Acknowledgments

ARLINGTON COUNTY BOARD
Mary Hughes Hynes, Chair
J. Walter Tejada, Vice Chair
Jay Fisette
Libby Garvey
John E. Vihstadt

WRAPS WORKING GROUP
Steve Cole, Chair (Planning Commission)
Ginger Brown (Planning/Housing Commission)
Katherine Elmore (North Rosslyn Civic Association)
Dennis Gerrity (Colonial Village III Homeowners Association)
Pamela Gillen (Economic Development Commission)
Erik Gutshall (Planning Commission)
Paul Holland (Park & Recreation Commission)
Stan Karson (Radnor – Ft. Myer Heights Civic Association)
Kelly King (Building Level Planning Committee)
Gerry Laporte (Historical Affairs and Landmark Review Board)
Anita Machhar (North Highlands Citizens Association)
Andrew McIntyre (Penzance Companies)
Heather Obora (Public Facilities Review Committee)
Carman Romero (APAH)
Paul Rothenburg (Rosslyn Business Improvement District)
Alex Sanders (Environment & Energy Conservation Commission)
James Schroll (Transportation Commission)
Denny Truesdale (Emergency Preparedness Advisory Commission)
Jay Fisette (County Board Working Group Liaison)
Abby Raphael (Arlington Public Schools Working Group Liaison)

ARLINGTON COUNTY MANAGEMENT TEAM
Mark Schwartz, Acting County Manager
Barbara Donnellan, Former County Manager
Gabriela Acurio, Assistant County Manager
Robert E. Brosnan, Former Assistant County Manager
Steven Cover, Director, DCPHD
Victor Hoskins, Director, AED
Greg Emmanuel, Director, DES
Jane Rudolph, Director, DPR
James Scwartz, Chief, Arlington Fire Department
Robert J. Duffy, AICP, Planning Director, DCPHD, Planning Division
Marc McCauley, Director, AED, Real Estate and Development Group
Dennis Leach, Deputy Director, DES, Transportation and Development
Lisa Grandle, Division Chief, DPR, Park Development Division
Claude Williamson, Supervisor, DCPHD, Planning Division, Comprehensive Planning Section
Erik Beach, Supervisor, DPR, Park Development Division

ARLINGTON COUNTY CORE TEAM
Richard Tucker, Project Coordinator, DCPHD, Planning Division
Jennifer Smith, DCPHD, Planning Division
Leon Vignes, DCPHD, Planning Division
Sarah Pizzo, DCPHD, Housing Division
Andrew Wilson, AED
Ritch Viola, DES, Transportation and Development
Meliha Aljabar, DPR, Park Development Division
Joe Reshetar, Assistant Chief, Arlington Fire Department
John Chadwick, Arlington Public Schools
Scott Prisco, Arlington Public Schools

***This plan reflects, and has benefitted from, important contributions made by various County divisions, staff, and other partners, too numerous to identify here.***

CONSULTANTS
Goody - Clancy
# TABLE OF CONTENTS

1. Introduction .................................................................................................................. 2
2. Existing Conditions, Challenges & Opportunities .................................................. 8
3. The Plan .......................................................................................................................... 20
4. Action Plan .................................................................................................................... 38
5. Appendix ....................................................................................................................... 44

The Wilson School site, looking southwest from 18th Street toward Wilson Boulevard
This page left intentionally blank.
INTRODUCTION

Arlington County and Arlington Public Schools have a special opportunity to rebuild three civic uses—a fire station, school, and park—clustered together around new private residential, retail, and office development that will together revive the western portion of the Rosslyn Metro Station Area. The County has endeavored to develop a new vision for this area and establish an implementation framework that would include a public-private partnership to facilitate rebuilding the County’s fire station and park. In the future, it is envisioned that the study area, bordered by the Wilson Boulevard, N. Quinn Street, Key Boulevard, and 18th Street, will be:

• An identifiable urban place along the Rosslyn-Ballston corridor;
• An energetic and busy area during the day and evening with students, residents of all income levels, and office employees;
• Distinguished by a new urban park with elements to invite recreation as well as leisure activities, school fields and courts along with restaurants and shops to take care of everyday, personal needs;
• Home for a new, larger, modern fire station to meet the expanding community needs including a safe haven for community members in need; and
• Easily connected to the core of Rosslyn, Courthouse, Clarendon Boulevard, and residential areas along and north of Key Boulevard.

The County Board launched the Western Rosslyn Area Planning Study (WRAPS) planning process in June 2014 to accomplish this work and obtain community feedback on possible future development scenarios. A Briefing Book was created by staff to provide important background information for participants in the process. The County Board adopted a Charge to guide staff and a working group through this process to achieve the following goals:

• A multi-story secondary school with up to 1,300 seats;
• Recreation and open space that is up to 60,000 square feet in size; which could include athletic field(s) and interior space within the school to be used jointly by the school and the community, and other open space that replaces the existing playground and basketball court located within Rosslyn Highlands Park or provides similar needed passive and active park and recreational amenities for use by the community;
• A new fire station;
• Affordable housing;
• Energy efficiency / sustainability;
• Economically viable, urban and vibrant development with a mix of uses, heights and densities that support achieving County goals; and
• Effective multi-modal transportation facilities and services.

This Western Rosslyn Area Plan calls for coordinated mixed-use development that combines civic uses, including a new fire station, a new secondary school, and public open space, with privately-developed market-rate office, residential and retail development. New affordable housing is a strategic addition as well. The Plan focuses recommendations on two publicly-owned parcels: 1) a school site, owned by Arlington Public Schools, that was originally built in 1910 and is mostly vacant with limited use today, and, 2) a County-owned parcel occupied by the Rosslyn Highlands Park and Fire Station #10. In addition, the Plan recommends redevelopment for the other three privately owned properties including an office building owned by the Penzance Companies, an affordable housing development owned by Arlington Partnership for Affordabe Housing (APAH - a non-profit affordable housing developer), and a stand-alone convenience store. These recommendations will guide future short- and long-term decisions by the County Board, property owners, and community.
ABOVE: The WRAPS Study Area (red), RCRD (purple) in context of the Rosslyn Metro Station Area (RMSA—blue)
Community Needs

Over the past several years, APS has experienced a dramatic increase in school enrollment, which has led to re-evaluation of its land holdings and facilities. Through an extensive study and community review process conducted by APS, it was determined that a new secondary school facility at this location will help alleviate crowding at the middle school level. Specifically, APS plans to relocate the HB-Woodlawn program and other associated programs now housed at the Stratford site to this location, thereby freeing up and repurposing the Stratford site as a middle school for up to 1,000 students. The new 775-seat building housing high school programs at the Wilson site, and the middle school at Stratford, are anticipated to be completed by fall 2019.

Rosslyn is a dense, mixed-use area with a number of urban plazas and a few small County parks, including Hillside Park, Dark Star Park, Gateway Park and Rosslyn Highlands Park. The Wilson School field space has provided one of the few opportunities for open field play in the area over the years. Rosslyn Highlands Park has a small playground and a basketball court that are, although in need of repair/replacement, well used. The park also includes a passive green space with plantings and seating areas. The community has long desired additional open space; particularly spaces that can accommodate field sports. However, given the dense development pattern, there has not been an opportunity to meet this need in Rosslyn.

Replacing the Fire Station #10, built in the 1960s, has been a long-standing objective for the County and was a main impetus to conduct this study. The Fire Department has indicated the need for a modern, larger facility to better accommodate current and future needs.

Public-Private Partnership

The County intends to enter into a public-private partnership with the Penzance Companies to facilitate the rebuilding of Fire Station #10. With this approach, the County would make its land available for private redevelopment through a land lease as part of a larger proposal and, in exchange, Penzance would construct a new fire station, leveraging the value of the County’s land and any increased density from the County site as recommended in this Plan. This would give the County an alternative funding option rather than using traditional bond funding, which is limited and committed to other priorities in the Capital Improvement Program (CIP), to construct a new facility. In January 2013, the County signed a Letter of Intent [LOI] with the Penzance Companies. The LOI is a non-binding agreement that outlines how the County’s land, as well as additional development density, may be valued within a future redevelopment project. The LOI stipulates that the amount of future development within the jointly developed site (the County and Penzance parcels) is subject to the development parameters determined through the WRAPS planning process.

Achieving Balance

In adopting the Charge with the aforementioned goals, the County Board realized that the outcomes for the study would have to balance a number of important community goals, such as open space, and affordable
housing, a new school and fire station with the overall economic viability of private redevelopment. This Plan has been developed to achieve this balance with the maximum amount and functionality of the open spaces and an appropriate level of private redevelopment that can be leveraged to the benefit of the community.

Community Process
The WRAPS Working Group, a citizen-led group appointed by the County Board in June 2014, was tasked to work with County staff to develop a Plan for this area. The Working Group consisted of representatives from nearby civic associations, advisory boards and commissions, the Rosslyn BID, and property owners within the study area. The Working Group had a total of 13 meetings to review staff’s analysis and recommendations, as well as the draft Plan document. A Community Workshop was held in November, 2014 to obtain broader community input on preliminary Concept Plans prepared in advance by staff to explore different development and site layout alternatives.

After the Community Workshop, staff synthesized the input and reconciled the community’s preferences with the goals of the study. At this stage of the process, it became clear that there was a wide disparity between the community’s expectations, which centered on maximizing open space, and staff’s preliminary recommendations to balance open space and the other goals expressed in the County Board’s charge, including the ability to replace Fire Station #10 with little or no cost to the County. In a Work Session in March 2015, the County Board provided feedback.

![June 14, 2014 Study Kickoff and Walking Tour](image)
on its preferences and guidance on competing interests in order to reach a preferred concept plan.

At the Work Session, the County Board expressed its commitment to joint development of the County property and the 1555 Wilson Boulevard property with the Penzance Companies, with the goal of leveraging private development on the two properties to offset costs of building a new fire station and public park improvements. In giving staff further direction, the County Board also asked staff to look at ways to increase the amount of open space and affordable housing that could be achieved within the study area. This Plan reflects this feedback given by the County Board and additional community input since that time.

**Relationship to the 2015 Rosslyn Sector Plan (Realize Rosslyn)**

The public review process for the Western Rosslyn Area Plan has been conducted concurrently with the development of the 2015 Rosslyn Sector Plan, which provides planning guidance for properties located in the Rosslyn Coordinated Redevelopment District (RCRD) shown on the General Land Use Plan. The RCRD overlaps with the Western Rosslyn study area and includes the 1555 Wilson Boulevard site (Penzance property). Based on this overlap, and because the 1555 Wilson Boulevard site is within the study area, extensive coordination between the two processes was needed. The future vision and recommendations for the 1555 Wilson Boulevard site are provided in this Plan.
EXISTING CONDITIONS, CHALLENGES & OPPORTUNITIES
EXISTING CONDITIONS, CHALLENGES & OPPORTUNITIES

This section describes the existing conditions found in the Western Rosslyn study area and highlights several of the critical challenges and opportunities related to land use, zoning, open space, and transportation.

Key Study Area Features
The Western Rosslyn study area is:
• Comprised of public school and park uses, a fire station, garden apartment housing, and office and retail uses with a mix of “S-3A”, “C-3”, “C-2”, and “RA6-15” zoning;
• Partially located within the “Rosslyn Coordinated Revitalization District” on the General Land Use Plan, making those areas eligible for additional density and height by County Board approval of a special exception site plan;
• Situated along Wilson Boulevard, which, with Clarendon Boulevard, is one of the main spines of the Rosslyn-Ballston Corridor making the area well connected by foot, bike, bus, and car;
• Inclusive of Fire Station #10, which serves the immediate Rosslyn area;
• Inclusive of Rosslyn Highlands Park, which serves local residents and daytime workers with a playground, basketball courts, seating, and natural areas. Though popular among neighbors, improvements are needed to better serve the community; and
• Relatively flat topographically compared to other portions of Rosslyn and sits on a plateau between the increasing heights from the Potomac shoreline in the core of Rosslyn to the Courthouse area.

Land Use & Zoning
Overall, the Rosslyn Metro Station Area is a densely developed urban area of the County at the eastern end of the Rosslyn-Ballston Corridor. This area is one of Arlington's premier real estate markets and is commonly described by its transportation network and the supply and scale of the commercial and residential development. Much of Rosslyn has significantly changed over the past 20 or more years; however, the properties and uses in the study area have remained largely unchanged for decades. Built in the 1980s, the office building at 1555 Wilson was the last building to be constructed.
Notes:
13. These areas were designated a "Special Affordable Housing Protection District"; WRIT Rosslyn Center on 7/20/02; Twin Oaks on 5/24/00; Rosslyn Ridge on 7/10/04; and Rosslyn Commons on 6/17/08.
The five properties within the Study Area have the following General Land Use Plan designations, zoning classifications, and characteristics:

<table>
<thead>
<tr>
<th>GLUP</th>
<th>ZONING</th>
<th>CHARACTERISTICS</th>
</tr>
</thead>
<tbody>
<tr>
<td>APS</td>
<td>Wilson School</td>
<td>Public</td>
</tr>
<tr>
<td>Rosslyn Highlands Park and Fire Station #10</td>
<td>Public</td>
<td>S-3A RA 6-15</td>
</tr>
<tr>
<td>1555 Wilson</td>
<td>High Office-Apartment-Hotel and within the Rosslyn Coordinated Redevelopment District (RCRD)</td>
<td>C-3 &amp; C-2</td>
</tr>
<tr>
<td>Queens Court Apartments</td>
<td>Low-Medium Residential (16-36 units/acre)</td>
<td>RA 6-15</td>
</tr>
<tr>
<td>Retail</td>
<td>7-Eleven</td>
<td>Public</td>
</tr>
</tbody>
</table>

* The RCRD, as shown on the General Land Use Plan, was established to encourage coordinated development throughout the district and to achieve certain public improvements in exchanged for increased development potential up to 10 FAR by special exception site plan approval.
To the west of the WRAPS study area is the Colonial Village Shopping Center, which is listed on the National Register and categorized as Important on the County’s Historic Resources Inventory, as well as multi-family residential uses along N. Quinn Street north of the shopping center. To the south across Wilson Boulevard, mixed-use infill development is present. Several multi-family residential complexes, both condominium and rental apartments are located north of the study area, including The Atrium directly adjacent to Queens Court. Across Key Boulevard to the north, multi-family residential complexes and townhouse development are located in an area designated as a “Coordinated Preservation and Development District” on the General Land Use Plan. To the east between Wilson Boulevard and 18th Street, an office building with ground floor retail occupies property at 1500 Wilson Boulevard.

LAND USE CHALLENGES & OPPORTUNITIES

Taking into consideration the study area’s location along Wilson Boulevard and within the Rosslyn Station Area, there is significant redevelopment potential to use the land more efficiently and create denser, mixed-use, transit oriented development. This future condition would be consistent with County goals to concentrate higher density development within close proximity to Metro and to preserve low-density neighborhoods.

School Site

APS projects school enrollment will continue to rise over the next several years putting pressure on the entire school system to provide modern, larger facilities. While APS has built two and three story facilities in the past, this location offers a new opportunity to construct a taller multi-story, urban building which will meet the expanding student enrollment.

With development of a new school, APS may have an opportunity to preserve interior and exterior features from the 1910 Wilson School building and/or memorialize the significance of the County’s second oldest school building in some other manner. On a roughly 4-acre parcel with frontage on Wilson Boulevard and adjacent to high-density development to the east, a new multi-story school building would dramatically change the appearance and experience along Wilson Boulevard.

Reconstruction of the fire station is a primary element in this study area. Its juxtaposition to other uses requires critical evaluation and placement to ensure that the emergency responders can maintain the 4-minute or less response time within the service area. A public-private partnership was identified by the County Board and County Manager as a preferred method to develop a new Fire Station #10 which would enable
cost savings by the County and facilitate its likely replacement sooner than if it were rebuilt solely by the County. (See Fire Station #10 Coverage Area, Map 2.5 on page 18.)

**1555 Wilson Boulevard**

Arlington’s commercial sectors have a supply of aging office buildings which frequently have high vacancy rates and, as a result, are becoming increasingly difficult to lease. 1555 Wilson Boulevard is an example of this condition. While the site size has the potential for multiple buildings with a mix of uses, only one office tower exists today following the By-right C-3 and C-2 zoning regulations.

New private development at 1555 Wilson Boulevard consisting of multi-family housing, office and retail uses would be consistent with the land use pattern established for the surrounding area, including the policies set forth in the 2015 Rosslyn Sector Plan. Mixed-use development could bring more people and vitality to the area during the day and evening, support retail and restaurants along Wilson Boulevard, and, overall, provide economic investment that is beneficial to the County’s commercial tax base. Expansion of private mixed-use development from the 1555 Wilson site to the County parcel could allow for an integrated fire station, a key element that was considered from the outset of the study process.

**Queens Court Apartments**

Constructed in 1941, the Queens Court Apartments property were built at a time when government workers were flooding the area to work at the Pentagon. Many garden apartment complexes, similar to Queens Court characteristically are low-scale, walk-up buildings, and offer relatively small and affordable living conditions due to building age and unit size. Over time, this type of unit has created affordable housing options to Arlington residents. This complex is identified as “Important” on the County’s Historic Resources Inventory which identifies and ranks specific types of historic buildings according to their historical and architectural significance.

In 1995, APAH purchased the property and converted the existing units to committed affordable housing units with assistance from the County with an Affordable Housing Investment Fund (AHIF) loan. APAH’s long-term vision was to leverage the site’s proximity in the Rosslyn-Ballston Corridor and the Rosslyn Metro station and redevelop the site with more committed affordable housing. Today in the Rosslyn Metro Station Area, 500 committed affordable housing units exist or are under construction, although they are all outside of the Rosslyn Coordinated Redevelopment
District. Nearly 80% of these units are in projects under long-term ownership by non-profit housing providers, several of which have been redeveloped over time to add more units to the inventory. It is otherwise a challenge to achieve more units due to high land and development costs. New housing development at the Queens Court Apartments would provide a significant opportunity to achieve committed affordable housing units within the Rosslyn Station Area.

1625 Wilson Blvd [7-Eleven]
At N. Quinn Street and Wilson Boulevard, this small commercial property is designated for future public uses on the General Land Use Plan. While the parcel is commercially zoned and could remain indefinitely in its existing condition, incorporation of this site with the larger, adjacent school property would be favorable to enable flexibility when siting a new school and/or its open spaces, provide more visibility of the public school on the block corner, and provide for a more cohesive development scheme. Due to the parcel's size, potential future development is limited and unlikely to offer more than the small commercial business that exists today.

Open Space & Parks
The County-owned Rosslyn Highlands Park is one of the few public parks in this area with a mix of active and passive uses, making it well used by residents in the immediate area. A children's playground, full-sized basketball court, walkways, benches, a picnic table amongst tree canopy and flowering gardens exist today. A north-south pedestrian connection from Wilson Boulevard to the Colonial Terrace Conservation Area, shown on the General Land Use Plan, passes through the Park. The park shares the County parcel with Fire Station #10. Adjacent to Rosslyn Highlands Park, the Wilson School grounds hold large open lawn, trails and other passive leisure amenities.

The 2005 Public Spaces Master Plan calls for expansion of and improvements to the Rosslyn Highlands Park emphasizing the goal to expand green and recreational spaces throughout Arlington’s urban corridors. While a new update to the PSMP is planned for 2015-2016, these basic objectives are still desired and would promote community health and well-being, environmental sustainability, and economic vitality.

Within the vicinity of the study area, numerous publicly accessible open spaces offer a mix of green areas or plazas, such as Rhodeside Green Park, Hillside Park, and a future park to be built at 1401 Wilson with a pending development project. In addition to Rosslyn Highlands Park, only two of those spaces, Fort Myer Heights Park and Dawson Terrace (not shown) offer active recreation; however, their locations are across I-66 and Route 50/Arlington Boulevard respectively making access a challenge for community members in the central part of Rosslyn. Convenient pedestrian access to the existing Rosslyn Highlands Park is generally adequate from the central part of Rosslyn, however, streetscape improvements would significantly improve access in this area.

The tree canopy today covers slightly more than one-quarter of the study area. Tree species vary in the study area and include cedar, red oak, maple, ash and river birch, across a range of health and maturity.
There are no significant or champion trees within the study area. The Countywide forestry goal is 40% tree canopy coverage.

OPEN SPACE CHALLENGES & OPPORTUNITIES

Rosslyn Highlands Park is in dire need of a new master plan and facilities to meet the growing community needs. The new designed space would benefit from its adjacency to a public school, including school associated fields and other amenities. Together, these open spaces would provide a critical mass of space for the use and enjoyment of the community and would also contribute to the identity of this area along the Wilson corridor.

Given that public park and recreation amenities are limited for residents of the greater Rosslyn area, the future park spaces in this location provide an opportunity to supplement the open space network in Rosslyn. Other parks that are envisioned to contain neighborhood-serving recreation amenities for Rosslyn in the long term include Gateway Park and the future park at Rosslyn Plaza.

With redevelopment, rebuilding of Rosslyn Highlands Park and creating a smaller park space on 18th Street at the Queens Court site, as well as new street tree plantings, there is an opportunity to contribute to the County’s forestry and tree canopy goals, as well as meet other sustainability goals including reducing impervious surfaces where possible.
Transportation

The study area is well served by transit and is within 0.3-mile of the Rosslyn and 0.6-mile of the Courthouse Metro Stations. Metrobus and ART bus routes service this area along Wilson and Clarendon Boulevards. East-west vehicular connectivity is well established along Wilson Boulevard, 18th Street, Clarendon Boulevard and Key Boulevard.

Bicycle access to this area is generally adequate. A west-bound bike lane exists on Wilson Boulevard working in tandem with an eastbound bike lane on Clarendon Boulevard which provides excellent east-west connectivity. In addition to bicycle access, a north-south pedestrian pathway extends through the study area from Key Boulevard to 18th Street, continuing through Rosslyn Highlands Park to Wilson Boulevard. This is the only publicly accessible north-south connection between N. Quinn Street and N. Oak Street. At over 1,200 feet in length, this is one of the longest existing block frontages on Wilson Boulevard in the Rosslyn-Ballston Corridor. Where present, sidewalks along all street frontages, except for Wilson Boulevard, are narrow in the study area.

TRANSPORTATION CHALLENGES & OPPORTUNITIES

New connections and parking/service access points will be critical to successfully maintain pedestrian and vehicular access to, through, and around the area with new redevelopment. A natural extension of N. Pierce Street could occur in alignment with the existing segment south of Wilson Boulevard; however, that location would equally divide the County parcel and would significantly limit the development potential on the remaining land. A narrow two-way street, even if offset from the existing segment of N. Pierce Street, would be desirable to improve north-south connectivity in this area, provide access to new development, and would improve circulation options for the school, fire station, office tenants and residents of the area.

Wider sidewalks, with smooth accessible paving surfaces, street trees, street lights, bike racks and other amenities are needed with redevelopment.

APS’ decision to locate a secondary school, specifically the HB Woodlawn program, brings a new opportunity to shift student transportation to/from school by public transportation such as ART bus. This would decrease the volume of student drivers, and drop-offs by parents and school buses all of which could reduce conflicts with Fire Station #10 emergency vehicles and and offer other environmental benefits.

The segment of 18th Street near North Quinn Street has a significant change in grade that is not related to the parcels on either side. This “hump” will need to be addressed in a coordinated manner by the adjacent property owners (APAH, APS) as part of the development of their respective sites.
MAP 2.4 | EXISTING MASTER TRANSPORTATION PLAN (MTP)

Arterial-Street Typologies
- Type A
- Type B
- Type C
- Type D
- Type E
- Type F

Neighborhood Streets
- Residential or Commercial Local Street

Limited-Access Routes

High-Occupancy-Incentive Corridors
- I-66, I-395, VA Rte. 110, VA Rte. 27

Public Transportation Facilities
- Blue Line
- Orange Line
- Yellow Line
- Silver Line
- Railroad

Areas Planned for New Streets
- Rosslyn-Courthouse Area
- Rosslyn Redevelopment
THE PLAN

Big Ideas & Guiding Principles

Taking into consideration existing challenges and future opportunities, community feedback through the planning process, as well as County Board guidance, a number of key ideas emerge as central to future redevelopment within the study area and help give a framework to the Concept Plan. These ideas include the following:

• Joint development of the County and Penzance parcels;
• Flexibility with respect to school siting within the Wilson School site;
• Maximizing affordable housing on the Queens Court (APAH) parcel;
• Providing flexible, contiguous open spaces and recreational facilities that meet the needs of Arlington Public Schools and the community;
• Allowing mixed-use development that compliments the area and incorporates public elements, including a fire station and a public park;
• Minimizing conflicts between emergency vehicle operations and other traffic through the area;
• Providing a sufficient amount of development to support the County’s goal to offset the cost of public improvements, such as a new Fire Station #10 and public park improvements; and
• Providing improvements to the street network to enhance circulation and mitigate the impacts of new development.

Guiding Principles were developed by staff and the WRAPS Working Group as a means to measure and compare various redevelopment scenarios that were evaluated during the planning process. As part of this Plan, the 45 Guiding Principles serve to validate the recommended Concept Plan and are intended to guide decisions regarding future development projects. The Guiding Principles are shown on the following pages in sidebar margins and are grouped with seven supporting “elements”.

Concept Plan

The Concept Plan identifies the general location of land uses, new pedestrian and street connections, open spaces, heights and provides additional details about interrelationships between these elements, with the caveat that, within the School Development Area, additional siting details will need to be determined through subsequent processes including the Public Facilities Review Committee (PFRC) and Building Level Planning Committee (BLPC). Within this document, development within the study area is outlined in three separate, but coordinated, areas. The three development areas are:

• the Mixed-Use Development Area, including the County and Penzance parcels;
• the School Development Area, including the School Board and 7-11 parcels; and
• the Housing Development Area, including the Queens Court Apartments parcel.
A main idea of the Concept Plan is the continuation of high-density development from central Rosslyn that provides opportunities for a mix of uses. The unique aspect of this Plan is the predominant civic uses that will be provided here—a new urban school, fields, public park, and a Fire Station. Additional Concept Plan elements include new affordable housing, a north-south mid-block street, and ground floor retail along Wilson Boulevard and the southern end of the new street. The components of the Concept Plan are further described through seven elements to guide future redevelopment: Land Use & Zoning, Building Heights, Transportation, Open Space, Urban Design, Environment, and Implementation.

The Concept Plan is shown in Map 3.1. An Illustrative Concept Plan (Map 3.2) shows one way the site and building layout could occur consistent with the Concept Plan. An alternate configuration is possible for the School Development Area whereby the school building would be placed along 18th Street and the outdoor open spaces associated with the school would front Wilson Boulevard. The final arrangement of the School Development Area will be determined through a subsequent planning phase involving the County’s PFRC.
A variation of the Concept Plan, shown below in a revised illustrative concept, is also possible and warrants further exploration by County staff in conjunction with Arlington Public Schools staff. In this scenario, the Mixed-Use building to west of the new street is rotated to an east-west orientation. This revised orientation would result in private development being located partially within the School Development Area.

This revised orientation would increase the public open space within Rosslyn Highlands Park and would also help facilitate the development of a full-sized Ultimate Frisbee field which cannot be accommodated on the School Development Area alone. Both staff groups will work together to assess the viability of this option, and make recommendations to the County Board and School Board as appropriate.

- Possible school field location with rotated building.
- Field dimension: 120’ x 360’
- Field and run off space dimension: 140’ x 380’
- Rosslyn Highland Park space: approx. 12,000-15,000 s.f.

Note: Actual size of school field to be determined through School Planning Process.
CONCEPT PLAN ILLUSTRATIVE MODELS

- Potential new development in WRAPS study area
- Potential new development outside the WRAPS study area and in the Rosslyn Coordinated Redevelopment District
- Proposed public open space
- Proposed school open space
- Existing buildings
SITE SECTIONS

Site Section: APAH and School Looking East

Site Section: School and Penzance Looking North

Site Section: APAH Looking South
HEIGTHS PLAN ELEMENT

Guided by the Height and Building Form Principles, the planned building heights are compatible with the surrounding context and are integral to achieving the goals of the study, including the creation of ground level open space, the development of a new fire station through joint private development, and creation of a significant supply of affordable housing units. Consistent with the Guiding Principles, the tallest heights are proposed in the eastern portion of the study area, within the Mixed-Use Development Area, and lower heights are planned within the School Development Area and the Housing Development Area.

Zoning Ordinance amendments are recommended to allow height limits within the proposed Western Rosslyn Coordinated Development District, consistent with heights proposed in this Plan.

Height / Building Form Principles

- Concentrate taller buildings along the eastern portion of the study area and locate lower, varied building heights to achieve compatibility with the scale of development on properties adjacent to the study area.

- Require the design of buildings, especially at lower levels to foster pedestrian comfort, while adding visual interest and architectural variety.

- Encourage building heights and massing that allow for the achievement of the study’s open space, recreational, public facility, and affordable housing goals.
LAND USE PLAN ELEMENT

Guided by the Uses, Density and Affordable Housing Principles, each of the three development areas are distinguishable by the land use mix. The elements are based on the concept assuming the school building is located on Wilson Boulevard.

Mixed-Use Development Area (1): This area is planned for high-density mixed-use development, which could include residential, office, hotel and retail uses, with a new Fire Station #10 and a public park. A new north-south street is planned to create new street frontages for buildings (see Transportation Element). Access to parking and loading is envisioned from this new street and from 18th Street. Ground floor retail is anticipated along the Wilson Boulevard frontage, and may occur along the southern portions of the new street. The density planned in this area will facilitate the construction of a new fire station and development of a new park through a public-private partnership.

Retail along the Wilson Boulevard frontage areas is planned as GOLD, consistent with the Arlington County Retail Plan (ACRP). As per the ACRP, streets designated GOLD have a predominant building frontage occupied with retail sales, restaurant and entertainment establishments, personal service retail, repair retail and retail equivalents. This frontage designation also allows for managed lobbies. Retail along the new street frontage is optional, and shown as GREEN, consistent with the ACRP. Where provided, building frontages along streets designated GREEN could be occupied with any type of retail use or retail equivalent allowed by the underlying zoning district. Also, consistent with the ACRP, it is anticipated that retail may extend around block corners.
To implement this concept, the County property should be changed from “Public” to “High Office-Apartment-Hotel on the General Land Use Plan. The new location of Rosslyn Highlands Park should remain “Public”. The entire Mixed-Use Development Area should allow densities up to 10 FAR. Also, this area should be included in a new district encompassing all three development areas to achieve coordinated and cohesive development. This new GLUP Special District will be the “Western Rosslyn Coordinated Development District”.

School Development Area (2): This area is planned for a new multi-story, secondary school that will have a capacity of 775 students. Associated outdoor field and recreation amenities and interior spaces will be developed as well. While it is yet to be determined whether the school building will be sited along the Wilson or 18th Street frontages, it will be critically important to design all three street frontages (Wilson Boulevard, Quinn Street, and 18th Street) to achieve street activation consistent with the County’s urban design principles and create visually and physically accessible access into and through the site (See Urban Design Guidelines and Guiding Principles for additional information). For the commercial property at Quinn Street and Wilson Boulevard, open space could be considered in the future due to the parcel’s small size and limited development potential, if the parcel can not be consolidated with the APS property before construction of a new school.

Housing Development Area (3): This area is planned for a multi-family residential building and a small park (approximately 9,000 square feet in size). Vehicular access to the site is planned along Key Boulevard. It is expected that the multi-family building will be designed in a manner that encourages and supports public use of the park. To implement this concept, and to support the County’s goal to maximize affordable housing in this location, the area should be changed from “Low-Medium” Residential (16-32 units per acre) to “High-Medium” Residential (up to 3.24 FAR) on the General Land Use Plan. Bonus density should be considered by the County Board, up to 250 units but no more than 6.0 FAR, if it finds that the project will substantively meet the goals of this Plan. In addition, an open space symbol should be added on the General Land Use Plan to indicate the future development of open space.
TRANSPORTATION PLAN ELEMENT

Guided by the Circulation, Access, Loading and Parking Principles, the primary transportation improvement for the study area is a new north-south street connection through the Mixed-Use Development Area. This new connection, with a street-space between 51’ to 55’ from building face to building face, will expand vehicular and pedestrian circulation, support parking and loading functions, and strengthen the viability of new retail. This street, offset to the east from the alignment of Pierce Street that exists south of Wilson Boulevard, is expected to be narrow in width in order to provide the minimum amount space needed for vehicle access, truck maneuvering, and pedestrian access so as to achieve the maximum amount of new public open space on its western edge. The Master Transporation Plan will need to be amended to introduce this new street.

In addition to this new street, a north-south, landscaped pedestrian walkway, generally aligned with existing Pierce Street, is planned to provide direct connectivity from Wilson Blvd, to the new Rosslyn Highlands Park, and to areas north of 18th Street. Lastly, improved streetscape and street cross sections throughout the perimeter of the study area to improve all modes of travel are recommended.

The complete set of proposed cross sections, including the proposed streetscape conditions, appears in the Appendix. Two proposed street cross sections for the new street connecting Wilson Boulevard to 18th Street are shown on the following page. These two options should be further evaluated during the Site Plan review process for the Mixed-Use Development Area. For 18th Street, it will be critical for the County and adjacent property owners to develop design solutions to mitigate the severe grade change in order to achieve the desired streetscape conditions. To sustain an operational transportation system in this area and the broader Rosslyn area, all attempts should be made to coordinate parking, loading, and pick-up/drop-off operations for the new school and private development in such a manner as to limit the potential conflicts with pedestrians and emergency vehicle operations for the Fire Station #10 and to promote transportation demand management tools.
LOCATION #8:
PROPOSED NEW STREET NORTH OF WILSON BOULEVARD LOOKING NORTH OPTION #1

Notes:
1. Travel lane dimensions include the gutter; planting strip dimensions include the curb.

LOCATION #8:
PROPOSED NEW STREET NORTH OF WILSON BOULEVARD LOOKING NORTH OPTION #2

2. Additional cross section width in Option #2 is to be achieved by reducing the tree planting areas and the buildable area to the east of the road alignment. No reduction of park space, on the west side of the street, is to occur.
Open Space & Recreation Principles

- Strategically locate and design beautiful open spaces to maximize the size of contiguous areas and ensure the flexibility of uses and activities and the visibility, safety, and comfort of all users.

- Maximize the amount and flexibility of natural areas and active and passive open spaces given the need to balance competing demands for space.

- Seek to ensure that park and school facilities provide for organized active recreation as well as un-programmed time for community usage, particularly for any open field space.

- Serious consideration should be given to including existing activities within the study area.

- Design parks and recreational facilities for activities for people of all ages.

- Use building roofs and indoor spaces of public buildings for recreational amenities to augment outdoor recreational amenities where possible.

OPEN SPACE PLAN ELEMENT

Guided by the Open Space & Recreation Principles, the Plan recommends rebuilding Rosslyn Highlands Park and creating a new park along 18th Street in the Housing Development Area which reinforces the 2015 Rosslyn Sector Plan's recommendations to locate open spaces along the 18th Street corridor through Rosslyn. Rosslyn Highlands Park shifts and is reconfigured from its current location. It is planned for the southwest corner of the intersection of 18th Street and the new north-south street and will encompass approximately 18,000–22,000 square feet excluding sidewalks.

The new park in the Housing Development Area is targeted to be approximately 9,000 square feet in size. Its use (possibly a children's playground) and design should complement the programs and facilities provided at the open spaces planned for the School Development and Mixed-Use Areas. The park is planned for the 18th Street frontage, with a preference for the corner at Quinn Street to give added visibility from two public streets, which will offer convenient access between all open spaces planned in this study area. Its location along the 18th Street frontage is flexible, however, if the proposed location remains visible and accessible from 18th Street and its design meet the Principles in this Plan.

With the construction of a new school in the School Development Area, a new field (potentially synthetic turf surface), courtyards, courts or other amenities will be provided which will significantly supplement the open spaces in this area. The courts and other amenities are recommended for both ground level and rooftop locations.

It will be essential to strategically plan and coordinate all three open spaces to achieve a level of cohesion, diversification of features and programs to ensure the best range of facilities without unnecessary duplication, and to maximize public access. The shape of each public space is an important consideration in determining specific uses and elements to be programmed. It is expected that all recreation facilities in the study area should be open for public use, including regular unstructured public use of school facilities when not required by the school for its programs. All parks and open spaces will be realized through the respective private or school redevelopment projects, however it is recommended that a comprehensive master planning effort between County staff, Arlington Public Schools staff, APAH, Penzance,
community members, and the Park and Recreation Commission commence to guide future decisions on the primary open space programs, connections, and key design elements such as the finished site elevation for each open space.

During the site plan review phase for the Mixed-Use Development Area, the design of the garage, which will likely be located below Rosslyn Highlands Park, should be examined to ensure that the placement of adequate soil depth will be possible in order to support the planting of large shade trees in the park. The developer should develop solutions that allow for these plantings without significantly raising the elevation of the park above the adjacent sidewalks. Trees and other plantings should take on a natural character and should not be within planter boxes or other raised fixtures.
**Urban Design Element**

In addition to the Concept Plan and its supporting elements, the following urban design guidelines are included to foster quality design and ensure that the public realm—sidewalks, public parks and open spaces; ground floor building edges; roof amenity space; etc.—is safe and attractive as the properties in the Western Rosslyn area redevelop. These urban design guidelines support the Architecture and Historic Preservation; Public Realm, Streetscape, and Urban Design; Sustainability and Environment; Shared & Joint Use; and Other Guiding Principles.

These urban design guidelines are intended to help inform the review of specific development proposals; however they are not regulatory, and should be used as general guidance.

**Buildable Areas / Architecture / Grade Transitions**

- Development projects should site buildings and provide street and sidewalk elements consistent with the proposed street cross sections (See Appendix).
- Building facades should meet the buildable parcel edge (“build-to line”) along at least two-thirds of the length of each block face. Facade height along street edges must be at least three stories to create a consistent building edge at the back of sidewalks and frame streets.
- Building façade composition should include changes in plane and materials to create shadow lines, and create architectural design that will visually reduce the perceived building mass and scale.
- Roofs should be designed to be distinctive so that they add visual interest to the Rosslyn skyline.
- Materials should be varied in texture, pattern, color and details on building facades to create interest and reduce the perceived mass of the buildings.
- Grade transitions along the sidewalk should be designed to maximize active pedestrian-scale frontages between 3 and 6 feet above the sidewalk, while minimizing blank walls.
- Residential uses along 18th Street, Quinn Street and Key Boulevard should utilize porches, stoops, and landscaped areas, as appropriate, to assist with grade changes between the sidewalk and the building. When the elevation of the ground floor is more than 3 feet above the sidewalk, windows should be provided into the basement/lower level.
- Mechanical penthouses and roof equipment should be designed as a natural extension of the building with materials compatible with the balance of the building.
- Building entrances to the school should be recessed from the clear sidewalk to allow for easy entering and egress from the building and to minimize crowding along the public sidewalk.
- Important architectural elements of existing structures within the School Development Area and the Housing Development Area, (the 1910 Wilson School and Queens Court Apartments) should be incorporated, either directly or in an interpretive manner, into the new development that occurs within those sites.
- Tower massing within the Mixed-Use Development Area should step back from 18th Street by 15 feet between the third and sixth story, where indicated on the Heights Plan Map.
Within the Mixed-Use Development Area, the developer should explore additional building stepbacks or sculpting of the upper stories of the northern tower, consistent with the Neighborhood Transition Guidelines of Rosslyn Sector Plan.

Service / Parking / Streetscape

- Loading and parking access should be located on secondary streets (N. Quinn St., 18th St., Key Boulevard and the new north-south street), avoiding Wilson Boulevard. Refer to Map 3.6, which identifies preferred locations for service and parking access to individual building sites. Parking and loading locations should be further assessed in the site plan review process to minimize curb cuts along frontages and to address impacts on the pedestrian experience, where possible. Other appropriate locations could be considered.
  - Building service or parking access points should be located away from intersections and toward the center of blocks, where possible.
  - Where a loading bay directly faces a street, screen it with doors that shut when the bay is not in use. Design service bay doors to be an attractive part of the building’s overall composition.
  - Any semi-below grade parking that is partially exposed to streets or other public spaces due to varied topography should be faced with materials consistent with the floors above, art, interesting plantings, or openings so as to avoid expansive blank walls or obtrusive building scale for pedestrians on adjacent sidewalks.
  - Above, or at-grade parking is to be avoided, except where it can be provided behind at least 35 feet of an occupied building use such as retail or residential units.
  - Short term drop-offs, i.e. deliveries, should occur in parking garages or within designated short-term parking areas to be identified during the site plan review process for each development site.
  - Sidewalk design should be continuous and level across driveways, so that the sidewalk is perceived principally as a place for pedestrians.
  - The sidewalk/streetscape design of projects located along 18th Street should consider and incorporate elements of the design guidelines that are to be developed for the 18th Street Corridor as a follow-on action of the Rosslyn Sector Plan, if said guidelines have been developed at the time of submission.

Public Realm / Streetscape / Urban Design Principles (continued)

- Locate public facilities strategically and prominently to create a civic presence in the study area that promotes community confidence and encourages community use.
- Design the study area to facilitate safety and security including the safety and security of students.
- Link public areas and main building entrances with a network of safe, connected, tree-lined and well-lit streetscapes that facilitate easy pedestrian circulation.
- Create smaller, walkable blocks by introducing new streets, alleys, and/or pedestrian walkways.
- Establish an urban design scheme that complements changes to the surrounding area contemplated in the Rosslyn Sector Plan Update.

Special attention should be given when designing facades that are adjacent to Rosslyn Highlands Park in order to create a high-quality and unified architectural expression. In addition to the other guidelines outlined herein, the following guidelines should also be considered:

- Roof parapets should extend above the adjacent roof level in order to obscure views of any rooftop mechanical equipment.
- Facades should maximize fenestration on each floor, incorporate a continuous architectural expression line between the second and third floor, and include a continuous cornice just below the roof line.
- Residential units facing onto the park space should have usable balconies, which may either project outside the build-to-line or be recessed within the building mass.
- A special feature (tower element, architectural embellishment, etc.) should be incorporated into the building façade at the corner of the new north-south street and 18th Street North.

Any semi-below grade parking that is partially exposed to streets or other public spaces due to varied topography should be faced with materials consistent with the floors above, art, interesting plantings, or openings so as to avoid expansive blank walls or obtrusive building scale for pedestrians on adjacent sidewalks.

Above, or at-grade parking is to be avoided, except where it can be provided behind at least 35 feet of an occupied building use such as retail or residential units.

Short term drop-offs, i.e. deliveries, should occur in parking garages or within designated short-term parking areas to be identified during the site plan review process for each development site.

Sidewalk design should be continuous and level across driveways, so that the sidewalk is perceived principally as a place for pedestrians.

The sidewalk/streetscape design of projects located along 18th Street should consider and incorporate elements of the design guidelines that are to be developed for the 18th Street Corridor as a follow-on action of the Rosslyn Sector Plan, if said guidelines have been developed at the time of submission.
Open Space / Recreation

- All planned open spaces should be designed, coordinated and multi-functional to attract activities and recreational uses, leisure, and community gatherings and special events.

- A range of active recreation opportunities, for all age groups, should be coordinated among the recreation and open spaces within the WRAPS area in order to avoid redundancy.

- Rosslyn Highlands Park and the new park within the Housing Development Area should be developed primarily at grade along the street frontages to comply with urban design principles for public parks including those to enhance visibility, access, and safety.

- New development, including public park spaces and streetscape, should have, where feasible, a tree soil depth up to at least five feet, a volume of 600-1,000 cubic feet per tree, and utilize alternative techniques, such as structural cells and continuous soil panels to support the planting of large shade (canopy) trees.

- School facilities, such as gymnasium, cafeteria, fields and rooftop courts should be designed in a manner that meets the primary educational purposes and attracts, accommodates and encourages community use during non-school use hours.

- Transitions between the ground level recreation facilities (field) on the School Development Area and Rosslyn Highlands Park should be well coordinated to encourage and ensure ease of access between the two areas and, to the extent practical, provide seamless connections, including at-grade access to and from each open space from adjacent sidewalks.

- If school open spaces are located along the Wilson Boulevard and/or N. Quinn Street frontages, the space immediately behind the clear sidewalk should be reserved for elements that attract both students and the general public which could include hardscape paving, a row(s) of shade trees, seating, and/or game tables. Fields and containment fences should be recessed from the clear sidewalk.

- Containment fences around fields and other ground level recreation spaces in the study area should have a design aesthetic conducive to the urban setting with durable, attractive materials and should functionally contain activities and equipment with the field areas. Public art should be considered when designing fences. Chain link fencing should not be used.

- Recreation facilities should be designed and constructed to encourage public use, taking into consideration: sight lines; connections between open spaces; safety; and access and visibility from adjacent sidewalks.
ENVIRONMENT ELEMENT

Guided by the Sustainability and Environment Principles, the Plan recommends incorporating best building and site design practices to minimize the negative environmental impacts of new development, reduce energy consumption, and create a pleasant and sustainable urban places. Throughout the study area, future redevelopment should:

- Advance the County’s economic competitiveness, ensure energy supply, security and flexibility, and further the County’s long-term environmental commitment by implementing the elements of the Community Energy Plan. This includes new private buildings that are energy and water efficient, and that consider district energy readiness where appropriate. School buildings should be designed and constructed to be net-zero ready.

- Incorporate best management practices for water conservation and stormwater management.

- Maximize vegetated areas and enhance the urban tree canopy.

Sustainability / Environment Principles

- Maximize tree canopy and pervious surfaces to minimize the adverse impacts of development, including the “heat island effect” and stormwater runoff.

- Design and construct green buildings that minimize energy use, potable water use and waste generation, provide healthy indoor quality, and reuse, salvage and/or recycle building materials.

- Strive to achieve a school building design that results in net zero energy usage.

- Strive to optimize energy integration within the study area considering energy efficient designs and technologies, including district energy, as well as renewable energy sources.
Shared / Joint Use Principles

• Promote shared / joint use of facilities where feasible to make efficient use of land and infrastructure.

• Promote shared / joint use of roof amenities wherever possible through visible and convenient access.

Other Principles

• Develop a site design that can be phased such that that fire/emergency response for the Rosslyn/Courthouse area remains uninterrupted and construction of a new school is completed within the timeframe identified by Arlington Public Schools.

• Consider proposals that include real property land exchanges if they would increase the ability to maximize achievement of goals included in the Charge.

• Seek strategies to maximize transit usage by residents, workers, visitors, students and staff.

• Ensure that underground facilities do not inhibit the viability of above ground tree canopy and vegetation.

• Provide design solutions that best integrate wireless communications throughout buildings and other areas for emergency purposes.

• Analyze the internal and neighborhood effects of site lighting and emphasize design solutions that mitigate against unnecessary light pollution. Impacts of site area lighting to surrounding properties should be analyzed.

IMPLEMENTATION ELEMENT

Guided by the Shared / Joint Use and Other Principles, the Plan recommends that publicly accessible areas be designed and operated in a manner to maximize flexibility and usage by the broadest range of users, including surface and rooftop facilities/amenities. The Plan also acknowledges that there are key timeframes for each development that will occur, as well as design considerations that will have impacts on the surrounding area.

Development within the study area will occur over time based on the County’s Capital Improvement Plan budget, private development market influences, and state-level funding deadlines for the Low-Income Housing Tax Credit program. In light of these considerations, the Plan recommends creative, careful consideration of timing/phasing issues, site design and safety elements, minimizing traffic and other impacts on the surrounding area.

The Phasing Plan generally indicates the expected sequencing of redevelopment however is not intended to limit any redevelopment from occurring sooner or later. Based on input from property owners, it is possible that the majority of redevelopment could occur within five years after the adoption of this Plan.
ACTION PLAN

Overview
The intent of this section is to identify immediate actions necessary to implement the Plan. This section also includes a matrix that lists each action item with an approximate timeframe for completion and agency responsible.

PLAN ADOPTION
Recommendation 1
Adopt the Western Rosslyn Area Plan.

LAND USE
Recommendation 2
Amend the General Land Use Plan to:
A) Designate the “Western Rosslyn Coordinated Redevelopment District” for the area generally bounded by North Quinn Street, Key Boulevard, 18th Street, Wilson Boulevard and the eastern boundaries of the Queens Court Apartment site and the 1555 Wilson Boulevard site.

B) Remove the Penzance property at 1555 Wilson Boulevard from the “Rosslyn Coordinated Redevelopment District”.

C) Change the Queens Court Apartment property from “Low-Medium” Residential to “High-Medium” Residential and add an open space symbol for a future park along 18th Street.

D) Change the County property from “Public” to “High” Office-Apartment-Hotel, except for the future Rosslyn Highlands Park along 18th Street.

ZONING
Recommendation 3
Concurrent with redevelopment, rezone the County parcel and the Queens Court parcel to zoning districts consistent with the future vision described in this Plan.

Recommendation 4
Amend the Arlington County Zoning Ordinance to:
A) Allow development up to 10.0 FAR and heights consistent with the Heights Plan within the “Western Rosslyn Coordinated Redevelopment District” for sites located in the Mixed-Use Development Area (County and Penzance sites) to facilitate the achievement of the future vision described in this Plan.

B) Allow additional density, up to 250 units but no more than 6.0 FAR, within the “Western Rosslyn Co-
ordinated Development District” for sites designated “High-Medium” Residential (Queens Court Apartment site) (Housing Development Area) to facilitate the achievement of the future vision described in this Plan.

C) Give the County Board the authority to approve, by Use Permit, a new school in the School Development Area that is greater than 45 feet in height.

OPEN SPACE

Recommendation 5
Work with Arlington Public Schools to coordinate recreational facilities within the School Development Area with a new Rosslyn Highlands Park located within the Mixed-Use Development Area. Create new field(s), courts, and other common areas on the School Development Site Area that allow shared use by the community, including unstructured use, when not required by the school for its programs.

Recommendation 6
Work with APAH to develop a small public park space within the Housing Development Area. This space, though on private property and likely above below-grade parking, should be available to the general public through access easements and should offer seamless connections to the public sidewalks.

Recommendation 7
Develop a two-phase public review process to design the features and amenities to be included in the public park spaces (fields, Rosslyn Highlands Park, and a new public park) within the School Development Area, Mixed-Use Development Area and the Housing Development Area (see diagram below). The purpose of the initial phase is to develop a comprehensive master plan for the three open spaces and establish parameters for the programs, finished site elevations, connections, and key design elements. The subsequent phase would occur separately for each individual open space when development proposals are underway to determine more specific design details. During each phase, civic engagement with community members should occur, including representatives from the immediately-surrounding civic associations (North Rosslyn, Radnor-Ft. Myer Heights, Colonial Village, and North Highlands) as well as the Park and Recreation Commission.

TRANSPORTATION

Recommendation 8
Amend the Master Transportation Plan (MTP) to add a new street connecting Wilson Boulevard to 18th Street as indicated in the plan.

OTHER

Recommendation 9
Work with Penzance to build a new Fire Station #10 and a new Rosslyn Highlands Park.

Staff proposes that a public spaces planning process for Rosslyn Highlands Park and the other public spaces located within the WRAPS study area be initiated in summer/fall 2015 with data collection, site analysis, and a review of the expected future site conditions associated with the proposed development of the APS, APAH, and County/Penzance properties. During this time the APS BLPC and County’s PFRC will be continuing their work on the new secondary school. This work will also help inform the open space planning process. Outreach with neighbors and users of Rosslyn Highlands Park will take place starting in the fall. Through the fall, broad concepts will be developed and an iterative process will be utilized with the community to narrow the concepts and develop the most appropriate open space plan. This work would also help inform the BLPC and PFRC processes as they are finalizing their work and completing their recommendations.
<table>
<thead>
<tr>
<th>#</th>
<th>Recommendation</th>
<th>Timing</th>
<th>Responsible Agency</th>
<th>Mechanism(s)</th>
<th>Funding Source(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>PLAN ADOPTION</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Adopt the Western Rosslyn Area Plan</td>
<td>Short Term (1-2 Years)</td>
<td>CHPD</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td><strong>LAND USE</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2A</td>
<td>Amend the General Land Use Plan to designate the &quot;Western Rosslyn Coordinated Redevelopment District&quot; for the area bounded by:</td>
<td>Short Term</td>
<td>CPHD</td>
<td>GLUP Amendment</td>
<td>N/A</td>
</tr>
<tr>
<td>2B</td>
<td>Remove the Penzance property at 1555 Wilson Boulevard from the “Rosslyn Coordinated Redevelopment District”.</td>
<td>Short Term</td>
<td>CHPD</td>
<td>GLUP Amendment</td>
<td>N/A</td>
</tr>
<tr>
<td>2C</td>
<td>Change the designation for the Queens Court property from &quot;Low-Medium&quot; Residential to &quot;High-Medium&quot; Residential; and add an open space symbol for a future park along 18th Street.</td>
<td>Short Term</td>
<td>CPHD</td>
<td>GLUP Amendment</td>
<td>N/A</td>
</tr>
<tr>
<td>2D</td>
<td>Change the County property from &quot;Public&quot; to &quot;High&quot; Office-Apartment-Hotel, except for the future future Rosslyn Highlands Park along 18th Street.</td>
<td>Short Term</td>
<td>CPHD</td>
<td>GLUP Amendment</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td><strong>ZONING</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Concurrent with redevelopment, rezone the County parcel and the Queens Court parcel to zoning districts consistent with the future vision described in this Plan.</td>
<td>ARO (As Redevelopment Occurs)</td>
<td>CPHD</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>4A</td>
<td>Allow development up to 10.0 FAR and heights consistent with the Heights Plan within the “Western Rosslyn Coordinated Redevelopment District” for sites located in the Mixed-Use Development Area (County and Penzance sites) to facilitate the achievement of the future vision described in this Plan</td>
<td>Short Term</td>
<td>CPHD</td>
<td>ZOA (Zoning Ordinance Amendment)</td>
<td>N/A</td>
</tr>
<tr>
<td>4B</td>
<td>Allow additional density, up to 250 units but no more than 6.0 FAR, within the “Western Rosslyn Coordinated Development District” for sites designated “High-Medium” Residential (Queens Court Apartment site) (Housing Development Area) to facilitate the achievement of the future vision described in this Plan.</td>
<td>Short Term</td>
<td>CPHD</td>
<td>ZOA</td>
<td>N/A</td>
</tr>
<tr>
<td>4C</td>
<td>Give the County Board the authority to approve, by Use Permit, a new school in the School Development Area that is greater than 45 feet in height.</td>
<td>Short Term</td>
<td>CPHD</td>
<td>ZOA</td>
<td>N/A</td>
</tr>
<tr>
<td>#</td>
<td>Recommendation</td>
<td>Timing</td>
<td>Responsible Agency</td>
<td>Mechanism(s)</td>
<td>Funding Source(s)</td>
</tr>
<tr>
<td>----</td>
<td>--------------------------------------------------------------------------------</td>
<td>---------</td>
<td>--------------------</td>
<td>--------------</td>
<td>------------------</td>
</tr>
<tr>
<td>5</td>
<td>Work with Arlington Public Schools to coordinate recreational facilities to be located within the School Development Area with a new Rosslyn Highlands Park located within the Joint Development Area. Create new field (s), courts, and other common areas on the School Development Site that allow shared use by the community including unstructured use, when not required by the school for its programs.</td>
<td>Short Term</td>
<td>DPR, APS</td>
<td>PFRC, BLPC</td>
<td>N/A</td>
</tr>
<tr>
<td>6</td>
<td>Work with APAH to develop a small public park space within the Housing Development Area. This space, though on private property and likely above below-grade parking, should be available to the general public through access easements and should offer seamless connections to the public sidewalks.</td>
<td>ARO</td>
<td>DPR, APAH</td>
<td>Special Exception</td>
<td>Community Benefits</td>
</tr>
<tr>
<td>7</td>
<td>Develop a two-phase public review process to design the features and amenities to be included in the public park spaces (fields, Rosslyn Highlands Park, and a new public park) within the School Development Area, Mixed-Use Development Area and the Housing Development Area (see diagram below). The purpose of the initial phase is to develop a comprehensive master plan for the three open spaces and establish parameters for the programs, finished site elevations, connections, and key design elements. The subsequent phase would occur separately for each individual open space when development proposals are underway to determine more specific design details. During each phase, civic engagement with community members should occur, including representatives from the immediately-surrounding civic associations (North Rosslyn, Radnor-Ft. Myer Heights, Colonial Village, and North Highlands) as well as the Park and Recreation Commission.</td>
<td>Short Term</td>
<td>DPR</td>
<td>Park Planning Process</td>
<td>N/A</td>
</tr>
<tr>
<td>8</td>
<td>Amend the Master Transportation Plan (MTP) to add a new street connecting Wilson Boulevard to 18th Street at the indicated location.</td>
<td>Short Term</td>
<td>DES</td>
<td>MTP Amendment</td>
<td>N/A</td>
</tr>
<tr>
<td>9</td>
<td>Work with Penzance to build a new Fire Station #10 and a new Rosslyn Highlands Park.</td>
<td>Short Term</td>
<td>CPHD, DPR, DES, Fire</td>
<td>Special Exception</td>
<td>Community Benefits</td>
</tr>
</tbody>
</table>
Notes: Travel lane dimensions include the gutter; planting strip dimensions include the curb.
Street centerlines are assumed to be the midpoint between the travel lanes on all illustrations.
These cross sections should be further evaluated during the Site Plan review process for future development proposals.
LOCATION #1:
EXISTING WILSON BOULEVARD EAST OF NORTH PIERCE STREET LOOKING EAST

LOCATION #1:
PROPOSED WILSON BOULEVARD EAST OF NORTH PIERCE STREET LOOKING EAST
LOCATION #2:
EXISTING WILSON BOULEVARD WEST OF NORTH PIERCE STREET LOOKING EAST

LOCATION #2:
PROPOSED WILSON BOULEVARD WEST OF NORTH PIERCE STREET LOOKING EAST
LOCATION #3: EXISTING NORTH QUINN STREET NORTH OF WILSON BOULEVARD LOOKING NORTH

LOCATION #3: PROPOSED NORTH QUINN STREET NORTH OF WILSON BOULEVARD LOOKING NORTH

Note: Final East side sidewalk design contingent on school planning process.
LOCATION #4: EXISTING NORTH QUINN STREET NORTH OF 18TH STREET LOOKING NORTH

LOCATION #4: PROPOSED NORTH QUINN STREET NORTH OF 18TH STREET LOOKING NORTH

Note: The eastern build-to line (shown at the right side of the adjacent drawing) could move back, up to 6’, to allow for landscaping and stoops consistent with the Service/Parking/Streetsape guidelines on page 33, in order to screen any blank walls or semi-below grade parking.
LOCATION #5: EXISTING KEY BOULEVARD EAST OF NORTH QUINN STREET LOOKING EAST

Note: The eastern build-to line (shown at the right side of the adjacent drawing) could move back, up to 6', to allow for landscaping and stoops consistent with the Service/Parking/Street design guidelines on page 33, in order to screen any blank walls or semi-below grade parking.
LOCATION #6: EXISTING 18TH STREET EAST OF QUINN STREET LOOKING EAST

- 30’ Landscape Area
- 10.5’ Travel Lane
- 10.5’ Travel Lane
- 4’ Sidewalk
- No Curb

LOCATION #6: PROPOSED 18TH STREET EAST OF QUINN STREET LOOKING EAST

- 66 + Optional Width Planting Strip
- Build-to Line
- 8’ Sidewalk
- 6.5’ Planting Strip
- 7’ Parking Lane
- 11’ Travel Lane
- 11’ Travel Lane
- 10’ Parking Lane
- 2.5’ 10’ Sidewalk
- Optional Width Planting

Grade Change
Building Face (Queens Court)
LOCATION #7: EXISTING 18TH STREET EAST OF NEW STREET LOOKING EAST

LOCATION #7: PROPOSED 18TH STREET EAST OF NEW STREET LOOKING EAST
LOCATION #8:
PROPOSED NEW STREET NORTH OF WILSON BOULEVARD LOOKING NORTH OPTION #1

LOCATION #8:
PROPOSED NEW STREET NORTH OF WILSON BOULEVARD LOOKING NORTH OPTION #2

Note: Additional cross section width in 8B graphic above is to be achieved by reducing the tree planting areas and the buildable area to the east of the road alignment. No reduction of park space, on the west side of the street is to occur.
Note: Heights shown are estimated