

The Rosslyn to Courthouse Urban Design Study

Arlington County Department of Community Planning, Housing and Development, Planning Division, Master Planning Team
<http://www.co.arlington.va.us/cphd/planning>



A Form-based Urban Design Study

Adopted by the Arlington County Board March 15, 2003

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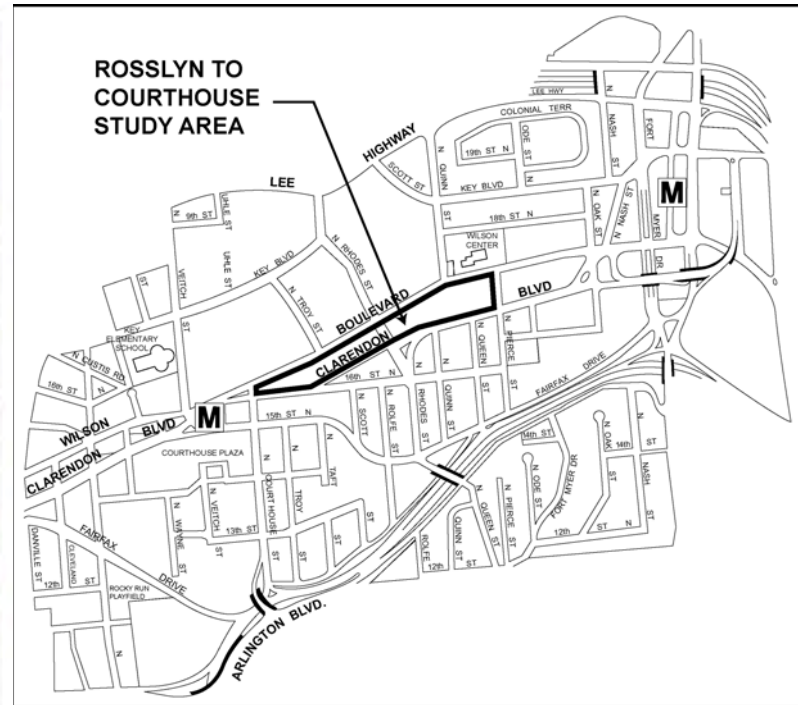
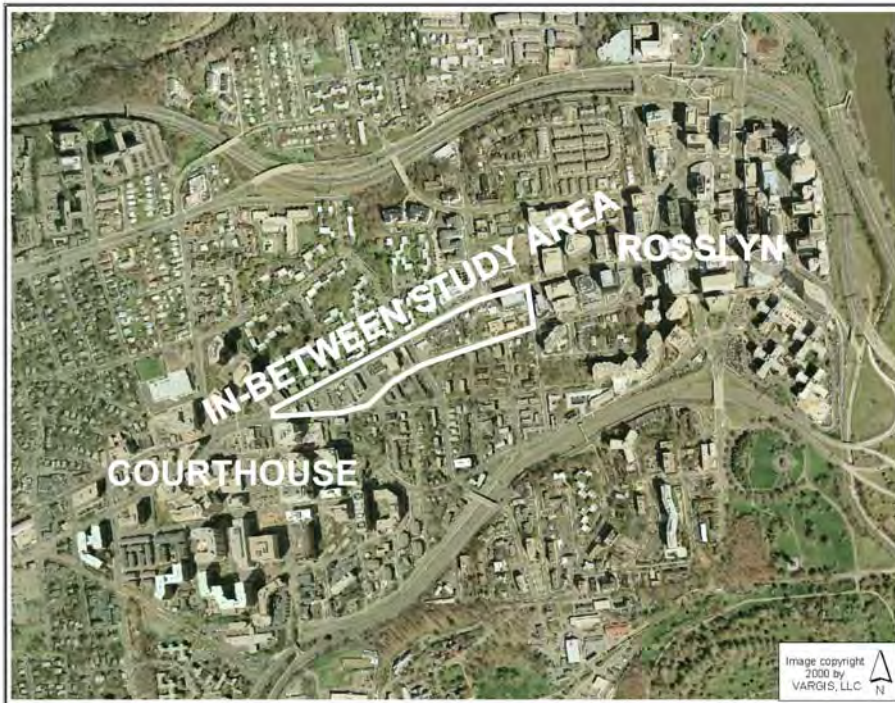
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INTRODUCTION

- **Location of the Study Area**

- Between Wilson and Clarendon Boulevards.
- From North Courthouse Road to North Pierce Street.



Purpose of the Study

- 1) To define redevelopment and reinvestment parameters and urban design guidelines that can help make this area an attractive place for people to live, work and spend leisure time;**
- 2) To provide guidance for property owners and developers in shaping proposals, and for the community, the Planning Commission and County staff in reviewing them.**

Process

- Initiate the Study in conjunction with a stream-lined community participation process
- Conduct information collection, analysis, develop initial goals and objectives and alternative concepts
- Work with Planning Commission through the Long Range Planning Committee
- Conduct public workshop to receive public input and feedback on three alternate concepts
- Refine the Plan based on the public input
- Present to Planning Commission for adoption
- Present to County Board for adoption

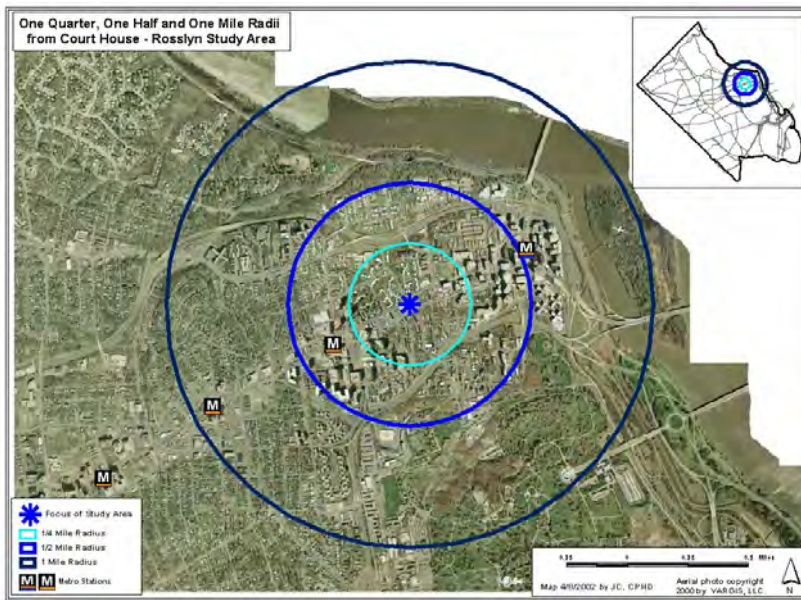
REVIEW OF PREVIOUS STUDIES



- **Rosslyn Transit Station Area Study - 1977**
 - Dealt with study area only marginally
 - Treated Pierce Street as entrance location to Rosslyn
- **R-B Corridor - Mid-Course Review - 1989**
 - Transition could provide convenient housing and be an attractive respite from high-rises
 - Own identity w/blend of open space, residential and low level Commercial
- **Rosslyn Station Area Plan Addendum - 1992**
 - Focused on central Rosslyn area
 - Did not address study area in detail
- **Courthouse Sector Plan Addendum - 1993**
 - Unified Pedestrian Walkway Plan
 - Coordinated Open Space
 - Urban Character
 - Retail Plan
 - Transition to surrounding residential areas
 - Did not address study area in detail
- **Retail Action Plan - 2001**
 - Primary retail street on Wilson Boulevard
 - Secondary retail street on Clarendon Boulevard

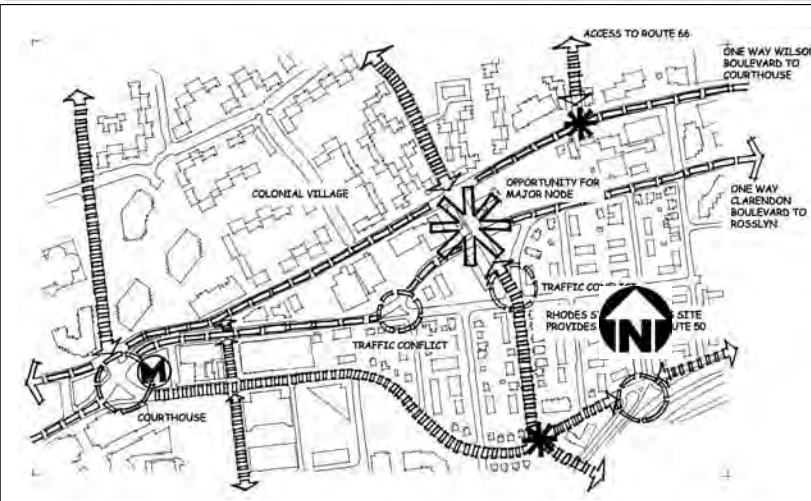
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EXISTING CONDITIONS



• Demographics of Service Area - (2000 Census)

- Population within 1/4 Mile Radius - 5,000
- Population within 1/2 Mile Radius -16,000
- Population within 1 Mile Radius - 27,000
- Housing within a 1 Mile Radius - averages 70% Renters
- Family households - average 28% of total households
- Non-Family households - average 72% of total households
- 1 person households – average 55% of total households
- 2 person households – average 31% of total households
- 3 person households – average 7% of total households



• Circulation

- Primary access roads: Wilson Boulevard and Clarendon Boulevard
- Secondary access roads: North Courthouse Road, North Rhodes Street and North Quinn Street
- There are no continuous pedestrian facilities in the area

EXISTING LAND USES

# Parcel*	Uses	Zoning	Site Area	GFA	FAR	Year Built	Year Sold
1. Wendys	Restaurant	C-3/C-2	16,746 SF	4,693 SF	0.28	1986	1981
2. Wachovia Bank	Retail/Office	C-2	8,558 SF	3,750 SF	0.44	1977	1981
3. T-B/Bardo	Rest./Club	C-2/RA8-18	86,697 SF	23,431 SF	0.27	1994-41	2001
4. Troy/Hollywood Video	Office/Retail	C-2	57,097 SF	54,608 SF	0.96	1940/41	1979
5. NSTA/Rhodeside Grill	Office/Rest.	C-2	50,771 SF	52,160 SF	1.03	1982/46	1999
6. Exxon	Retail	C-2	30,861 SF	1,608 SF	0.05	1984	1993
7. Sarris	Auto Sales	C-1/C-2	62,540 SF	1,364 SF	0.02	1930	1999
8. Manning	Residential	C-1	9,825 SF	11 Units	44 u/ac	1950	1991
9. Contis	Office	C-1/C-2	45,533 SF	8,356 SF	0.18	1910-50	1979/80/81
10. ACA	Office	C-O-2.5	19,650 SF	9,600 SF	1.00	1986	1994
11. WRIT	Office/Ret./Res.	C-O/CO-2.5	85,735 SF	195,688 SF	2.69	1957/59/75	1997/2001/02
TOTAL SITE AREA			474,013 SF				

* See Page 26 for Site Map – Key.



Rosslyn Area
Looking east
On Clarendon
Boulevard.

- **Surrounding Neighborhoods**
 - **Colonial Village**
 - Two story, colonial style brick apartment buildings with generous open space, landscaping and mature trees
 - National Register of Historic Places
 - Arlington Local Historic District
 - Colonial Village Shopping Center provides activity node with restaurants and services
 - Fire station and school site at the eastern edge along Clarendon Boulevard provides much needed open space in this urban setting next to Rosslyn
 - **Rosslyn**
 - Mid to high rise office, some residential
 - Arlington's 24-hour downtown
 - Business activities



Colonial Village Area Looking Northeast



Courthouse Area Looking South

- **Surrounding Neighborhoods (Continued)**
 - **South of Clarendon Boulevard**
 - Older three story flat topped apartment buildings
 - Small single family homes
 - Former single family residences divided into multiple units
 - Existing low scale residential
 - Pressure of redevelopment
 - Arlington Boulevard forms definite edge
 - Mature trees
 - Opportunity for affordable housing
 - **Courthouse**
 - High-rise government-office buildings
 - High-rise residential buildings
 - On top of hills with potential views around
 - Increased development activities

Area South of Clarendon Boulevard Looking East



ISSUES AND ANALYSIS



- **Land Uses**

- Small and ethnic businesses succeed
- Lack of anchor facilities and services, such as a grocery store, fitness/recreation facilities and park
- Service-oriented small businesses are disappearing
- The area is under pressure to increase density
- Small businesses need protection/smaller spaces are needed for small businesses
- Lack of retail stores

- **Circulation**

- Lack of continuous pedestrian circulation
- Lack of north-south streets connecting neighborhoods
- Need to strengthen physical connection between Courthouse and Rosslyn areas

- **Topography**

- The falling slope and curve on Clarendon Boulevard to the Rosslyn area results in high traffic speed and serious safety concerns
- The rising topography toward the western end near the Court House area may help create interesting architectural design
- The changing topography may also impose challenges to sidewalk design



- **Streetscape**

- Existing streetscape is inconsistent, non-continuous, and poorly maintained
- Excessive curb cuts, not pedestrian friendly
- Lack of functional landscape
- Utilities block sidewalks
- Signage not coordinated
- Inadequate lighting at night

- **Community Identity**

- Identity by Uses: lack of anchor uses and attractive public space
- Identity by Design: lack of strong and consistent design elements in architecture, streetscape and public arts that can help create identity
- Identity by Activities: lack of activities day and night, weekdays and weekends that is unique and attractive for this area
- Identity by Name: lack of a recognizable name

- **Community Services**

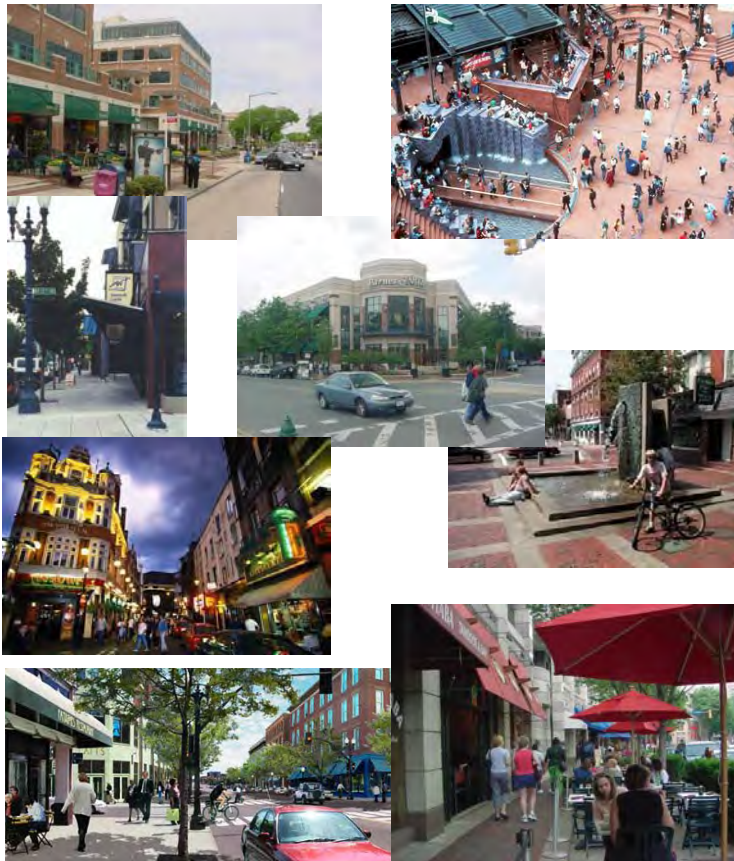
- Need more services for recreation, retail and service commercial
- Possible firehouse relocation
- Possible Wilson School renovation or relocation
- Community parks and open spaces need to be renovated

- **Development activities in and surrounding the area**

- Development pressure is high on all sites of the area
- Focus on residential with 1-2 bedrooms at market prices
- Consolidation of smaller parcels
- Some developments are by-right, most demand higher densities
- Accommodation of County's affordable housing policies

VISION – A NEW URBAN VILLAGE CENTER

The public workshop on April 9, 2002 discussed and confirmed the following vision statement for the area:



- A Place that Embodies the Arlington County's Vision:
 - Diversity
 - Creativity
 - World Class
 - Sustainable
 - Strong Identity
 - Sense of Place
 - Safe
 - Clean
 - Fun
- A "Meeting Ground" and Activity Node for nearby neighborhoods and offices day and evening, weekdays and weekends, year-around;
- A Service Center for shopping, eating, entertainment and recreation;
- Vibrant and people-friendly streets and plazas are full of life with a strong identity;
- Small businesses prosper and affordable housing integrated in the diverse community.



ADOPTED CONCEPT PLAN

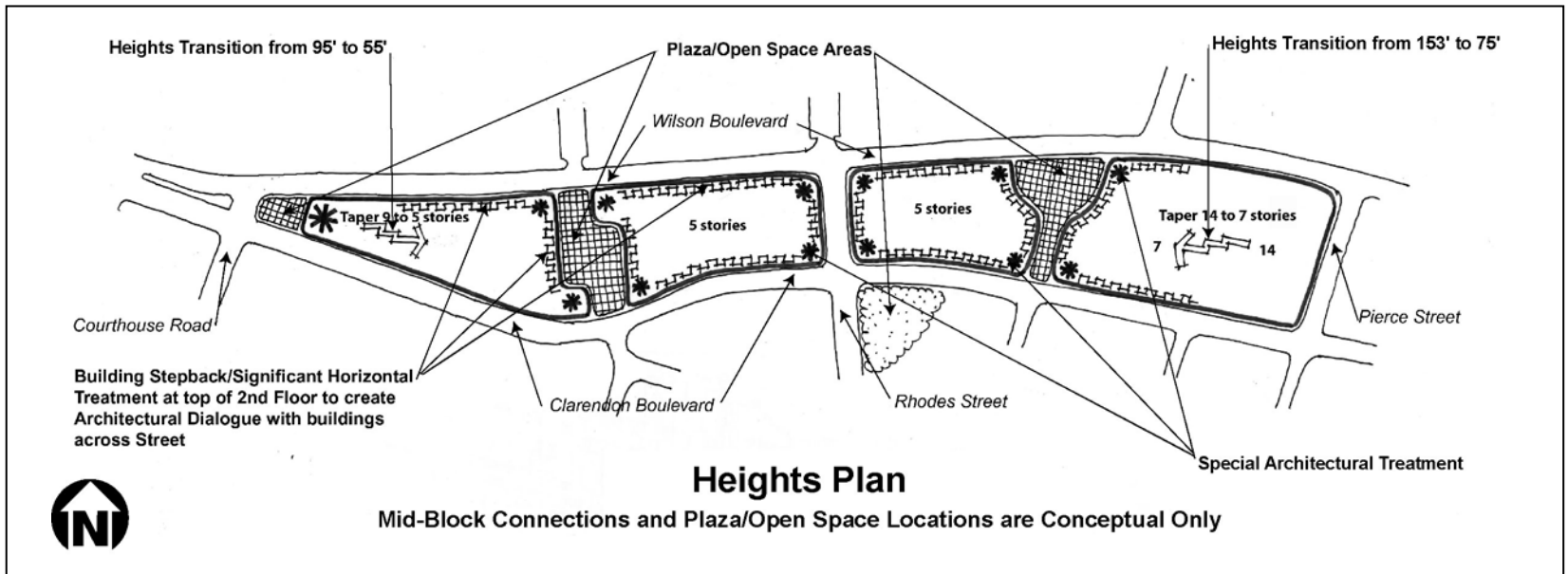
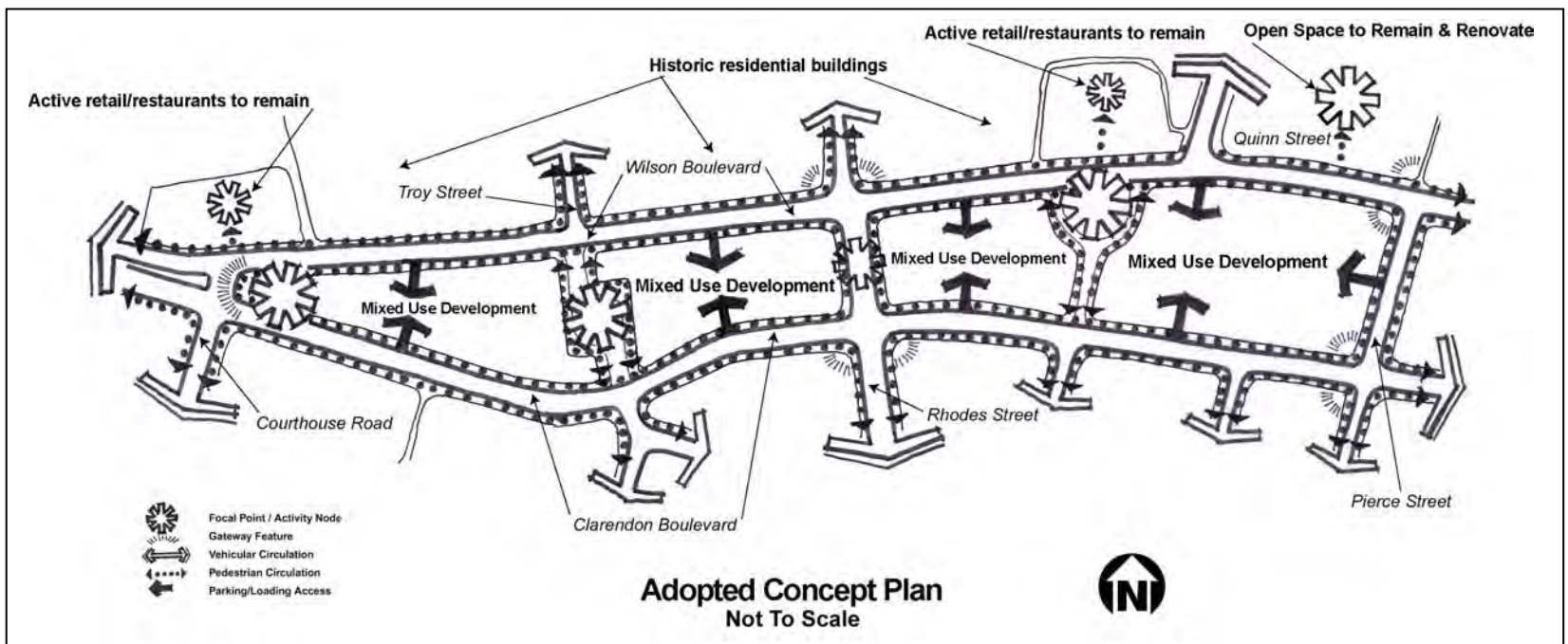
In developing the concept plan, three alternative development schemes were explored: “Low”, “Medium” and “High”. Each concept represented a different scale, density and height for the study area. These three scenarios were presented to the public for discussion at a community meeting.

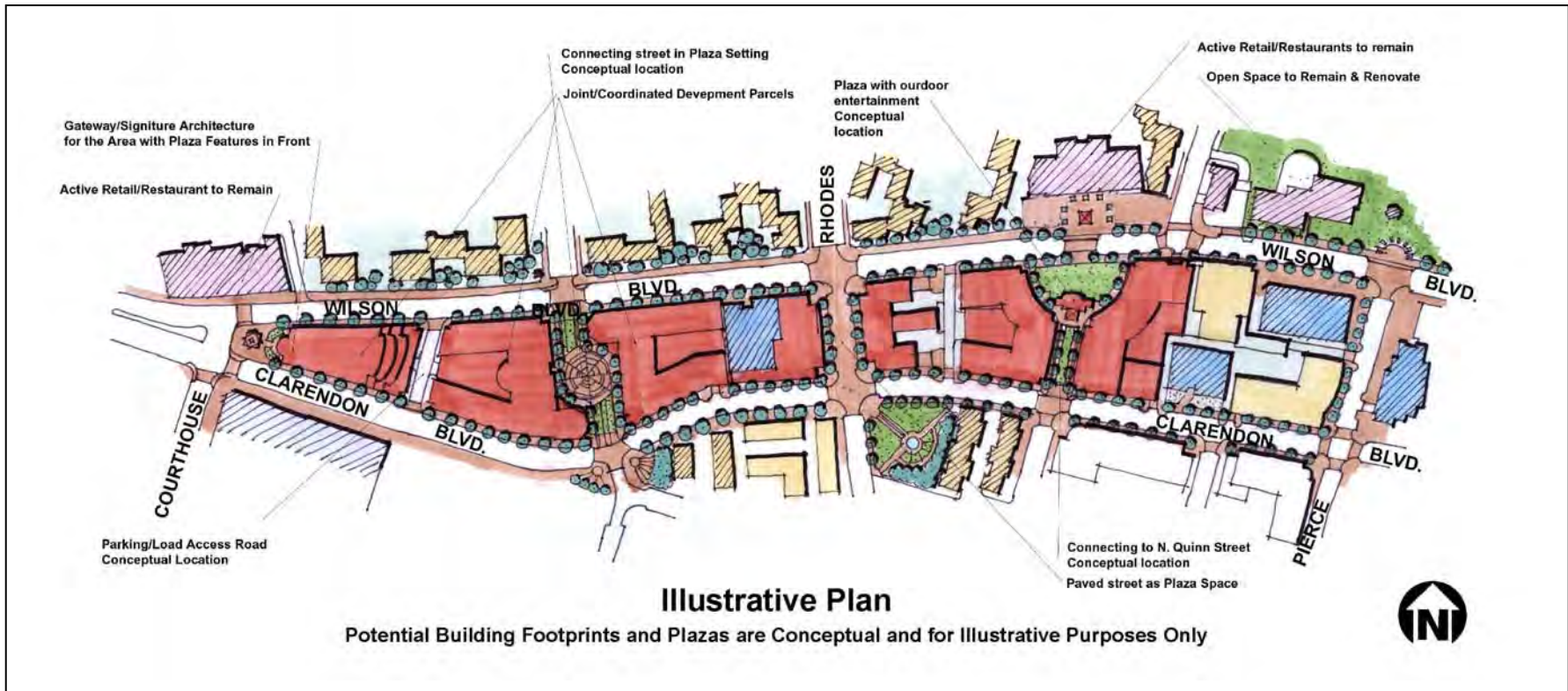
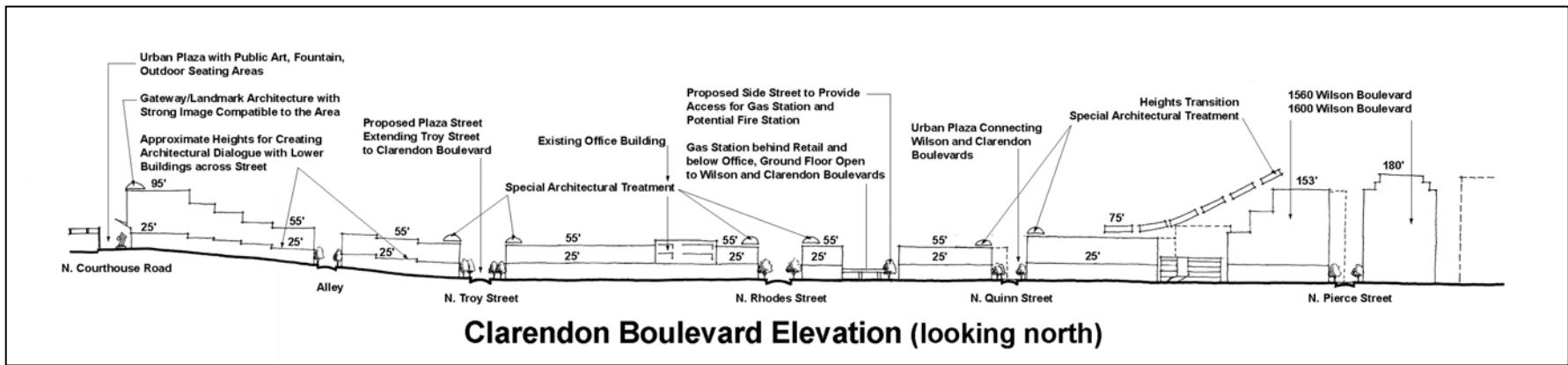
The adopted concept plan was developed on the basis of the “Medium” scheme, which was considered to have the most preferred physical characteristics by the majority of a citizen group at a Planning Commission Long Range Planning Committee public workshop on April 9, 2002.

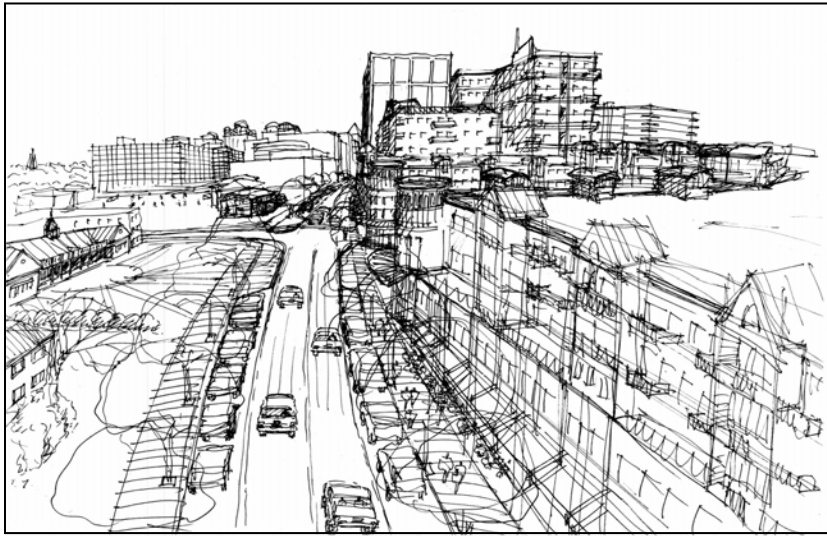
Major Elements of the Adopted Concept Plan Include:

- Mixed use development (residential, office and institutional) with ground floor retail uses throughout the area.
- Continued building form from property line to property line without setback to form continued street walls and multiple small urban spaces/plazas.
- Conceptual locations for potential new connecting streets/pedestrian plazas, determination of whether these are pedestrian or vehicular connections will be evaluated through the Site Plan Process.
- Potential location of activity-based, pedestrian-oriented urban plazas, 1) at the tip of existing Wendy’s site; 2) along the proposed new street extending N. Troy Street; 3) in front of the Colonial Village Shopping Center south of Wilson Boulevard; 4) at the intersection of Wilson Boulevard and N. Pierce Street; 5) on Rhodes Street between Wilson and Clarendon Boulevards. These are potential conceptual locations and could be worked out in further detail through the site plan process.

- Heights generally transition from 14 stories down to 7 stories at the eastern end of the area, and from 9 stories down to 5 or 6 stories at the western end. A height of 5 stories for the rest of the area in general;
- Underground parking; and shared parking/loading access on side streets where applicable. Heights are general and will be refined through site plan process.
- Potential preservation of Rhodes Grill as an historic resource;
- Streetscape improvement along all streets;
- Gateway architecture at the existing Wendy's site;
- World-class urban architecture and streetscape design, use of prominent materials, such as brick, glass, steel frame, marble, granite, trimmed wood and stucco;
- County forecasts indicate continued growth in both population and employment over the next 20 years within the Rosslyn-Courthouse metro sub-corridor. Furthermore, an analysis of vacancy rates and rental rates indicates continuing demand pressure, particularly for residential units. The existing zoning limits the ability of owners and developers in this area to build in a manner which meets this demand.
- An indication of the economic feasibility of this study is given by the number of development plans currently proposed for sites in the study area. One site plan has been approved, and another is currently under review utilizing the recommended building heights and staff has met with two other property owners proposing development within the guidelines proposed in this study. This site plan activity reinforces the analysis above and provides further indication of the viability of the building heights recommended in the study. The intent of the study as a guideline is to provide flexibility which can be interpreted in more detail through the site plan process and allow development to meet market demands in a manner consistent with the development goals of the County.
- Detailed suggestions are further specified in the following "Urban Design Guidelines."







Looking East on Wilson Boulevard at Colonial Village



The Adopted Plan



Some examples of such development may be found near Alexandria, Virginia, and new development near Downtown Bethesda, Maryland.

URBAN DESIGN GUIDELINES

The Urban Design Guidelines are an extension and integral part of the Concept Plan. The Guidelines include three parts that are interrelated to each other and should be referred to each other when applied:

Guiding Principles: This part establishes intent and objectives for the Guidelines.

Area-wide Guidelines: This part provides design guidelines that apply to all individual properties, where applicable.

Site-specific Guidelines: This part provides specific design guidelines/ suggestions for each land parcel as they exist at present time. These guidelines should be properly interpreted when redevelopment is being considered.

Guiding Principles

The intent is to achieve the following objectives through detailed planning and design guidelines:

- **Continuity**
Streetscape, buildings and retail fronts should be physically continuous along the same street block, building to the back of the sidewalk, thus different uses can be visually as well as functionally linked together. Where possible, buildings should be attached along streets.
- **Connectivity**
Streets, sidewalks and visual corridors should connect neighborhoods, places and activity venues. Thus various parts of the community may become an integrated urban village.
- **Compatibility**
Building heights, bulks, materials and colors should be made compatible between old and new, existing and proposed, and historic and contemporary.
- **Creativity**
While preservation is an important strategy, creative design is also highly encouraged in all new development. With respect for the old/existing/historic, creativity is the key to establishing strong identity for the community.
- **World-class Urban Architecture and Streetscape Design**
Great architecture and streetscape have been embraced by Arlington residents throughout the history. One of the most important goals of this plan is to encourage and provide incentives for excellence in urban architecture and streetscape design for the area.
- **Mixed Uses**
Office, residential, retail (as documented in the Retail Action Plan), entertainment and community services can be placed in the same development site, the same

street block or in close vicinity, thus the various uses may create convenience and interaction and share infrastructure.

- **Pedestrian Friendly**

Needs and convenience for people who walk should be fully taken into account in all design. Pedestrian safe and friendly environment is one of the most important characteristics of the urban village.

- **Sustainability**

Green Building practice is highly recommended for all developments.

- **Community Identity**

A viable urban village thrives on strong community identity. Efforts should focus on creating special characters and images for a preferred community identity.

Area-wide Guidelines

- **Architecture**
- **Height**
 - New development should respect existing buildings and provide appropriate tapering where dramatic changes in height occur.
 - Buildings along Wilson and Clarendon Boulevards should contain an architectural treatment no higher than the 2nd story to relate to low-rise buildings on the other side.
 - A reasonable rise in heights at street corners should be permitted to create visual interest and building identity. See Heights Plan on page #13.
 - Flexibility in heights could be approved to accommodate affordable housing, community facilities, special design considerations and/or new streets.
- **Massing**
 - Avoid extremely long buildings. Vertical separation or design treatment should be used where a building is longer than 100 feet.
 - Building bulk should be compatible to adjacent existing buildings.
- **Materials**
 - Brick should be the predominant material for buildings as well as streetscape elements throughout the area.
 - Other popular materials should also be introduced and appropriately used on buildings, such as glass, metal frame, synthesized wood materials, etc.. However, these materials should typically play a minor role in exterior design, generally not exceed 30% of visible area from adjacent streets.
- **Placement**
 - Buildings should be placed at the back of the sidewalk along the streets and physically attach and connect neighboring buildings on both sides.
 - Retail and professional office (doctors, service-oriented) uses should be placed on 1st and 2nd floors along the street front.

-
- All parking, except on-street, should be placed in multi-level structures or underground and behind the primary uses away from streets.
 - Where possible, main store entrances or building atriums should be located at street corners.
 - Where feasible, pedestrian friendly uses, such as outdoor cafés or seating areas should be placed at street corners.
 - Parking/loading access should be placed on side streets or alleys where possible and designed pedestrian friendly.
 - Building design should respect topography and street elevations. Where slopes are significant, the building storefront should be designed in sections with vertical treatment to reflect the elevation change to maintain the storefronts along the street, while the parking and main uses located behind may remain in larger floor plans.

- **Roof Treatment**

- Special roof design is highly encouraged and should be treated as an integral part of the building as a whole.
- Safe outdoor uses on rooftop or sizeable terrace are highly encouraged.
- Roof designs should be compatible with colonial architecture themes throughout the area. Roof treatment should not compete with adjacent rooflines.

- **Color**

- Red brick should be the dominant color throughout the area. Other colors should generally not exceed 30% of total façade areas seen from the streets. Accent colors could be used to enhance the variety among buildings.

- **Style**

- Design of new development should respect the existing historic Colonial village nearby.
- Elements of Colonial architecture, or Colonial Revival architecture, should be considered as the base style for the area. New designs should be variation or deviation from this base.

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- Design could incorporate details of Colonial architecture, such as window and entrance framing, horizontal expression, etc.
 - **Setback and stepback**
 - No building setback is required except where an outdoor café or seating area is proposed as part of the development. A possible build to line could be established at the back of the sidewalk.
 - Min. 20 feet of stepback above 2nd level is encouraged in general along Wilson and Clarendon Boulevards in order to create the dialogue effect with lower buildings across the streets.
 - **Storefront**
 - Storefronts should consist of entrance doors, glass windows, display windows and other eye-catching design elements.
 - Storefront should contain see-through materials for no less than 50% of the total 1st floor front wall area.
 - Blank wall designs for storefront should be avoided.
 - **Canopy/Window Shading:**
 - Canopies should be used on all storefront doors and windows.
 - Design and color of canopies may vary by buildings or ownership, may change over time.
 - Canopies on exterior doors and above 2nd floor windows are also encouraged in accordance with signage regulations.
 - Shading elements as an integral part of the building is encouraged as part of green building practice.
 - Roof and terrace plantings are also encouraged.
 - **Streetscape**
 - **Sidewalk**
 - Sidewalks should be designed to complement and encourage pedestrian activity.
 - Sidewalks should be 16' wide along Wilson Blvd. and Clarendon Blvd.; 12' wide along all other streets consistent with R-B Streetscape Standards.

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- Brick and concrete pavers should be the prevailing material for all sidewalks.
 - Refer to the R-B Corridor Streetscape Standards.

 - **Trees**
 - Street trees should be an integral element of the streetscape.
 - Refer to the R/B Streetscape Standards.

 - **Furniture**
 - Street furniture should be placed to enliven the street and encourage pedestrian activity.
 - Selection of benches, receptacles, tree guards and grates, etc. should be consistent with other streetscape elements such as lighting poles in style, material, color and design.
 - Refer to the R-B Corridor Streetscape Standards at http://www.co.arlington.va.us/cphd/planning/docs/index.htm#rosslyn_streetscape

 - **Public Art**
 - Public art such as sculptures, monuments, fountains and gateway elements should be placed at key locations of the public-private realms to mark special places and enhance pedestrian activities and experiences and should coordinate with WalkArlington plan and Public Arts Master Plan.
 - Art work should be compatible and complementary to the surrounding building environment.

 - **Landscape**
 - Landscaping should be designed to enhance plaza areas and provide interest and variety along the streets.
 - Landscaped areas along the streets should be well maintained.

- **Lighting**

- Adequate lighting should be provided at night to provide a sense of safety and security, and enhance pedestrian experience throughout the area.
- Selection of lighting fixture should be consistent along the streets and help to create an identity for the area.
- Refer to the R-B Corridor Streetscape Standards.

- **Utilities**

- All utilities should be placed underground along the streets, placement of utility vaults, boxes and vents should be coordinated.
- Where possible, utility vaults, vents and boxes should be screened with carefully designed landscape or walls. Avoid placing them on sidewalks.
- Where screening is not feasible, utility equipment should be covered with shells that are well-designed and visually pleasant.

- **Signs**

- All signs should be well-designed and visually attractive.
- Commercial signs should be designed as part of the building they serve. No self-standing commercial signs should be allowed along Wilson and Clarendon Boulevards. Commercial signs may project from the building they serve into street space along all other short streets to provide those businesses with enhanced visibility. Coordinated sign boards or posts with well-designed wayfinding signs are highly recommended.
- Directional signs should be integrated and systematically placed at key locations to provide directions to services and facilities of the area.
- Informational signs and temporary information boards should be coordinated and placed at key locations to provide information about the on-going activities in the area.

- **Traffic Signals**

- Traffic signal fixtures must meet DPW specifications and if possible may be specially chosen to enhance the image of the

area. Its color, material, design should be compatible to other street furniture elements, such as lighting fixture, street benches and receptacles.

- Traffic signal timing should provide adequate time for safe pedestrian crossings. Pedestrian lighting and push-buttons should be easy to use and durable.

- **Public Plazas and Open Space/Parks**

- **Location**

- Public plazas are strategically located to create a sense of place and to form activity center(s) for the urban village. These locations can be negotiated during the site plan process.

- **Function**

- Public plazas function as urban versions of open space that accommodate collections of retail, restaurant-entertainment and mixed uses. It may provide open space needed for outdoor activities such as outdoor café, seating/rest areas, children's playgrounds, arts and live entertainment.

- **Physical Form**

- Plazas should frame buildings to serve the active ground floor retail and restaurant uses along the edges.
- Plazas may take multi-level forms to better accommodate surrounding uses and make the spaces more interesting but should be accessed from street level.
- Plazas might contain partial roof structures or pavilions.

- **Design Elements**

- Plazas could consist of pavement, lawn areas, pavilion/amphitheater, water fountains, public arts, benches, flower containers, flags and banners, etc..

- **Parking**

- **On-Street**

- On-street parking should be provided on all streets.
- Each parking space shall be standard parallel size.
- Street parking spaces should be shaded by trees and/or landscaping at intervals of every 2-3 parking spaces along the streets.
- Loading spaces, if provided, should be minimized in number and dimension along streets. Major loading areas should not be located on Wilson or Clarendon Boulevard if possible. They should be interior to buildings.

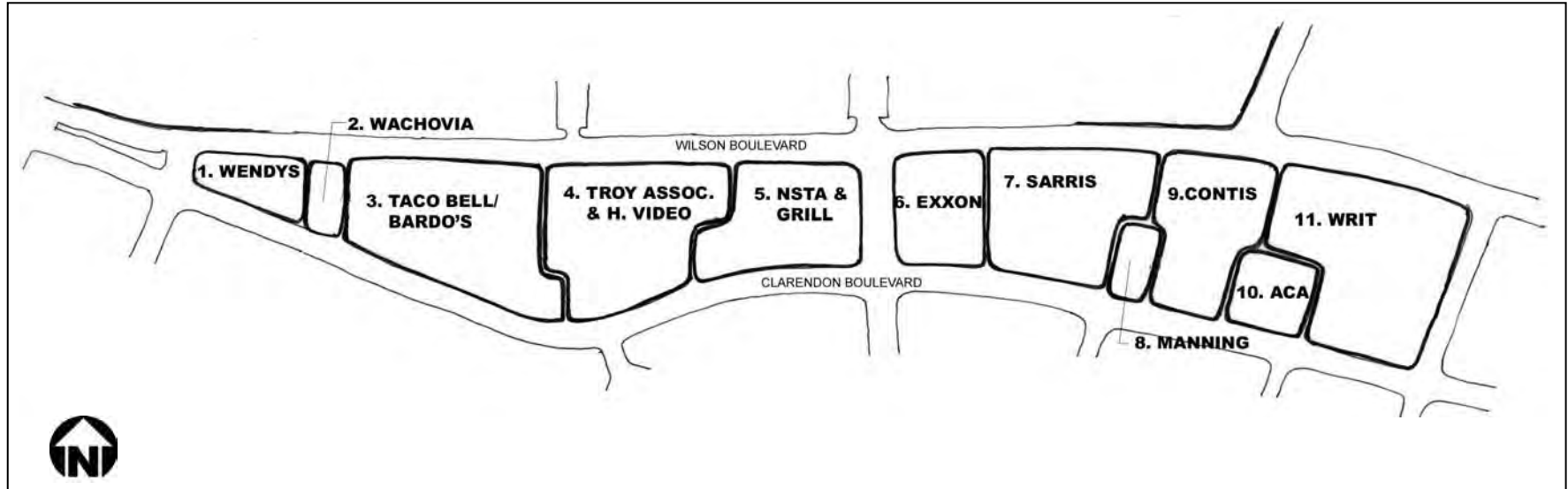
- **Residential**

- Residential parking should be centralized into structures or undergrounded and located in the same street block where the main residential building is located.
- Shared parking with office uses is encouraged.

- **Office**

- Office parking should be centralized into structure and may be located in the same street block or adjacent block to where the main office building is located.
- The parking ratio should follow typical standard of one space for every 580 square feet of office space, with 10% of parking designated for short-term parking.
- Shared parking with residential uses is encouraged.

Site-specific Guidelines



Map of Sites (by Parcels and Ownership)

SITE	PREFERRED USES	URBAN DESIGN RECOMMENDATIONS
1. Wendy's Site	<ul style="list-style-type: none"> • First floor retail • Office above 	<ul style="list-style-type: none"> • Signature gateway architecture with special treatment on roof, building shape and materials. • Pedestrian plaza at the western end to enhance gateway experience. • Mixed use development with retail/restaurant on ground floor and office/residential above. • Buildings no higher than 10 stories generally, except vertical architectural elements at the western end. • Consolidation with Wachovia Bank site to the east is preferred in order to achieve a reasonable floor size for a major gateway building.

		<ul style="list-style-type: none"> • Avoid extremely long building design. Vertical separation or design treatment should be used along the sloping streets. • Buildings should be placed on building lines along streets without setback, and physically attach and connect neighboring buildings on the Wachovia Bank site if built by different owners. • Horizontal treatment at the top of the second floor is encouraged to relate to historic buildings across Wilson Boulevard. • Shared parking and parking entrances with adjacent sites on both Wilson and Clarendon Boulevards, or on a planned side street to the east (see Adopted Plan). • Underground parking is recommended to support ground floor retail uses. • Continued 16' wide min. sidewalk and enhanced pedestrian experience along Wilson and Clarendon Boulevards. Refer to the R-B Corridor Streetscape Standards. • Bricks or materials with similar visual effect as prevailing for buildings and streetscape. • Continued ground floor retail/restaurant uses preferred, with pedestrian friendly building treatments, such as outdoor café/seating areas, glass doors and windows, awnings and banners. • Number of metered parking spaces be maximized along all neighboring streets. • ADA and Green Building practice encouraged.
2. Wachovia Bank	<ul style="list-style-type: none"> • First floor retail • Office above 	<ul style="list-style-type: none"> • Transitional height from 10 stories generally, at western edge down to adjacent property. • Encourage parcel consolidation within the street block to achieve the potential street and public space (see Adopted Plan). • Mixed use development with retail/restaurant on ground floor and office/residential above. • Shared parking and parking entrances with adjacent sites on a planned side street to the east (see Adopted Plan). • Underground parking is recommended to support ground floor retail uses.

		<ul style="list-style-type: none"> Continued 16' wide min. sidewalk and enhanced pedestrian experience along Wilson and Clarendon Boulevards. Refer to the R-B Corridor Streetscape Standards final version. Bricks or materials with similar visual effect as prevailing materials for buildings and streetscape. Continued ground floor retail/restaurant uses preferred, with pedestrian friendly building treatments, such as outdoor café/seating areas, glass doors and windows, awnings and banners. Number of metered parking spaces be maximized along all adjacent streets, including the planned. ADA and Green Building practice encouraged.
3. Taco Bell/Bardo's	<ul style="list-style-type: none"> First floor retail Office or residential above 	<ul style="list-style-type: none"> Encourage parcel consolidation within the street block to achieve the planned street and public space in between parcels (see Adopted Plan). Mixed use development with mostly retail/restaurant on ground floor and office/residential above. Buildings tapering from a possible 9 stories down to 5 stories generally. Shared parking entrances with adjacent sites on a potential side street to the west (see Adopted Plan). Underground parking is recommended to support ground floor retail uses. Continued 16' wide min. sidewalk and enhanced pedestrian experience along Wilson and Clarendon Boulevards. Refer to the R-B Corridor Streetscape Standards. Bricks or materials with similar visual effect as prevailing materials for buildings and streetscape. Continued ground floor retail/restaurant uses preferred, with pedestrian friendly building treatments, such as outdoor café/seating areas, glass doors and windows, awnings and banners. Maximize number of metered street parking spaces along Wilson and Clarendon Boulevards. ADA and Green Building practice encouraged.
4. Troy Associates LLP/Hollywood Video	<ul style="list-style-type: none"> First floor retail Office or residential above 	<ul style="list-style-type: none"> Potential extension of N. Troy Street through the site to create a new pedestrian oriented plaza street. Mixed use development with retail/restaurant on ground floor and office/residential above.

		<ul style="list-style-type: none"> • Buildings no higher than 5 stories generally. • Shared parking entrances with the adjacent site to the east on both Wilson and Clarendon Boulevards. • Underground parking is recommended to support ground floor retail uses. • Continued 16' wide min. sidewalk and enhanced pedestrian experience along Wilson and Clarendon Boulevards. Refer to the R-B Corridor Streetscape Standards. • Bricks or materials with similar visual effect as prevailing materials for buildings and streetscape. • Continued ground floor retail/restaurant uses preferred, with pedestrian friendly building treatments, such as outdoor café/seating areas, glass doors and windows, awnings and banners. • Maximize number of metered street parking spaces along Wilson and Clarendon Boulevards. • ADA and Green Building practice encouraged.
<p>5. National Science Teacher Association/ Rhodes Grill and Il Radichio</p>	<ul style="list-style-type: none"> • First floor retail • Office or residential above 	<ul style="list-style-type: none"> • Maintain active restaurant uses along Rhodes Street including Rhodes Grill structure as an historic resource. Expand sidewalk along Rhodes if possible. • No curb cuts along Rhodes Street. Street should be paved with special materials for plaza space. • Continued 16' wide min. sidewalk and enhanced pedestrian experience along Wilson and Clarendon Boulevards. Refer to the R-B Corridor Streetscape Standards. 12' wide minimum sidewalk along Rhodes St. • Bricks or materials with similar visual effect and durability as prevailing materials for buildings and streetscape. • Continued ground floor retail/restaurant uses preferred, with pedestrian friendly building treatments, such as outdoor café/seating areas, glass doors and windows, awnings and banners. • Maximize number of metered street parking spaces along Wilson and Clarendon Boulevards. • ADA and Green Building practice encouraged.

6. Exxon	<ul style="list-style-type: none"> • Commercial 	<ul style="list-style-type: none"> • Add one or two buildings from two to five stories tall with ground floor retail uses along all streets where possible to create more continued street edges. • Wilson and Clarendon Boulevard sides of building should remain open, in order to maintain gas pumps visibility from the streets. • New buildings should be placed 15' from the building line along Rhodes Street to create more plaza space. • No curb cuts along Rhodes Street. Street should be paved with special materials for plaza space. • Creative signage design and placement for gas station are encouraged to maintain exposure to the streets. • Continued 16' wide min. sidewalk and enhanced pedestrian experience along Wilson and Clarendon Boulevards. Refer to the R/B Streetscape Standards. • Bricks or materials with similar visual effect and durability as prevailing materials for buildings and streetscape. • Continued ground floor retail/restaurant uses preferred, with pedestrian friendly building treatments, such as outdoor café/seating areas, glass doors and windows, awnings and banners • Maximize number of metered street parking spaces along Wilson and Clarendon Boulevards. • ADA and Green Building practice encouraged.
7. Sarris	<ul style="list-style-type: none"> • Retail/Office or Residential above 	<ul style="list-style-type: none"> • Coordinated development with neighboring sites to the east or parcel consolidation is highly recommended in order to achieve the potential public space in between parcels. • Mixed use development with retail/restaurant on ground floor and office/residential above. • Buildings no higher than 5 stories generally. • Possible location for future Fire Station and related public functions. Integrated design encouraged. • Shared parking entrances located on a planned side street between the site and the Exxon station. • Underground parking is recommended to support ground floor retail uses.

		<ul style="list-style-type: none"> Continued 16' wide min. sidewalk and enhanced pedestrian experience along Wilson and Clarendon Boulevards. Refer to the R-B Corridor Streetscape Standards. Bricks or materials with similar visual effect and durability as prevailing materials for buildings and streetscape. Continued ground floor retail/restaurant uses preferred, with pedestrian friendly building treatments, such as outdoor café/seating areas, glass doors and windows, awnings and banners Maximize number of metered street parking spaces along Wilson and Clarendon Boulevards. ADA and Green Building practice encouraged.
8. Manning	<ul style="list-style-type: none"> Residential 	<ul style="list-style-type: none"> Consolidate with properties on either or both sides for redevelopment. Mixed use development with retail/restaurant on ground floor and office/residential above. Buildings no higher than 5 stories generally. Shared parking entrances with adjacent sites on Clarendon Boulevard. Underground parking is recommended to support ground floor retail uses. Continued 16' wide min. sidewalk and enhanced pedestrian experience along Clarendon Boulevard. Refer to the R-B Corridor Streetscape Standards. Bricks or materials with similar visual effect and durability as prevailing materials for buildings and streetscape. Continued ground floor retail/restaurant uses preferred, with pedestrian friendly building treatments, such as outdoor café/seating areas, glass doors and windows, awnings and banners. Maximize number of metered street parking spaces along Clarendon Boulevard. ADA and Green Building practice encouraged.
9. Contis	<ul style="list-style-type: none"> Commercial 	<ul style="list-style-type: none"> Coordinated development with neighboring sites to the west or parcel consolidation is highly recommended in order to achieve the potential public space in between parcels.

		<ul style="list-style-type: none"> • Mixed use development with retail/restaurant on ground floor and office/residential above. • Buildings no higher than 5 stories generally. • Architectural design responsive to Colonial Village Center across Wilson Boulevard. • Potential village green/public plaza framed by ground floor retails/restaurants with condos/apartments or offices above, oriented towards the Colonial Village Center. • Possible pedestrian linkage from Wilson Boulevard to Clarendon Boulevard. • Shared parking entrances with adjacent sites on both Wilson Boulevard and Clarendon Boulevards. If possible, an extension of North Quinn Street through the site should be considered in site plan and building design. • Structured parking located behind street front retail/office uses, or underground parking in order to achieve adequate space for ground floor retail uses along streets. • Continued 16' wide min. sidewalk and enhanced pedestrian experience along Wilson and Clarendon Boulevards. Refer to the R-B Corridor Streetscape Standards. • Bricks or materials with similar visual effect and durability as prevailing materials for buildings and streetscape. • Continued retail front/restaurant uses preferred, with pedestrian friendly building treatments, such as outdoor café/seating areas, glass doors and windows, awnings and banners. • Maximize number of metered street parking spaces along existing and planned streets. • ADA and Green Building practice encouraged.
10. ACA	<ul style="list-style-type: none"> • Low Office 	<ul style="list-style-type: none"> • Building to remain as is.

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