



WRAPS

Work Session Follow-up

Review with WRAPS Working Group

Background – WRAPS Charge

- 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.



Background - March 4th County Board Work Session

Matters of agreement:

- School siting, within the APS site, should be determined as part of the PFRC process (beginning in May 2015)
- Joint development of the County and Penzance sites should be pursued

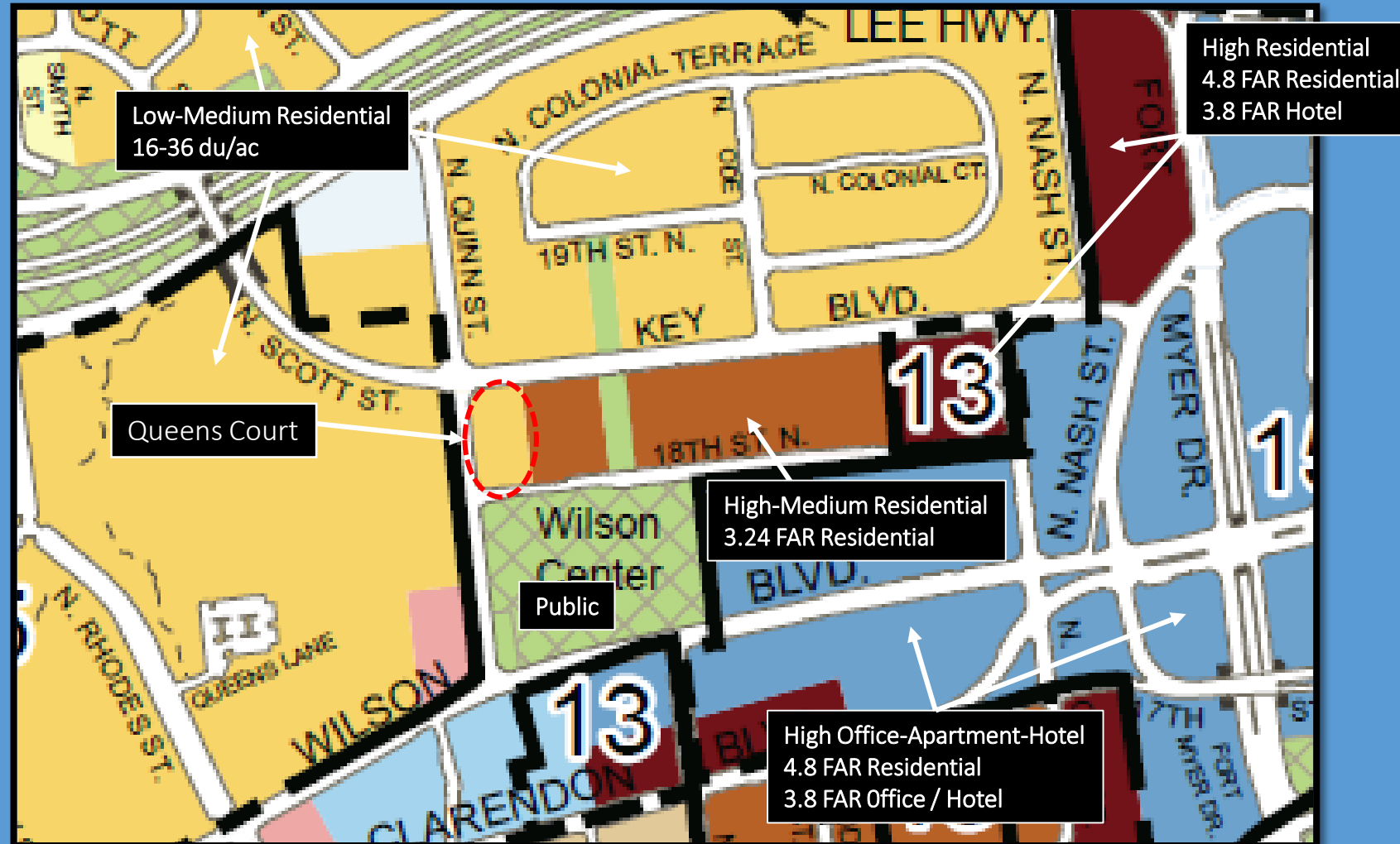
Direction:

- Determine how greater density could be achieved on Queens Court site
- Evaluate how additional public park space can be gained by examining:
 - Removal of the through street at Pierce or creation of a cul-de-sac;
 - Relocation of the through street eastward to Ode Street; or
 - Re-orienting the office building to front on Wilson Boulevard



Queens Court Site

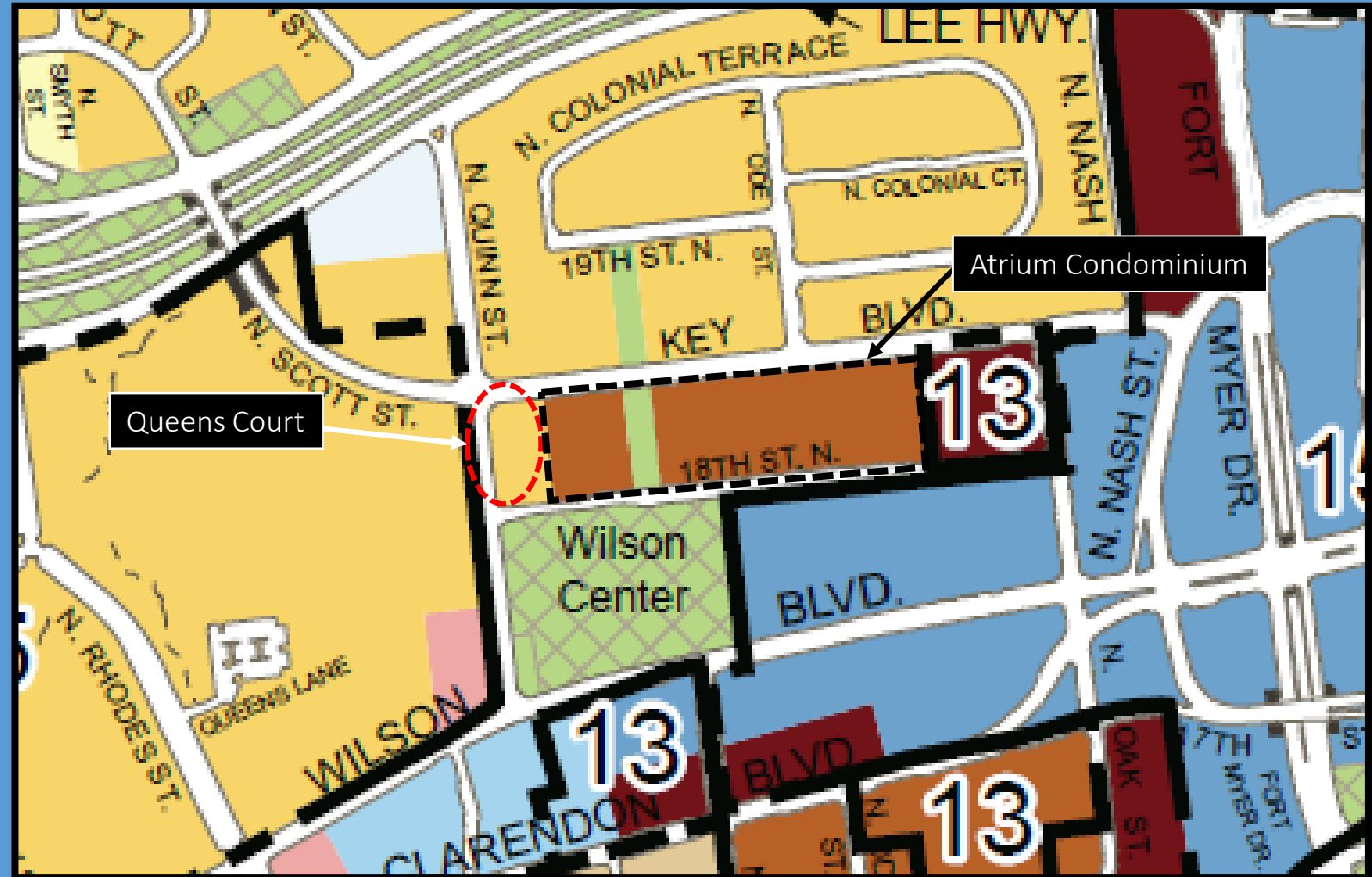
General Land Use Plan



Queens Court Site

Strategy to achieve greater density:

- Create “Western Rosslyn Coordinated Redevelopment District” on GLUP
- Amend GLUP - from “Low-Medium Residential” to “High-Medium Residential (similar to Atrium)”
- Amend “RA4.8” to allow the County Board to approve additional density within WRCRD, if certain findings are made:
 - Consistent w/ WRAPS Area Plan;
 - Additional affordable units are created;
 - Provision of open space; but
 - No more than 12 stories



General Land Use Plan



WRAPS

Joint Development Site

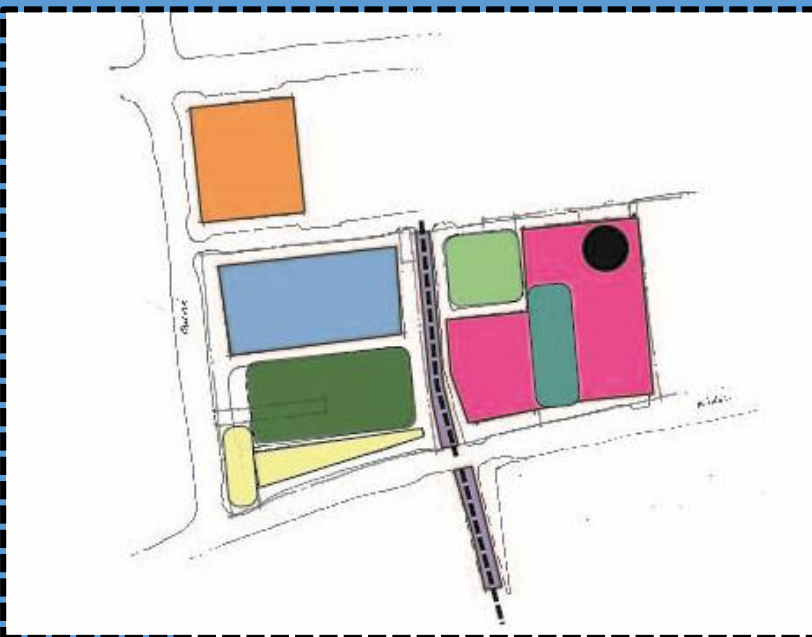
Staff Considerations for Joint Development

Transportation

- Functionality of street network
- Conflicts / Issues
 - Vehicle / ped
 - Loading / parking
 - ACFD
 - APS

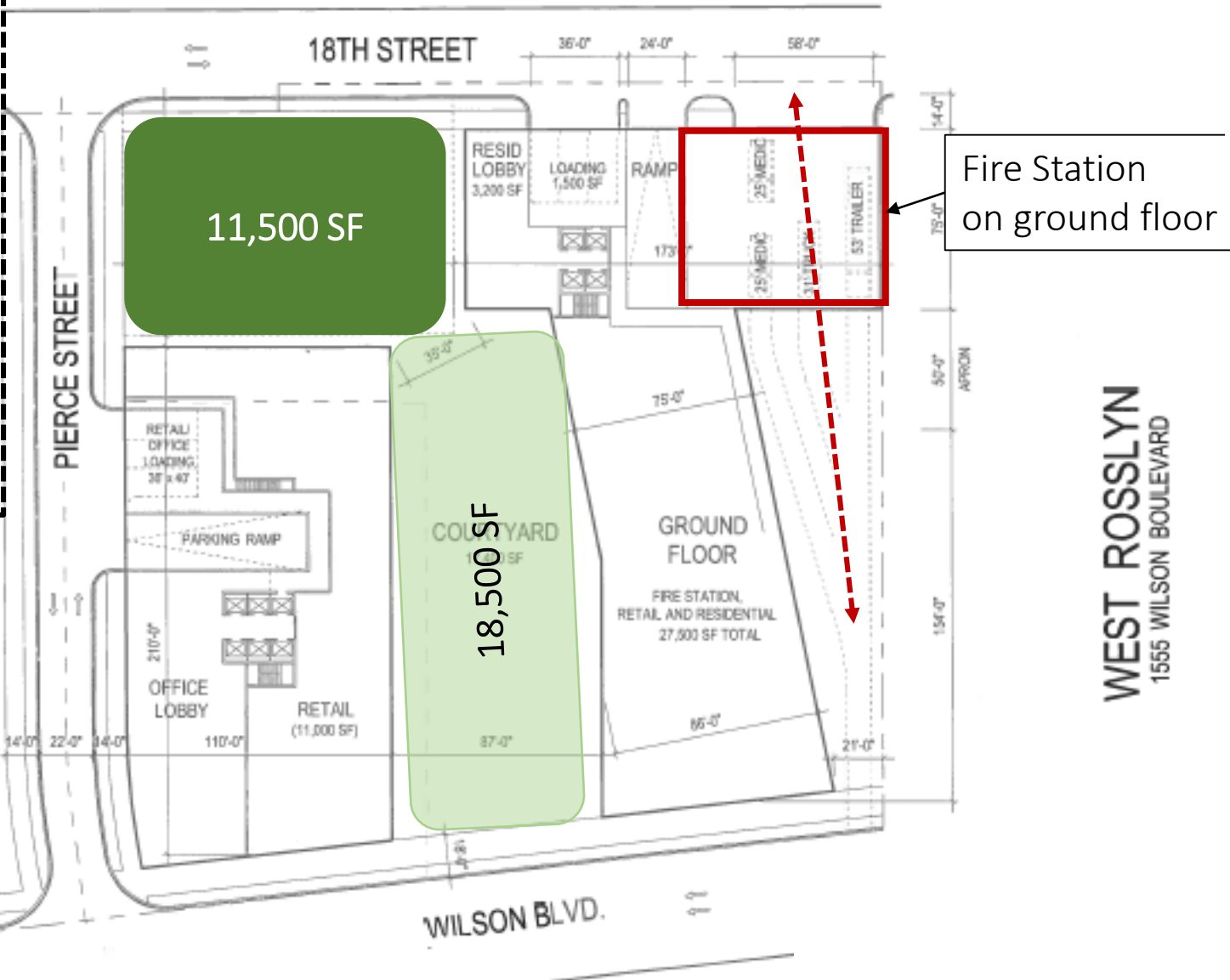
Urban Design Criteria

- Wilson Blvd experience
- Retail frontages
- Pedestrian connections (north/south)
- Open space



TOTAL SF
415,800 OFFICE FLR 1-18
27,500 RESID. 1ST FLOOR
747,900 RESID. FLR 2-28
1,191,200 TOTAL

PIERCE STREET
342' LONG X 51' WIDE
= 17,442 SF

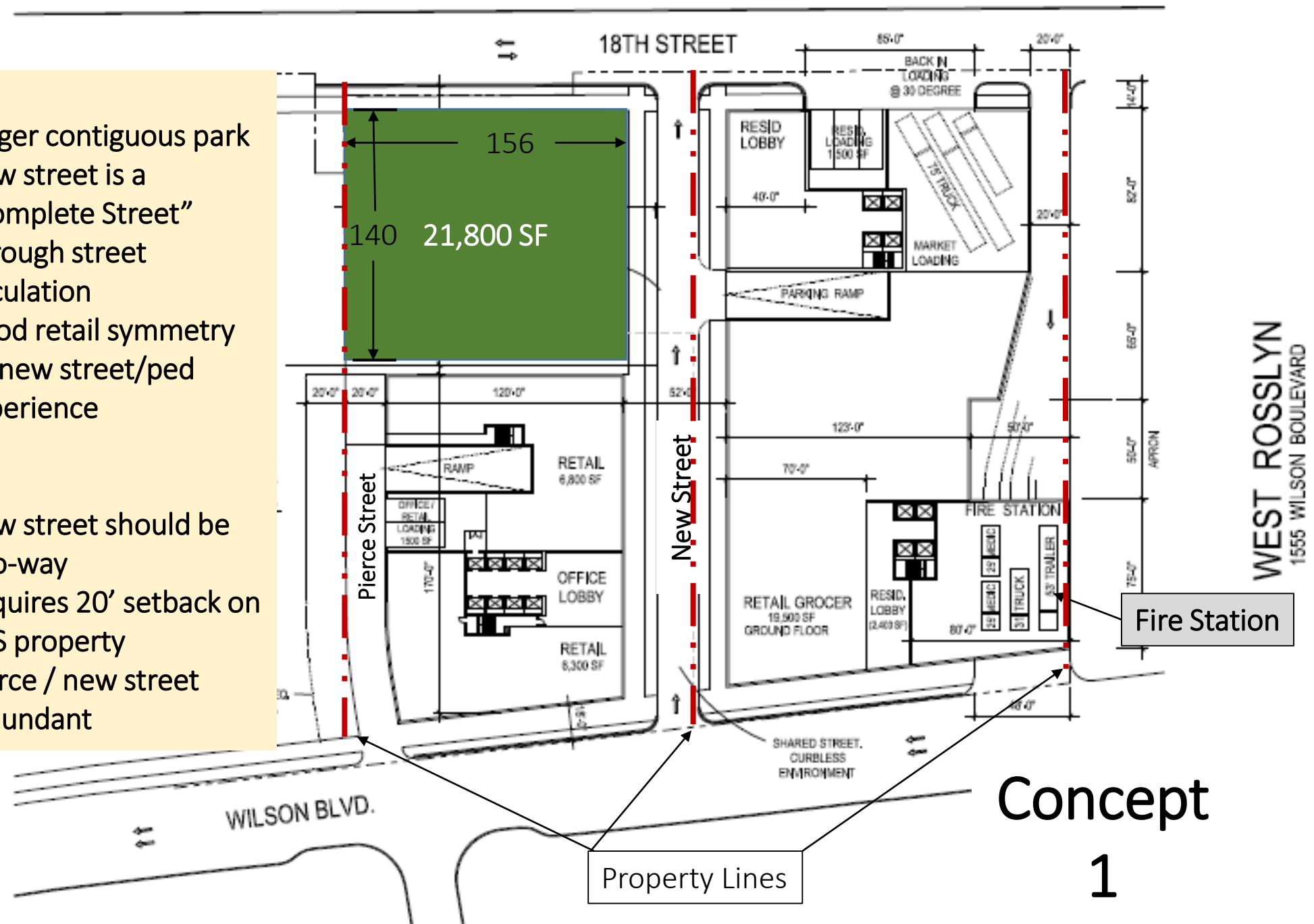


March 4th Concept Plan and Concept Sketch

What has changed?

- Office building footprint revised
 - Reduced from 23,100 sf (210x110) to 20,400 sf (170x120)
 - 2 stories added (20 story building)
 - 406,000 square feet
- T-shaped residential building replaced by phase-able towers
 - 28 story building
 - 769,000 square feet
- Residential building includes grocery store
- County park size increased
- Plaza space eliminated
- Various street alignments examined

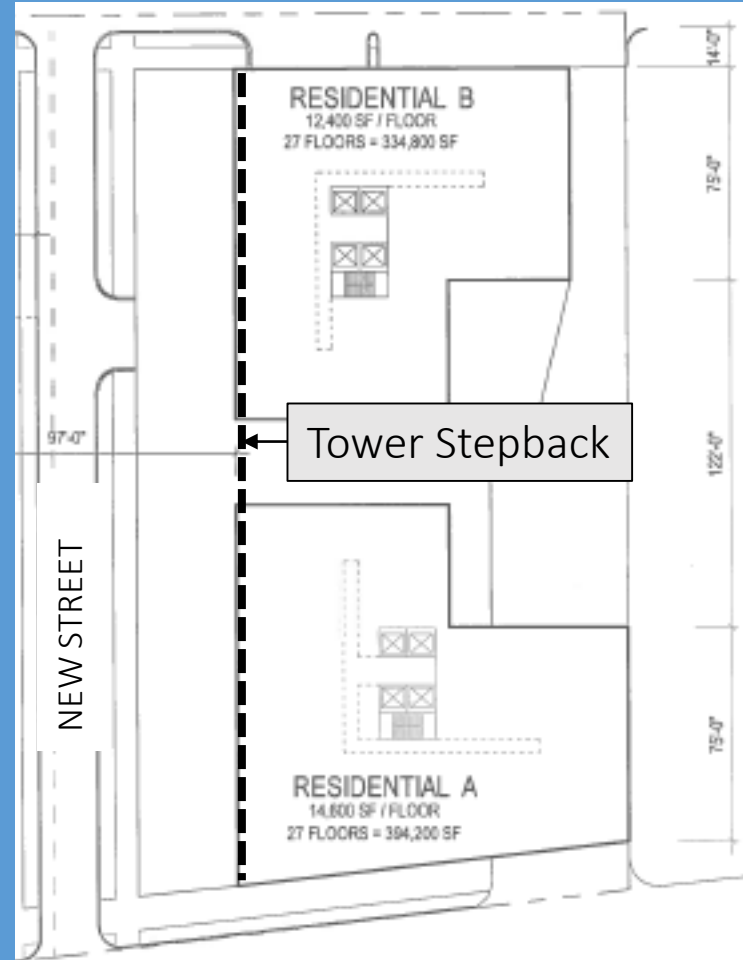
- Pro:**
- Larger contiguous park
 - New street is a “Complete Street”
 - Through street circulation
 - Good retail symmetry on new street/ped experience
- Con:**
- New street should be two-way
 - Requires 20’ setback on APS property
 - Pierce / new street redundant



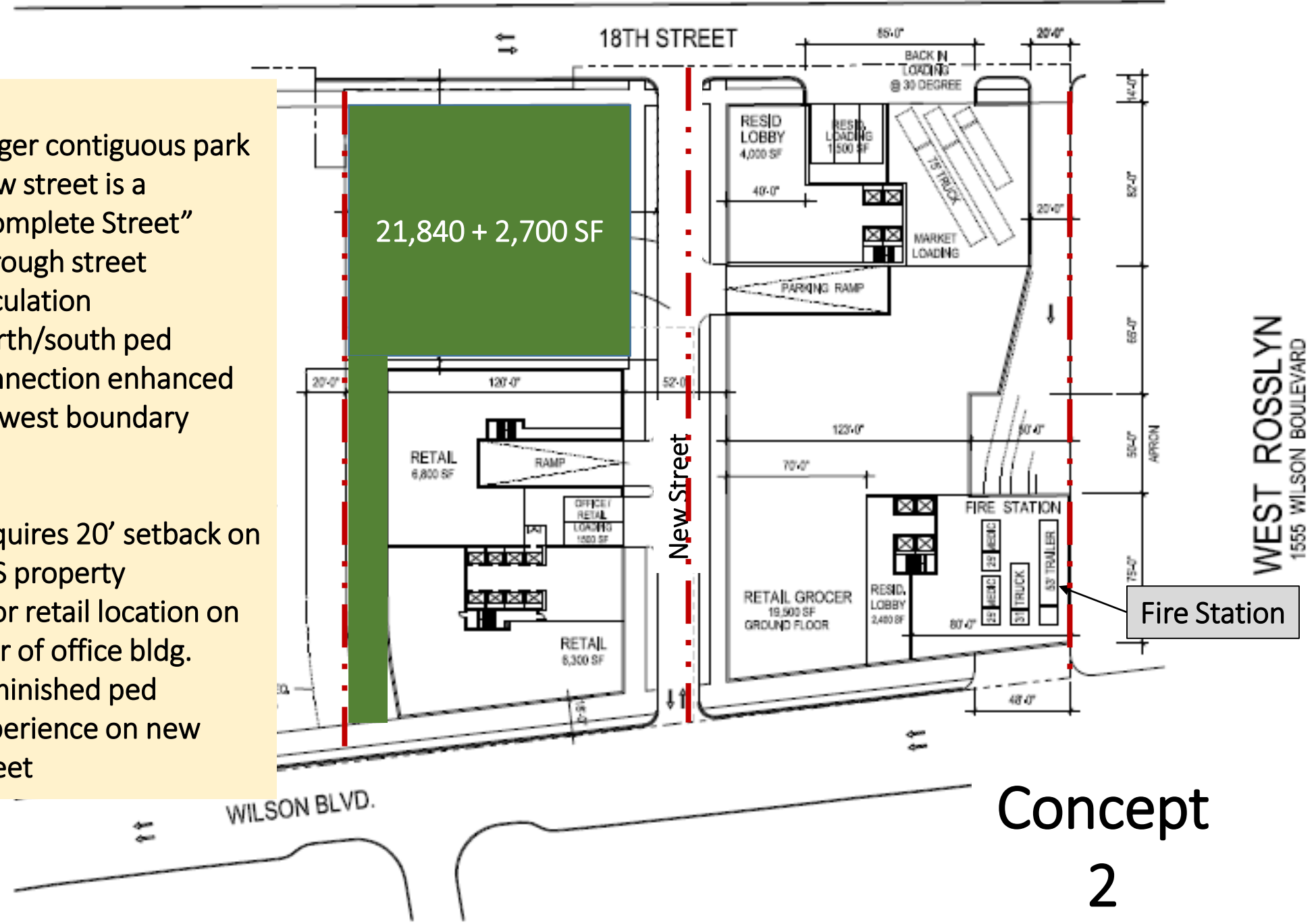
Concept
1

Residential Building – Upper Floor Detail

- Large plinth (base) allows two phase-able towers
- Tower stepback provides additional spacing from office building



- Pro:**
- Larger contiguous park
 - New street is a “Complete Street”
 - Through street circulation
 - North/south ped connection enhanced on west boundary
- Con:**
- Requires 20’ setback on APS property
 - Poor retail location on rear of office bldg.
 - Diminished ped experience on new street



Concept
2

Other Ideas

- Keep full Pierce Street
 - Issues:
 - Park space not contiguous to APS
 - Parking / loading / fire access all on 18th Street – long continuous apron
- Rotate office building - long side along Wilson Blvd
 - Issues:
 - Office building partially on APS property; or
 - No pedestrian access through the site; incomplete streets
- Create an Ode Street
 - Issues:
 - Traffic / loading conflicts with fire operations (on ACFD return trips)
 - No north-south pedestrian connection through joint development site at Ode or Pierce Street

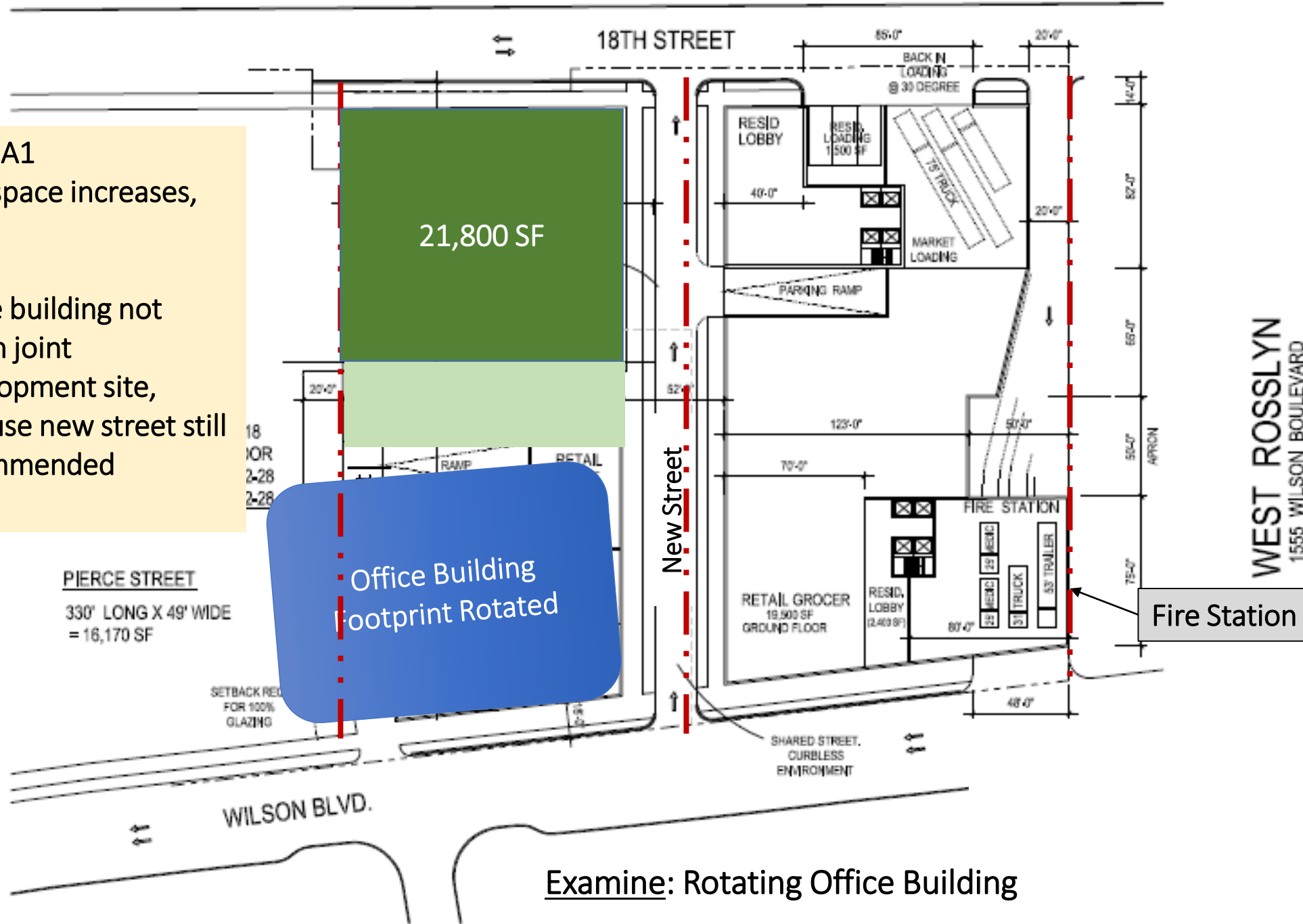


WRAPS

Examples of Other Ideas

Example A1

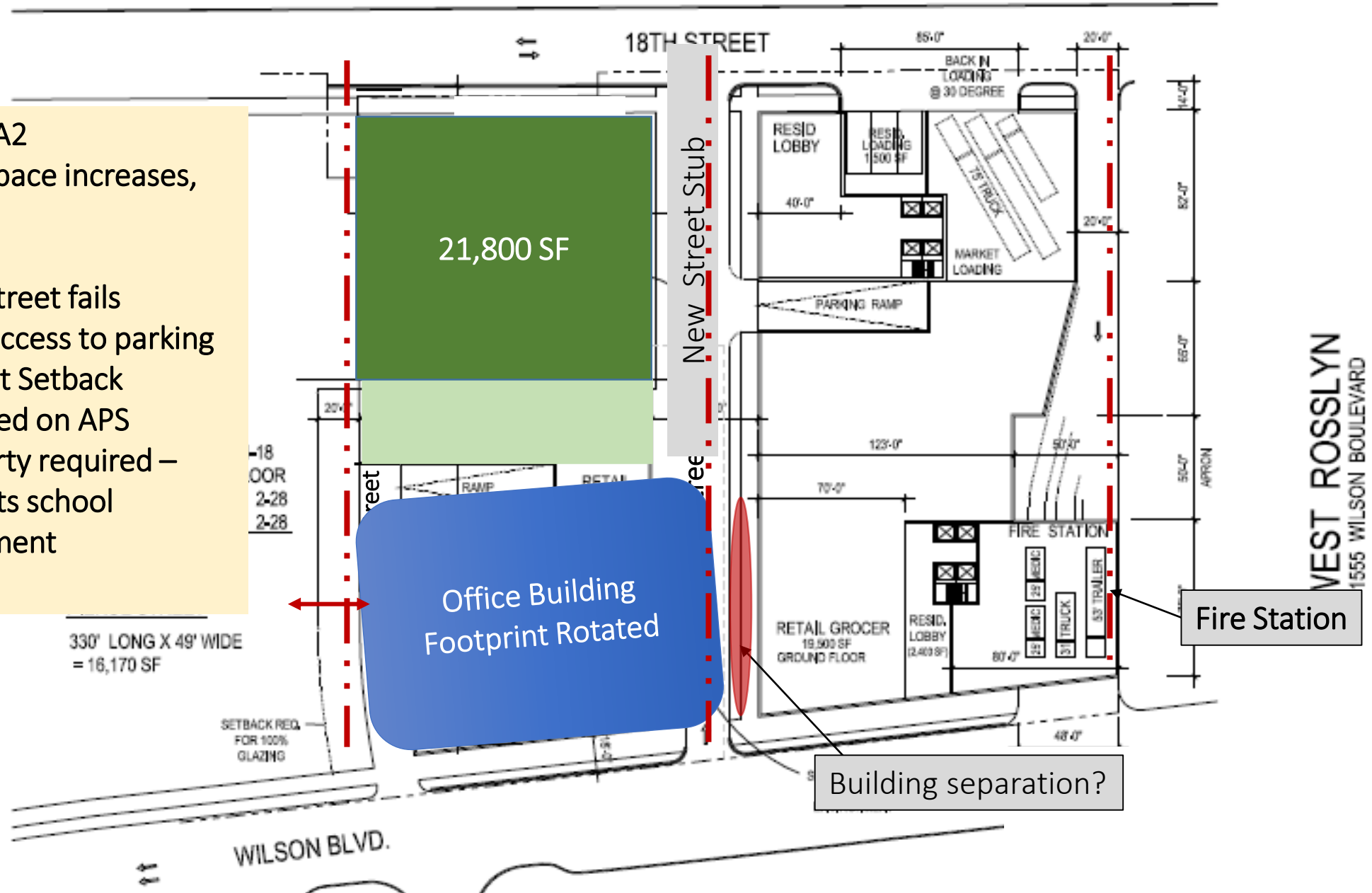
- Park space increases, but...
- Office building not within joint development site, because new street still recommended



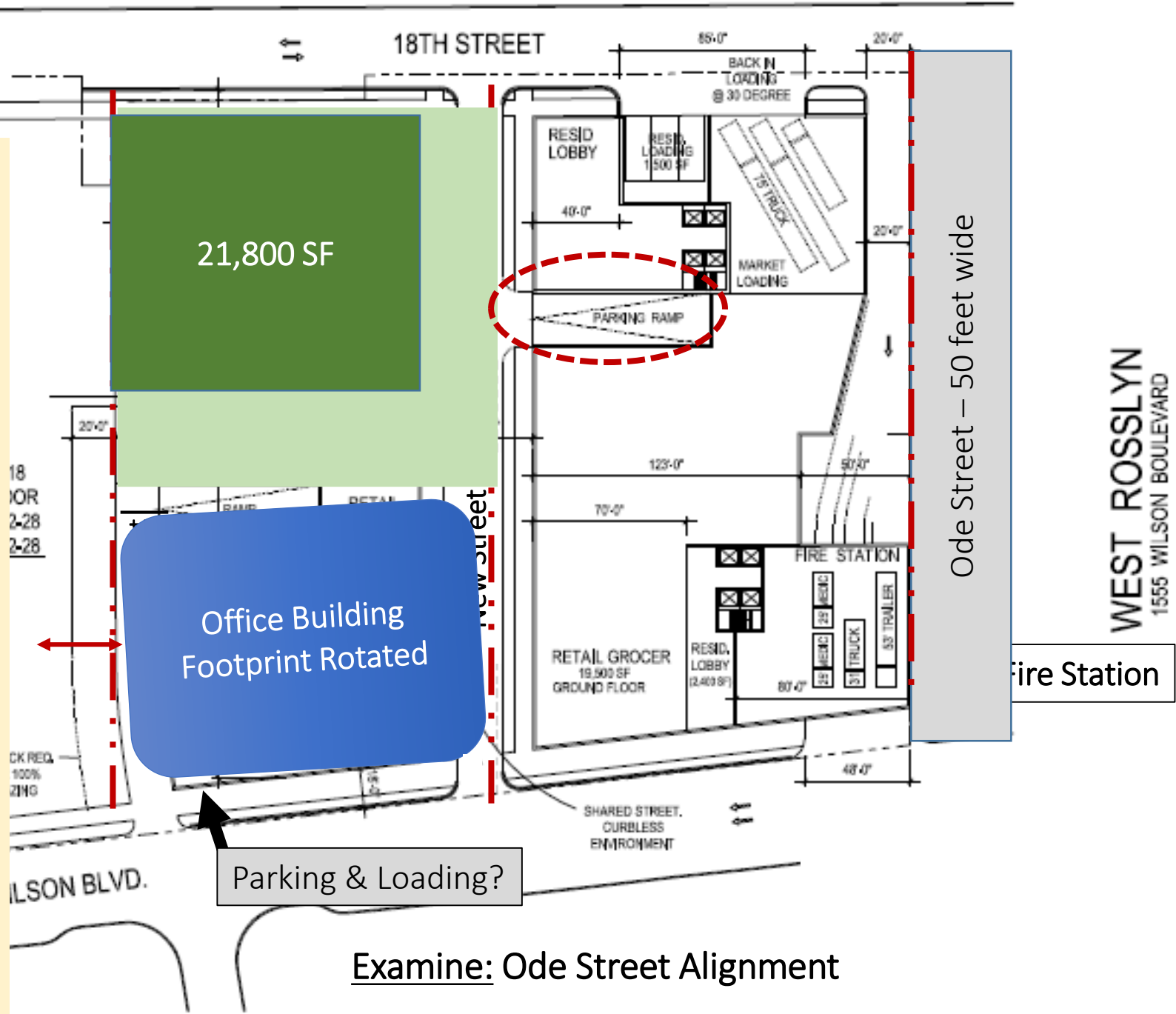
Examine: Rotating Office Building

Example A2

- Park space increases, but...
- Stub street fails
- Poor access to parking
- 40 foot Setback required on APS property required – impacts school placement

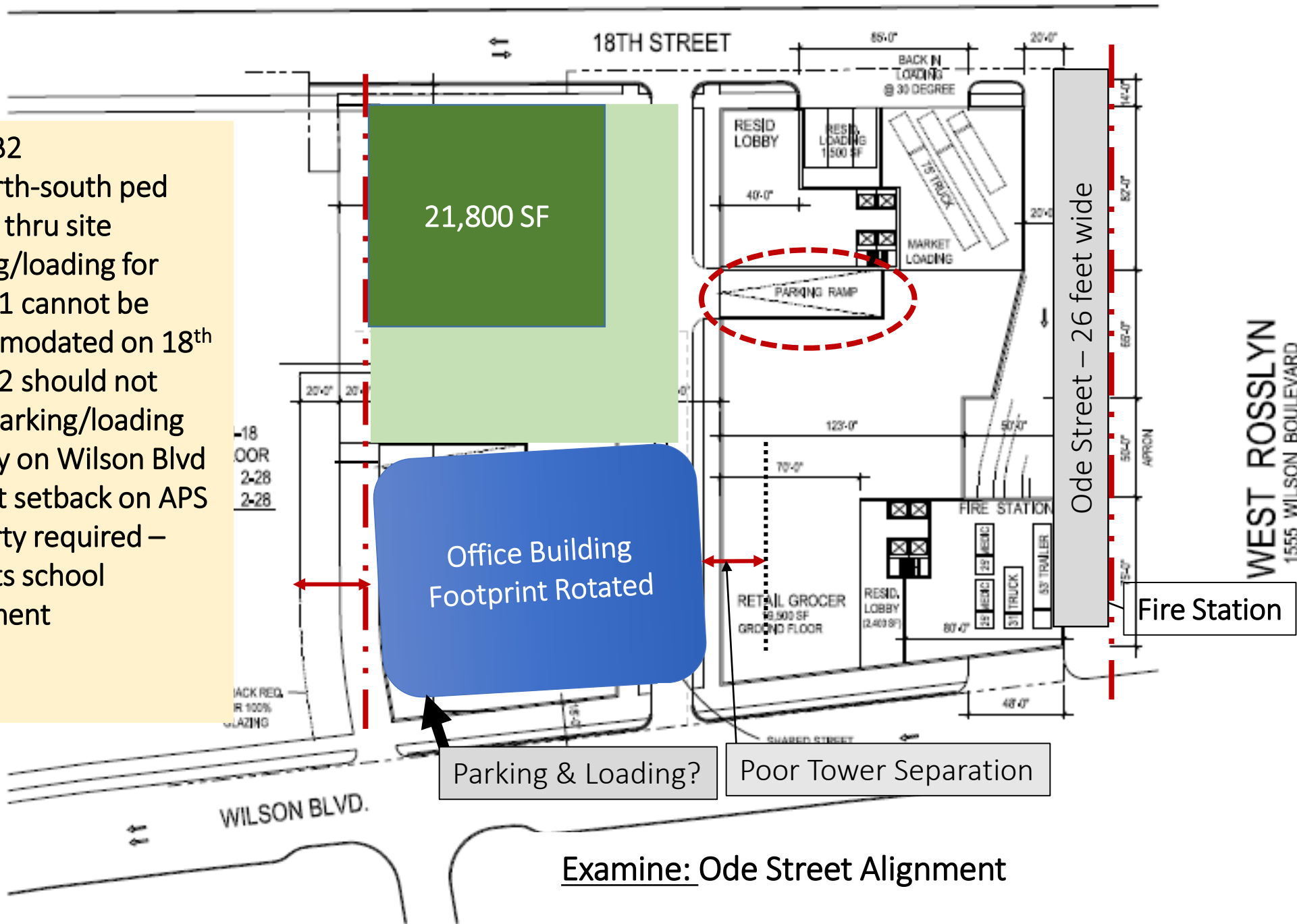


- Example B1 –
- Park space increases, but...
 - Ode Street is not within the joint development site
 - Parking/loading for Phase 1 cannot be accommodated on 18th
 - Phase 2 should not have parking/loading directly on Wilson Blvd
 - 40 foot setback on APS property required – impacts school placement



Examine: Ode Street Alignment

- Example B2**
- No north-south ped access thru site
 - Parking/loading for Phase 1 cannot be accommodated on 18th
 - Phase 2 should not have parking/loading directly on Wilson Blvd
 - 40 foot setback on APS property required – impacts school placement



Examine: Ode Street Alignment

Next Steps

- Discuss Guiding Principles
- Incorporate staff recommendation and Guiding Principles into Draft Area Plan



Questions?