



NORTH QUINCY STREET

PLAN ADDENDUM



ARLINGTON
VIRGINIA



North Quincy Street Plan Addendum

Adopted by the Arlington County Board on February 23, 2013

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Ashton Heights Civic Association

Bluemont Civic Association

Buckingham Community Civic Association

Ballston Crest Homeowners Association

Hyde Park Condominium Association

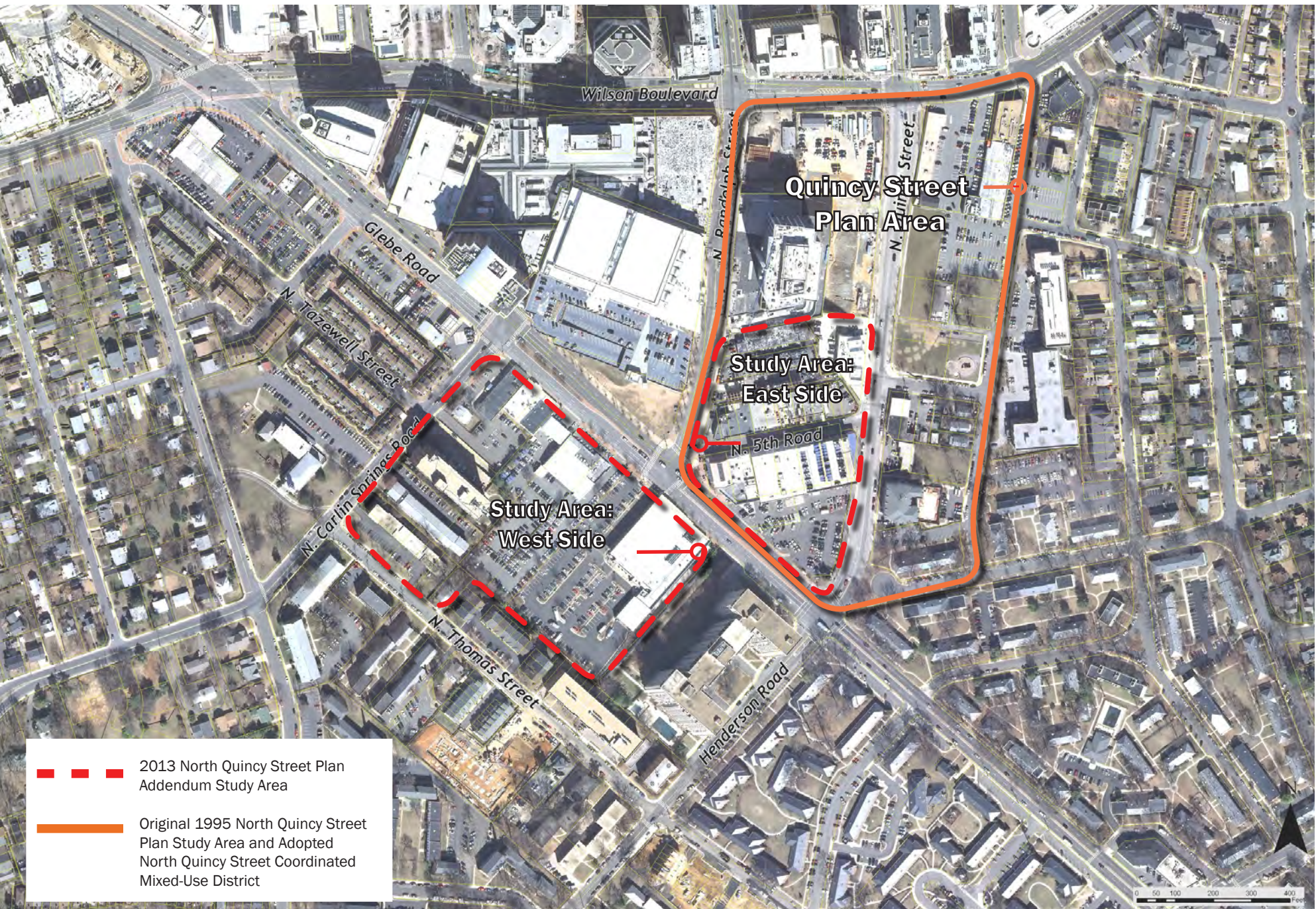
Thomas Street Mews Homeowners Association

Department of Community Planning, Housing and Development, Planning Division

Department of Environmental Services, Division of Transportation and Development

Arlington Economic Development, Real Estate Services Group

Department of Park and Recreation, Park Development Division



- 2013 North Quincy Street Plan Addendum Study Area
- Original 1995 North Quincy Street Plan Study Area and Adopted North Quincy Street Coordinated Mixed-Use District

2012 North Quincy Street Plan Addendum (NQSP) Study Area, and Original (1995) North Quincy Street Plan Area (2011 Aerial Image)

I. INTRODUCTION

Planning Impetus

In 2009, Arlington began a review of part of the original North Quincy Street Plan (NQSP) area. This planning study responded to the Founders Square site plan approval and a proposed site plan amendment for the Mercedes Benz of Arlington (MBA) property at 585 N. Glebe Road. Initially, this study focused on the southwestern quadrant of the original NQSP area, which had not changed significantly since the Plan's adoption in 1995. As of 2012, the properties in this area included a mix of commercial and light industrial uses, many of which related to MBA operations.

East Side Study Area

The primary forum for this study was the Long Range Planning Committee (LRPC) of the Planning Commission, and included affected civic associations, pertinent property owners and other stakeholders. The study first aimed to determine whether the community vision for this general area, as described in the NQSP and the "North Quincy Street Coordinated Mixed-Use District" on the General Land Use Plan, needed updating. This question was timely given the preceding approval of Founders Square, with a scale of development more intensive than that anticipated in the NQSP. Through the study, a set of guiding principles with illustrations would be developed and included in a new plan document to update the vision for this area.

In addition, this new plan document supersedes the NQSP for the block west of N. Quincy Street, while affirming the NQSP principles and guidance for the block east of N. Quincy Street. (For planning guidance for the NQSP block between N. Quincy Street and N. Pollard Street, the 1995 NQSP should be referenced.)

West Side Study Area

During the study, the LRPC wished to explore potential development opportunities that might arise through the consolidation of MBA's local operations and facilities on the east and west sides of N. Glebe Road in south Ballston. As a result, several owners and potential developers of property on the west side of N. Glebe Road between N. Carlin Springs Road and N. Henderson Road began to analyze their sites and develop preliminary concepts for a consolidated, redevelopment project capable of meeting each property owner's objectives. The LRPC-led special study was then expanded to include the subject properties west of N. Glebe Road.

Although Glebe and Randolph Park is strategically located in an area connecting the east and west side study areas, the separate planning of this small piece of the Ballston Common Mall block was not included as part of the Plan Addendum scope. Should the opportunity present itself in the future, the County will address the planning of the Ballston Common Mall block (inclusive of Glebe and Randolph Park) at that time.



Ballston's Southern Gateway, looking north up N. Glebe Road

Role of the Plan Addendum

The North Quincy Street Plan Addendum herein provides refined planning guidance for future development in the southern gateway area of Ballston. This refined guidance is communicated through a set of overarching and specific planning principles, concept maps, and other exhibits addressing topics such as land use, transportation, building form, and open space. It sets the stage for discussion around future private development proposals and County investments that may be proposed for the area over the next several decades. As a long range planning document, this Addendum provides a guiding framework for future redevelopment in the area. This framework is clear on the elements most important to the area, and is flexible enough to accommodate a range of development scenarios. Aside from those areas where the plan expressly reserves flexibility for future decisions on specific elements, plan recommendations as a rule of thumb should generally not be deviated from without good reason.

Included in this Plan Addendum are a series of recommendations for consideration of future General Land Use Plan amendments in the study area. With the exception of adding an open space symbol and updating Note 14 on the GLUP map and the text for the “North Quincy Street Coordinated Mixed-Use District” in the GLUP booklet, no other GLUP amendments are being acted on at the time of Plan Addendum adoption.

However, the Plan Addendum does include several recommendations to consider two potential GLUP amendments in conjunction with future site plan proposals for select areas within the study area. These recommendations provide a basis for future consideration of such GLUP amendments with site plan development proposals, to be reviewed and discussed by the Site Plan Review Committee and through other community forums.

In addition, any associated rezonings that might be required to support the requested site plan application would also be part of those discussions, as no rezonings or other development entitlements are within the scope of this Plan Addendum.

Structure of the Plan Addendum

The Plan Addendum is divided into six sections: Introduction, Planning History for the Area, Area Analysis, Planning Principles + Concepts, Relationship to the 1995 North Quincy Street Plan, and Implementation Actions. The Planning History section summarizes the history of the 1995 North Quincy Street Plan (NQSP) and the planning of nearby properties west of N. Glebe Road. The Area Analysis section describes recent development in the area, presents some key existing conditions and analyzes potential opportunities and constraints. The Planning Principles + Concepts section presents a refined vision described through text and exhibits that address land use, building form, transportation, open space, and retail conditions. The Relationship to the 1995 North Quincy Street Plan section provides additional background on the original NQSP and establishes which areas of the original NQSP are covered by this document, or not. The Implementation Actions section identifies key steps to be taken in order to help facilitate the vision set forth in this plan. Finally, the Appendix includes general recommendations for street cross sections in the study area to be further studied and refined through future Special Exception Site Plan projects.

East Side, current conditions



Mercedes Benz of Arlington Showroom, 585 N. Glebe Road, looking southeast



Existing land uses between N. Randolph and N. Quincy Streets, looking east



Existing land uses, east side of N. Glebe Road, looking north



Existing frontage condition along west side of N. Glebe Road, looking southeast



Existing conditions, intersection of N. Glebe Road and N. Randolph Street, looking southwest



Existing land uses, west side of N. Glebe Road, looking southwest

II. PLANNING HISTORY FOR THE AREA

North Quincy Street Plan, 1995

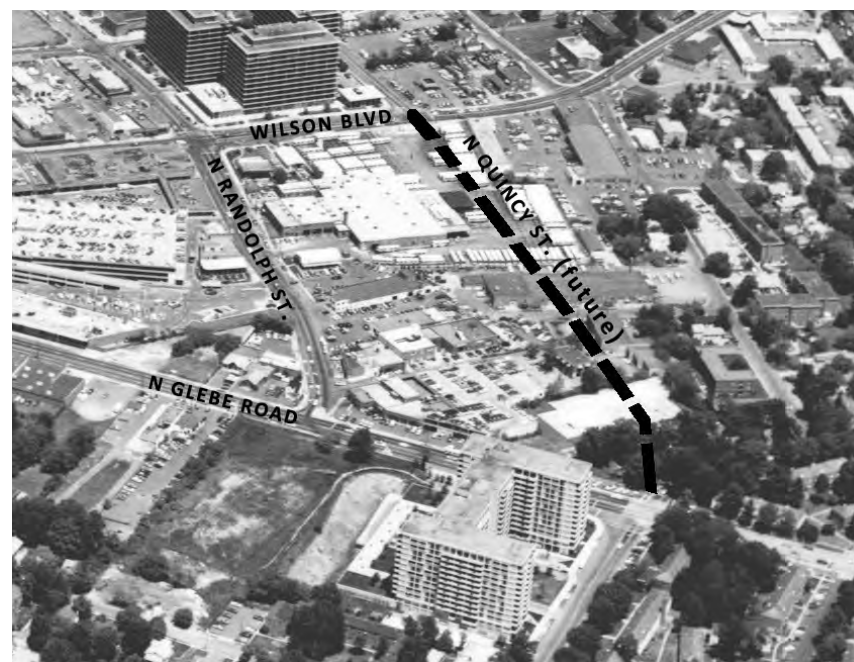
Before N. Quincy Street was extended south from Wilson Boulevard to N. Glebe Road, the County crafted a preferred vision for the area, which at that time was largely comprised of light industrial and auto related uses, the WMATA bus yard, and garden apartments. In 1995, the County Board adopted the North Quincy Street Plan (NQSP) along with General Land Use Plan (GLUP) amendments. At that time, Note 14 was added to the GLUP to create the “North Quincy Street Coordinated Mixed-Use District.” This special district permitted a 1.5 FAR base density with potential increases to 2.5 FAR on the block west of N. Quincy Street for projects that achieve major elements of the plan. Key aspects of the plan included:

- Commercial uses on the west block and residential uses to the east
- Neighborhood serving retail along Wilson Boulevard
- Provision of Mosaic Park to serve the neighborhood
- Increased pedestrian linkages
- Tapering down of building height to the residential neighborhoods.

West Ballston Land Use Study, 1981

The 1980 Ballston Sector Plan provided limited guidance for the future vision of the area of Ballston west of N. Glebe Road south of Fairfax Drive. While several images in the Sector Plan identified parts of this area as a Neighborhood Preservation area, the Sector Plan did not provide specific zoning and land use recommendations for this area given the incomplete status of the neighborhood conservation plan. However, growing development pressures eventually led to the need for a West Ballston Land Use Study. Completed one year after the Sector Plan’s adoption, the 1981 study primarily involved:

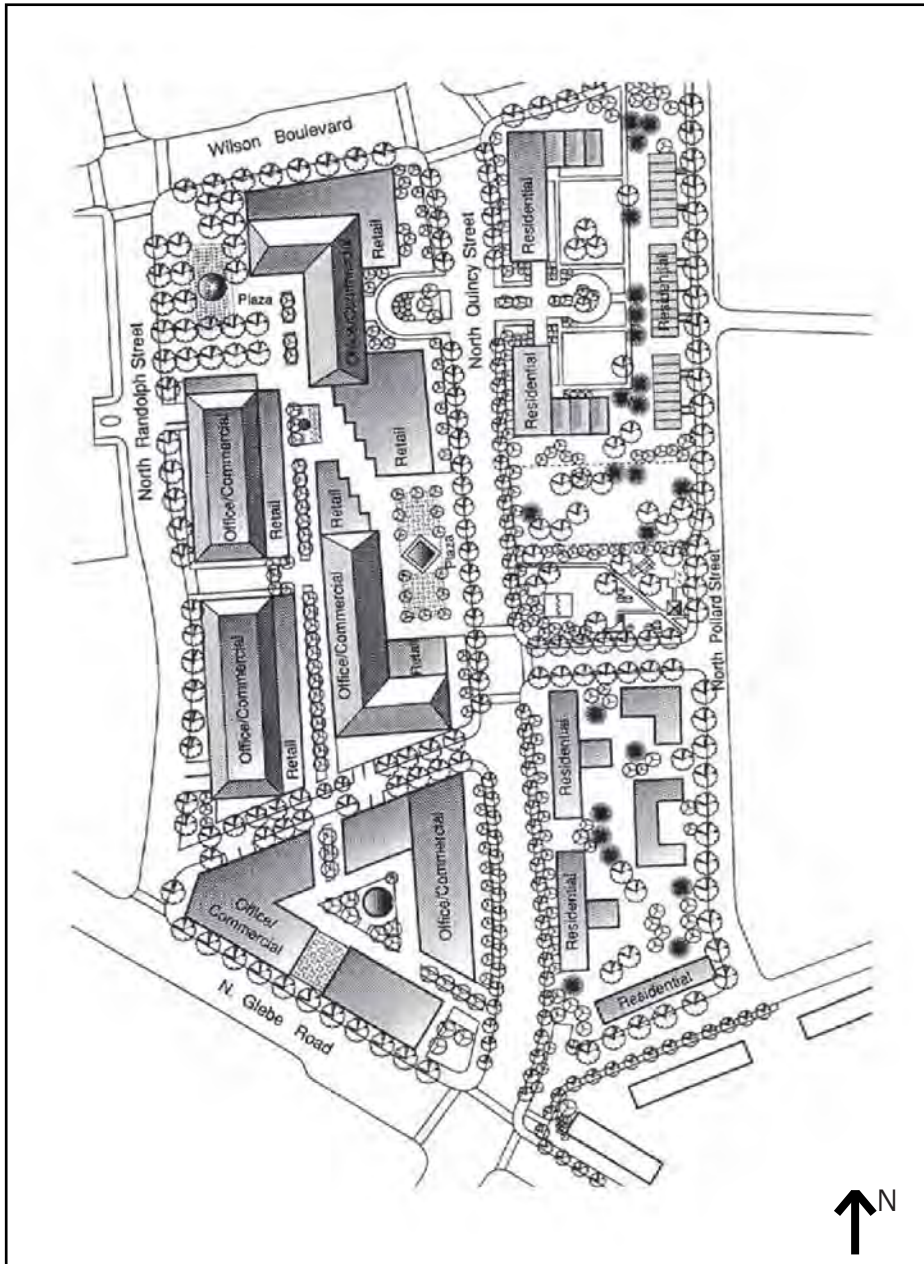
- Addressing development pressures along N. Glebe Road
- Seeking good transitions between high- and low-intensity areas
- Resolving inconsistencies between GLUP and zoning designations
- Amending the GLUP designation for properties along the west side of N. Glebe Road, between Wilson Boulevard and the Hyde Park building, to “High-Medium Residential Mixed Use.”



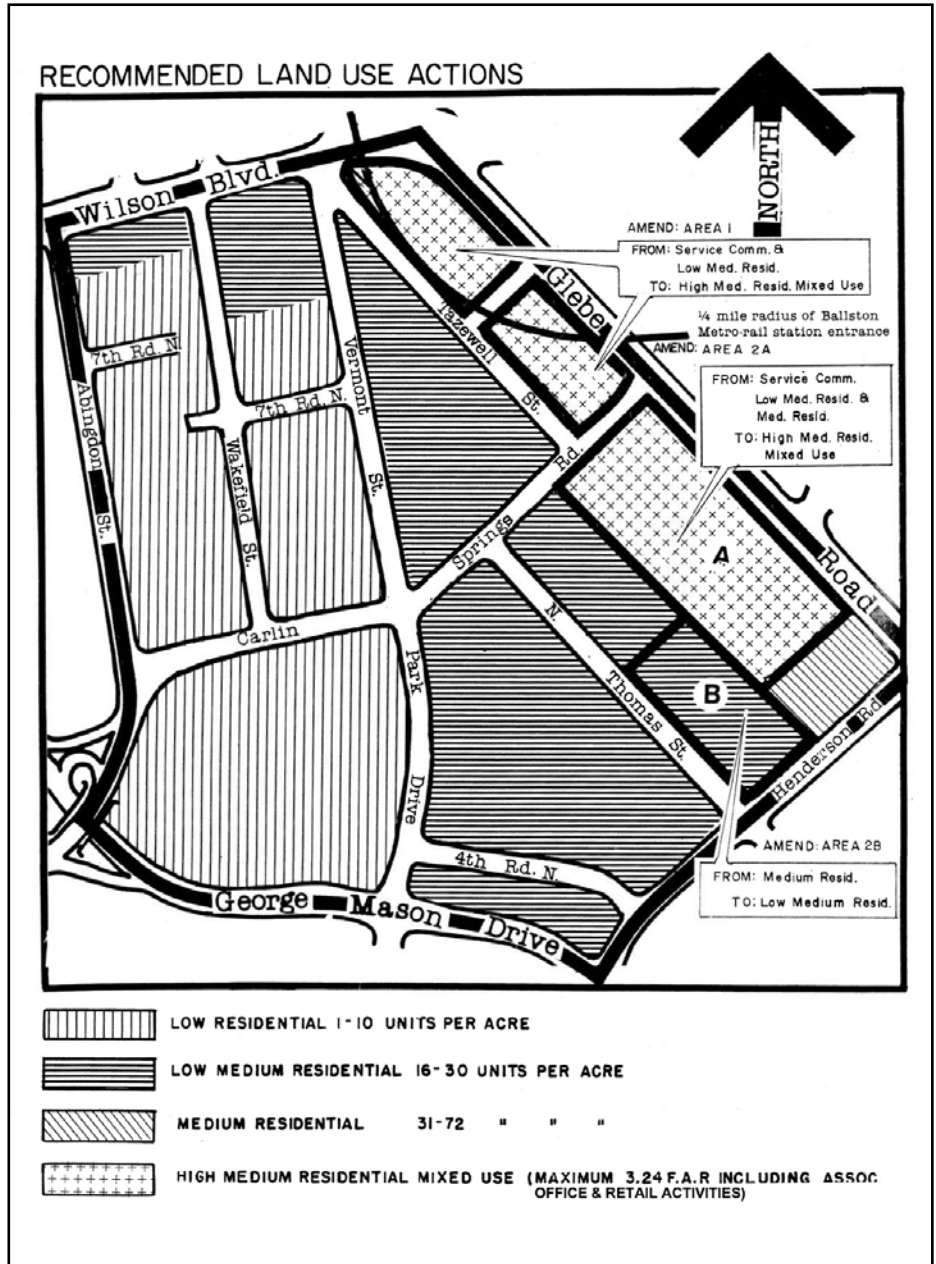
Aerial photo of North Quincy Street Plan Area (1980)



Aerial photo of West Ballston area (2009)



Illustrative Plan (North Quincy Street Plan, 1995)



West Ballston Land Use Study, Recommended (and adopted) GLUP Changes (1981)

III. AREA ANALYSIS

Land Use and Zoning

East Side

East of N. Glebe Road, the study area is planned “Medium” Office-Apartment-Hotel with office densities up to 2.5 FAR, up to 115 apartment units/acre, and up to 180 hotel units/acre. Note 14 on the GLUP established the “North Quincy Street Coordinated Mixed-Use District” which states that to achieve these densities, a project must meet the goals set forth in the 1995 NQSP. The area is currently zoned a mix of “C-2”, “CM”, and “C-O-2.5”. The “C-2” and “C-M” areas typically permit commercial or light industrial uses up to 1.5 FAR, inconsistent with the future planned uses for this area. The area currently contains a mix of auto-oriented commercial, service, and light industrial uses.

West Side

West of N. Glebe Road the area is planned “High-Medium Residential Mixed-Use” (up to 3.24 FAR including associated office and retail activities) transitioning to “Low-Medium” Residential (16-36 units/acre) along N. Thomas Street. The area is zoned a mix of “C-O-2.5,” “C-2,” “R-C,” and “RA8-18.” The “R-C” district permits residential and commercial uses up to 3.24 FAR, with limits on the commercial share of the project. “RA8-18” permits apartments and townhomes at densities up to 36 units per acre. Much of the existing zoning is inconsistent with the future planned uses for this area. Currently, several automobile-oriented service uses and a full service grocery store are located on the site.

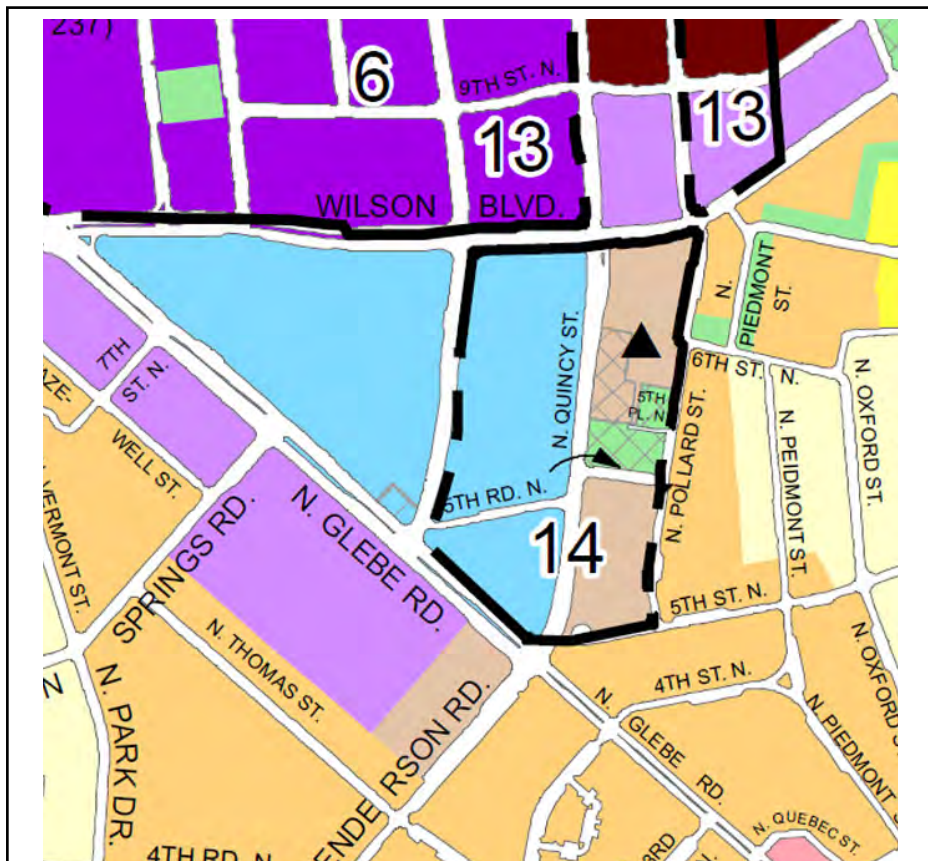
Recent Development

East Side

Since the extension of N. Quincy Street, several nearby properties have been repurposed or redeveloped. Until 2010, most of this activity involved changes to MBA properties to support their growth and expanded operations. Immediately north of the east side study area is the Founders Square site plan, approved by the County Board in January 2011. When fully developed, this 5.3 acre project will feature a 20-story office building, a 13-story office building for DARPA (*completed*), a 17-story residential building (*under construction in early 2013*), an 11-story hotel building (*under construction in early 2013*), a one-story retail building (*completed*), and a mid-block plaza and pedestrian connection. The approved density of Founders Square (8.37 FAR commercial GFA, 120 units per acre residential, and 179 units per acre hotel) includes density bonuses for elements such as provision of a secure office tenant, affordable housing contributions and LEED certification, plus a transfer of development rights from the Mosaic Park site in exchange for funds to develop that park.

West Side

Since 1995, several development projects have been completed west of N. Glebe Road. The Carlin Retirement Home was completed in 1993 and, in 1999, a Harris Teeter supermarket was built adjacent to the Hyde Park condominium. Along N. Thomas Street, the Ballston Crest Townhomes and Thomas Place Apartments were completed in 1995 and 2009, respectively. Most recently, a portion of Site Plan 72 was amended with the May 2012 County Board approval of 650 N. Glebe Road, which will provide a six-story 163-unit residential building with ground floor retail along N. Glebe Road at the intersection with N. Carlin Springs Road. Over the years, Site Plan 72 has evolved to encompass several properties in the west side study area, in addition to Hyde Park, and has included a number of buildings of various uses, some of which have been completed while others were never built.



Land Use Category**

Residential

- Low
- Low
- Low-Medium
- Medium
- High

Publicly Owned

Note 14: This area was designated as the "North Quincy Street Coordinated Mixed-Use District" on 2/4/95.

Commercial and Industrial

Service Commercial

Public and Semi-Public

Public

Office-Apartment-Hotel

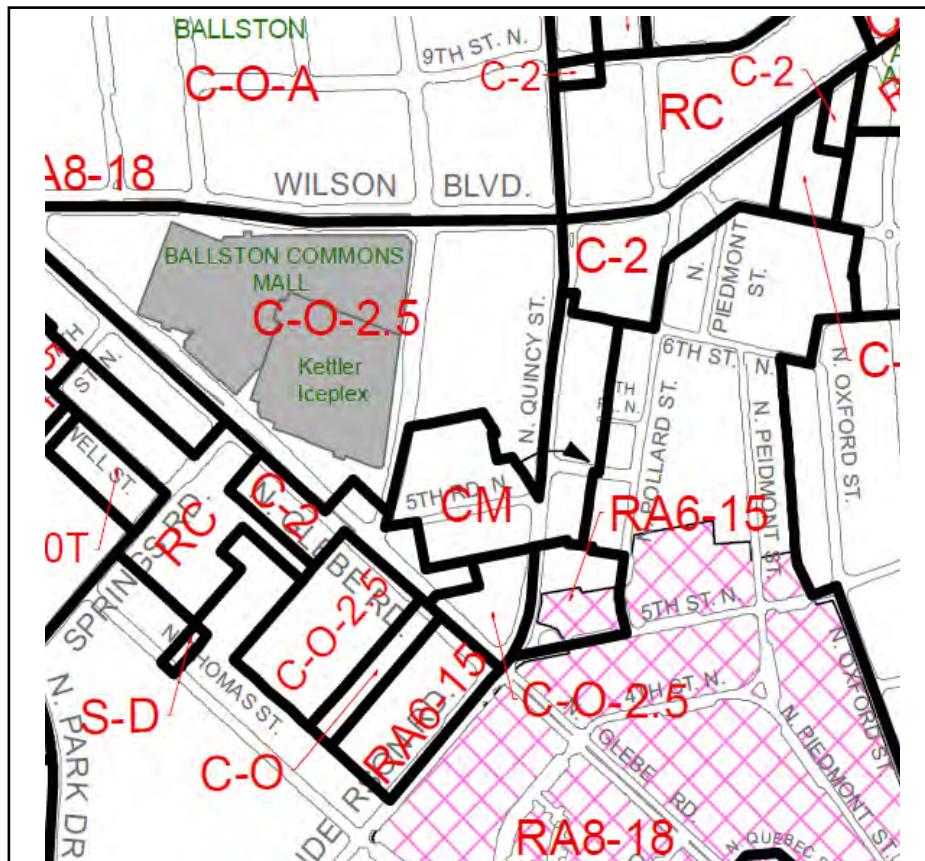
Medium

Mixed Use

- High-Medium
- Residential Mixed-Use
- Coordinated Mixed-Use
- Development District



General Land Use Plan Map, existing



Zoning Designations

- "CM" Limited Industrial Districts
- "C-O" Commercial Office Building, Hotel, Multiple-Family Dwelling Districts
- "C-O-A" Commercial Office Building, Hotel, and Apartment Districts
- "C-O-2.5" Commercial Office Building, Hotel, and Apartment Districts
- "C-2" Service Commercial - Community Business Districts
- "R-C" Apartment Dwelling and Commercial Districts
- "RA8-18" Apartment Dwelling Districts
- "RA6-15" Apartment Dwelling Districts
- "S-D" Special Development Districts

Local Historic Districts

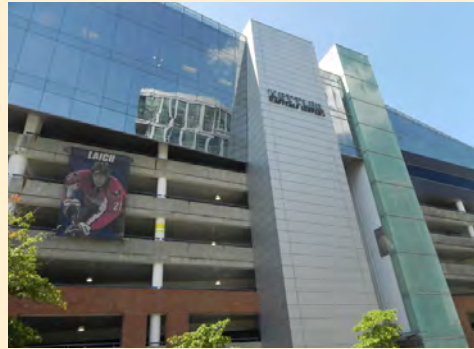


Zoning Classifications, existing

Surrounding Development

Several development projects have been recently completed near the study area. The Kettler Capitals Iceplex atop the Ballston Common garage opened in fall 2006. A 53-unit addition to the Birchwood Apartments was completed in 2002 and its original building was redeveloped in 2010. The completion of Liberty Center (2006), Quincy Crossing (2002), and the Hawthorne (2007) have also expanded the mix of high-density residential, retail and office uses nearby.

The following images illustrate several of the more notable development projects and reflect the variety of land uses in the area.



1 Kettler Iceplex



2 Liberty Center



3 Founders Square, west (rendering)



5 Mosaic Park



6 Phoenix House



7 Hyde Park Condominium



9 Ballston Crest Townhomes



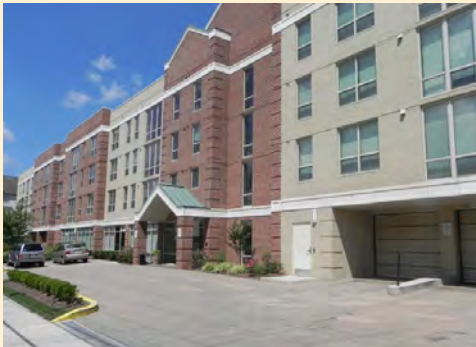
10 Carlin Spring Apartments



11 The Carlin



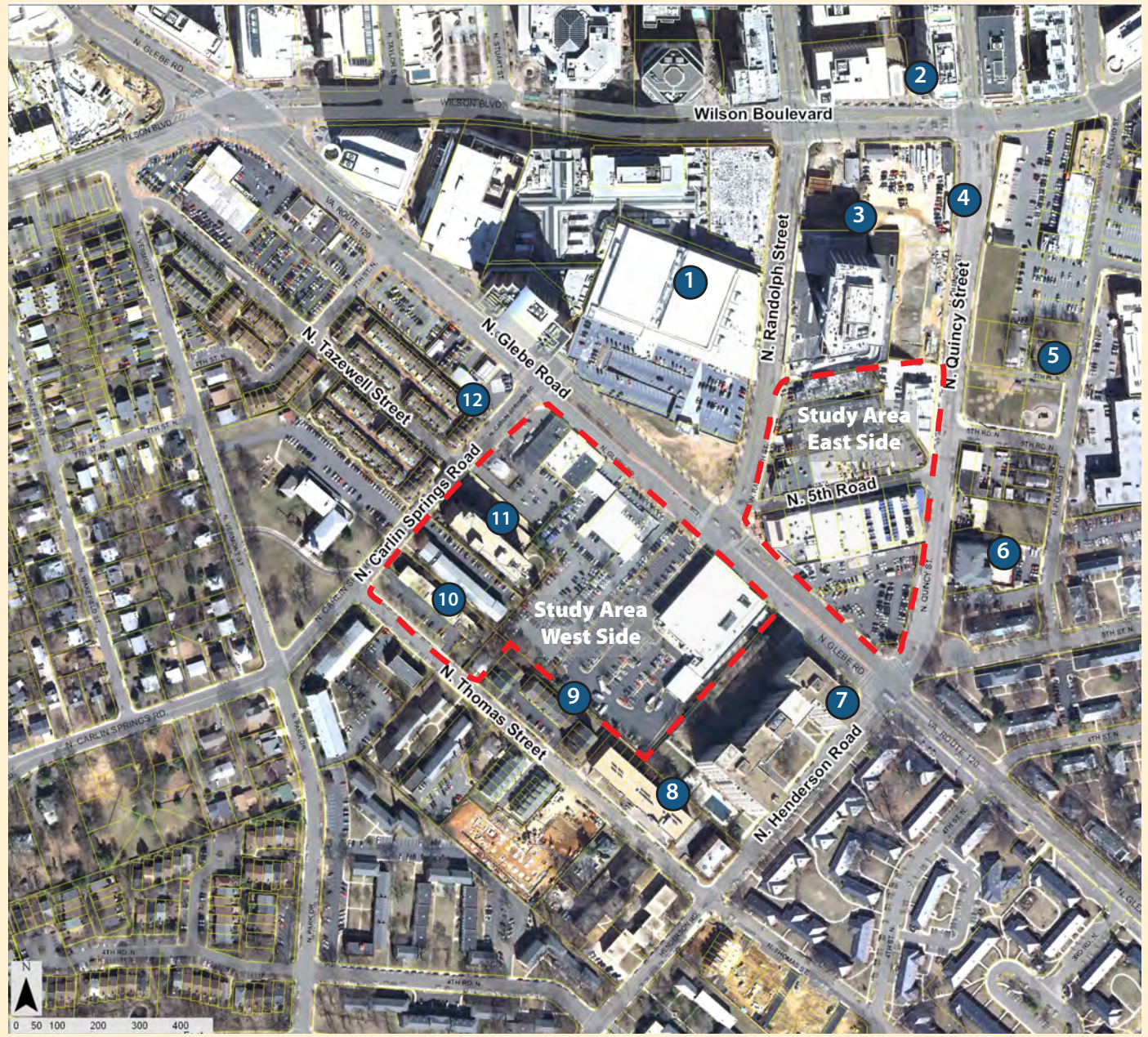
4 Founders Square, east (rendering)



8 Thomas Place Apartments



12 Townes of Ballston



Locations of Recent Development in the Vicinity

Multimodal Transportation

Existing Transit Services

The area is well-established from a transportation perspective with strong links to multi-modal transportation options. N. Glebe Road bisects the two sides of the study area and is part of the County's Primary Transit Network. Multiple local (ART) and regional (WMATA) bus routes provide service through the study area. The study area is within 1/2 mile of the Ballston and Virginia Square Metro Stations, which generally translates into approximately a 10-minute walk.

The pedestrian network in the area is good as reflected in the area's high Walk Score rating of 88 (out of 100). The walkability of the area could be further improved by breaking up the large blocks in the area and by better defining N. Glebe Road as a multi-modal roadway with a more hospitable pedestrian environment.

N. Quincy Street is a primary cycling route, with on-street bike lanes connecting into the County's broader bike network. All of these existing services and facilities add to the multimodal nature of the area and help reduce vehicle trips and on-site parking demands.



Ballston Metro Station



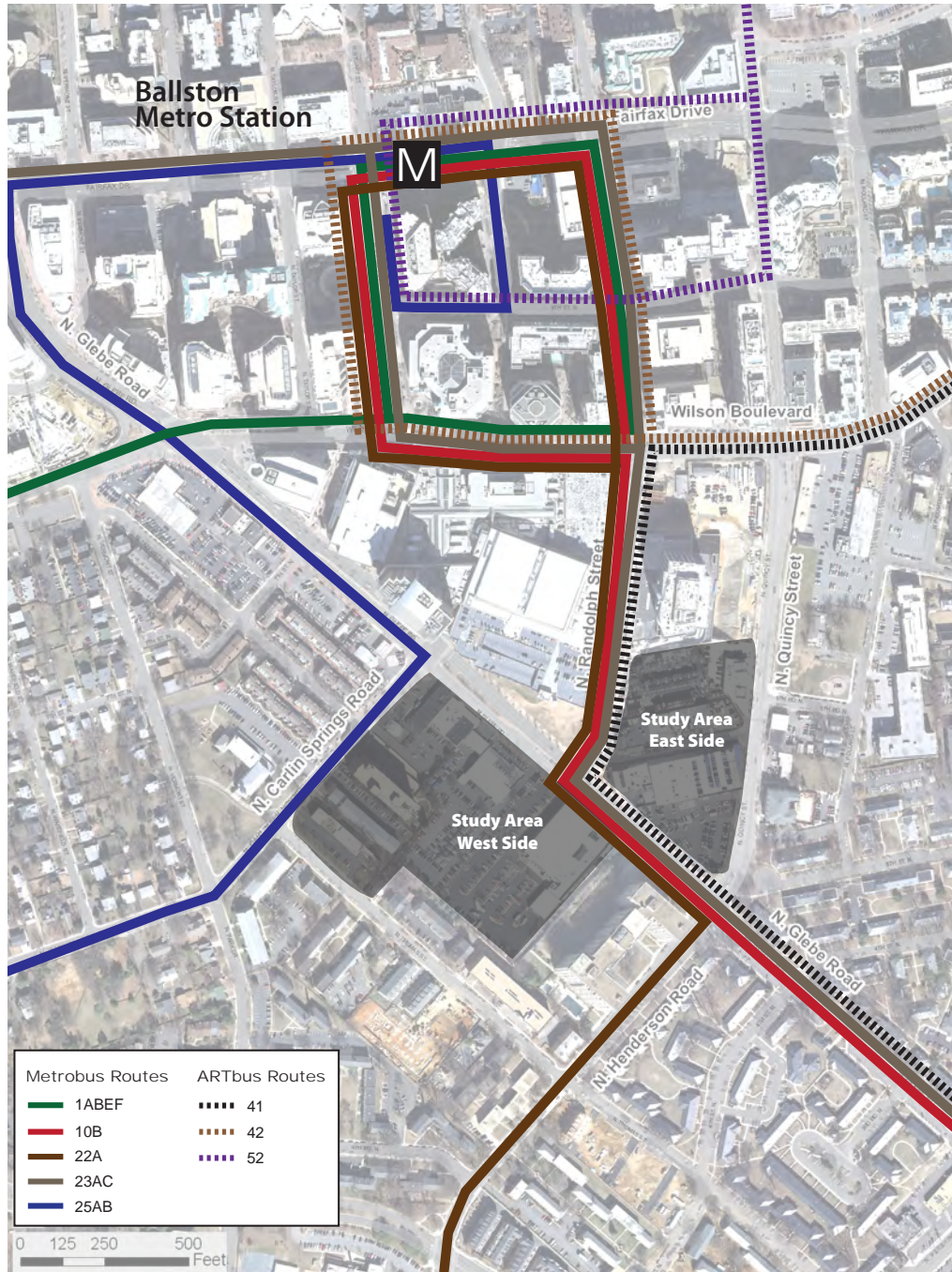
Metrobus 23A on N. Randolph Street



ART 41, Metrobus 23A on N. Randolph Street



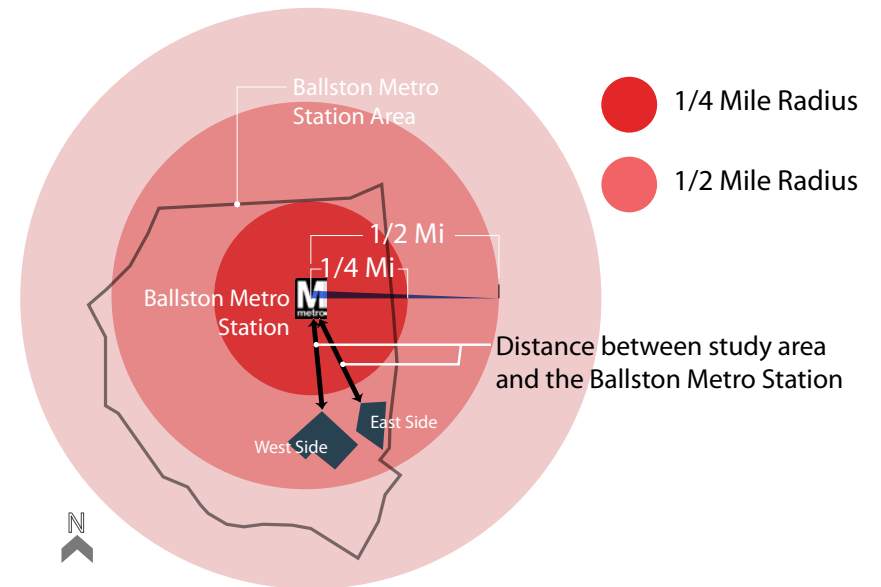
Metrobus 10B on N. Glebe Road



Existing Transit Service

Transportation - Land Use Connections

In Arlington, decades of planning have been based on the fundamental connections between land use and transportation facilities. High and medium-density mixed-use development works best in locations that are pedestrian friendly, transit-oriented, and accessible via a wide variety of travel options. When the original planning for Metro was conducted in the 1960s and 1970s, the rule of thumb was to target higher density and more intense uses on land generally within 1/4 mile of a Metro station. Over the years, mixed-use development has also been approved outside of the 1/4 mile radius where high-quality transit service and pedestrian facilities support such development. In the graphic below, the study area is shown to be just outside the 1/4 mile to Metro, but within 1/2 mile, or 10 minute walk, to the Ballston Metro Station. Given its specific location, future development in the study area's east and west sides has the potential to be transit-oriented and mixed-use, while also taking on a development form and character that reflect and embrace its location in a transition zone between central Ballston and lower density residential development along its edges.



Distance from Metro Stations, Site Vicinity

Existing Conditions Summary

East Side

The existing conditions map on the next page depicts the existing property boundaries, streets, and buildings in the study area and vicinity. The east side study area includes more than a dozen individual real estate parcels, although several of them are under the common ownership of Mercedes Benz of Arlington. For the purposes of the guiding principles and area concepts presented in the next section, all of the existing buildings in the east side study area are presumed likely to change as a result of future development. 5th Road N. between N. Randolph Street and N. Quincy Street is also planned to be relocated as part of the proposed area concepts that follow.

West Side

In the west side study area, there is a mix of building types located on approximately ten properties. Although the 3-D modeling of build out scenarios generated during the LRPC process assumed a few of the existing buildings would remain, all property within the study area could be developed either by right or through the special exception site plan process, depending on their individual status. 650 N. Glebe Road, recently approved by the County Board, is depicted as approved, and it is anticipated that the developer will build this site plan in the near future. Most other buildings in the west side study area are anticipated to potentially change or be supplanted with redevelopment over time.

While no existing streets penetrate into the west side study area, a private easement for the Hyde Park garage ramp located on the Harris Teeter parcel is also depicted in the existing conditions map.

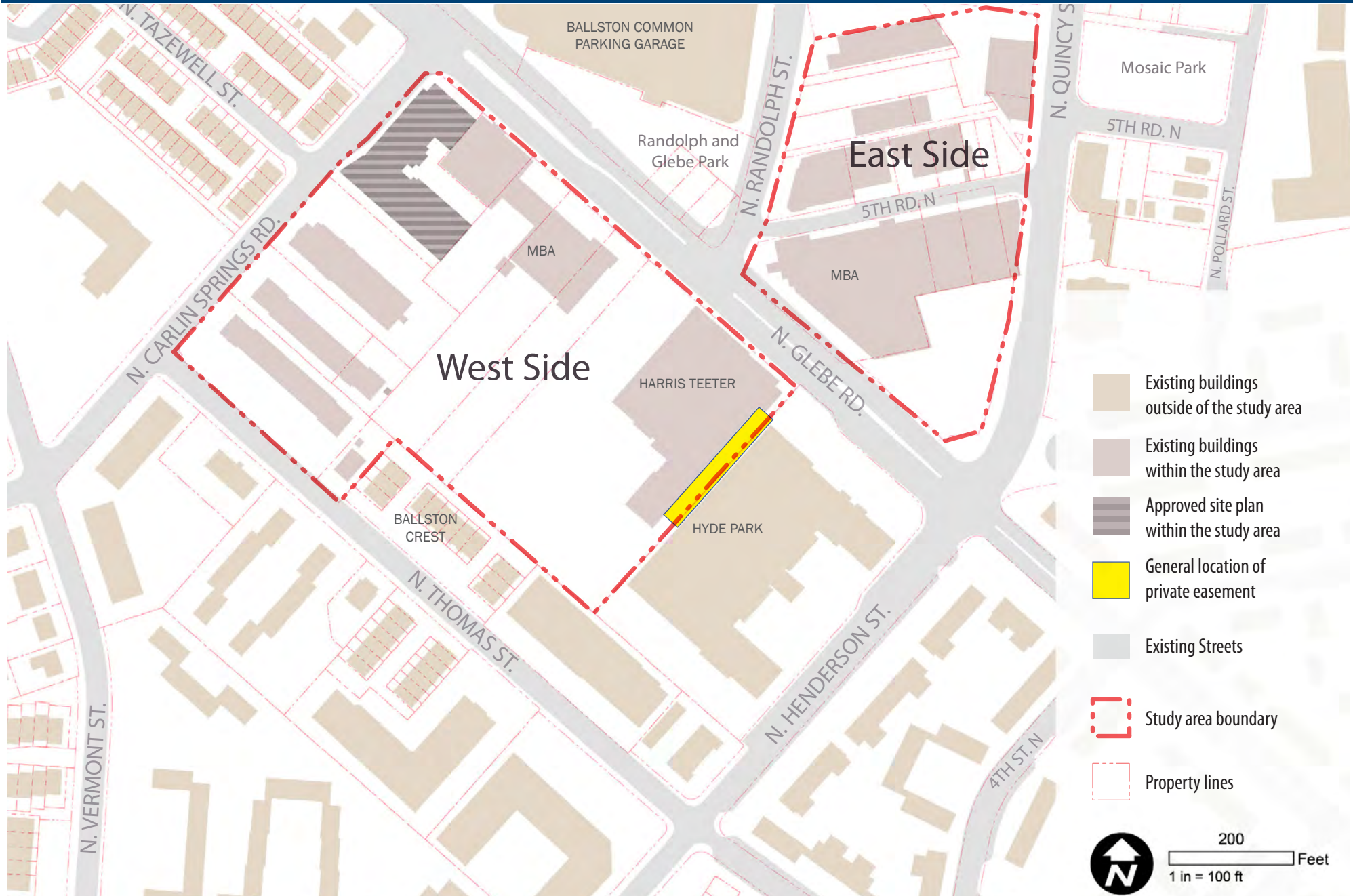


Existing land uses, east side of study area (between N. Randolph and Quincy Streets)



Existing land uses, west side of study area

EXISTING CONDITIONS MAP



IV. PLANNING PRINCIPLES + CONCEPTS

This section presents a set of overarching planning principles to guide future development decisions to be applied to the entire study area. This section also presents additional principles broken down by various categories, such as transportation, land use, building form, and open space. These principles are further classified by their geographic application: either area wide, east side, or west side. These principles are then stated through concept maps and other photos or exhibits.

Overarching Planning Principles

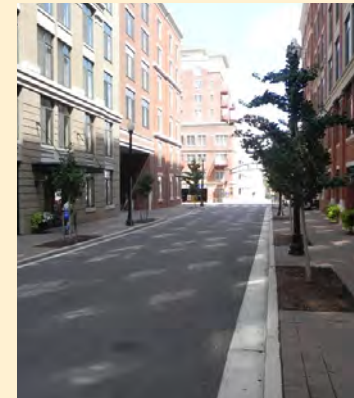
This plan is based on a foundation of overarching principles of what future development in the area should achieve. Briefly stated, the overarching principles aim to:

- Enhance the southern gateway of Ballston as a great urban place
- Allow established businesses to develop new, improved facilities while remaining in the community
- Achieve a well-balanced mix of land uses to provide for a vibrant neighborhood
- Reinforce desired transitions between the high-density mixed-use core of Ballston and surrounding residential neighborhoods
- Create new street connections and smaller blocks to improve circulation and permeability, while better serving new development
- Add to the variety of open space types and sizes in the area
- Provide opportunities for increasing the affordable housing stock in the area
- Transform N. Glebe Road into an urban boulevard with a pedestrian scale and other significant improvements, and
- Promote energy efficiency and environmental sustainability

Representative Precedents

The future vision of the study area includes the creation of a great place that fits appropriately into its context. The images to the right illustrate elements of other projects that may serve as inspiration for the type of place that can be created in this area of Ballston. While the goal is not to replicate any of these examples, these projects demonstrate ways in which development, urban streets, and public spaces in the study area can be approached in the future to implement the guiding principles and overall concept for the area.

EAST SIDE | Visioning



DEVELOPMENT



URBAN STREETS



PUBLIC SPACES



Transportation Principles

Area-Wide

- Improve connectivity and accessibility by introducing new public streets and multi-use paths that help break up existing superblocks.
- Make the pedestrian experience safer and more enjoyable by designing streets with wide sidewalks, additional street trees, improved intersections and crosswalks, and on-street parking where possible. Limit, to the greatest extent possible, the number of curb cuts.
- Transform this portion of N. Glebe Road into an urban boulevard through a combination of site-specific improvements and road-diet techniques, such as conversion of roadway width to other uses such as on-street parking, bikeways, wider sidewalks, and planting areas.
- At a minimum, future site plans with major commercial or retail uses shall be governed by site plan conditions similar to those currently in place for the Harris Teeter property that relate to appropriate measures to mitigate potential significant adverse impacts (these could include limiting hours and number of deliveries, noise mitigation measures, security measures, etc.).
- Design and locate service and loading areas, access points, and traffic patterns to limit adverse impacts on surrounding properties and neighborhoods.
- Encourage shared parking to achieve efficiencies for complementary uses.
- Consider nearby parking availability and transit services when determining parking requirements.
- Improve existing undersized and poorly maintained sidewalks throughout the study area and vicinity to enhance the overall pedestrian experience.
- Align new street segments with existing intersections where possible, and locate other transportation facilities generally where shown on the Transportation Concept map, with exact locations to be determined with the review and analysis of future site plans.

East Side

- Provide a new 5th Road N. that begins at N. Randolph Street and connects with the existing 5th Road east of N. Quincy Street [with future redevelopment.]
- Provide an additional new north-south street in the interior of the block, as a primary location for the service, loading and garage entries for new development.
- Explore a variety of locations for pedestrian connections through the block, including the potential conversion of existing 5th Road N. into an attractive pedestrian route between Glebe & Randolph Park and Mosaic Park.

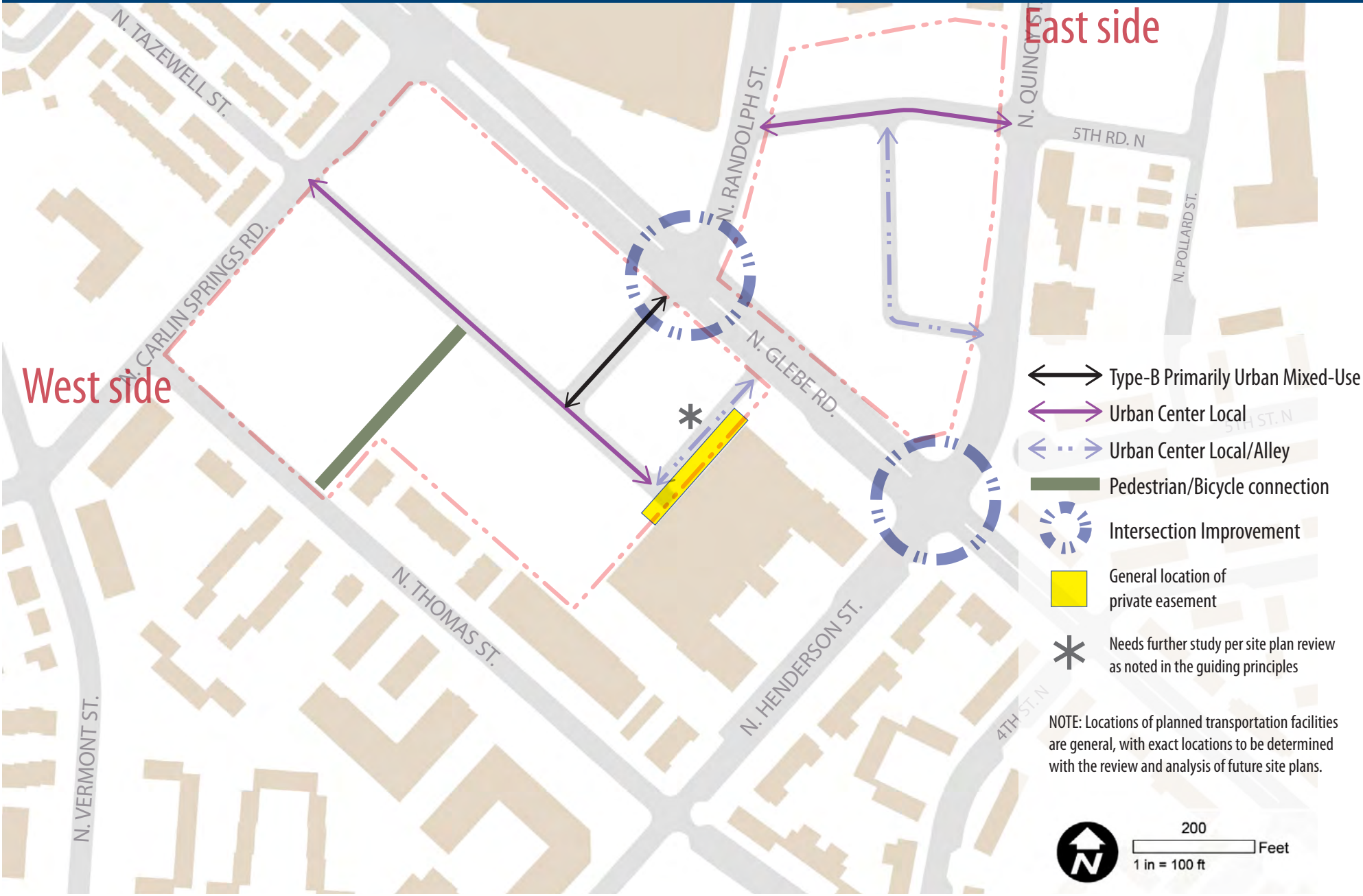
West Side

- Continue N. Randolph Street westward across N. Glebe Road into the block.
- Extend N. Tazewell Street through the block to the Hyde Park property, and focus service, loading and garage entrances along this new segment.
- The potential urban center local street/alley on the west side should be further studied based on specific site plan proposals, and consideration shall address potential impact and conflict with the existing Hyde Park driveway on N. Glebe Road and potential methods of mitigating such conflicts. If, after further study based on specific site plan proposals, a new road is the preferred overall solution, consideration should be given to how a new egress to the Hyde Park garage can be provided.
- Create new multi-use paths to improve pedestrian and bicyclist circulation through the block, including a pedestrian/bicyclist connection between N. Tazewell Street extension and N. Thomas Street.

TRANSPORTATION CONCEPT MAP

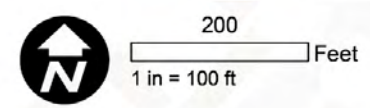
West side

East side



- Type-B Primarily Urban Mixed-Use
- Urban Center Local
- Urban Center Local/Alley
- Pedestrian/Bicycle connection
- Intersection Improvement
- General location of private easement
- Needs further study per site plan review as noted in the guiding principles

NOTE: Locations of planned transportation facilities are general, with exact locations to be determined with the review and analysis of future site plans.



Land Use Principles

Area-Wide

- Encourage medium-scale development that creates a sensitive transition between high-intensity development in the center of Ballston and surrounding lower-density residential neighborhoods.
- Provide redevelopment opportunities to transform the area’s primarily automobile-oriented development into an integrated mixed-use urban neighborhood.
- Organize a rich mix of uses in a way that helps enliven the area and balance local travel demand.
- Provide opportunities for increasing the County’s affordable housing stock.
- Ensure ground floor uses, building massing and frontages are designed to add interest and enhance the pedestrian experience.
- Ensure activated, interesting ground-floor retail frontages at key locations to further enhance the pedestrian experience.
- Establish retail and retail-related outdoor activities along a N. Glebe Road that is transformed into an urban boulevard, at the corners of arterial streets, and at other strategic locations noted in the Land Use Concept Map.
- Designate additional locations within the study area that link destinations (such as open spaces or retail streets) as “optional retail” locations, where flexible building designs do not preclude retail while also permitting other uses; any retail or other commerce proposed for frontages not specifically identified on the Land Use Concept Map should be considered on a case by case basis.

East Side

- Implement medium-density mixed-use development, with a base density of 1.5 FAR and set a maximum of up to 4.0 FAR through tools such as transfer of development rights or the provision of additional significant community benefits, in keeping with the spirit of the 1995 North Quincy Street Plan and in accordance with Note 14 of the GLUP, as updated over time.
- Identify the N. Glebe Road frontage, including the plaza at N. Quincy Street and N. Glebe Road, and the N. Quincy Street frontage north of new 5th Road N. as predominantly retail or commerce locations.
- Designate both sides of the new 5th Road N. and the corner spaces to its northwest and southeast termini across this block as optional retail locations.

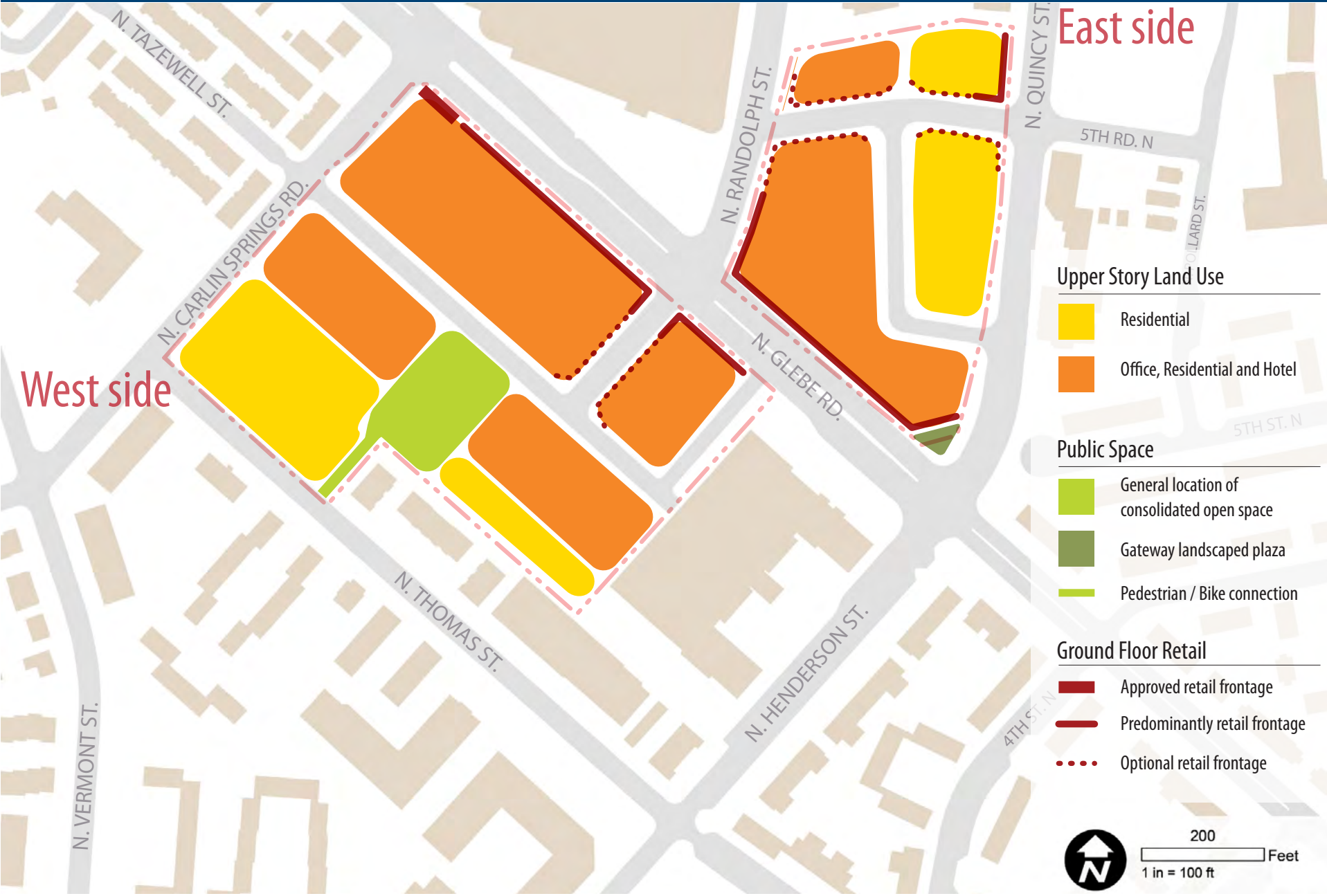
West Side

- Locate ground-floor commercial uses along N. Glebe Road and explore residential, hotel, or commercial uses above and in the balance of the block that achieve effective transitions towards properties along N. Thomas Street.
- Consider a General Land Use Plan change for the N. Glebe Road frontage (in conjunction with a site plan application) to “Medium” Office-Apartment-Hotel, to provide limited flexibility for land use and building height to achieve better urban design and to not preclude desirable uses for the study area.
- If the study area were partly redesignated as “Medium” Office-Apartment-Hotel, then the provisions of corresponding zoning districts should apply.
- Consider a General Land Use Plan change for the corner of N. Carlin Springs Road and N. Thomas Street to “High-Medium Residential Mixed-Use”, in conjunction with a site plan application that provides a building form and massing scheme compatible with surrounding properties and appropriate for the transitional location.
- Establish predominantly retail frontages along N. Glebe Road, while allowing supporting commerce.
- Designate the N. Randolph Street extension into the block as optional retail locations.

LAND USE CONCEPT MAP

West side

East side



Upper Story Land Use

- Residential
- Office, Residential and Hotel

Public Space

- General location of consolidated open space
- Gateway landscaped plaza
- Pedestrian / Bike connection

Ground Floor Retail

- Approved retail frontage
- Predominantly retail frontage
- Optional retail frontage



200
1 in = 100 ft Feet

Building Form Principles

Area-Wide

- Consider refinements to the previously planned building heights identified in the 1995 North Quincy Street Plan (east side) and the General Land Use Plan (west side) that reflect both the evolved context in the area and the continued desire for effective and sensitive transitions.
- Establish maximum building heights that are appropriate for the area and will achieve the desired transitions between central Ballston and its edges.
- Encourage massing and architecture that generally provides buildings with modestly-sized floor plates and slender building towers, except where large format commercial uses are approved.
- Incorporate building form elements that help limit the perceived length of any individual long building walls, such as varied building modulation and massing, articulation, multiple entrances, and/or fenestration techniques.
- Incorporate distinctive features or focal points to add visual interest and help establish a more distinct sense of place, to be achieved through architectural, landscape, or other urban design elements.
- Ancillary structures that support outdoor rooftop amenities, such as green roofs, outdoor swimming pools, and code required ancillary facilities, rooftop gardens, etc., subject to zoning ordinance requirements, should not count against height limits.

East Side

- Allow building heights up to a maximum of 10 stories (commercial or residential) along N. Randolph Street, and require buildings to step down to N. Quincy Street with maximum heights of 5 stories (residential).

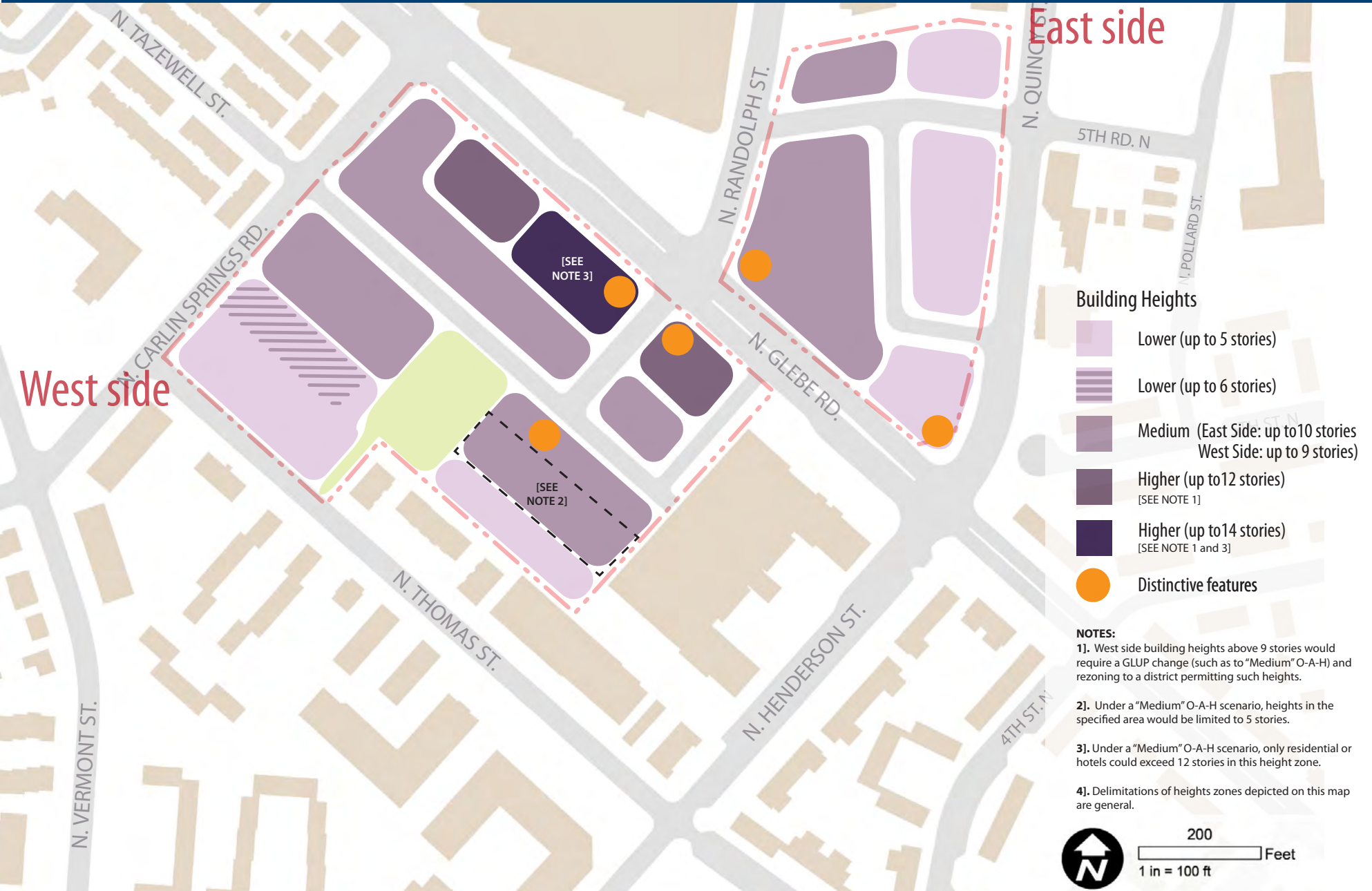
West Side

- Concentrate the greatest building heights along N. Glebe Road, tapering down sensitively to the surrounding low-rise residential properties.
- Under a “Medium” Office-Apartment-Hotel scenario, limit building heights up to a maximum of 12 stories for office and 14 stories for residential or hotel immediately adjacent to N. Glebe Road as shown on the Building Form Concept Map.
- Under a “High-Medium Residential Mixed-Use” scenario, consider building heights only up to a maximum of 9 stories or 95 feet for the majority of the west side study area per Note 1 on the Building Form Concept Map.-
- Allow building heights no greater than a maximum of 5 stories (residential) at the corner of N. Thomas Street and N. Carlin Springs Road and along the Ballston Crest and Thomas Place properties to reinforce a sensitive transition to the nearby low-scale residential developments.







BUILDING FORM CONCEPT MAP

West side

East side

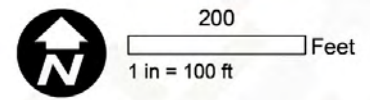


Building Heights

-  Lower (up to 5 stories)
-  Lower (up to 6 stories)
-  Medium (East Side: up to 10 stories
West Side: up to 9 stories)
-  Higher (up to 12 stories)
[SEE NOTE 1]
-  Higher (up to 14 stories)
[SEE NOTE 1 and 3]
-  Distinctive features

NOTES:

- 1]. West side building heights above 9 stories would require a GLUP change (such as to "Medium" O-A-H) and rezoning to a district permitting such heights.
- 2]. Under a "Medium" O-A-H scenario, heights in the specified area would be limited to 5 stories.
- 3]. Under a "Medium" O-A-H scenario, only residential or hotels could exceed 12 stories in this height zone.
- 4]. Delimitations of heights zones depicted on this map are general.

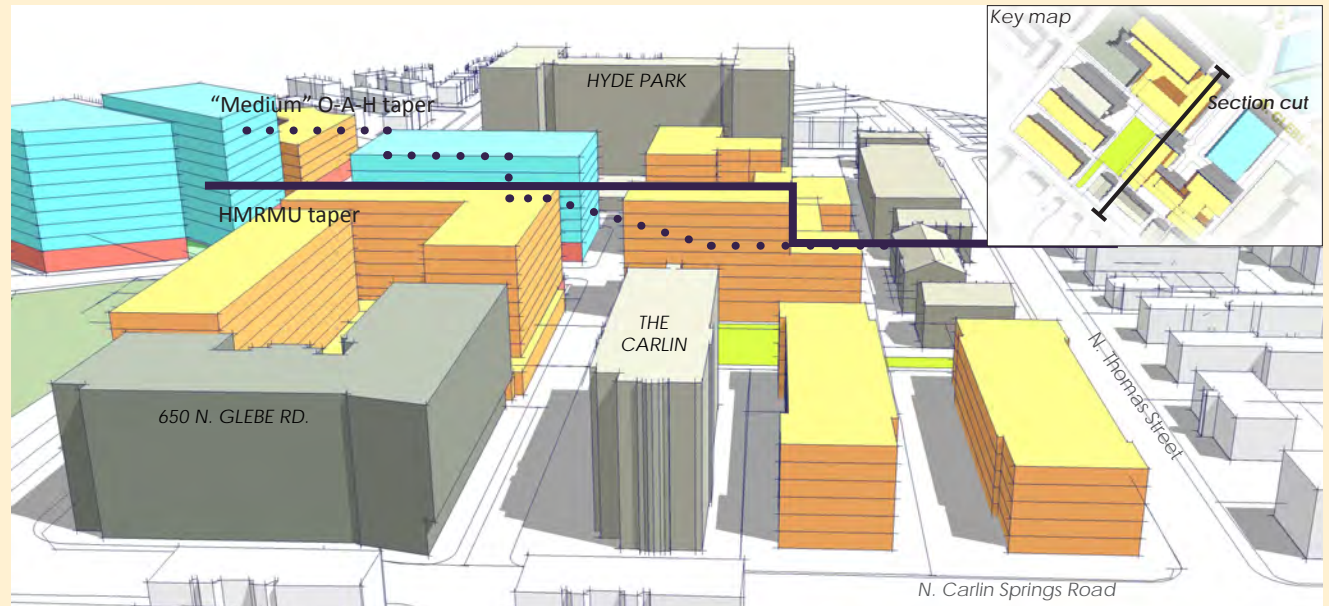


West Block Height Taper

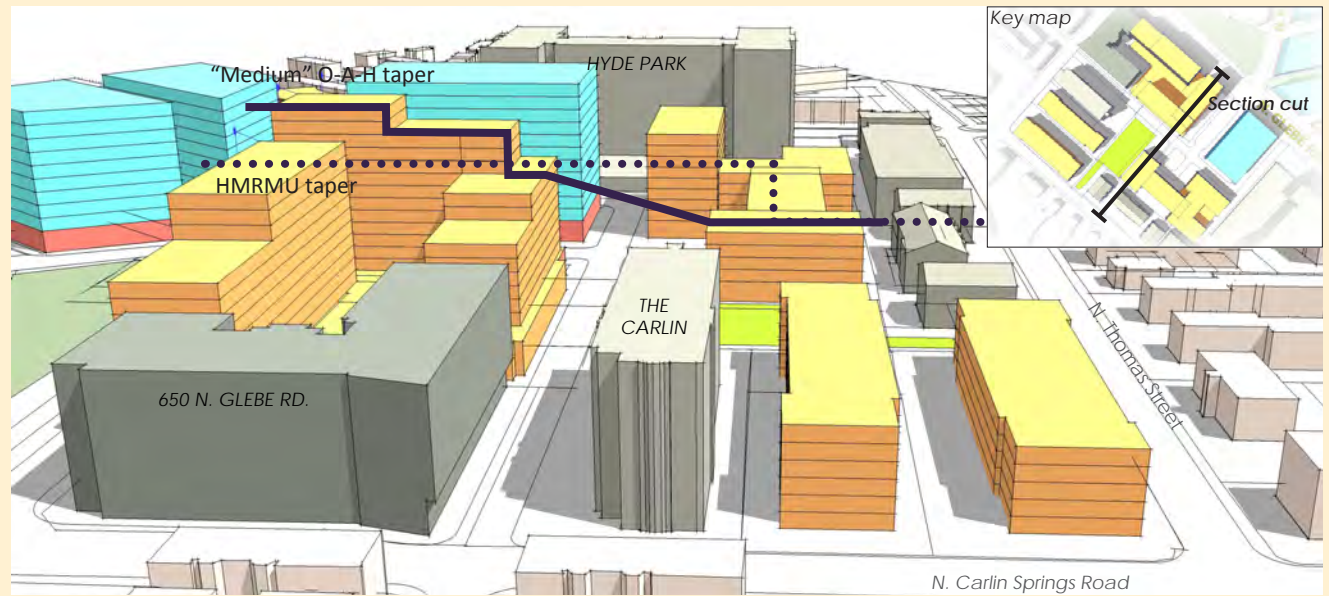
The Specific Building Form Principles and Concept Map on pages 21-22 are designed to provide a deliberate taper in building heights between the high density core of Ballston and the lower density residential areas nearby. The recommended consideration of a future GLUP change to “Medium” Office-Apartment-Hotel for a portion of the west block specifically relates to this goal of a more distinct taper, as illustrated in the two images to the right.

The top image depicts a hypothetical transition under the current “High-Medium Residential Mixed-Use” designation. In comparison, the bottom image depicts a hypothetical transition per a “Medium” Office-Apartment-Hotel scheme. While the Plan Addendum supports either land use designation for the block, the preference is for a physical transition comparable to what is shown in the bottom image, with greater heights along N. Glebe Road and lower heights approaching N. Thomas Street.

NOTE: The massing schemes shown here are only illustrative and do not reflect a preferred development scheme. It is expected that any future site plans for this area will include site massing and designs that vary from what is shown here but that are compatible and consistent with the Addendum’s planning principles.



Potential Building Height Transition on West Block, Hypothetical “High-Medium Residential Mixed-Use” scenario

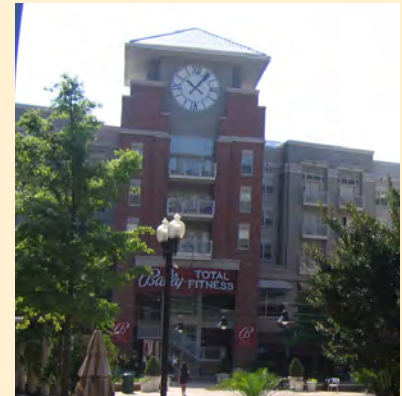
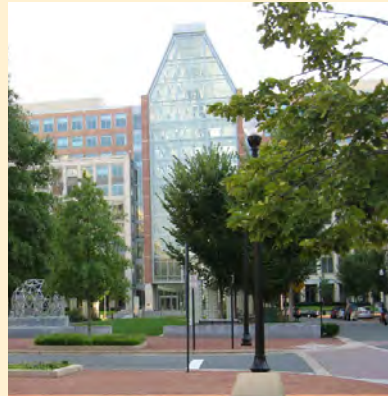


Potential Building Height Transition on West Block, Hypothetical “Medium” Office-Apartment-Hotel scenario

Focal Points/ Distinctive Features

Another specific building form principle included in the Plan Addendum is the idea of incorporating distinctive features or focal points at strategic locations in the study area. While the primary goal of including such features is to increase the overall level of visual interest, they can also help establish a more distinct sense of place as well as provide landmarks for improved wayfinding and navigation of visitors to the area.

As illustrated in the images to the right, the provision of the recommended distinctive features or focal points can be achieved through a variety of architectural, landscape, or other urban design elements integrated with future development in the area.



Open Space Principles

Area-Wide

- Create a high-quality urban environment with attractive and successful open spaces through redevelopment – these open spaces should vary in size and should provide opportunities for both active and passive recreation to meet the community’s public space needs.
- Achieve pedestrian connections that reflect existing travel patterns, strengthen desired linkages, and provide visibility of and access to public open spaces without sacrificing the utility of such spaces.
- Open spaces should be designed so that they are perceived as areas for public use. Areas identified as public open spaces should be controlled by the County either through fee ownership or access and use easements.
- Ground level open spaces and abutting first floor uses should be designed and programmed to mutually benefit one another.
- Consider opportunities for publicly accessible open spaces on rooftops to accommodate a range of activities, such as community gardening or active recreation.
- In addition to public open spaces on-site, consider how projects may contribute to the improvement, expansion or enhancement of nearby existing or planned open spaces nearby (such as Mosaic Park and Glebe & Randolph Park).
- Initiate County-led park/public space design processes for recommended neighborhood open space, which will refer to the Public Spaces Master Plan when forming decisions related to the public space network.

East Side

- Establish a significantly sized landscaped gateway plaza with canopy trees and other green features at the corner of N. Glebe Road and N. Quincy Street, defined by strong architectural features and/or focal points, to complement the other three green corners defining this intersection.
- Provide a strong pedestrian/bike connection linking the West Side, Glebe & Randolph Park, and Mosaic Park - along that connection, provide opportunities for smaller, more intimate setbacks or open space areas for respite.

West Side

- Establish a central open space of at least one-half acre in size within the block to provide for recreation opportunities, break up the bulk and massing of development on the block, and enhance the pedestrian experience. This may be achieved through coordinated redevelopment of the entire west side study area or by encouraging adjacent property owners to create a consolidated, large space at the interface of two or more properties along the street frontage.

OPEN SPACE CONCEPT - PRECEDENT IMAGES



Image credit: Ken Lund & Flickr



Image credit: <http://carfreedays.com>



V. RELATIONSHIP TO 1995 NORTH QUINCY STREET PLAN

This planning document is intended to update the planning guidance of and supersede the 1995 North Quincy Street Plan (NQSP) as it applies to the area between N. Quincy and N. Randolph Streets, while also providing guidance for an expanded study area that includes an area west of N. Glebe Road not originally subject to the NQSP. Principles relating to the western block have either been addressed by the Founders Square site plan or have been incorporated, revised or superseded through the effort to create this Plan Addendum.

Principles from the 1995 NQSP that apply to the block east of N. Quincy Street have not been superseded and are still relevant. These principles that are still current for the original NQSP east block generally relate to the NQSP's concept plan, land use recommendations, and urban design guidelines. Therefore, the 1995 NQSP should continue to be referenced for an understanding of the most up to date principles and planning guidance for the area bounded by Wilson Boulevard, N. Quincy Street, N. Glebe Road, and N. Pollard Street.



East block area of 1995 North Quincy Street Plan

VI. IMPLEMENTATION RECOMMENDATIONS

This section lists recommendations necessary to support the implementation of the North Quincy Street Plan Addendum's vision and goals.

Action 1: Adoption of the North Quincy Street Plan Addendum

RECOMMENDATION: Adopt the North Quincy Street Plan Addendum as an updated plan to guide future development for the revitalization of the properties located in the study area. The recommendations in this Addendum for the block west of North Quincy Street shall supersede those presented in the 1995 North Quincy Street Plan.

Action 2: General Land Use Plan Amendments

RECOMMENDATION: Amend Note 14 of the General Land Use Plan to reflect the updates associated with the North Quincy Street Coordinated Mixed-Use District. These changes primarily include the updated goals and objectives for the North Quincy Street Coordinated Mixed-Use District and the surrounding area west of N. Glebe Road as expressed in this Addendum. They also identify the updated list of potential community benefits that may permit density above 1.5 FAR on the block between N. Randolph and N. Quincy Streets (up to a maximum of 4.0 FAR, subject to the height and massing concepts in this plan), including:

- Development of residential uses on the east block consistent with the concept plan and the "Medium" Residential designation;
- Implementation of other significant elements of the concept plan;
- The development of community, cultural, or public facilities;
- The provision of open space;
- The consolidation of properties that achieve relocation of existing streets and/or establishment of new streets;
- The development or protection/preservation of affordable/moderate income housing; and
- Green building certification (consistent with then current County policy).

Where conditions permit, the County's transfer of development rights mechanism can also be employed in achieving densities up to 4.0 FAR.

RECOMMENDATION: Add the General Location for Open Space Symbol to reflect the goal for an open space of importance within the west side study area block. The addition of this symbol on the GLUP will emphasize this key open space goal for the block as recommended by this Addendum.



Existing

Master Transportation Plan Amendment: The existing Master Transportation Plan (top) currently lacks any indication that new streets should be created in the study area with future development. In the proposed MTP map (bottom) the study area east and west of Glebe Road is shown in blue hatch, indicating these as areas planned for new streets. The exact number and location of new streets should be guided by this Addendum and determined through future site plan approvals.



Proposed

Action 3: Master Transportation Plan Amendments

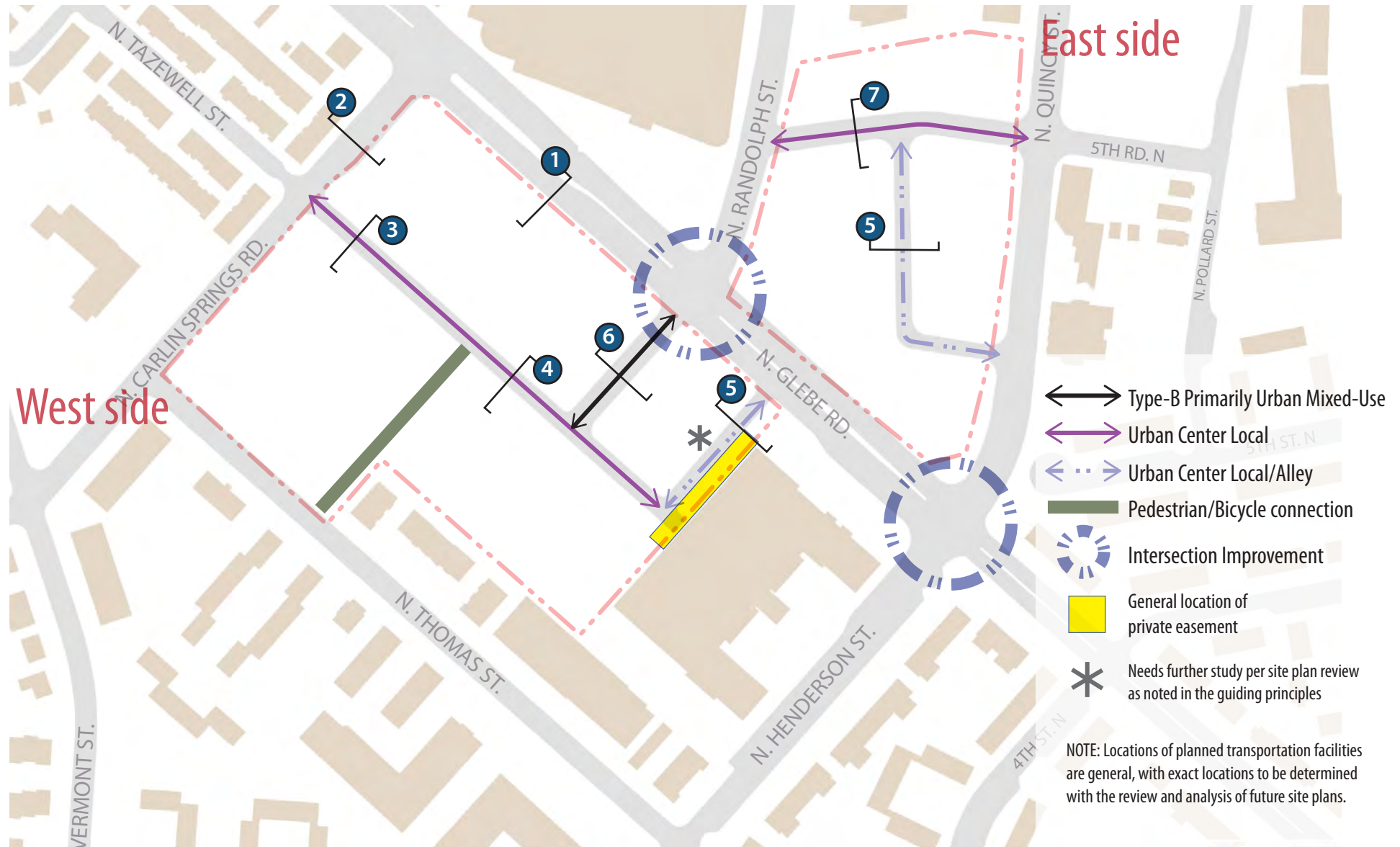
RECOMMENDATION: Amend the Master Transportation Plan (Street Typology Map) to identify this as an area planned for new streets. The Master Transportation Plan (MTP) guides decisions that affect Arlington’s transportation network and helps the public understand the rationale behind the decisions. To help accommodate planned growth in the study area, the MTP should be amended to add this as an area planned for new streets. As future development is proposed for these areas, staff, residents, and other stakeholders should refer to the MTP when forming decisions related to the street network. As redevelopment projects are approved within the study area, the MTP Street Typology Map should be further amended to show the exact locations and extent of any newly approved and created streets in this area.

Action 4: Zoning Ordinance Amendments

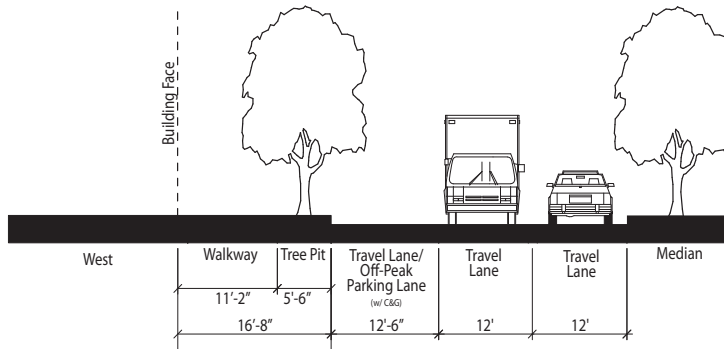
RECOMMENDATION: Amend the Zoning Ordinance to modify the “R-C” District purpose language in the section’s first paragraph, involving the one-quarter mile radius from a Metro Station entrance criteria as it pertains to at least the study area of this Addendum. During the course of this study, attention was brought to the current purpose language in the first paragraph of the “R-C” District and the apparent requirement that to be rezoned to “R-C,” a site must be located one-quarter mile or less from a Metro Station entrance in addition to being designated “High-Medium Residential Mixed-Use” on the General Land Use Plan. The relevant issue is that, although they have been designated “High-Medium Residential Mixed-Use” since 1981 and some have been rezoned to “R-C,” several of the properties in the study area west of N. Glebe Road are further than one-quarter mile from the closest (Ballston) Metro Station entrance. To have the Zoning Ordinance language for “R-C” be more consistent with the vision for the area as portrayed on the GLUP, staff should present to the County Board revisions to the “R-C” district to address this one-quarter mile from Metro requirement, at least as it pertains to the study area outlined in this Addendum.

APPENDIX GENERAL STREET CROSS-SECTIONS

The Proposed Street Cross-Section exhibits illustrated on the following pages in this document are conceptual. Exact dimensions and details including but not limited to the design of bulbouts, curb ramps and crosswalks, the configuration of bicycle lanes or “sharrows,” and landscaping features will be determined during engineering design and will reflect then-current County practices. Prior to implementation, the number of travel lanes shown in these cross-sections and proposed changes to other aspects of the transportation network will be reviewed further to determine the impacts upon traffic flow.



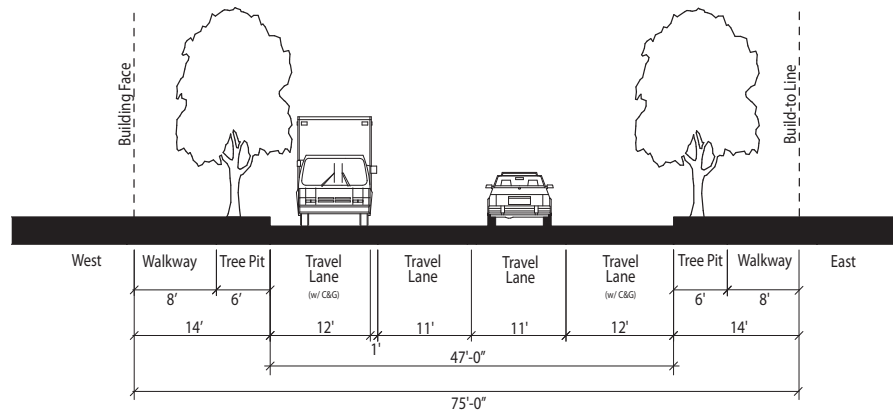
1 SECTION: N. Glebe Road Streetscape Condition



N. Glebe Road: The proposed streetscape and sidewalk condition for N. Glebe Road in the study area includes a minimum 16'-8" sidewalk with tree pits. This reflects a wider sidewalk than the 13'-0" recommended in the Rosslyn-Ballston Corridor Streetscape Standards. This frontage should be primarily retail-oriented. Non-peak off-street parking should be provided in the curbside travel lane.



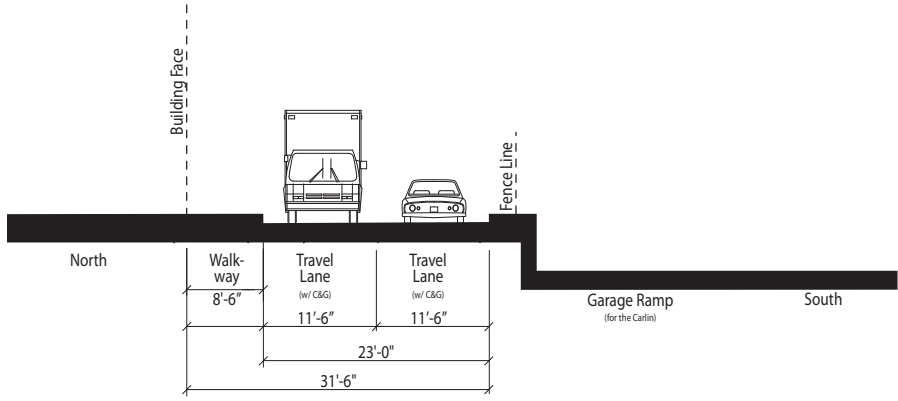
2 SECTION: N. Carlin Springs Road Streetscape Condition



N. Carlin Springs Road: The proposed streetscape and sidewalk condition for N. Glebe Road in the study area includes a minimum 13'-8" sidewalk with tree pits. This reflects a wider sidewalk than the 10' width recommended in the R-B Corridor Streetscape Standards. This frontage should be primarily residential in character. N. Carlin Springs Road south of N. Tazewell Street would have bicycle lanes and fewer travel lanes.



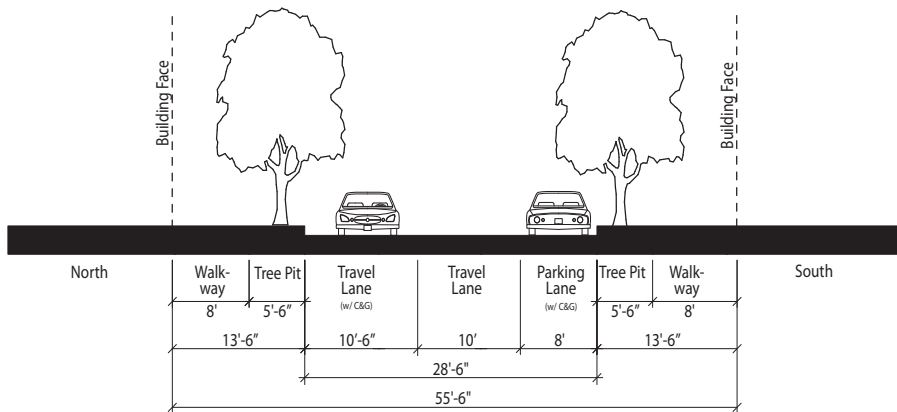
3 SECTION: N. Tazewell Street Extension
Interim Treatment



N. Tazewell Street Extension (Interim): This new extension will be integral to future redevelopment on the block west of N. Glebe Road. This street will provide access from N. Carlin Springs Road, and will be a primary location for building service, garage, and loading access points. Given existing physical constraints, this plan provides for an interim treatment for the segment approaching N. Carlin Springs Road, which could be enhanced through future redevelopment of or modifications to the Carlin property.



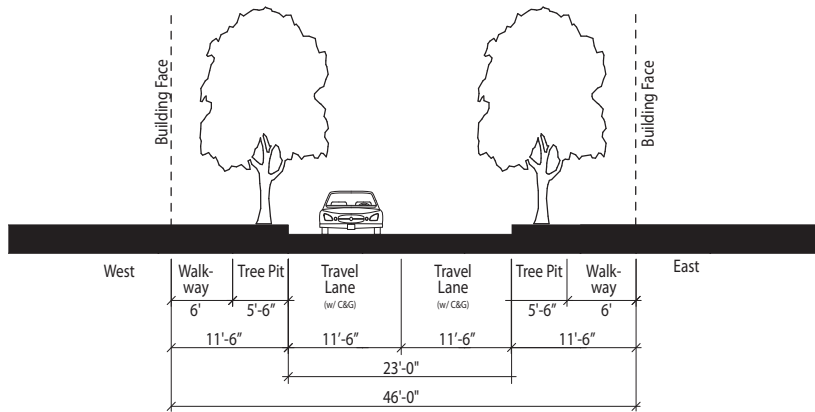
4 SECTION: N. Tazewell Street Extension
Ultimate Treatment



N. Tazewell Street Extension (Ultimate): Where physical constraints do not exist, the ultimate street-section condition should be achieved. A minimum dimension of 55'-6" should be provided between building faces, and may vary depending on the actual ground floor uses proposed as part of any future site plan proposal. On-street parking, street trees, and other plantings should be included where feasible.

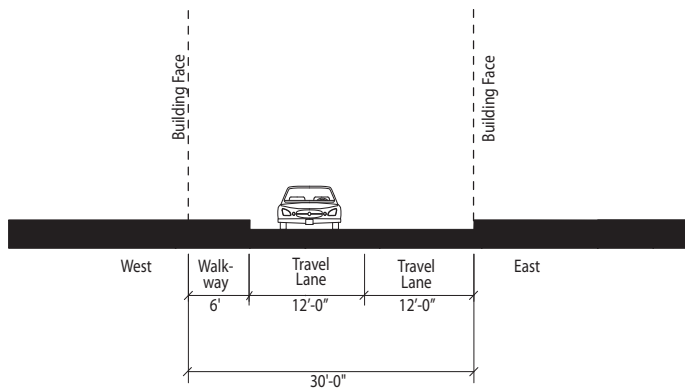


5 SECTION OPTION A: Urban Center Local Street Treatment



*This street could function as more of a service alley, with reduced dimensions between building faces and sidewalks and/or street trees.

5 SECTION OPTION B: Alley Treatment



*This street could function as more of a service alley, with reduced dimensions between building faces and sidewalks and/or street trees.

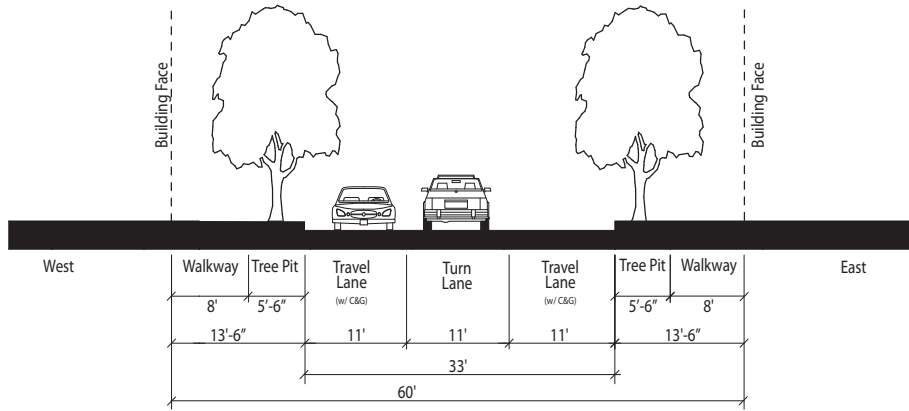
Urban Center Local Street Treatment Option: This street type provides prime locations for the building service, garage, and loading access points of new buildings. Possibly functioning much more as a service alley, this street may have reduced dimension through the reduction of sidewalk width and/or street trees.



Alley Treatment Option: This treatment type specifically provides potential locations for the building service, garage, and loading access points of new buildings, with a less pedestrian-focused orientation than the Urban Center Local optional treatment above. These service, garage, and loading access impacts shall be minimized.



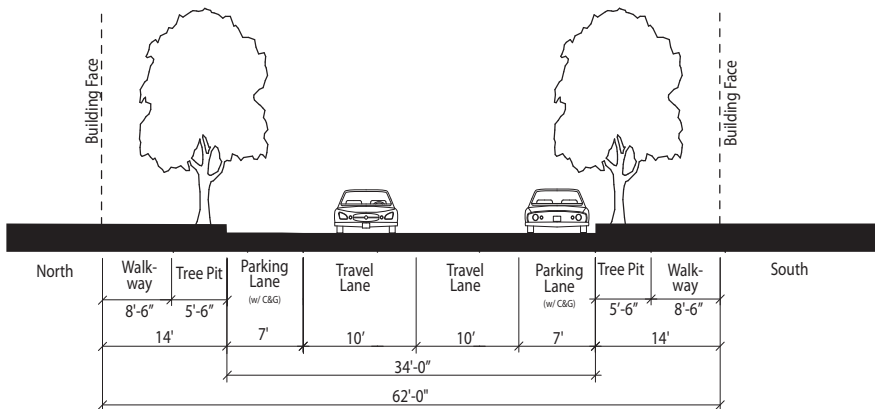
6 SECTION: N. Randolph Street Extension
Minimum Preferred



N. Randolph Street Extension: The extension of N. Randolph Street into the site west of N. Glebe Road should act as a gateway into the site with a street width similar to N. Randolph Street east of N. Glebe Road. The street is envisioned as a Type-B Primarily Urban Mixed-Use Arterial street. However, the dimensions shown in this cross-section may vary depending on the specific development program proposed for the site.

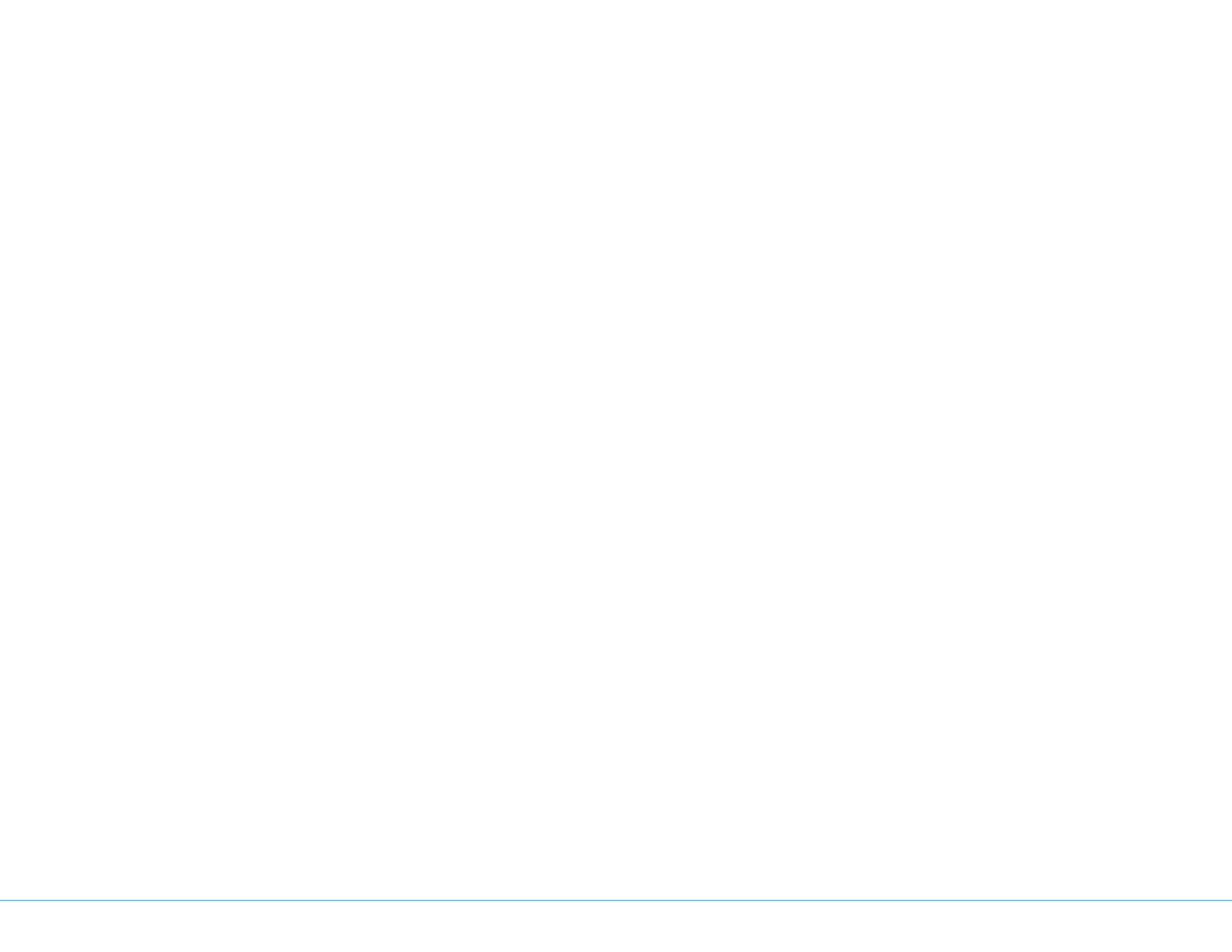


7 SECTION: New 5th Road N.
Complete Street Treatment



5th Road N.: 5th Road N. is proposed to be relocated to more of a mid-block location that aligns with 5th Road N. east of N. Quincy Street, from its existing position closer to N. Glebe Road. If implemented as an urban center local street, it could have a 62' building face-to-face dimension, allowing for 14' sidewalks, one parking lane, and one travel lane in each direction.





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