elements that are critical to a good pedestrian environment:

a. Identify strategy and consultant for streetscape enhancement.
b. Conduct comprehensive inventory of all existing items in sidewalk areas/public right-of-way within the RBIC District and document them, including RBIC assets, Arlington County, VDOT, WMATA and privately controlled items.
c. Identify needed or missing pedestrian amenities.
d. Identify opportunities for unifying appearance.
e. Coordinate the elements with 2015 Rosslyn sector planning process.

Streetscape Development

The following key steps were undertaken to establish the fundamental Streetscape Elements for Rosslyn:

a. Develop “toolbox” of initial pedestrian amenities: a set of streetscape elements and design vocabulary appropriate for Rosslyn which can be implemented as needed and layered for a more complete streetscape.
b. Develop design and specifications for each initial element.
c. Compile visual and written booklet of furnishings and elements as a working document and communication tool for the Streetscape Elements Plan project. New elements should continue to be developed as needs arise.
Sample excerpts from public surveys.
Survey yielded 188 respondents made up of Rosslyn workers, residents and visitors.

8. Streetscape elements (e.g., benches, trash cans, bike racks) will add to the pedestrian experience as you walk through Rosslyn.

88.1% : Agree
10.2% : Neutral
1.7% : Disagree

Value Percent Count
--- --- ---
Agree 88.1% 155
Neutral 10.2% 18
Disagree 1.7% 3
Total 176

9. The design of these elements is more in line with Rosslyn's contemporary character compared to what is currently in place.

73.9% : Agree
22.2% : Neutral
4.0% : Disagree

Value Percent Count
--- --- ---
Agree 73.9% 130
Neutral 22.2% 39
Disagree 4.0% 7
Total 176
## Streetscape Feedback
### Overall Impressions

<table>
<thead>
<tr>
<th>Category</th>
<th>Like or Dislike?</th>
<th>Q11: Design is in line with Rosslyn, how so? + Any Comments?</th>
<th>Work</th>
<th>Live</th>
<th>Visit</th>
<th>Pass Through</th>
<th>Write In</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aesthetic</td>
<td>Like</td>
<td>Clean unified attractive look.</td>
<td></td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aesthetic</td>
<td>Like</td>
<td>geometric-looking.</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aesthetic</td>
<td>Like</td>
<td>New streetscapes are beautiful, I think they've really given a face lift to the rosslyn area.</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aesthetic</td>
<td>Like</td>
<td>nice appearance</td>
<td></td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aesthetic</td>
<td>Like</td>
<td>Stands out as both functional and artistic- very appealing</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aesthetic</td>
<td>Like</td>
<td>type face, bold design</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aesthetic</td>
<td>Like</td>
<td>Very neat &amp; interesting stuff, unusual and caught attention.</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aesthetic</td>
<td>Like</td>
<td>Feels fresh, interesting</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aesthetic</td>
<td>Like</td>
<td>flowers, art and streetscape designs are appreciated and enjoyable</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aesthetic</td>
<td>Like</td>
<td>It looks amazing!</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aesthetic</td>
<td>Like</td>
<td>Makes it look nice</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aesthetic</td>
<td>Dislike</td>
<td>Need more color/warmth</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aesthetic</td>
<td>Dislike</td>
<td>new designers are not warm -&gt; again sparse&amp; sterile uninviting and cold</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aesthetic</td>
<td>Neutral</td>
<td>The Art of creating it strikes me the most. I'd like to see more colors and more lively feel when walking around Rosslyn.</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aesthetic</td>
<td>Dislike</td>
<td>I very much dislike this look. This look will go out of style quickly (probably isn't in style now) and end up looking like the gaudy and horrible buildings that were made in the 80s. Please make all added street fixtures look traditional so they will be long-lasting. This is coming from a millennial.</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Architecture</td>
<td>Like</td>
<td>clean design, fits in with newer architecture</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Architecture</td>
<td>Like</td>
<td>In keeping with emerging cutting-edge style of buildings.</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Architecture</td>
<td>Like</td>
<td>Matches the new building, more modern than concrete planters</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Architecture</td>
<td>Like</td>
<td>more compatible with emerging architectural details expressed in buildings</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Architecture</td>
<td>Like</td>
<td>Rosslyn's architecture is more modern than the current streetscape elements.</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Architecture</td>
<td>Like</td>
<td>New buildings/Urban Feel</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Architecture</td>
<td>Like</td>
<td>The elements are Sliver, like most of the new buildings. Not icky old Poo Brown.</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>General</td>
<td>Like</td>
<td>I like the changes and encourage more - they are every d…</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>General</td>
<td>Like</td>
<td>I love the changes you guys have made.</td>
<td></td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>General</td>
<td>Like</td>
<td>Noticed these changes -- very nice!</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>General</td>
<td>Like</td>
<td>You all are doing an awesome job!</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>General</td>
<td>Like</td>
<td>I work AND live in Rosslyn and I really like how involved BID has been with improving the culture here!</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-----------</td>
<td>------------</td>
<td>-------------------------------------------------------------------------------------------------</td>
<td>----</td>
<td>----</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>General</td>
<td>Like</td>
<td>love everything you are doing!</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>General</td>
<td>Like</td>
<td>Love the new elements however I did notice it only includes a trash can and no longer a recycle bin</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Identity</td>
<td>Like</td>
<td>Looking forward and hoping to the add-ons throughout Rosslyn. Nice concept.</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Identity</td>
<td>Like</td>
<td>love everything you are doing!</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Identity</td>
<td>Like</td>
<td>Love the new elements however I did notice it only includes a trash can and no longer a recycle bin</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Modern</td>
<td>Like</td>
<td>gives Rosslyn a more distinctive look and upgrades the area to modern aesthetics.</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Modern</td>
<td>Like</td>
<td>I think the new streetscape is great! Very contemporary, appealing, and inviting. I hope it will be incorporated throughout Rosslyn!</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Modern</td>
<td>Like</td>
<td>Love the modern design, but would like to see more greenery or artwork (with color) incorporated in so the area isn't a sea of grey from buildings to streets to streetscapes.</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Modern</td>
<td>Like</td>
<td>Modern, sleek, contemporary are part of Rosslyn's branding</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Modern</td>
<td>Like</td>
<td>Modern/business/bustling city like</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Modern</td>
<td>Like</td>
<td>More Modern</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Modern</td>
<td>Like</td>
<td>New and modern look to match the new residences and restaurants coming in.</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Modern</td>
<td>Like</td>
<td>Rosslyn has done a great job at adding subtle but noticeable elements to distinguish the area from surrounding cities and the region. Adding these new streetscape features continues to place contemporary elements into the area that helps bolster the Rosslyn identity that people can feel an affinity towards.</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Modern</td>
<td>Like</td>
<td>Rosslyn is a super modern place with lots of business, and a sharper, more modern scape would show that.</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Modern</td>
<td>Like</td>
<td>Rosslyn is not benefited by playing to history, so emphasizing its modernity and the while skyscraper aspect makes sense...</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Modern</td>
<td>Like</td>
<td>Seems more modern, progressive which, to me, represents what Rosslyn is all about.</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Modern</td>
<td>Like</td>
<td>steel, sterile, modern look</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Modern</td>
<td>Dislike</td>
<td>These are too modern. Rosslyn deserves something more timeless.</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Modern</td>
<td>Like</td>
<td>They are modern and upscale, which matches the area</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Modern</td>
<td>Like</td>
<td>very current and eclectic</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Modern</td>
<td>Like</td>
<td>Visually modern update</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Modern</td>
<td>Like</td>
<td>with new improvements being built, it only makes sense to add energy efficient and modern street fixtures.</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
As an initial part of the project from 2012 to 2013, RBIC completed an inventory of all streetscape elements. Each type of element is mapped, identified and documented in this appendix.
Rosslyn’s Existing Anchor Elements

The elements most prominent and repetitive in the Rosslyn streetscape help to establish a visual character and identity. They provide a basis for the initial streetscape elements in the plan.
Existing: Wilson Blvd between N Lynn St & N Kent St
Existing: N Lynn St between Wilson Blvd & N 19th St
### Existing Streetscape Elements Inventory

#### Utility

<table>
<thead>
<tr>
<th>Map #</th>
<th>Name</th>
<th>Category</th>
<th>Owner</th>
<th>Maintained By</th>
<th>Dimensions</th>
<th>Colors</th>
<th>Material Specifications</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Utility Box #1</td>
<td>Utility</td>
<td>19 for all utility boxes</td>
<td>Utility</td>
<td>50&quot; H x 30&quot; W x 10&quot; D</td>
<td>Metal</td>
<td>Rust</td>
<td>Extra Notes</td>
</tr>
<tr>
<td>2</td>
<td>Fire Hydrant</td>
<td>Utility</td>
<td>Arlington EOS</td>
<td>Arlington EOS</td>
<td>40&quot; H x 20&quot; W x 20&quot; D</td>
<td>Yellow with Blue Top</td>
<td>Extra Notes</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>USP Collection Box</td>
<td>Utility</td>
<td>USP</td>
<td>USP</td>
<td>6</td>
<td>Extra Notes</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- **Utility Box #2, Utility Box #3, Utility Box #4, Utility Box #5, Utility Box #6**
- **Dimensions**
  - 69" H x 24" W x 16" D
  - 56" H x 15" W x 10" D
  - 49" H x 10" W x 9" D
  - 51" H x 6" W x 12" D
- **Colors**
  - Rust
  - Metal
  - Rust, Metal
- **Material Specifications**
  - Metal
### Bike Racks

<table>
<thead>
<tr>
<th>Name</th>
<th>Total Quantity</th>
<th>Category</th>
<th>Owner</th>
<th>Maintained By</th>
<th>Dimensions</th>
<th>Color</th>
<th>Finish</th>
<th>Material Specifications</th>
<th>Extra Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike Racks</td>
<td>9</td>
<td>Bike Rack</td>
<td>RBD</td>
<td></td>
<td>36&quot; H x 54&quot; W x 18&quot; D</td>
<td>Silver, Red</td>
<td>Gloss</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Possum Bike Rack</td>
<td>7</td>
<td>Bike Rack</td>
<td>Arlington County</td>
<td></td>
<td>36&quot; H x 18&quot; W x 6&quot; D</td>
<td>Brown</td>
<td>Matte</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Port Bicycle Rack</td>
<td>3</td>
<td>Bike Rack</td>
<td>Arlington County</td>
<td></td>
<td>55&quot; H x 18&quot; W x 2&quot; Dia</td>
<td>Black</td>
<td>Gloss</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bike Rack</td>
<td>5</td>
<td>Bike Rack</td>
<td>Skanska</td>
<td></td>
<td>22&quot; W x 32&quot; H x 2.5&quot; Dia</td>
<td>Brown</td>
<td>Gloss</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bike Rack</td>
<td>6</td>
<td>Bike Rack</td>
<td>Arlington County</td>
<td></td>
<td>28&quot; W x 36&quot; H x 2.5&quot; Dia</td>
<td>Black</td>
<td>Matte</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bike Rack</td>
<td>3</td>
<td>Bike Rack</td>
<td>Arlington County</td>
<td></td>
<td>18&quot; W x 31&quot; H, 2&quot; diameter</td>
<td>Grey Steel</td>
<td>Matte</td>
<td></td>
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</tbody>
</table>

### Bike Racks

<table>
<thead>
<tr>
<th>Name</th>
<th>Total Quantity</th>
<th>Category</th>
<th>Owner</th>
<th>Maintained By</th>
<th>Dimensions</th>
<th>Color</th>
<th>Finish</th>
<th>Material Specifications</th>
<th>Extra Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike Square U Rack</td>
<td>10</td>
<td>Bike Rack</td>
<td>Arlington County</td>
<td></td>
<td>33&quot; W x 33&quot; H x 3&quot; D</td>
<td>White/Grey</td>
<td>Matte</td>
<td></td>
<td></td>
</tr>
<tr>
<td>The Namesake Rack</td>
<td>1</td>
<td>Bike Rack</td>
<td>RRBD</td>
<td></td>
<td>4.5&quot; H x 42&quot; W</td>
<td>Black</td>
<td>Matte</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Custom Art Bike</td>
<td>2</td>
<td>Bike Rack</td>
<td>Capital Bike</td>
<td></td>
<td>9&quot; L x 1.5&quot; W</td>
<td>Pole Blue/Grey</td>
<td>Matte</td>
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Rosslyn Streetscape Elements Plan: Appendix

Page 64
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**POTTED PLANTS**

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<td>Metal</td>
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**Notes:**
- **1 & 2 combination**
- **Extra Notes:** Come with Optional Dome Lid

---

### TRASH CANS

<table>
<thead>
<tr>
<th>Name</th>
<th>Total Quantity</th>
<th>Category</th>
<th>Status</th>
<th>Owner</th>
<th>Maintained By</th>
<th>Manufacturer</th>
<th>Dimensions</th>
<th>Color</th>
<th>Finish</th>
<th>Material Specifications</th>
<th>Extra Notes</th>
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<td>Skandia</td>
<td>Victor Stanley</td>
<td></td>
<td>Gray</td>
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<td>Matte</td>
<td>Glass</td>
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**Notes:**
- **Extra Notes:** 30 gallon capacity