

VIRGINIA SQUARE



SITE-SPECIFIC GUIDELINES

S E C T O R P L A N

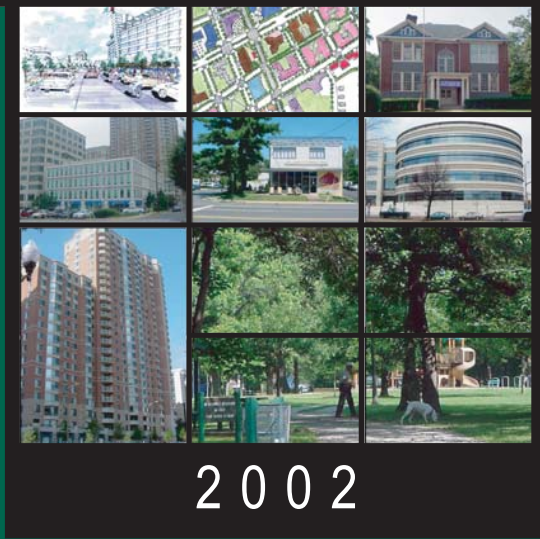


2002



SITE-SPECIFIC GUIDELINES

SECTOR PLAN



2002

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Adopted December 2002

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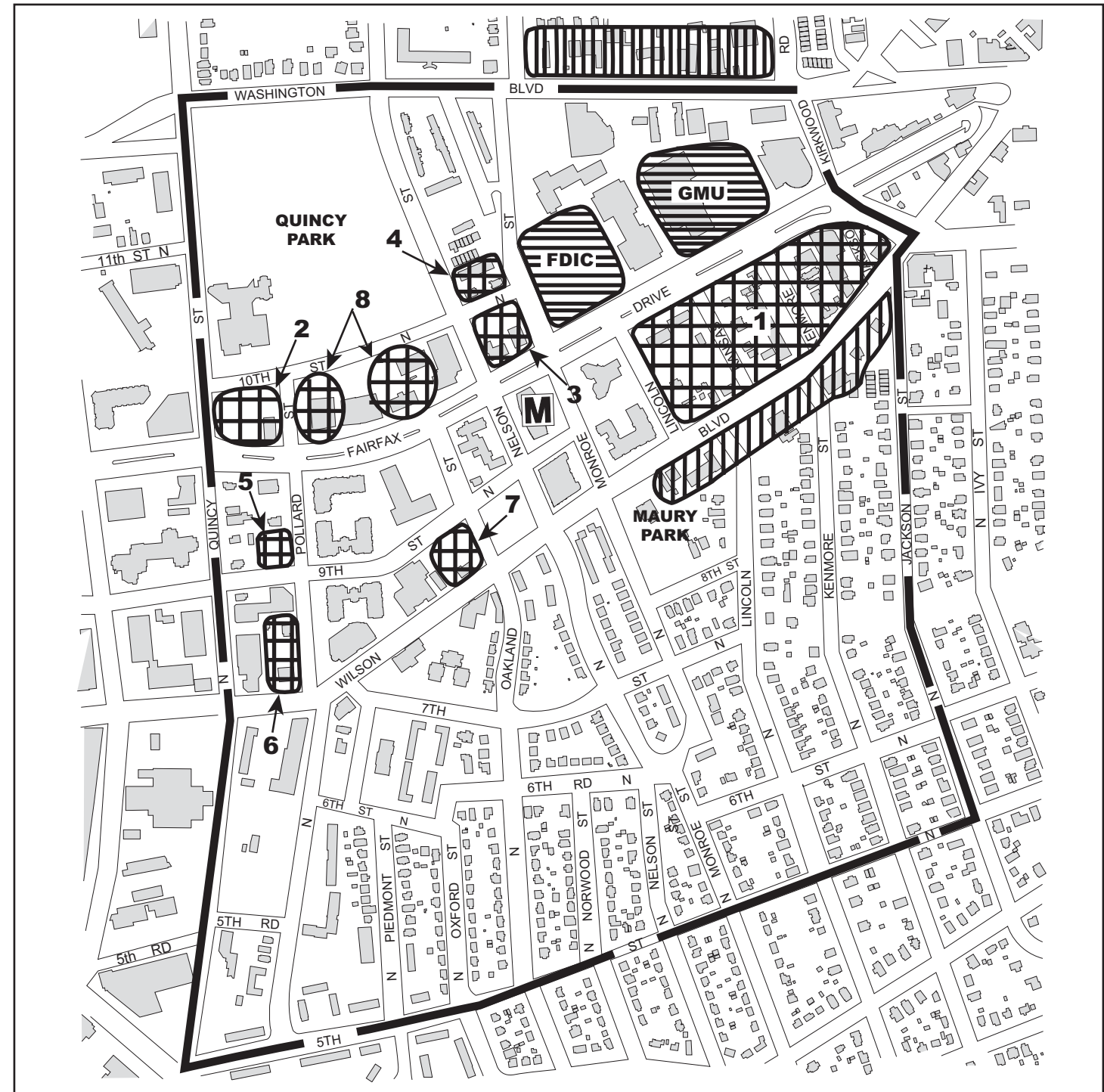
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This document, 2002 Virginia Square Sector Plan: Site-Specific Guidelines contains detailed information for nine specific Key Redevelopment Sites in Virginia Square. Each Key Redevelopment Area contains Goals, Concept Plans, Building and Site Requirements, and Urban Design Guidelines. Recommendations for each area are repeated from the first part of the 2002 Virginia Square Sector Plan.

Key Redevelopment Sites were selected based on their size, location, potential density, and their potential for change on the immediate and long-term horizon. Long-term recommendations and urban design guidelines are provided for these sites and should guide total site area redevelopment when it occurs. Long-term guidelines relate to an entire property, or to several properties, and are comprehensive. Urban design guidelines cover many aspects of redevelopment ranging from streetscape and site design to architectural design and provide further advisory information to shape the physical evolution of properties. These areas and properties are both privately and publicly owned. The guidelines are intended to be followed primarily during the Special Exception Site Plan review processes described in the Zoning Ordinance and they may have limited application in by-right, Variance, Vacation, and Special Exception Use Permit review processes. The combined use, application, and appropriateness of these guidelines shall be determined during a project's final review and approval process.

In some instances, Key Redevelopment Sites may have some properties with uses that will likely remain in the near future. In these instances, interim recommendations and urban design guidelines are provided to guide aesthetic and functional improvements and to facilitate a better environment for those living, working, and visiting the Virginia Square area.

The document strongly emphasizes the Urban Design Guidelines and Action Plan that should be considered prior to any development activity within this Metro station area. The County and community strongly desire to achieve a high quality environment—via the architecture, connections, services, and public spaces—surrounding each Metro station and throughout the County. The County and its citizens will be seeking this level of quality and lasting design on all development projects that occur in Virginia Square. Implementation of new community facilities, open spaces, public art, and walkable sidewalks, with connections to a diverse mix of destinations, is a critical component to the final build-out of the Virginia Square station area.



- | | | |
|--|--|---|
|  <p>REDEVELOPMENT SITES</p> <ol style="list-style-type: none"> 1. East End 2. Arlington Funeral Home 3. Virginia Square 4. N. 10th St./N. Monroe St. 5. 9th St./Pollard St. 6. Wilson Blvd./Pollard St. 7. Oakland St./Wilson Blvd. 8. Office buildings on Fairfax Drive |  <p>REVITALIZATION AREAS</p> |  <p>OTHER SITES WITH PROPOSED EXPANSION</p> <ul style="list-style-type: none"> • GMU • FDIC |
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INTENT

Goals:

- To redevelop the largest redevelopment area in Virginia Square and to strike a balance between quality and distinctive architecture, pedestrian circulation, concentrated open spaces, and building heights that taper away from the Metro station
- To attain 325,000 square feet of new commercial space, 800-1,000 new residential units, including at least 5 percent as affordable units, and street-level retail uses, within the total building envelope described in these guidelines
- To encourage existing commercial businesses and property owners to revitalize properties with site and building improvements
- To encourage GMU-related uses, such as research-related offices and housing, to locate in the East End

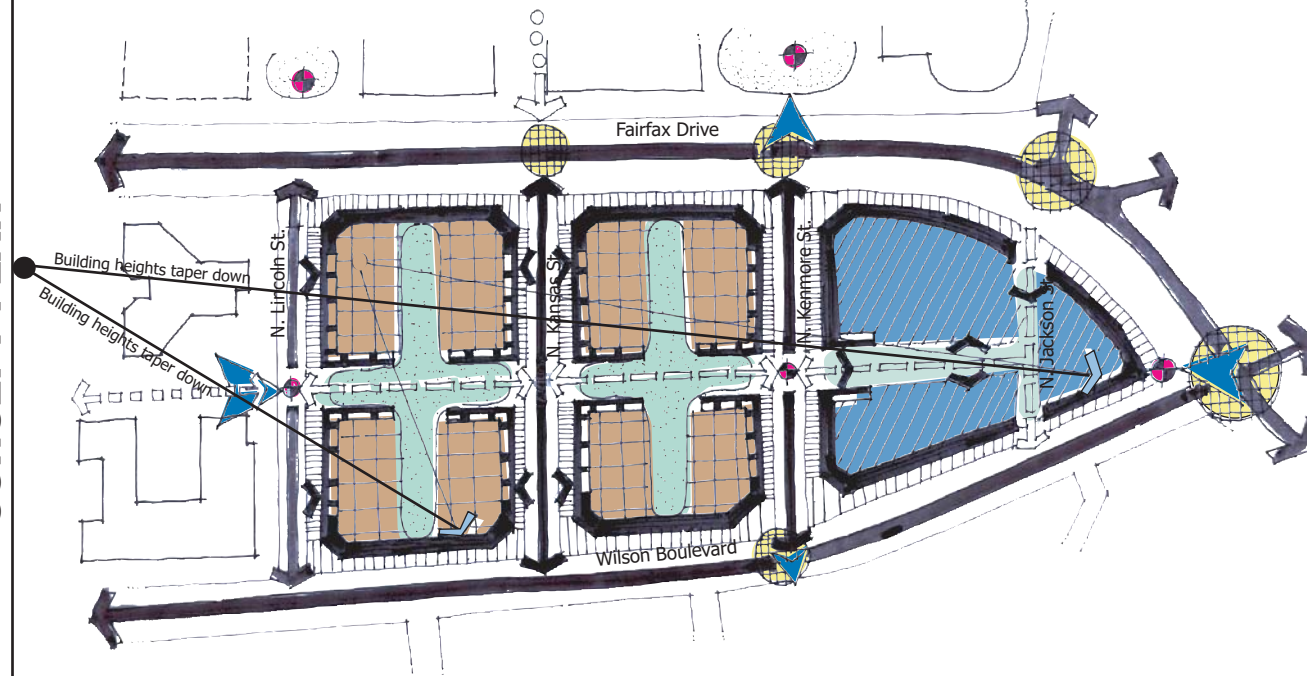
Concept Plan Elements:

- A mix of office and residential uses in the eastern end of Virginia Square
- Concentrated residential uses near the Metro station and commercial uses near the Wilson Boulevard/10th Street intersection
- Street-level retail on Fairfax Drive, Wilson Boulevard, and N. Kenmore Street
- Pedestrian circulation around and through each block
- Interesting walkways and building facades to encourage pedestrian traffic
- Redevelopment to fill in the gap between the Virginia Square Metro station and Clarendon
- A focal point at the gateway from Clarendon at 10th Street/Wilson Boulevard intersection
- Increased building coverage and building heights tapering down toward Ashton Heights and Clarendon

Building Types:

- Mid-rise apartment and condominium buildings with street-level retail
- Commercial office buildings with street-level retail

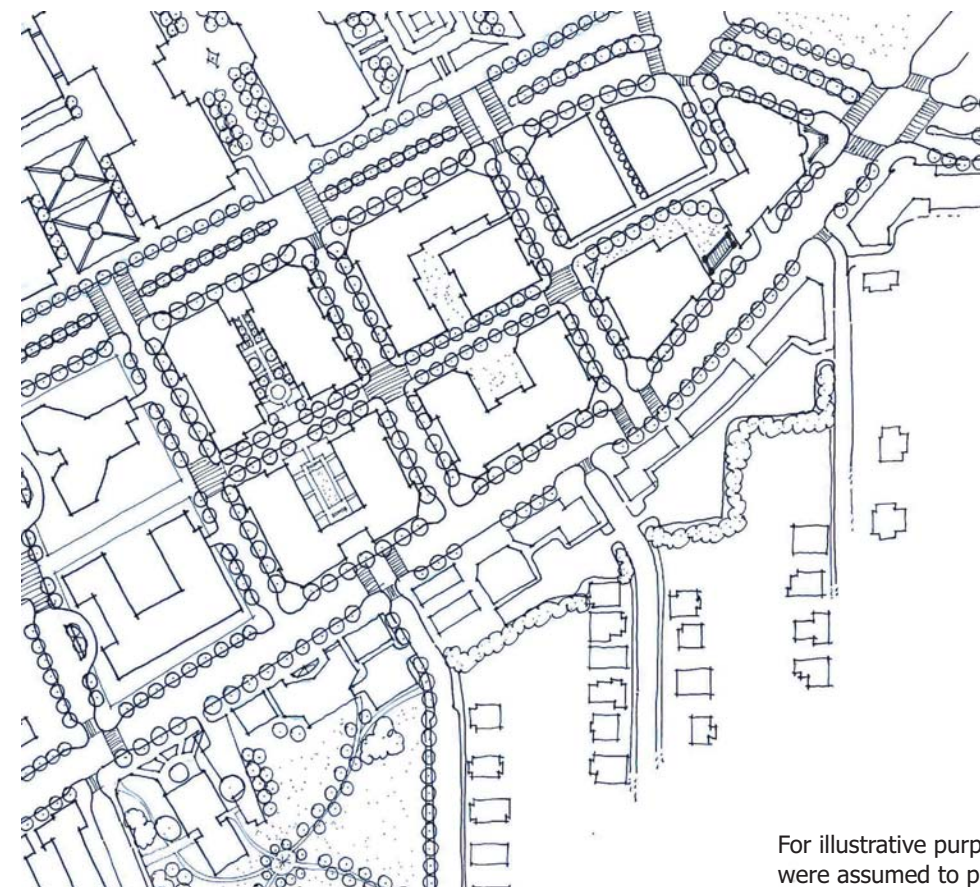
CONCEPT PLAN



LEGEND

- Residential Uses
- Mixed Uses (Predominantly Office Uses)
- Civic Spaces/Open Space
- Required Street-Level Retail
- Important Vistas with Special Architectural Elements
- Important Visual and Physical Connection
- New Vehicular/Pedestrian Connection with special walkway elements
- Service/Parking Garages Entrances
- Streetscape "A"/"B" with Public Art
- Possible Public Art Opportunity
- Crosswalk Improvements

ILLUSTRATIVE PLAN



For illustrative purposes only. Ownership patterns and property consolidation were assumed to prepare these alternatives. Other options may exist.

Recommendations:

The primary recommendations listed here are reiterated from the previous Recommendations section, found on pages 61 to 80. Other recommendations listed in the plan should be consulted during any redevelopment project undertaken in the East End.

- Designate properties between North Lincoln Street east to 10th Street, and Wilson Boulevard and Fairfax Drive, as a "Special Coordinated Development District". Expectations under the Special Coordinated Development District include:
 - a) a mix of housing types and prices, including at least five percent of all new units as affordable housing on-site (See Housing Recommendations)
 - b) quality architecture with building heights that taper down toward Wilson Boulevard and the Clarendon station area
 - c) street-level retail/cultural/educational uses
 - d) generous sidewalks with street tree plantings and other streetscape elements
 - e) public open spaces with public art
 - f) shared parking in office development
 - g) mid-block pedestrian walkways and vehicular access
- Change the GLUP designation to "Medium Density Mixed-Use" with an FAR of 4.0 for these properties. Encourage residential uses on the blocks between North Lincoln Street and North Kenmore Street and commercial or mixed-uses on the blocks between North Kenmore Street to Fairfax Drive/10th Street consistent with the concept plan.
- Create a new zoning district to permit development consistent with the expectations listed above and the urban design guidelines for the Special Coordinated Development District in the sector plan.
- Redesign Wilson Boulevard from 10th Street North to North Lincoln Street as a future project with four, 10-foot wide through-travel lanes and 13-foot and 8-inch-wide sidewalks along the south side and 12 feet wide along the north side until redevelopment occurs at which time 16-foot-wide sidewalks will be required. Align the north and south curb edges for continuous travel lanes and sidewalks. Where feasible, provide on-street parking lanes (8 feet wide) along both curbs. Install nubs (projecting approximately 6 feet) at determined intersections to reduce crosswalk distances. Where constraints exist, construct sidewalks with the maximum width possible.
- As part of the Clarendon Land Use and Transportation Study, undertake a comprehensive evaluation of the transportation network through Virginia Square and Clarendon to ensure safe and efficient movement for motorists, pedestrians, and bicyclists. Consider nation-wide "best transportation practices" and possible new street configurations. Implement recommendations made during that planning process.
- Redesign the intersections of Wilson Boulevard and 10th Street, Washington Boulevard and Wilson Boulevard, and 10th Street and Fairfax Drive to facilitate pedestrian use. Rebuild the segment of Wilson Boulevard between 10th Street and Washington Boulevard to improve pedestrian safety and convenience.
- Through redevelopment, create a right-of-way for a public pedestrian and vehicle access along the 9th Street alignment east of N. Lincoln Street, consistent with the Special Coordinated Development District

- urban design guidelines in this sector plan and the Walk Arlington Plan. Develop this right-of-way with special elements such as adjacent open spaces, public art, street furniture, shade trees and ornamental plantings, and special paving. This area should be designed as part of the overall site design and should relate to the surrounding architectural details. This right-of-way should offer public pedestrian and vehicular access and should be unlike a typical street section. The space should be created with a higher quality environment for pedestrians, should develop as an intimate, narrow space, and should be activated by residential entrances, rather than traditional retail. An open space or special feature should be provided at the terminus of 9th Street.
- Ensure that street-level commercial uses have sufficient on- and off-street short-term parking available to maintain commercial viability. Require street-level retail uses to provide off-street parking within associated parking garage. Provide sufficient parking for cultural and/or educational facilities, for their patrons, for shared use by patrons of other community events, and for other non-commuter uses in Virginia Square.
 - Maximize on-street parking to support commercial, cultural, educational and recreational uses and other short-term parking needs wherever feasible by maintaining existing on-street parking around all buildings and gaining new spaces.
 - Improve parking efficiency by requiring shared parking in all new office and residential construction throughout Virginia Square, particularly in parking structures. Require shared parking as a condition of site plan approval of commercial office development.
 - With redevelopment, promote prominent, significant architecture at the northwest corner of the 10th Street/Wilson Boulevard intersection to create a special entrance into Virginia Square from Clarendon. Maintain compatibility with the existing GMU Law School building.
 - Within the East End Special Coordinated Development District, attain five percent of all new housing units as affordable housing on site and within the building height envelope described in the urban design guidelines. Additionally, a bonus density incentive within the building envelope, up to 25%, may be used if at least an additional five percent of affordable housing units are provided, either on-site or off site within the station area (in designated receiving areas – see Recommendation 61). Under either scenario, a contribution may be made to the Affordable Housing Fund in lieu of providing on-site affordable housing units. This contribution is expected to be at least three times the value of construction costs. (The County Board may adjust this contribution amount in response to future needs). On-site units or units within the station area should be viewed as preferable to contributions to the Virginia Square Housing Fund. Two- and three-bedroom units are preferred over efficiencies and one-bedroom units in new residential development.
 - Attain contributions to the Affordable Housing Fund from any new office development in the East End. This contribution is expected to be at least the current contribution level obtained for office construction (currently equals the above-grade square feet x the construction cost/sf x 2%). (The County Board may adjust this contribution amount in response to future needs).
 - Create urban plazas along the streetscape at GMU, FDIC, Virginia Square

site, Arlington Funeral Home site, and in the East End of Virginia Square through redevelopment consistent with guidelines in the Walk Arlington Plan, Open Space Master Plan, and Public Art Master Plan. See the concept plan and urban design guidelines for additional details on the size and character of these spaces.

- As redevelopment occurs in the East End, establish public open spaces adjacent to the proposed 9th Street alignment east of North Lincoln Street.



PRIMARY GUIDELINES

Sidewalk Widths

Street	Minimum Clear Width
Fairfax Drive	20 feet
10 th Street	20 feet
Wilson Boulevard	16 feet
North Lincoln Street	14 feet
North Kansas Street	14 feet
North Kenmore Street	14 feet
North Jackson Street	14 feet
Mid-block sidewalks	Varies (depending on final 9 th St. layout)

Building Requirements

Build-to Line	Behind sidewalk on all streets
Front Setbacks	10 feet behind sidewalk for permitted uses on side streets only*
Side Setbacks	No requirement
Rear Setbacks	No requirement

*Appropriateness will be determined through the Special Exception Site Plan Process.

Building Height

Building heights shall taper down from the North Lincoln Street/Fairfax Drive intersection toward Wilson Boulevard and 10th Street. See diagram for maximum building heights on each block.

A tower step back shall be provided above 3 stories (or 40') when the total building height is 10 stories or more. A tower step back shall be provided along Wilson Boulevard above 6 stories (or 65'). The step back distance varies and will be dependent on the overall building design, but shall generally be no less than 12 feet.

Parking Access

Fairfax Drive	Not permitted
Wilson Boulevard	Not permitted
Side Streets	At least 25 feet from the intersection with Fairfax Drive/Wilson Boulevard
Mid-block streets	Permitted

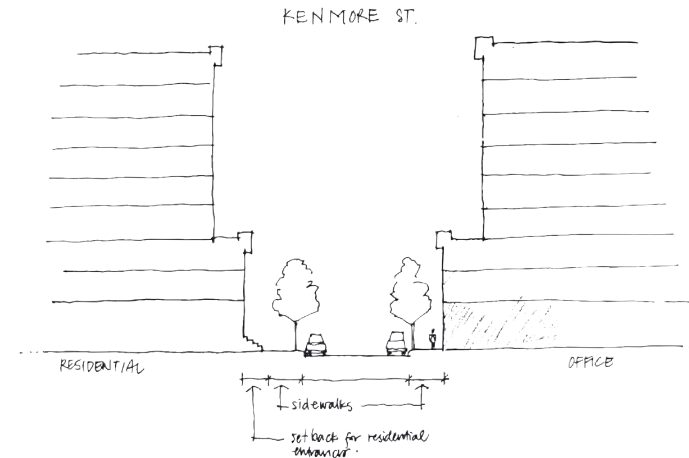
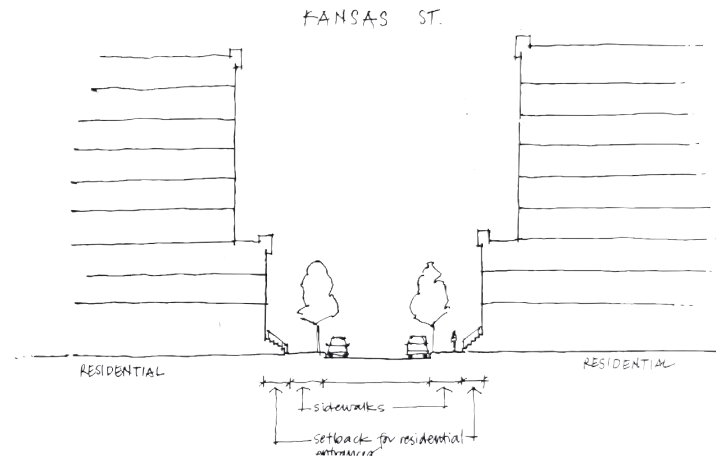
Parking Spaces

Off-street parking	Required as per the Zoning Ordinance
On-street parking	Strongly encouraged on all streets

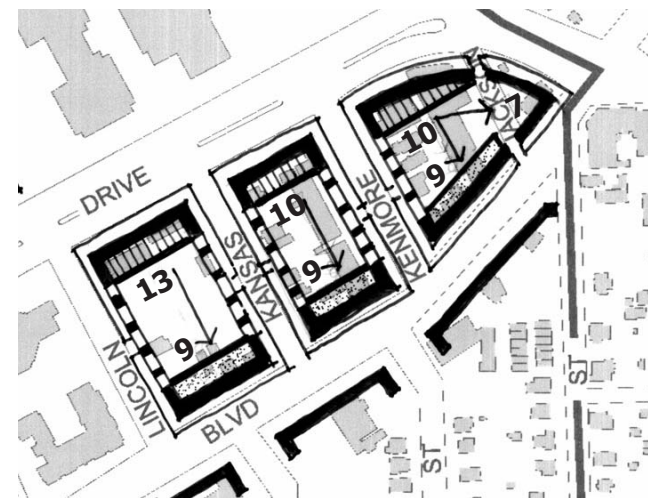
Recommended Uses

- Residential with Retail/Cultural/Educational on the street level on Fairfax Drive/Wilson Boulevard
- Residential with Residential on the street level on North Lincoln Street, North Kansas Street and North Kenmore Street
- Commercial or Mixed Uses east of North Kenmore Street

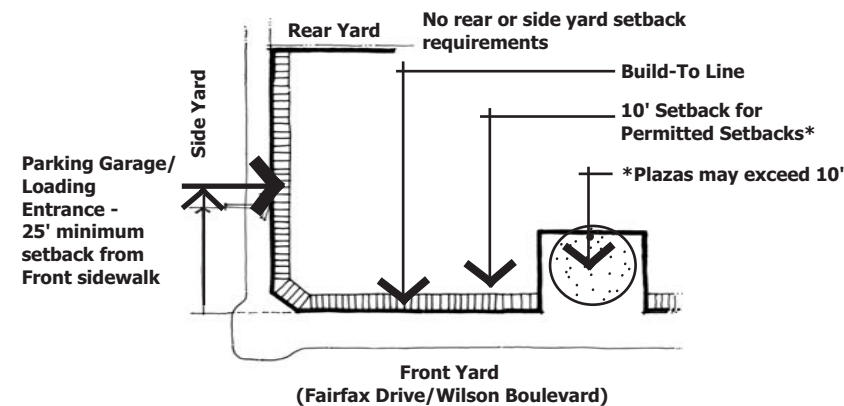
STREET FRONTAGE



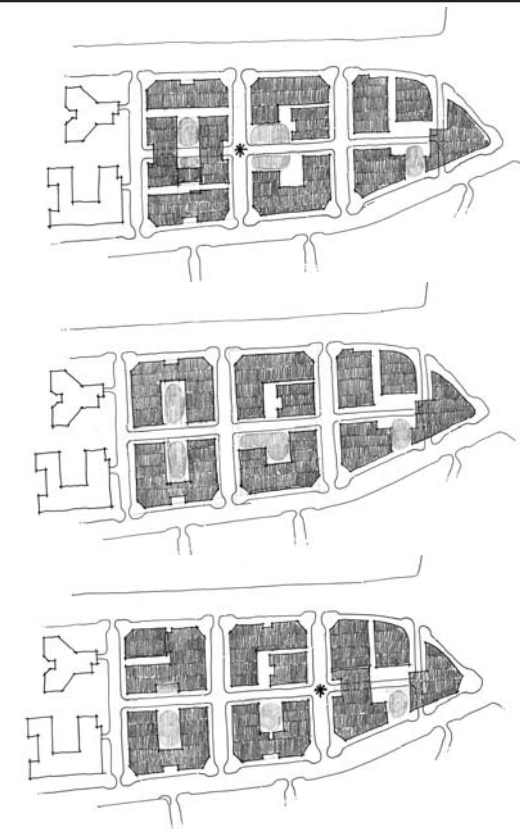
BUILDING HEIGHTS



SITE ORIENTATION



POSSIBLE DEVELOPMENT SCENARIOS



For illustrative purposes only. Ownership patterns and property consolidation were assumed to prepare these alternatives. Other options may exist.

INTERIM GUIDELINES

Interim Guidelines

North Kenmore Street

- In the interim, sidewalks should be constructed along North Kenmore Street to provide a connected sidewalk along this street.
- The surface parking lot at El Pollo Rico should be screened from the sidewalk with a low-growing evergreen hedge. A clear path from the sidewalk should be provided, unobstructed by parked vehicles, to permit easy pedestrian access from the sidewalk to the main building entrance.
- Staff should initiate discussions with the El Pollo Rico property owner to facilitate the completion of this work. County funding should be explored to augment the property owners initiatives to provide a walkway consistent with other streetscape improvements.

North Jackson Street/10th Street

- Sidewalks should be installed around the Hess Gas Station property where necessary to provide pedestrians a safe route.
- Sidewalks in poor condition along these streets should be maintained.
- Improved crosswalk signals, and other measures, should be installed at the Wilson Boulevard/10th Street intersection in the near term to facilitate safe pedestrian travel across this intersection, while planning and design efforts are considered and implemented to greatly improve this intersection.

STREET CHARACTER

Site and Street Character

1. The north curb edge of Wilson Boulevard should be relocated to the north to accommodate the recommended improvements to Wilson Boulevard and the streetscape areas.
2. North Lincoln Street currently contains service entrances on the west side of the block. As redevelopment proceeds, service areas and garage entrances should be provided along this street.
3. North Kansas Street should be designed as a residential street with multiple residential entrances lining the street. Building setbacks may be permitted along this street to provide additional landscape plantings in front of residential units.
4. North Kenmore Street should be designed as a commercial street in the near term future. Commercial uses presently exist here and should continue. As redevelopment continues, this street should represent a residential character, similar to North Kansas Street, with multiple residential entrances. On the east side of North Kenmore Street, commercial uses may line the street. Parking garage and service entrances should be accessible from a service alley connected to North Jackson Street.
5. Along each street, no more than two garage entrances should be located on any side of a street.
6. Sidewalks should be designed consistent with the Streetscape guidelines shown in the previous Area-Wide Urban Design Guidelines.
7. 9th Street should be designed as redevelopment occurs and should represent a narrow road with on-street parking, sidewalks, and street tree plantings. This street does not necessarily have to develop with a straight alignment from one block to the next. Rather, this new street is envisioned to provide pedestrian pathways, through-block access, and small open spaces.

ARCHITECTURAL GUIDELINES

Mass, Scale and Building Height

1. Buildings in the East End should be varied with an interesting mix of designs, heights, and massing. However, buildings should be designed with compatible massing, scale, and heights with adjacent structures.
2. Building heights should respect the maximum height limits shown on the diagrams.

Roof Lines and Penthouses

1. Roof forms should be designed to create special interest, especially from primary roadways, adjacent station areas, and from neighboring buildings/terraces.
2. Roof lines should be varied, where appropriate, through the use of pediments, parapets, lanterns, cupolas, or other architectural features.
3. All mechanical equipment should be screened from view, including equipment on the roof areas. Screening should be a natural extension of the building walls or roofing and constructed of the same building materials.
4. All antennas shall be located as inconspicuously as possible and should be screened from view from streets and pedestrian areas, or designed and painted to blend into the surroundings.

ARCHITECTURAL GUIDELINES

Openings

1. Building fenestration such as entrances and windows should be compatible on each structure and should reflect a pedestrian scale. Buildings designed entirely with "ribbons or bands" of tinted, reflective glass at the ground level should be avoided.
2. Facades along main streets should provide multiple entrances and windows. Entrances should be spaced approximately 25-50 feet apart and no greater than 100 feet apart. Storefront windows should be present along the base of the building and should be 100 percent transparent.
3. Facades on the street level should be at least 75 percent transparent (e.g., 75% glass to 25% solid walls) along Fairfax Drive and Wilson Boulevard.
4. Primary building entrances should be located on main streets. Secondary entrances and entrances to individual residential units are permitted on side streets.
5. Entrances to retail establishments should be considered for corner locations to punctuate the building corner and define the four points, or less, of an intersection. Retail entrances should provide transparent doors.
6. Facades on upper levels should be at least 50 percent transparent.
7. All window and door openings should be square or vertical in proportion, and any other divisions of openings shall occur as a rhythm of squares or vertically proportioned rectangles. Grouped or "ganged" windows shall be treated as a single opening, unless they are separated by a minimum 4-inch divider.
8. Windows and doors should have detailing around their frames including elements such as sills and molding.
9. Windows and doors may either meet at building corners or be a minimum of 24 inches from the building corner.

Walls

1. All elevations of buildings that can be seen from public spaces shall be designed as "fronts".
2. Building facades should be varied and articulated to provide visual interest and enhance the street edge by utilizing elements such as arcades, porches, bay windows, display cases, balconies, architectural details, and/or other projections/recesses.
3. Blank walls and blind facades are prohibited, especially when facing streets, sidewalks, or other public areas.
4. Every building should be designed with a clearly expressed "Base", "Body", and "Top".
5. Buildings that occupy corner lots shall consider both facades as "fronts".
6. The "Base" shall consist of the area of wall from the ground level to the third-floor level. The "Body" shall consist of the area of wall from the "Base" to the "Top".
7. The transition from "Base" to "Body" and from "Body" to "Top" may be expressed either: 1) horizontally, through a shift in the vertical plane toward the interior or 2) vertically, through a change in the building materials along a level line.
8. The "Top" shall consist of the area of wall from the top-floor level to the parapet or the area of wall from the roof line to the top of the parapet wall.
9. Durable and attractive high-quality materials should be used on all buildings within the East End. Exterior building materials such as tinted or textured precast concrete, masonry, stone, iron, granite, architectural glass panels, natural stone veneer, and steel, or other similar quality, lasting, and durable material, are recommended. Imitation or synthetic exterior building materials which simulate natural

ARCHITECTURAL GUIDELINES

materials should be avoided. EIFS may be used for architectural expression above the ground level; however, this material shall occupy no more than 25 percent of the façade and shall not be the predominant external building material.

Signs and Awnings

1. See Area-Wide Guidelines for additional sign and awning guidelines.

Parking

1. See Area-Wide Guidelines for additional parking guidelines.
2. Shared parking facilities should be provided in all new construction in the East End. Commercial buildings should offer parking in off-peak hours for public use. Residential buildings should offer parking for retail uses and visitors within their parking structure.
3. Retail, visitor, or other short-term parking should be located near the main garage entrances. Pedestrian access to the sidewalk and elevators should be readily convenient and clearly marked.
4. Parking garages should be fully located below grade in the East End.
5. On-street parking should be provided along all streets to the maximum amount possible. Curb cuts/driveways to parking garages and service/loading areas should be consolidated to maximize on-street parking.
6. Consideration should be given to new parking meter devices to group meters and minimize clutter along sidewalks.
7. Adequate space for the loading and unloading of persons, goods, and trash recycling should be provided. The placement of these spaces should avoid major pedestrian routes and should be designed in a manner to screen their view from Fairfax Drive, Wilson Boulevard, and 9th Street extended. (See diagram for preferred locations for parking garage access).

Landscape Plantings, Buffers, and Screens

1. See Area-Wide Guidelines for additional landscape guidelines.
2. Landscape plantings should be provided throughout each project to 1) enhance buildings, roadways, open spaces, public activity areas, and walkways; 2) create vistas; 3) define spaces; and 4) screen and/or buffer undesirable or incompatible views or activities.
3. Street trees shall be used along the sides of all roadways consistent with the streetscape guidelines.

Street Furniture

1. Street furniture should be consistent in style, quality, and character for each project, and preferably along each block. Street furniture should be constructed of durable and high-quality materials and require minimal maintenance.
2. Street furniture, including bicycle racks, shall be placed at strategic locations such as bus stops, public plazas, or high pedestrian traffic areas.
3. Street lighting type, quality and installation should be consistent with the Streetscape guidelines.

STREETSCAPE & FIRST FLOOR DESIGN



FACADES, ROOFLINES and STEPBACKS



9th STREET & ADJACENT OPEN SPACE



INTENT

Goals:

- To expand the Quincy Park facilities toward Fairfax Drive and attain community cultural, educational and/or recreational uses on the Arlington Funeral Home site
- To create a major focal feature within Virginia Square at this gateway site
- To improve visibility and connections to Quincy Park and Central Library from Fairfax Drive
- To maintain the Arlington Funeral Home business within Arlington on another less prominent and visible site unlike this gateway location where community cultural/educational/recreational uses are desired and are complementary to the surrounding uses

Concept Plan Elements:

Option 1: Mixed-Use Redevelopment through private initiatives

- A mix of office and cultural and/or educational uses (i.e., black-box theater or other performance space, dance studio)
- An urban plaza at the corner of Fairfax Drive and Quincy Street to maintain views to Central Library and across 10th Street North to the library entrance

Option 2: Expansion of Quincy Park complex with public uses

- Community facilities with a combination of cultural, educational and recreational uses (i.e., black-box theater, meeting rooms, classrooms, indoor recreation facility, museum, library expansion)
- An urban plaza visually and physically connecting the Arlington Funeral Home site with Quincy Park and Central Library

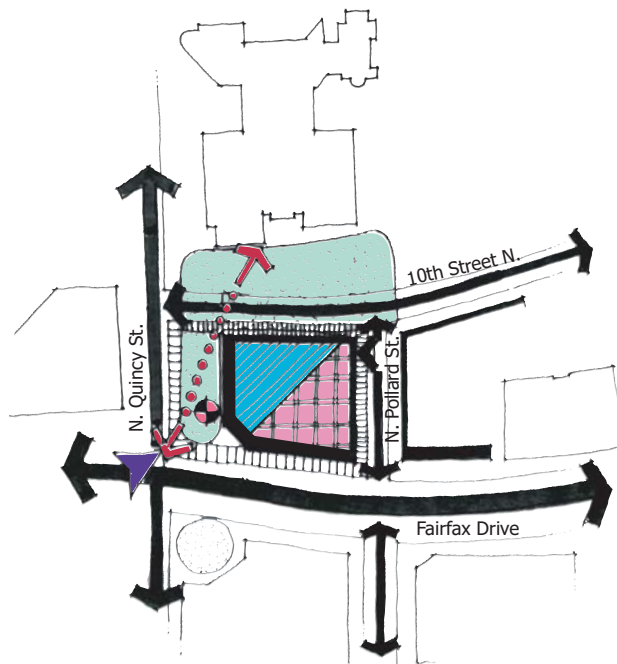
Additional elements applicable for either option:

- Special architectural treatment of the building façade to reflect gateway location and community uses within building
- Shared parking to serve the community facilities, Quincy Park/Central Library, and the general community in off-peak hours
- Pedestrian circulation around the block
- Service and parking garage entrances on North Pollard Street
- Unique streetscape elements including banners, signs, streetlights, and public art

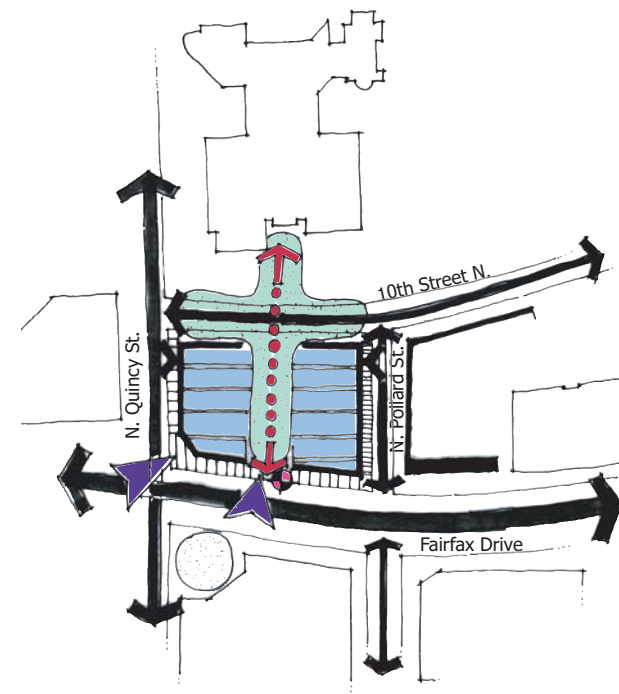
Building Types:

- Commercial office buildings with street-level cultural and/or educational uses
- Civic buildings

CONCEPT PLAN



OPTION 1: Mixed-Use Redevelopment



OPTION 2: Expand Quincy Park complex

LEGEND

- Mixed-Use with Office and Cultural/Educational Uses
- Public Uses
- Civic Spaces/Open Space
- Required Street-Level Retail
- Important Vistas with Special Architectural Elements
- Important Visual and Physical Connection
- Service/Parking Garage Entrances
- Streetscape "A"/"B" with Public Art
- Possible Public Art Opportunity
- Building Heights Taper Down

ILLUSTRATIVE PLAN



For illustrative purposes only. Other options may exist.

RECOMMENDATIONS

Recommendations:

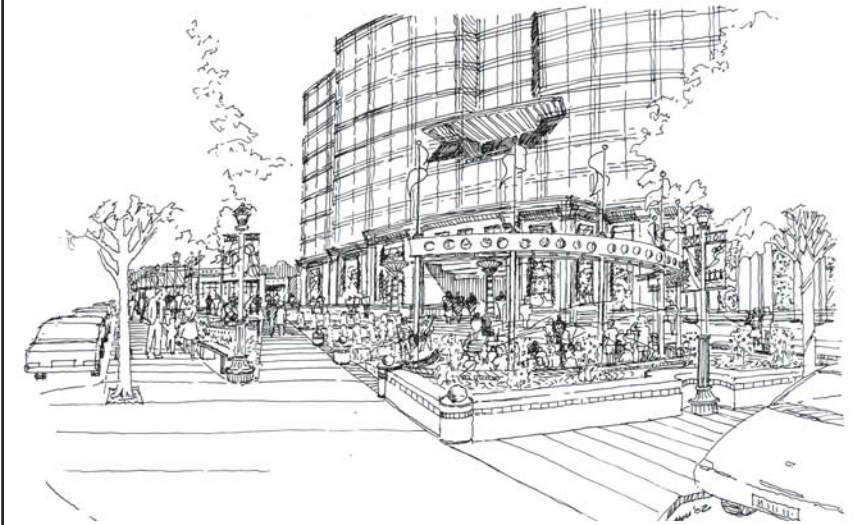
The primary recommendations listed here are reiterated from the previous Recommendations section, found on pages 59 to 79. Other recommendations listed in the plan should be consulted during any redevelopment project undertaken at the Arlington Funeral Home site.

- Change the General Land Use Plan designation from "High-Medium Residential Mixed-Use" to "Medium" Office-Apartment-Hotel to encourage office or mixed-use development, including cultural and/or educational community uses. Add an open space symbol on the GLUP designating an urban plaza to provide an open space and visual and physical connection to Central Library.
 - Encourage developers to provide community facilities on site, to possibly include a black-box theater through redevelopment.
- Encourage private development of new cultural and educational uses, including a community cultural/performing arts facility, preferably at the Arlington Funeral Home site and the Virginia Square site.
- Negotiate with GMU, FDIC, WMATA or other major institutions/agencies, as possible public partners in developing cultural and/or educational venues or other resources that would benefit the Virginia Square and Arlington community. If the County can assist in developing cultural and/or educational venues in Virginia Square, possibly through site acquisition, a development strategy should be explored and the top priority should be the Arlington Funeral Home site. The Virginia Square site should be a second priority.
- Analyze the Rosslyn-Ballston Corridor to develop a comprehensive approach to wayfinding signs, brochures, and public parking signs to improve the visibility of each station areas' resources, specifically Virginia Square's existing and proposed cultural, educational and recreational resources.
- Create urban plazas along the streetscape at GMU, FDIC, Virginia Square site, Arlington Funeral Home site, and in the East End of Virginia Square through redevelopment consistent with guidelines in the Walk Arlington Plan, Open Space Master Plan and Public Art Master Plans. See the concept plan and urban design guidelines for additional details on the size and character of these spaces.
 - If and when redevelopment of the Arlington Funeral Home site occurs, establish an open space to retain visibility of Quincy Park and Central Library and create a better connection to these public areas from Fairfax Drive.
- Retrofit existing gateway or other prominent sites with public art, in accordance with this sector plan's urban design guidelines and guidelines recommended through the Public Art Master Plan and Open Space Master Plan processes.
 - With redevelopment, promote prominent, significant architecture on the Arlington Funeral Home site to create a special entrance into Virginia Square from Ballston and to improve the visibility of and pedestrian connections to Central Library and Quincy Park.
- Maintain the existing bus routes in Virginia Square. Explore bus access to the GMU campus and other primary destinations in Virginia Square, including FDIC, Arlington Funeral Home site, Virginia Square site, and the Arlington Art Center.

RECOMMENDATIONS

- Ensure that street-level commercial uses have sufficient on- and off-street, short-term parking available to maintain commercial viability. Require street-level retail uses to provide off-street parking within associated parking garage. Provide sufficient parking for cultural and/or educational facilities, for their patrons, for shared use by patrons of other community events, and for other non-commuter uses in Virginia Square.
- Maximize on-street parking to support commercial, cultural, educational and recreational uses and other short-term parking needs wherever feasible by maintaining existing parking around all buildings, including secure buildings, and acquiring new on-street spaces.
- When planning for new County or other public facilities in Virginia Square, consider additional parking spaces to help alleviate short-term parking needs in the station area.
- Improve parking efficiency by requiring shared parking in all new office and residential construction throughout Virginia Square, particularly in parking structures. Require shared parking as a condition of site plan approval of commercial office development.
- Consider providing a parking garage (public, private or partnership) in Virginia Square if a County study shows present or expected parking impairment to cultural, educational or commercial activities in the station area. In five years from the adoption of this plan, if a study is warranted, the County should commence a parking study. If additional reviews are required, consider undertaking a similar study every five years thereafter or concurrent with the CIP cycle.

OPTION 1 ILLUSTRATION



OPTION 2 ILLUSTRATION



PRIMARY GUIDELINES

Sidewalk Widths

Street	Minimum Width
Fairfax Drive	20 feet
Quincy Street	16 feet
10 th Street North	14 feet
North Pollard Street	14 feet

Building Requirements

Build-to Line Behind sidewalk on all streets*
 * The build-to line may be set back to accommodate a plaza.

Building Height

Building heights shall not exceed 12 stories or 125 feet, excluding the penthouse area, on the Arlington Funeral Home site. The penthouse area shall not exceed 16 feet above the roofline. An architectural embellishment may be provided, near the front façade, and shall not exceed 25 feet beyond the average roofline elevation or cover more than 10 percent of the total roof area. Building heights shall taper down toward 10th Street North/Quincy Park.

Parking Access

North Pollard Street	Permitted – at least 25 feet from the intersection with Fairfax Drive
Fairfax Drive	Not permitted
Quincy Street	Not permitted
10th Street North	Not permitted

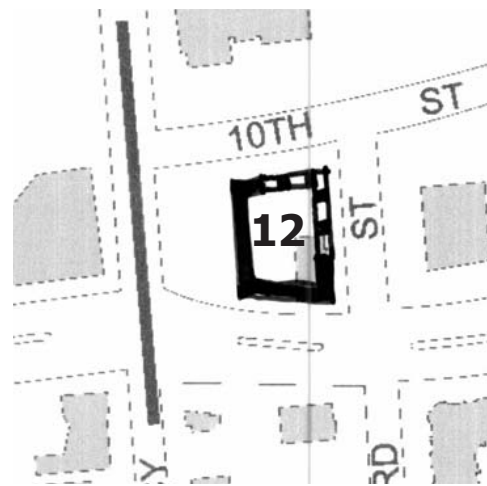
Parking Spaces

Off-street parking Required as per the Zoning Ordinance
 On-street parking Strongly encouraged on all streets*
 *On-street parking on 10th Street North should not impact the primary pedestrian circulation to and from the plaza to Central Library.

Recommended Uses

- Commercial Office or Mixed Use with Cultural and/or Educational uses
- Cultural, Educational and/or Recreational uses

BUILDING HEIGHTS

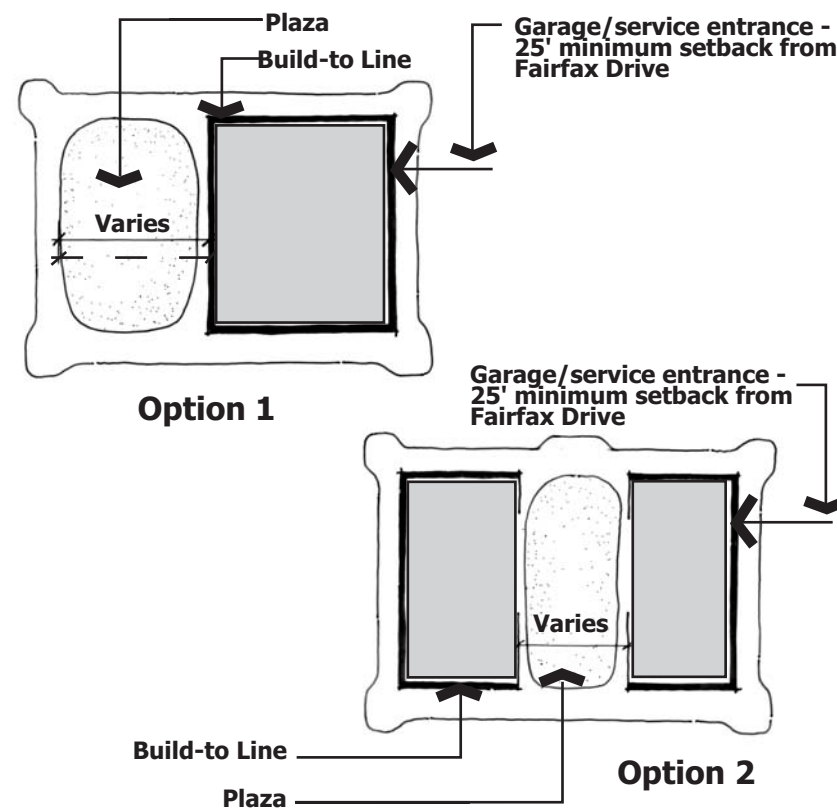


SITE and STREET GUIDELINES

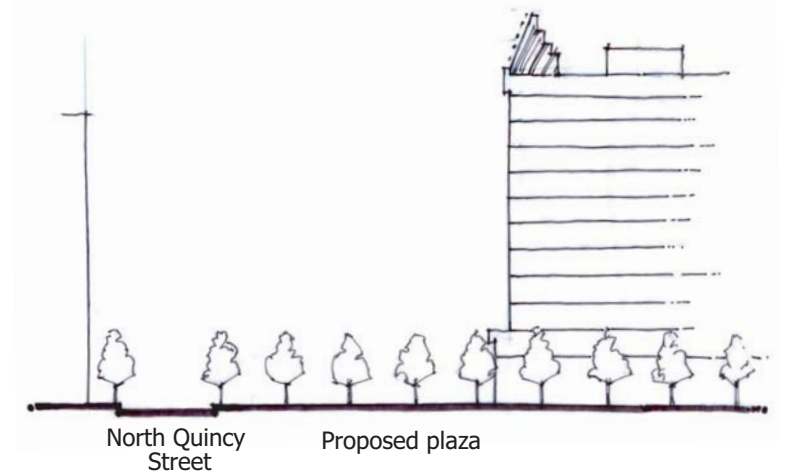
Street Character

- The building placement and design should emphasize a vista to the Central Library through an urban plaza.
- An urban plaza, at least 12,000 square feet in size, should be developed as part of the total site redevelopment.
- The plaza should be provided near the corner of Quincy Street and Fairfax Drive. If the property is developed with primarily public uses, the urban plaza may be centrally located to provide a central view corridor to Central Library and Quincy Park. (See Concept Plan: Option 2).
- In either scenario, the urban plaza should express a similar design vocabulary with the building architecture/materials and should relate to the community uses provided in the building.
- The plaza should be designed as a community gathering space and should be flexibly designed to accommodate programs/uses related to the interior community uses.
- Sidewalks should be designed consistent with the Streetscape Guidelines shown in the previous Area-Wide Urban Design Guidelines.
- Special streetscape elements may be considered to express the cultural, educational, and/or recreational uses on this property.
- As redevelopment occurs, 10th Street directly north of the Arlington Funeral Home property should be evaluated to consider how pedestrians may best cross this street from the plaza to the library and park facilities. The street should be integrated into the overall site design and should provide an interesting transition between the park and the funeral home site.
- Parking and service entrances should be located on North Pollard Street.
- Special lighting should be used to illuminate the plaza area and the primary building entrance. Lighting should not conflict with nearby residential buildings.

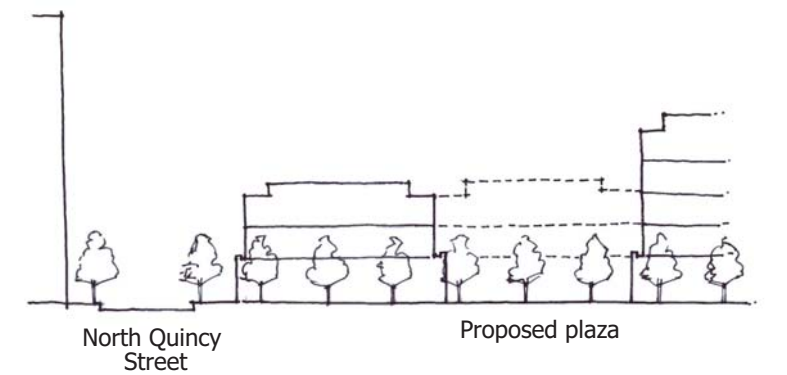
SITE ORIENTATION



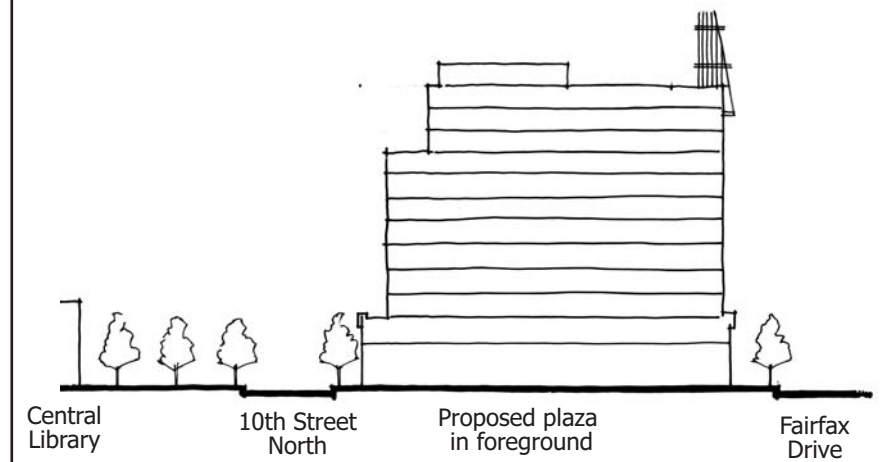
STREET FRONTAGE



Option 1 - Fairfax Drive



Option 2 - Fairfax Drive



Option 1 - North Quincy Street

General Architectural Guidelines

1. The building should be designed as signature building with high-quality materials and finishes.

Rooflines

1. Special rooflines should be incorporated into the architectural design.
2. A special architectural embellishment may be provided on the roofline and shall extend no more than 25 feet beyond the roofline. The embellishment shall not cover more than 10 percent of the total roof area.

Walls

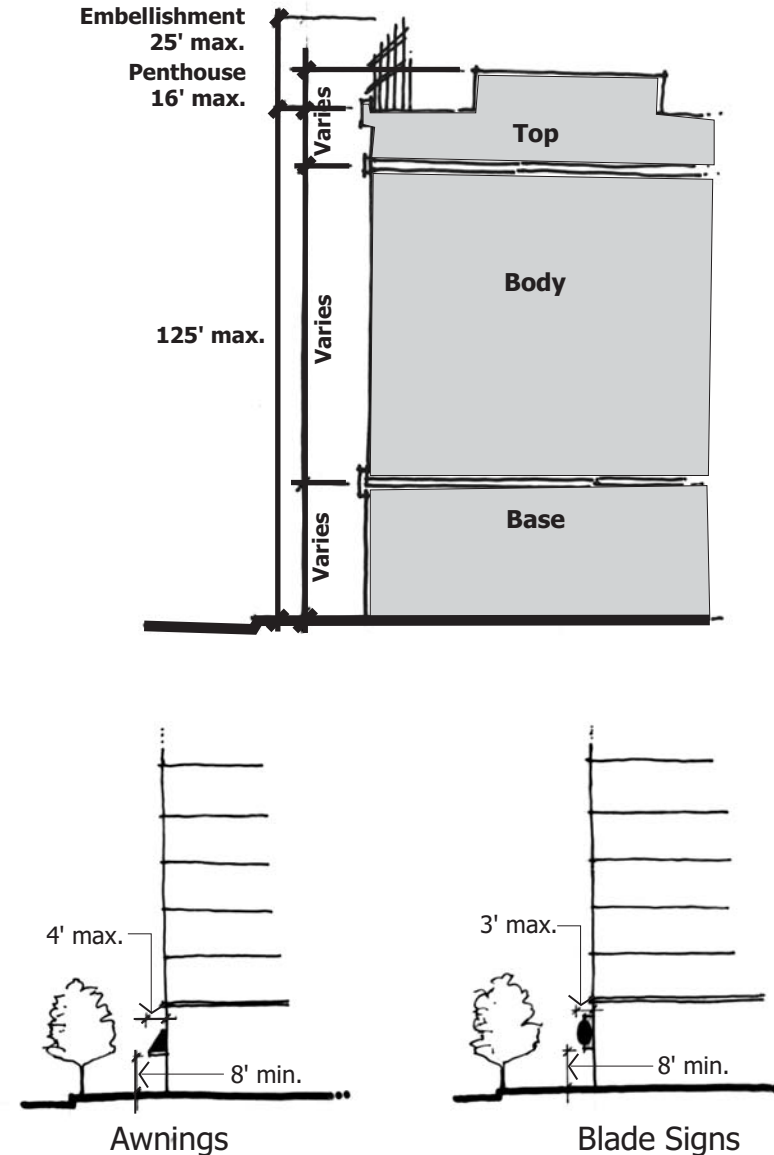
1. All elevations of buildings that can be seen from public spaces shall be designed as "fronts".
2. Building facades should be varied and articulated to provide visual interest and enhance the street edge by utilizing elements such as arcades, porches, bay windows, display cases, balconies, architectural details, and/or other projections/recesses.
3. Blank walls and blind facades are prohibited.
4. The building should be designed with a clearly expressed "Base", "Body", and "Top".
5. The "Base" shall consist of the plaza/sidewalk level to the second floor level. The "Base" shall have a minimum floor-to-ceiling height of 18 feet. The "Body" shall consist of the area of wall from the "Base" to the "Top". The "Top" shall consist of the area of wall from the top-floor level to the parapet or the area of wall from the roofline to the top of the parapet wall.
6. The transition from "Base" to "Body" and from "Body" to "Top" may be expressed either: 1) horizontally, through a shift in the vertical plane toward the interior or 2) vertically, through a change in the building materials along a level line.
7. The street level should be designed with a minimum floor-to-ceiling height of 18 feet to express the architectural significance of the building and the community uses in the building. A special lobby, integrating public art, should be considered.
8. The total building height should not exceed 12 stories, or 125 feet, except that a mechanical penthouse, no taller than 15 feet, may exceed the total building height.
9. Building walls should be finished in masonry, pre-cast concrete, granite, steel, architectural glass panels, natural stone veneer, or other similar quality, lasting, and durable material. EIFS shall not be used on the building.
10. Facades on upper levels should be at least 50 percent transparent.

Openings

1. The primary building entrance should face the urban plaza and/or Fairfax Drive. Additional building entrances should be provided from Quincy Street and 10th Street North.
2. The primary building entrance should be pronounced.
3. The street level ("Base") should be primarily transparent and activate the sidewalk and plaza areas with signs, banners, windows, entrances, awnings, art displays, display windows, and/or ticket windows.
4. Retail uses should have frontage on Fairfax Drive or the plaza.
5. Entrances to retail establishments should be considered for corner locations to punctuate the building corner. Retail entrances should provide transparent doors.

Signs and Awnings

1. Signs should be integrated into the plaza design.
2. See Area-Wide Guidelines for additional sign and awning guidelines.

**Interim Uses**

1. If the County, or other public agency, acquires the Arlington Funeral Home site, surface parking and the funeral home operations could continue as an interim use.
2. If acquisition occurs, a phasing plan should be developed in coordination with a master plan for Quincy Park to accommodate parking for Quincy Park uses and to free park space for additional active or passive recreation uses.

Parking

1. See Area-Wide Guidelines for additional parking guidelines.
2. Shared parking facilities should be provided at this site. Parking should be available to accommodate the public uses within the building, and other parking for commercial uses should be available to the public in off-peak hours.
3. Retail, visitor, or other short-term parking should be located near the main garage entrances. Pedestrian access to the sidewalk and elevators should be readily convenient and clearly marked.
4. Parking garages should be fully located below grade.
5. On-street parking should be provided along all streets to the maximum amount possible. Curb cuts/driveways to parking garages and service/loading areas should be consolidated to maximize on-street parking.
6. Consideration should be given to new parking meter devices to group meters and minimize clutter along sidewalks.
7. Adequate space for the loading and unloading of persons, goods, and trash recycling should be provided. The placement of these spaces should avoid major pedestrian routes and should be designed in a manner to screen their view from Fairfax Drive, North Quincy Street, and 10th Street. (See diagram for preferred locations for parking garage access).

Landscape Plantings, Buffers, Screens

1. See Area-Wide Guidelines for additional landscape guidelines.
2. Landscape plantings should be provided on site to: 1) enhance buildings, roadways, open spaces, public activity areas, and walkways; 2) create vistas; 3) define spaces; and 4) screen and/or buffer undesirable or incompatible views or activities.
3. Street trees shall be used along the sides of all roadways consistent with the Streetscape Guidelines.
4. Special landscape plantings, such as ornamental trees, should be integrated into the plaza design to accent this focal area.

Street Furniture

1. Street furniture should be consistent in style, quality, and character for each project and preferably along each block. Street furniture should be constructed of durable and high-quality materials and require minimal maintenance.
2. Street furniture, including bicycle racks, shall be placed at strategic locations such as bus stops, public plazas, or high pedestrian traffic areas.
3. Street lighting type, quality, and installation should be consistent with the Streetscape Guidelines. However, a unique sign detail may be considered as part of the site plan review process to distinguish this special entry into Virginia Square and the public functions on this site.

FACADES & SPECIAL ELEMENTS



OPEN SPACES



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INTENT

Goals:

- To attain cultural and/or educational uses at the Virginia Square site through private redevelopment or through a public/private partnership
- To provide a centrally-located open space for community gatherings
- To link the Ashton Heights and Ballston-Virginia Square neighborhoods along Monroe Street with multiple community facilities including the Arlington Arts Center/Maury Park, Virginia Square/GMU Metro station, Virginia Square plaza, and Quincy Park

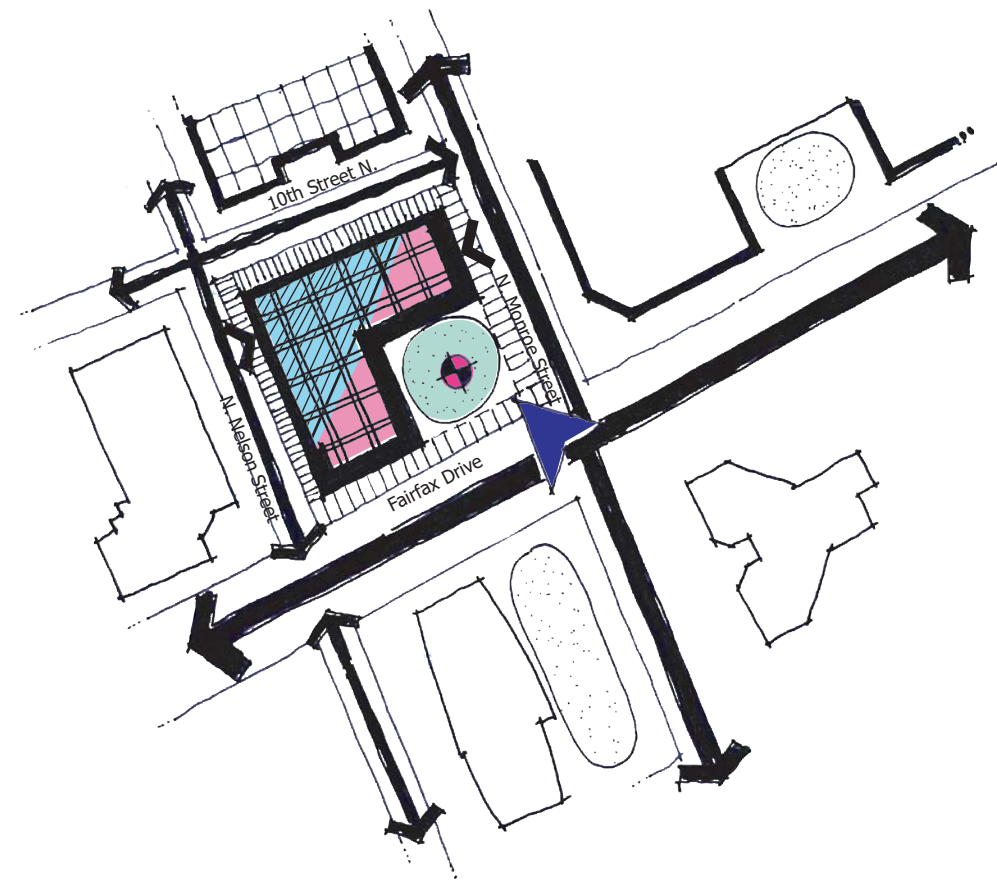
Concept Plan Elements:

- A mix of office and cultural and/or educational uses (i.e., black-box theater or other performance space, lecture hall, art gallery, restaurant)
- An urban plaza at the corner of Fairfax Drive and North Monroe Street
- Special architectural treatment of the building façade to reflect the community uses in the building and urban plaza
- Shared parking to serve the community facilities and the general community in off-peak hours
- Improved pedestrian circulation around the block
- Service and parking garage entrances on North Nelson Street or North Monroe Street
- Unique streetscape elements including banners, signs, streetlights, and public art
- Potential site for a new Metrorail station entrance

Building Types:

- Commercial office buildings with cultural and/or educational uses
- Civic buildings

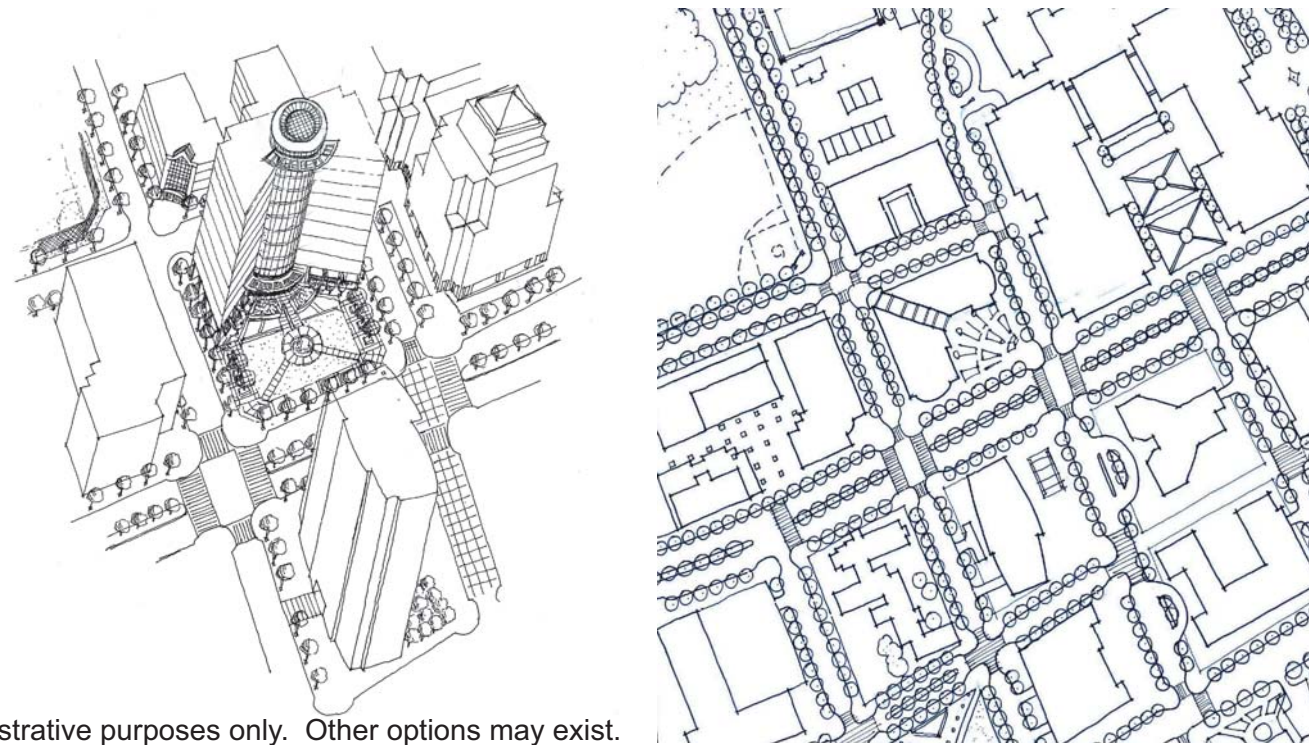
CONCEPT PLAN



LEGEND

- Mixed-Use with Office and Cultural/Educational Uses
- Civic Spaces/Open Space
- Required Street-Level Retail
- Important Vistas with Special Architectural Elements
- Important Visual and Physical Connection
- Service/Parking Garage Entrances
- Streetscape "A"/"B" with Public Art
- Possible Public Art Opportunity

ILLUSTRATIONS



For illustrative purposes only. Other options may exist.

RECOMMENDATIONS

Recommendations:

The primary recommendations listed here are reiterated from the previous Recommendations section, found on pages 59 to 71. Other recommendations listed in the plan should be consulted during any redevelopment project undertaken at the Virginia Square site.

- Change the General Land Use Plan designation from "High" Residential to "High" Office-Apartment-Hotel to encourage development of a mixed-use building with cultural and/or educational uses as a component of the building through redevelopment. Also, add an open space symbol on the GLUP to achieve the Virginia Square plaza adjacent to the building, facing Fairfax Drive.
- Encourage private development of new cultural and educational uses, including a community cultural/performing arts facility, preferably at the Arlington Funeral Home site and the Virginia Square site.
- Create urban plazas along the streetscape at GMU, FDIC, Virginia Square site, Arlington Funeral Home site, and in the East End of Virginia Square through redevelopment consistent with guidelines in the Walk Arlington Plan, Open Space Master Plan and Public Art Master Plans. See the Concept Plan and Urban Design Guidelines for additional details on the size and character of these spaces.
 - If and when redevelopment of the Virginia Square site occurs, establish an urban plaza along Fairfax Drive to provide for a central community open space.
- Negotiate with GMU, FDIC, WMATA or other major institutions/agencies as possible public partners in developing cultural and/or educational venues or other resources that would benefit the Virginia Square and Arlington community. If the County can assist in developing cultural and/or educational venues in Virginia Square, possibly through site acquisition, a development strategy should be explored and the top priority should be the Arlington Funeral Home site. The Virginia Square site should be a second priority.
- Maintain the boulevard concept for Fairfax Drive with four travel lanes, a center median, and on-street parking on both sides of the street where feasible. Install nubs, with approval from VDOT when required, at intersections to shorten the crosswalk length, particularly at North Monroe Street and North Nelson Street. Lengthen medians to the crosswalks to create a pedestrian refuge. Plant additional street trees and low vegetation in the medians to gain additional tree coverage and improve the overall appearance of this main street.
- Maintain Monroe Street as a two-lane connector road, providing north-south pedestrian and vehicular access in the central area of Virginia Square. Through redevelopment at FDIC or other nearby projects, narrow Monroe Street north of Fairfax Drive to reduce the width of crosswalks. Move the curb edge toward the centerline to accommodate two 10-foot-wide travel lanes, two 8-foot-wide parking lanes, and a left-turn lane from Monroe Street onto eastbound Fairfax Drive through redevelopment at FDIC or other nearby projects.
- In coordination with WMATA, as build-out occurs, continue to study the need and feasibility of additional entrances to the Virginia Square/GMU Metro station on the north side of Fairfax Drive. Evaluate two potential locations: 1) at the "Virginia Square" block north of the current Metro station entrance; and 2) on GMU/FDIC property near the mid-block pedestrian walkway.

RECOMMENDATIONS

- Maintain the existing bus routes in Virginia Square. Explore bus access to the GMU campus and other primary destinations in Virginia Square, including FDIC, Arlington Funeral Home site, Virginia Square site, and the Arlington Art Center.
- Ensure that street-level commercial uses have sufficient on- and off-street, short-term parking available to maintain commercial viability. Require street-level retail uses to provide off-street parking within associated parking garage. Provide sufficient parking for cultural and/or educational facilities, for their patrons, for shared use by patrons of other community events, and for other non-commuter uses in Virginia Square.
- Maximize on-street parking to support commercial, cultural, educational, and recreational uses and other short-term parking needs wherever feasible by maintaining existing parking around all buildings, including secure buildings, and acquiring new on-street spaces.
- Improve parking efficiency by requiring shared parking in all new office and residential construction throughout Virginia Square, particularly in parking structures. Require shared parking as a condition of site plan approval of commercial office development.
- Preserve and reinforce views along: 1) Fairfax Drive and Wilson Boulevard to the Olmsted Building in Clarendon and beyond; 2) North Kenmore Street to GMU plaza and commercial areas on Wilson Boulevard; and 3) North Monroe Street to the Arlington Arts Center, Metro plaza, and "Virginia Square", as new development proceeds. Provide special architectural elements or open spaces at the termini of views to direct pedestrians and motorists.

PRECEDENTS



PRIMARY GUIDELINES

Sidewalk Widths

Street	Minimum Width
Fairfax Drive	20 feet
North Monroe Street	16 feet
North Nelson Street	14 feet
10 th Street North	14 feet

Building Requirements

Build-to Line	Behind sidewalk on all streets
Front Setbacks	10 feet behind sidewalk for permitted uses*
Side Setbacks	No requirement
Rear Setbacks	No requirement

*Permitted uses include design elements such as covered walkways, landscape plantings, building entrances, and plazas/courtyards. Plazas/courtyards may extend more than 10 feet behind the sidewalk. Appropriateness will be determined through the Special Exception Site Plan Process.

Building Height

Building heights shall not exceed 12 stories and the building should taper down toward 10th Street. An architectural embellishment may be provided and shall not exceed 25 feet beyond the average roofline elevation or cover more than 10 percent of the total roof area. The penthouse area shall not exceed 16 feet above the roofline.

Parking and Service/Loading Access

Fairfax Drive	Not Permitted
10 th Street	Not Permitted
North Monroe Street	Permitted – at least 25 feet from the intersection with Fairfax Drive
North Nelson Street	Permitted – at least 25 feet from the intersection with Fairfax Drive

Parking Spaces

Off-street parking	Required as per the Zoning Ordinance
On-street parking	Strongly encouraged along all streets

Recommended Uses

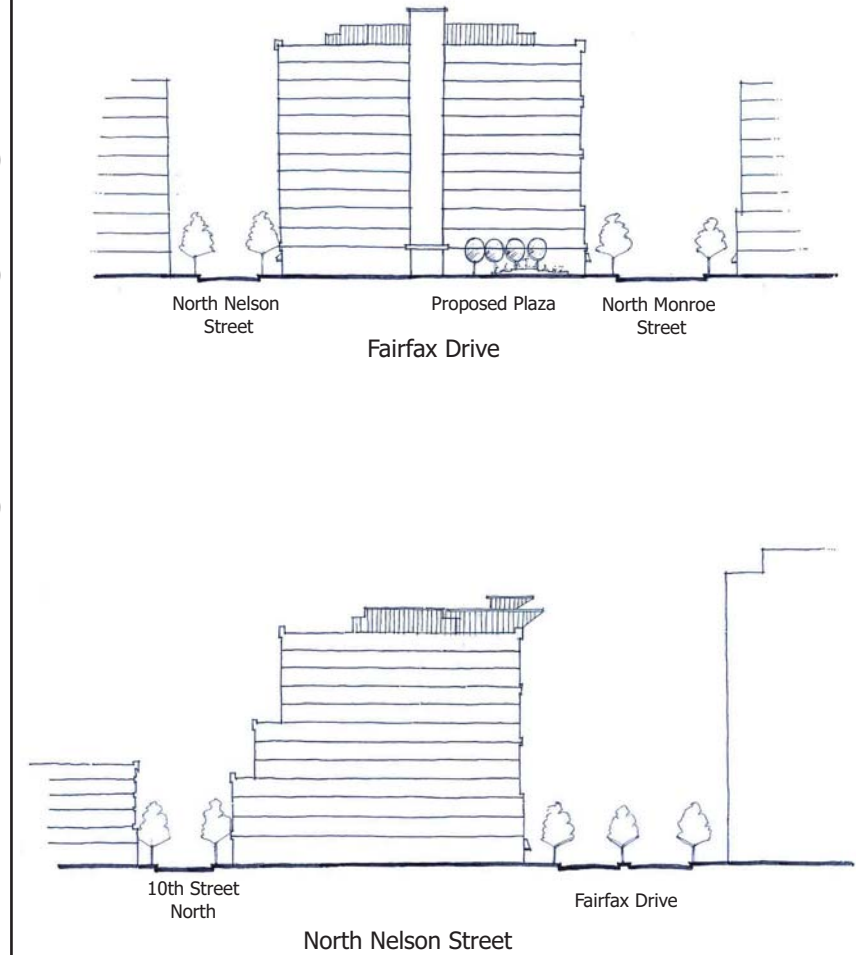
- Commercial Office or Mixed Uses with Cultural and/or Educational uses
- Street-level retail with a cultural/educational emphasis such as art galleries
- Interior pedestrian connection/atrium from the plaza toward Quincy Park
- Roof-top and terrace level restaurant
- Urban plaza facing Fairfax Drive

STREET GUIDELINES

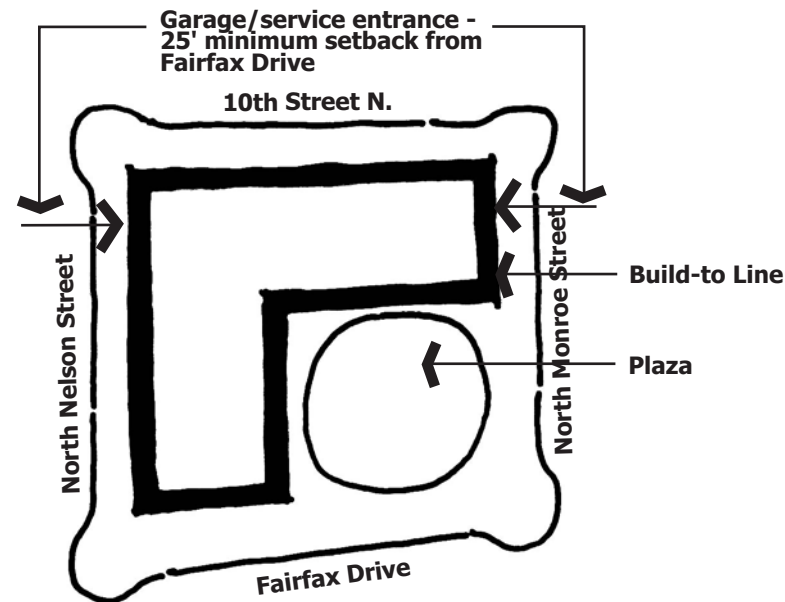
Street Character

- Fairfax Drive is a primary street in Virginia Square and should display high-quality materials and designs. Properties and rights-of-way along Fairfax Drive should offer consistent streetscape elements, including wide sidewalks, street trees, streetlights, seating. To enhance Fairfax Drive's visibility as a prominent thoroughfare anchored by the Arlington Funeral Home site and the GMU campus, unique or special elements such as public art, banners, special accent lighting, and directional signs should be considered for Fairfax Drive.
- Fairfax Drive between North Nelson Street and North Monroe Street should evoke a public and commercial character and should encourage pedestrian circulation with activating facades. North Monroe Street should similarly portray a commercial and public character.
- North Nelson Street and 10th Street should be considered secondary streets where street-level retail is optional.
- Parking garages and service areas should be located on North Nelson Street or North Monroe Street.
- Sidewalks should be designed consistent with the Streetscape Guidelines shown in the previous Area-Wide Urban Design Guidelines..

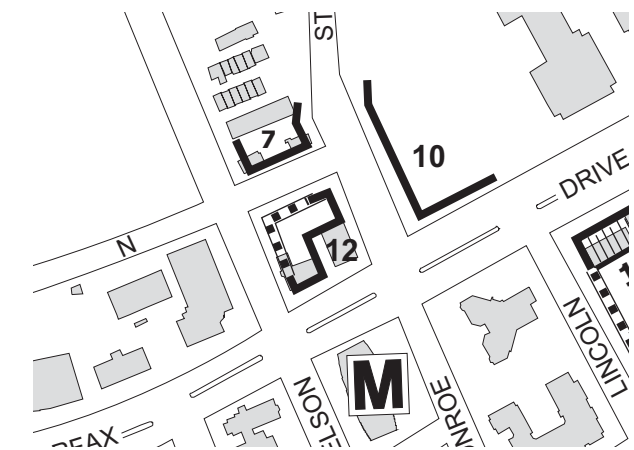
STREET FRONTAGE



SITE ORIENTATION



BUILDING HEIGHTS



General Architectural Guidelines

1. The building should be designed as signature building with high-quality materials and finishes.

Rooflines

1. Special rooflines should be incorporated into the architectural design.
2. A special architectural embellishment may be provided on the roofline and shall extend no more than 25 feet beyond the roofline. The embellishment shall not cover more than 10 percent of the total roof area.

Walls

1. All elevations of buildings that can be seen from public spaces shall be designed as "fronts".
2. Building facades should be varied and articulated to provide visual interest and enhance the street edge by utilizing elements such as arcades, porches, bay windows, display cases, balconies, architectural details, and/or other projections/recesses.
3. Blank walls and blind facades are prohibited.
4. The building should be designed with a clearly expressed "Base", "Body", and "Top".
5. The "Base" shall consist of the plaza/sidewalk level to the second floor level. The "Base" shall have a minimum floor-to-ceiling height of 18 feet. The "Body" shall consist of the area of wall from the "Base" to the "Top". The "Top" shall consist of the area of wall from the top-floor level to the parapet or the area of wall from the roofline to the top of the parapet wall.
6. The transition from "Base" to "Body" and from "Body" to "Top" may be expressed either: 1) horizontally, through a shift in the vertical plane toward the interior or 2) vertically, through a change in the building materials along a level line.
7. The street level should be designed with a minimum floor-to-ceiling height of 18 feet to express the architectural significance of the building and the community uses in the building. A special lobby, integrating public art, should be considered.
8. The total building height should not exceed 12 stories, or 125 feet, except that a mechanical penthouse, no taller than 16 feet, may exceed the total building height.
9. Building walls should be finished in masonry, pre-cast concrete, granite, steel, architectural glass panels, natural stone veneer, or other similar quality, lasting, and durable material. EIFS shall not be used on the building.
10. Facades on upper levels should be at least 50 percent transparent.

Openings

1. The primary building entrance should face the urban plaza and/or Fairfax Drive. Additional building entrances should be provided from North Monroe Street and 10th Street.
2. The primary building entrance should be pronounced.
3. The street level ("Base") should be primarily transparent and activate the sidewalk and plaza areas with signs, banners, windows, entrances, awnings, art displays, display windows, and/or ticket windows.
4. Retail uses should have frontage on Fairfax Drive or the plaza.
5. Entrances to retail establishments should be considered for corner locations to punctuate the building corner. Retail entrances should provide transparent doors.

Signs and Awnings

1. Signs should be integrated into the plaza design.
2. See Area-Wide Guidelines for additional sign and awning guidelines.

Parking

1. See Area-Wide Guidelines for additional parking guidelines.
2. Shared parking facilities should be provided at this site. Parking should be available to accommodate the public uses within the building, and other parking for commercial uses should be available to the public in off-peak hours.
3. Retail, visitor, or other short-term parking should be located near the main garage entrances. Pedestrian access to the sidewalk and elevators should be readily convenient and clearly marked.
4. Parking garages should be fully located below grade.
5. On-street parking should be provided along all streets to the maximum amount possible. Curb cuts/driveways to parking garages and service/loading areas should be consolidated to maximize on-street parking.
6. Consideration should be given to new parking meter devices to group meters and minimize clutter along sidewalks.
7. Adequate space for the loading and unloading of persons, goods, and trash recycling should be provided. The placement of these spaces should avoid major pedestrian routes and should be designed in a manner to screen their view from Fairfax Drive. (See diagram for preferred locations for parking garage access).

Landscape Plantings, Buffers, Screens

1. See Area-Wide Guidelines for additional landscape guidelines.
2. Landscape plantings should be provided on site to: 1) enhance buildings, roadways, open spaces, public activity areas, and walkways; 2) create vistas; 3) define spaces; and 4) screen and/or buffer undesirable or incompatible views or activities.
3. Street trees shall be used along the sides of all roadways consistent with the Streetscape Guidelines.
4. Special landscape plantings, such as ornamental trees, should be integrated into the plaza design to accent this focal area.

Street Furniture

1. Street furniture should be consistent in style, quality, and character for each project and preferably along each block. Street furniture should be constructed of durable and high-quality materials and require minimal maintenance.
2. Street furniture, including bicycle racks, shall be placed at strategic locations such as bus stops, public plazas, or high pedestrian traffic areas.
3. Street lighting type, quality, and installation should be consistent with the Streetscape Guidelines. However, a unique sign detail may be considered as part of the site plan review process to distinguish this special entry into Virginia Square and the public functions on this site.

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INTENT

Goals:

- To redevelop the area directly north of 10th Street with medium-density residential uses
- To possibly link this area with the East End as a receiving area for affordable dwelling units
- To redevelop the site with a design compatible to Quincy Park and the Virginia Square site
- To improve the pedestrian connections to Quincy Park from Fairfax Drive with improved streetscape areas
- To improve pedestrian connections across Washington Boulevard to Quincy Park and other destinations near the Metro station
- To maintain the existing townhouse developments south of Washington Boulevard that offer home ownership options
- To screen substation utility areas from public view

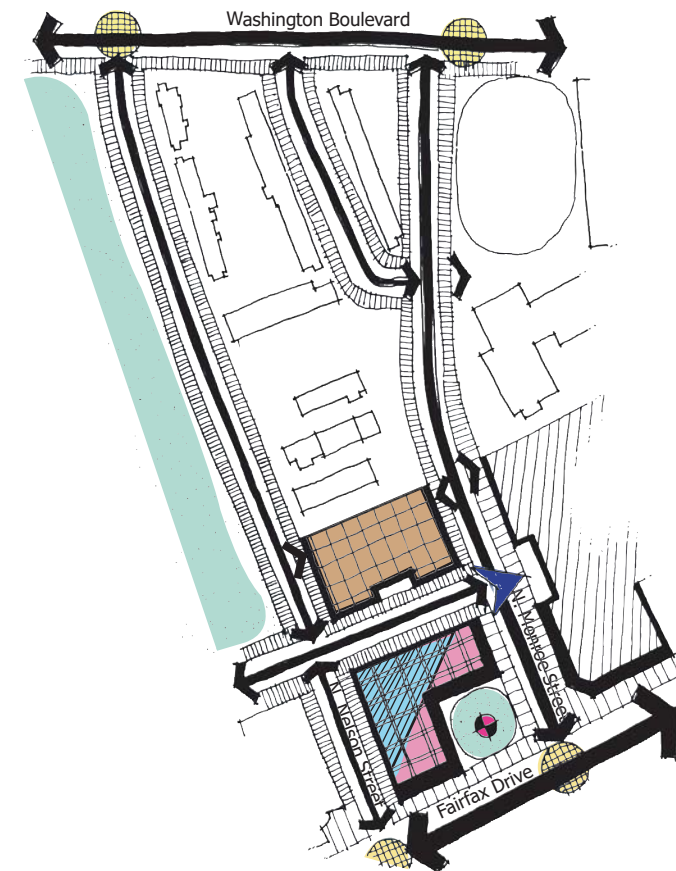
Concept Plan Elements:

- Medium-density residential uses oriented toward 10th Street North
- Improved sidewalks along 10th Street North, North Monroe Street and North Nelson Street
- Building heights that taper down to the north and adjacent townhouse developments
- Service and parking garage entrances on North Monroe Street or North Nelson Street
- Improved pedestrian connections on Washington Boulevard at North Nelson Street and North Monroe Street
- Curbs along North Monroe Street adjusted to narrow the width of Monroe Street near 10th Street North

Building Types:

- Mid-rise residential buildings with underground parking
- Townhouse residential dwellings

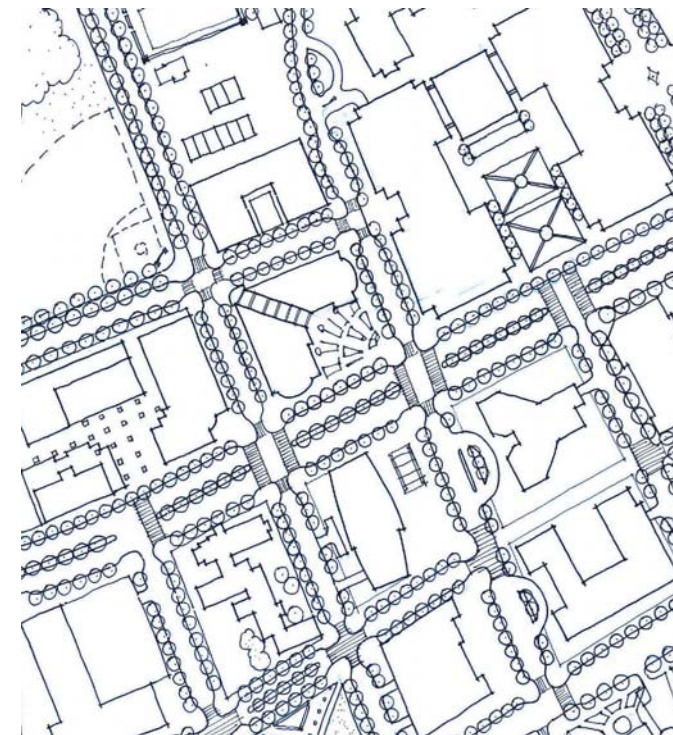
CONCEPT PLAN



LEGEND

- Mixed-Use with Office and Cultural/Educational Uses
- Residential Uses
- Civic Spaces/Open Space
- Required Street-Level Retail
- Important Vistas with Special Architectural Elements
- Important Visual and Physical Connection
- Service/Parking Garage Entrances
- Streetscape "A"/"B" with Public Art
- Possible Public Art Opportunity
- Crosswalk Improvements

ILLUSTRATIVE PLAN



For illustrative purposes only. Other options may exist.

RECOMMENDATIONS

Recommendations:

The primary recommendations listed here are reiterated from the previous Recommendations section, found on pages 59 to 71. Other recommendations listed in the plan should be consulted during any redevelopment project undertaken north of 10th Street and the Virginia Square site.

- Through redevelopment and County initiatives, create readily identifiable and convenient pedestrian connections across streets by redesigning intersections, marking crosswalks and/or installing high-tech pedestrian crossing devices, such as countdown signals.
 - Shorten the length of crosswalks by installing nubs in areas of heavy pedestrian traffic and where on-street parking is provided, particularly along Fairfax Drive, Wilson Boulevard and cross streets in the Core Area.
- Retain Washington Boulevard as a four-lane roadway. Install or improve pedestrian crosswalks from North Quincy Street to North Kirkwood Road, particularly to the GMU campus, Giant grocery store, the commercial uses north of Washington Boulevard, to Quincy Park, and the residences approaching N. Quincy Street. Widen sidewalks to encourage and accommodate pedestrian traffic.
- Install when warranted and synchronize traffic signals along Wilson Boulevard and Fairfax Drive to improve vehicular flow and pedestrian circulation, especially from the surrounding neighborhoods to the Core Area and Metro station.
 - Upgrade traffic signals at Washington Boulevard/13th Street, Washington Boulevard/Quincy Street, and Washington Boulevard/North Kirkwood Road.
- Through the Commercial Revitalization Program, and consistent with the Utility Undergrounding Plan, prioritize utility undergrounding projects in Virginia Square.
 - Use County and developer initiatives to relocate utilities underground on a block-by-block basis to improve the appearance and “walkability” of an entire area and eliminate remnant areas remaining with overhead utilities.
 - Locate overhead utilities and/or at-grade utilities (e.g., transformer and traffic signal boxes) away from public view, to the greatest extent possible, when utilities can not be relocated underground. Locate these in alleys, areas along rear lot lines, or similar areas with low visibility.
 - Underground utilities on all County-owned park properties in Virginia Square.

RECOMMENDATIONS

- Use the Affordable Housing Fund (AHF) to pool affordable housing contributions received through any new Special Exception site plan redevelopment projects in Virginia Square. Prioritize this money for use in Virginia Square specifically for revitalization projects, extending the term length of existing affordable dwelling units (gained through previous special exception site plan projects), and to assure the affordability of existing moderate-rent units to the greatest extent possible. This funding is intended for use in the areas designated as “Coordinated Multiple-Family Conservation and Development District” (CMFCDD) on the General Land Use Plan (see recommendation 61).
- Preserve existing affordable housing units in Virginia Square, primarily in the Transition Areas. Maintain the zoning and the General Land Use Plan designations for the residential areas south of Wilson Boulevard and west of North Monroe Street. Designate these areas as a CMFCDD to promote the preservation of existing affordable units in garden apartment buildings and/or development of new housing affordable to persons with low and moderate incomes.
- Maintain the existing “Low” Residential (11-15 du/ac) GLUP designation for properties south of Washington Boulevard, west of North Monroe Street, and east of North Nelson Street.

PRECEDENTS



PRIMARY GUIDELINES

Sidewalk Widths

Street	Minimum Width
North Monroe Street	14 feet (north of 10th Street)
North Nelson Street	14 feet
10 th Street North	14 feet
Washington Boulevard	13 feet-8 inches (where feasible)

Building Requirements

Build-to Line	Behind sidewalk on all streets
Front Setbacks	10 feet behind sidewalk for permitted uses*
Side Setbacks	No requirement
Rear Setbacks	No requirement

*Permitted uses include design elements such as porches, front stoops, covered walkways, landscape plantings, building entrances, and plazas/courtyards. Plazas/courtyards may extend more than 10 feet behind the sidewalk. Appropriateness will be determined through the Special Exception Site Plan Process.

Building Height

Building heights shall taper down from the Virginia Square Metro station toward Washington Boulevard. See diagram for maximum building heights in this area.

Parking and Service/Loading Access

10 th Street	Not Permitted
North Monroe Street	Permitted – at least 20 feet from the intersection with 10 th Street and at least 20 feet from an adjacent townhouse property line
North Nelson Street	Permitted – at least 20 feet from the intersection with 10 th Street and at least 20 feet from an adjacent townhouse property line
Washington Boulevard	Not Permitted

Residential parking should generally be located underground.

Parking Spaces

Off-street parking	Required as per the Zoning Ordinance
On-street parking	Strongly encouraged along all streets

Recommended Uses

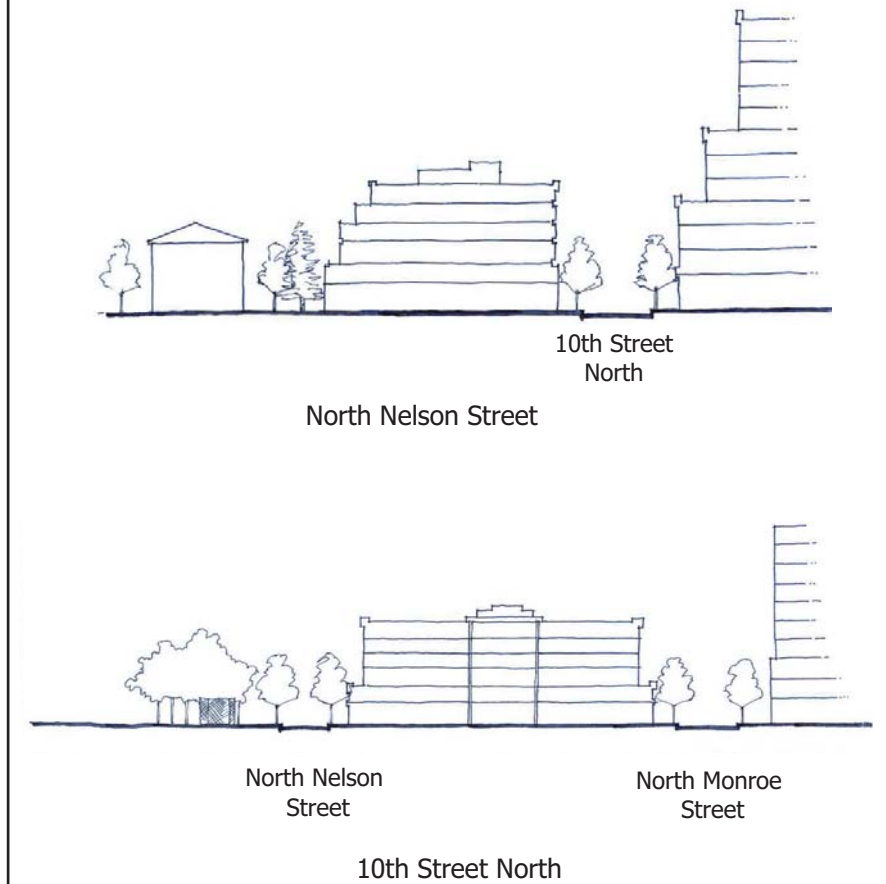
- Medium-density Residential Uses

STREET GUIDELINES

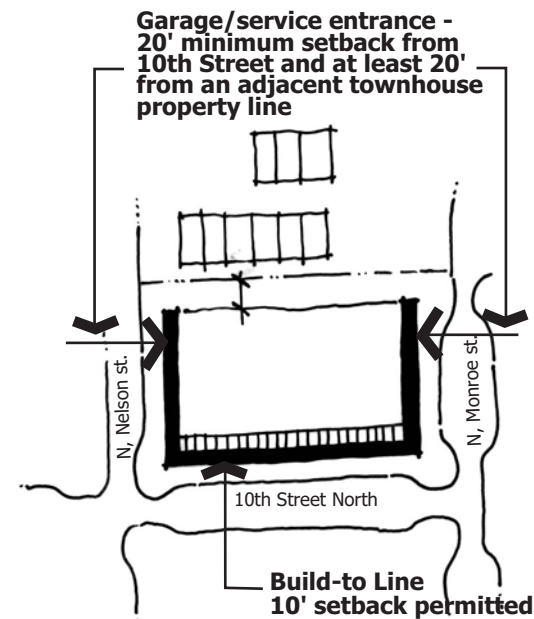
Street Character

- 10th Street North and North Nelson Street should portray a residential character and should be designed with a narrow street cross section.
- North Nelson Street should remain as a quiet residential street. Sidewalks surrounding Quincy Park are envisioned to provide a circulating walking route.
- Parking garages and service areas should be located on North Nelson Street or North Monroe Street without impacts to adjacent low-density residential projects.
- Sidewalks should be designed consistent with the Streetscape Guidelines shown in the previous Area-Wide Urban Design Guidelines.

STREET FRONTAGE



SITE ORIENTATION



BUILDING HEIGHTS



ARCHITECTURAL GUIDELINES

Mass, Scale and Building Height

1. New residential buildings in this area should be varied with an interesting mix of designs, heights, and massing. However, buildings should be designed with compatible massing, scale, and heights with adjacent existing structures.
2. Building heights should respect the maximum height limits shown on the diagrams.
3. Building heights should step down toward the adjacent townhouse development.

Roof Lines and Penthouses

1. Roof forms should be designed to create special interest, especially from primary roadways and from adjacent/nearby buildings/terraces.
2. Roof lines should be varied, where appropriate, through the use of pediments, parapets, lanterns, cupolas, or other architectural features.
3. All mechanical equipment should be screened from view, including equipment on the roof areas. Screening should be a natural extension of the building walls or roofing and constructed of the same building materials.
4. All antennas shall be located as inconspicuously as possible and should be screened from view from streets and pedestrian areas or designed and painted to blend into the surroundings.

Walls

1. Building facades should be varied and articulated to provide visual interest and enhance the street edge by utilizing elements such as arcades, porches, bay windows, display cases, balconies, architectural details, and/or other projections/recesses.
2. Blank walls and blind facades are prohibited, especially where facing streets, walkways, and open spaces.
3. The building should be designed with a clearly expressed "Base", "Body", and "Top".
4. The "Base" shall consist of the plaza/sidewalk level to the second floor level. The "Base" shall have a minimum floor-to-ceiling height of 18 feet. The "Body" shall consist of the area of wall from the "Base" to the "Top". The "Top" shall consist of the area of wall from the top-floor level to the parapet or the area of wall from the roofline to the top of the parapet wall.
5. The transition from "Base" to "Body" and from "Body" to "Top" may be expressed either: 1) horizontally, through a shift in the vertical plane toward the interior or 2) vertically, through a change in the building materials along a level line.
6. The street level should be designed with a minimum floor-to-ceiling height of 18 feet to express the architectural significance of the building and the community uses in the building. A special lobby, integrating public art, should be considered.
7. The total building height should not exceed 7 stories, or 75 feet, except that a mechanical penthouse, no taller than 16 feet, may exceed the total building height.
8. Building walls should be finished in masonry, pre-cast concrete, granite, steel, architectural glass panels, natural stone veneer, or other similar quality, lasting, and durable material. EIFS shall not be used on the building.
9. Facades on upper levels should be at least 50 percent transparent.

ARCHITECTURAL GUIDELINES

Openings

1. The primary building entrance should face 10th Street. Additional building entrances should be provided from North Monroe Street and 10th Street.
2. The primary building entrance should be pronounced.
3. The street level ("Base") should be primarily transparent and activate the sidewalk areas with windows, entrances, awnings, art displays, and/or display windows.
4. Retail uses are not required on 10th Street; however, the street level should offer interesting facades, entrances or other features to activate the sidewalk area.
5. Building entrances may be placed at the corners of North Monroe Street and North Nelson Street for visibility and interest.

Signs and Awnings

1. See Area-Wide Guidelines for additional sign and awning guidelines.

SITE GUIDELINES

Parking

1. See Area-Wide Guidelines for additional parking guidelines.
2. Visitor parking spaces should be accommodated within the parking garage. Visitor or short-term parking should be located near the main garage entrances. Pedestrian access to the sidewalk and elevators should be readily convenient and clearly marked.
3. Parking garages should be fully located below grade.
4. On-street parking should be provided along all streets to the maximum amount possible. Curb cuts/driveways to parking garages and service/loading areas should be consolidated to maximize on-street parking.
5. Consideration should be given to new parking meter devices to group meters and minimize clutter along sidewalks.
6. Adequate space for the loading and unloading of persons, goods, and trash recycling should be provided. The placement of these spaces should avoid major pedestrian routes and should be designed in a manner to screen their view from streets and adjacent residential projects. (See diagram for preferred locations for parking garage access).

Landscape Plantings, Buffers, Screens

1. See Area-Wide Guidelines for additional landscape guidelines.
2. Landscape plantings should be provided on site to: 1) enhance buildings, roadways, open spaces, public activity areas, and walkways; 2) create vistas; 3) define spaces; and 4) screen and/or buffer undesirable or incompatible views or activities.
3. Street trees shall be used along the sides of all roadways consistent with the Streetscape Guidelines.
4. Special landscape plantings, such as ornamental trees, should be integrated into the plaza design to accent this focal area.
5. A landscaped buffer with a mix of evergreen and deciduous trees should be provided between the existing townhouse development and this site.

Street Furniture

1. Street furniture should be consistent in style, quality, and character for each project and preferably along each block. Street furniture should be constructed of durable and high-quality materials and require minimal maintenance.
2. Street furniture, including bicycle racks, shall be placed at strategic locations such as bus stops, public plazas, or high pedestrian traffic areas.
3. Street lighting type, quality and installation should be consistent with the Streetscape Guidelines. However, a unique sign detail may be considered as part of the site plan review process to distinguish this special entry into Virginia Square and the public functions on this site.

INTENT

Goals:

- To create an urban employment campus on the FDIC property and a premier urban educational campus on the GMU properties that physically relate to one another and to the entire Virginia Square station area
- To provide spaces on each campus that the community can use and enjoy

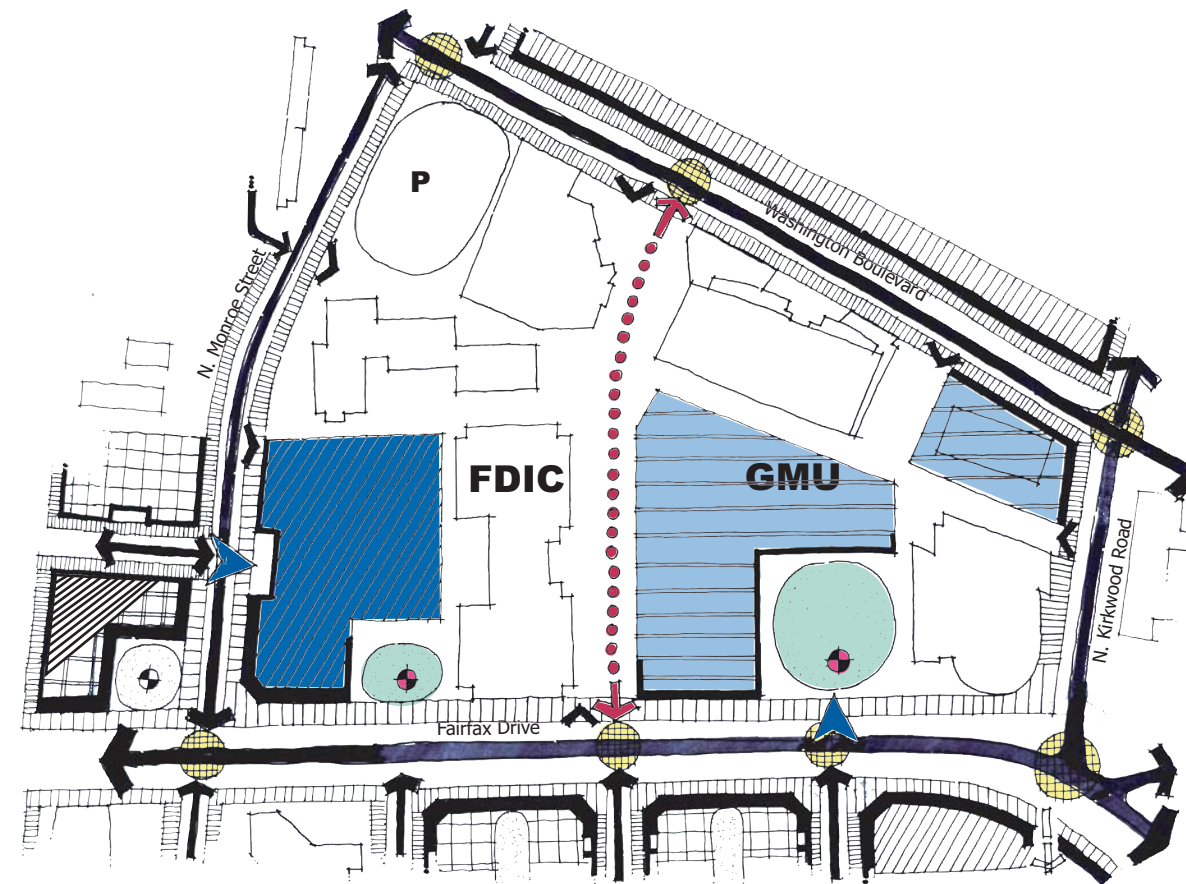
Concept Plan Elements:

- Office, public/institutional, and commercial uses
- A north-south pedestrian connection from Washington Boulevard to Fairfax Drive
- Street-level retail uses along Fairfax Drive
- A possible Metro station entrance
- Public open spaces facing Fairfax Drive
- Public art integrated into each campus
- Building heights and densities that taper down from the Metro toward Washington Boulevard
- Future expansion of the GMU campus to Washington Boulevard and North Kirkwood Road

Building Types:

- Civic architecture on GMU campus
- Commercial office buildings with street-level retail

CONCEPT PLAN



LEGEND	
	High-Density Office Uses
	Public Uses
	Civic Spaces/Open Space
	Required Street-Level Retail
	Important Vistas with Special Architectural Elements
	Important Visual and Physical Connection
	Service/Parking Garage Entrances
	Streetscape "A"/"B" with Public Art
	Possible Public Art Opportunity
	Crosswalk Improvements

ILLUSTRATIONS



For illustrative purposes only. Ownership patterns and property consolidation were assumed to prepare these alternatives. Other options may exist.

RECOMMENDATIONS

Recommendations:

The primary recommendations listed here are reiterated from the previous Recommendations section, found on pages 59 to 79. Other recommendations listed in the plan should be consulted during any improvement project undertaken at the FDIC or GMU block.

- Negotiate with FDIC as redevelopment plans proceed to develop an urban campus with pedestrian-oriented buildings and sidewalks; provide shared parking and community facilities (on- or off-site).
- Negotiate with GMU, FDIC, WMATA or other major institutions/agencies, as possible public partners in developing cultural and/or educational venues or other resources that would benefit the Virginia Square and Arlington community. If the County can assist in developing cultural and/or educational venues in Virginia Square, possibly through site acquisition, a development strategy should be explored and the top priority should be the Arlington Funeral Home site. The Virginia Square site should be a second priority.
- Continue to collaborate with GMU on expansion of the Arlington Campus consistent with the Memorandum of Understanding (MOU). Identify measures to increase transit use and reduce vehicle trips to the campus. Work with the University to permit community use of the campus facilities, such as meeting rooms, parking, auditoriums, and classrooms.
- In coordination with WMATA, as build-out occurs, continue to study the need and feasibility of additional entrances to the Virginia Square/GMU Metro station on the north side of Fairfax Drive. Evaluate two potential locations: 1) at the "Virginia Square" block north of the current Metro station entrance; and 2) on GMU/FDIC property near the mid-block pedestrian walkway.
- Maintain the existing bus routes in Virginia Square. Explore bus access to the GMU campus and other primary destinations in Virginia Square, including FDIC, Arlington Funeral Home site, Virginia Square site, and the Arlington Art Center.
- Improve parking efficiency by requiring shared parking in all new office and residential construction throughout Virginia Square, particularly in parking structures. Require shared parking as a condition of site plan approval of commercial office development.
- Maintain the boulevard concept for Fairfax Drive with four travel lanes, a center median, and on-street parking on both sides of the street where feasible. Install nubs, with approval from VDOT when required, at intersections to shorten the crosswalk length, particularly at North Monroe Street and North Nelson Street. Lengthen medians to the crosswalks to create a pedestrian refuge. Plant additional street trees and low vegetation in the medians to gain additional tree coverage and improve the overall appearance of this main street.

RECOMMENDATIONS

- Maintain Monroe Street as a two-lane connector road, providing north-south pedestrian and vehicular access in the central area of Virginia Square. Through redevelopment at FDIC or other nearby projects, narrow Monroe Street north of Fairfax Drive to reduce the width of crosswalks. Move the curb edge toward the centerline to accommodate two 10-foot-wide travel lanes, two 8-foot-wide parking lanes, and a left-turn lane from Monroe Street onto eastbound Fairfax Drive through redevelopment at FDIC or other nearby projects..
- Install when warranted and synchronize traffic signals along Wilson Boulevard and Fairfax Drive to improve vehicular flow and pedestrian circulation, especially from the surrounding neighborhoods to the Core Area and Metro station.
 - Evaluate the intersections of Wilson Boulevard/North Kansas Street, Fairfax Drive/North Nelson Street, and Fairfax Drive/North Kansas Street as a top priority for new traffic signals and install once they are warranted.
- Preserve and reinforce views along: 1) Fairfax Drive and Wilson Boulevard to the Olmsted Building in Clarendon and beyond; 2) North Kenmore Street to GMU plaza and commercial areas on Wilson Boulevard; and 3) North Monroe Street to the Arlington Arts Center, Metro plaza, and "Virginia Square", as new development proceeds. Provide special architectural elements or open spaces at the termini of views to direct pedestrians and motorists.
- Create urban plazas along the streetscape at GMU, FDIC, Virginia Square site, Arlington Funeral Home site, and in the East End of Virginia Square through redevelopment consistent with guidelines in the Walk Arlington Plan, Open Space Master Plan and Public Art Master Plans. See the Concept Plan and Urban Design Guidelines for additional details on the size and character of these spaces.

PRECEDENTS



PRIMARY GUIDELINES

Sidewalk Widths

Street	Minimum Width
Fairfax Drive	20 feet
North Monroe Street	16 feet
North Kirkwood Road	14 feet
Washington Boulevard	14 feet

Building Requirements

Build-to Line	Behind sidewalk on all streets
Front Setbacks	10 feet behind sidewalk for permitted uses*
Side Setbacks	No requirement
Rear Setbacks	No requirement

*Permitted uses include design elements such as covered walkways, landscape plantings, building entrances, and plazas. Plazas may extend more than 10 feet behind the sidewalk. Appropriateness will be determined through the Special Exception Site Plan Process.

Building Height

Building heights shall taper down from the Virginia Square Metro station toward Washington Boulevard and North Kirkwood Road. See diagram for maximum building heights on each block.

A tower step back shall be provided above 3 stories (or 40') when the total building height is 10 stories or more. A tower step back shall be provided along Washington Boulevard and North Kirkwood Road above 6 stories (or 65'). The step back distance varies and will be dependent on the overall building design, but shall be no less than 12 feet.

Parking Garage and Service/Loading Access

Fairfax Drive	Not permitted (with the exception of the existing garage access to FDIC on Fairfax Drive)
North Monroe Street	Permitted at least 100 feet from the Fairfax Drive intersection
North Kirkwood Road	Permitted at least 50 feet from the Fairfax Drive intersection
Washington Boulevard	Permitted; preferably consolidated with minimal curb cuts for driveways

Parking Spaces

Off-street parking	Required as per the Zoning Ordinance
On-street parking	Strongly encouraged on all streets
Retail and Short-term parking	Required near the garage entrance with clearly marked routes for pedestrians to reach the street or internal retail uses
Shared Parking Access	Required in off-peak hours for public use

Note: GMU and FDIC are encouraged to find off-site locations for a portion of the required parking spaces to facilitate shared parking for the public without security conflicts.

Recommended Uses

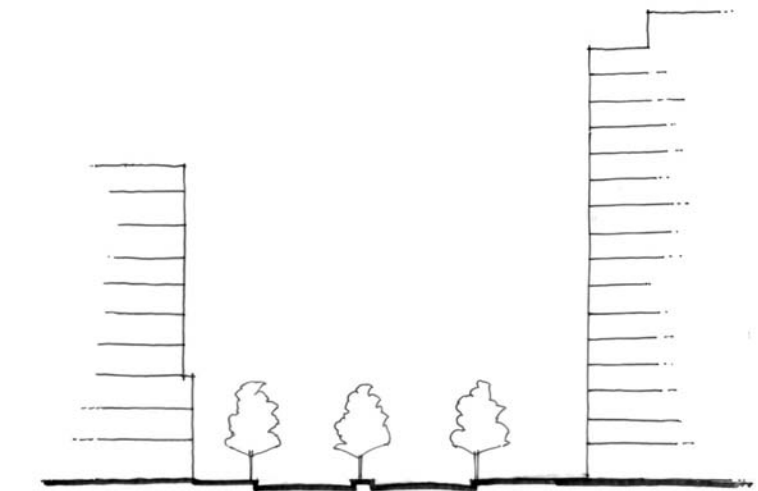
- Urban office campus with multiple structures in an outward (street-facing) orientation
- Civic architecture at the GMU campus to create an urban educational campus
- Street-level retail along Fairfax Drive and North Monroe Street

STREET GUIDELINES

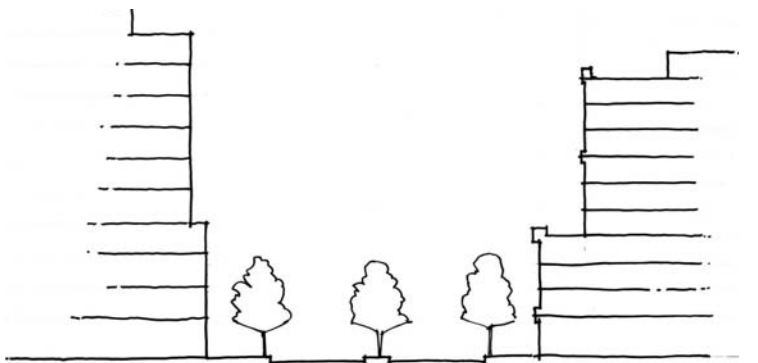
Street Character

- Fairfax Drive is a primary street in Virginia Square. Buildings and open spaces facing this street should display high-quality materials and designs. Properties and rights-of-way along Fairfax Drive should offer consistent streetscape elements, including wide sidewalks, street trees, streetlights, and seating. To enhance Fairfax Drive's visibility as a prominent thoroughfare anchored by the Arlington Funeral Home site and the GMU campus, unique or special elements such as public art, banners, special accent lighting, and directional signs should be considered for Fairfax Drive.
- Fairfax Drive, between North Monroe Street and North Kirkwood Road, and North Monroe Street should evoke a commercial character and should encourage pedestrian circulation with activating facades and open spaces.
- North Kirkwood Road should be considered secondary streets where street-level retail is optional and service and/or parking garage entrances should be located.
- Washington Boulevard should evoke a commercial character and encourage pedestrian circulation. Pedestrian crosswalks across Washington Boulevard should be installed to permit safe pedestrian circulation between the Core Area and the commercial node along the north edge of this street.
- Parking garages should be located on North Monroe Street, North Kirkwood Road and/or Washington Boulevard. Parking garage entrances should be located at least 50 feet from Fairfax Drive and, at the FDIC campus, should not be on axis with 10th Street. No more than two garage entrances should be located on any one side of a street block. New parking garage entrances should not be located on Fairfax Drive.
- Sidewalks should be designed consistent with the Streetscape Guidelines shown in the previous Area-Wide Urban Design Guidelines.

STREET FRONTAGE

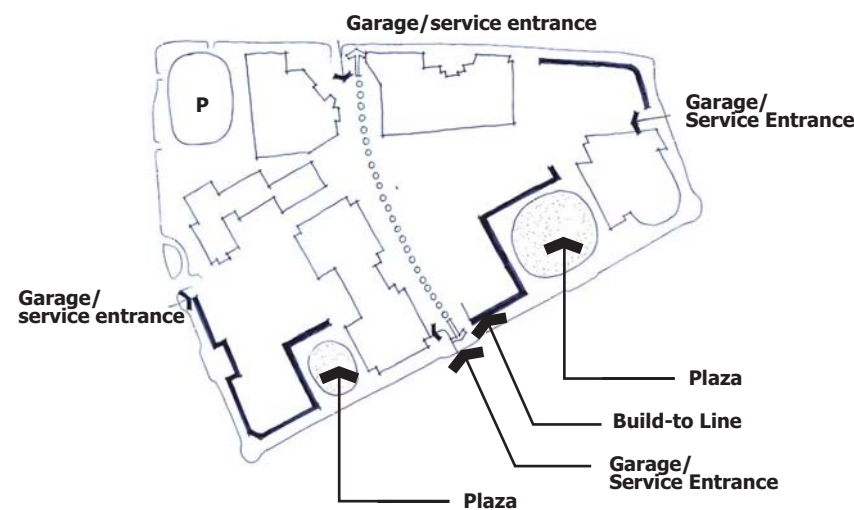


Fairfax Drive at N. Lincoln St.

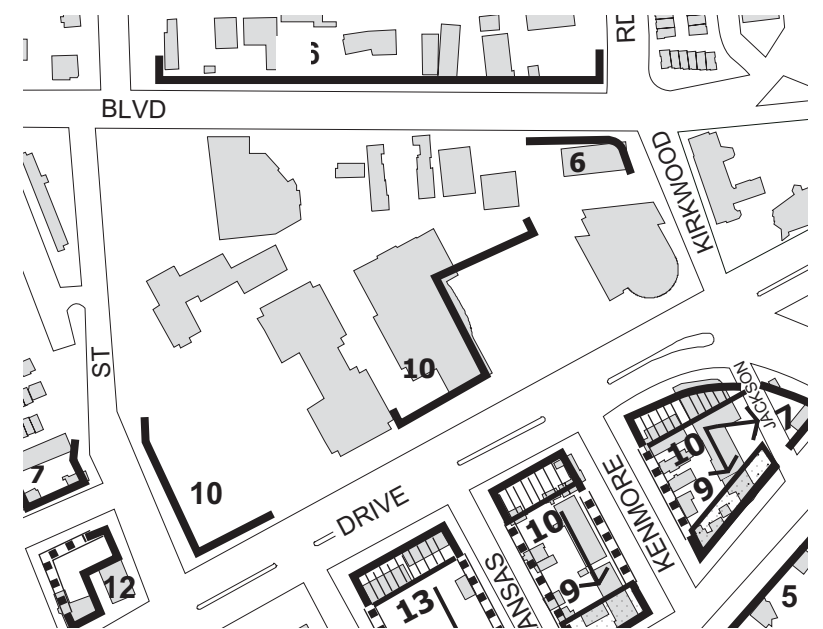


Fairfax Drive at N. Kenmore Street

SITE ORIENTATION



BUILDING HEIGHTS



ARCHITECTURAL GUIDELINES

Mass, Scale and Building Height

1. The buildings on these campuses should evoke a civic scale. These buildings are situated on an unusually large site in the R-B Corridor and should offer a pronounced style and setting. However, the buildings' mass should not overwhelm the pedestrian environment desired in Virginia Square, and the buildings should be designed to maintain a comfortable pedestrian scale.
2. Buildings on the FDIC and GMU campuses should be varied with an interesting mix of designs, heights, and massing. However, buildings should be designed with compatible massing, scale, and heights to adjacent structures.
3. Building heights should respect the maximum height limits shown on the diagrams.
4. Special architectural embellishments may be considered on the remaining projects at GMU campus to enhance the educational anchor in Virginia Square. Embellishments should not exceed 30 feet beyond the average roofline.

Roof Lines and Penthouses

1. Roof forms should be designed to create special interest, especially from primary roadways, adjacent station areas, and from neighboring buildings/terraces.
2. Roof lines should be varied, where appropriate, through the use of pediments, parapets, lanterns, cupolas, or other architectural features.
3. All mechanical equipment should be screened from view, including equipment on the roof areas. Screening should be a natural extension of the building walls or roofing and constructed of the same building materials.
4. All antennas shall be located as inconspicuously as possible and should be screened from view from streets and pedestrian areas or designed and painted to blend into the surroundings.
5. The existing roofline of the FDIC is identifiable and new office buildings should continue that roofline expression or should be compatible with the existing character.

Openings

1. Building fenestration such as entrances and windows should be compatible on each structure and should reflect a pedestrian scale. Buildings designed entirely with "ribbons or bands" of tinted, reflective glass at the ground level should be avoided.
2. Primary building entrances should be located on Fairfax Drive. Secondary entrances are permitted and encouraged on side streets.
3. Facades along Fairfax Drive should provide multiple building and retail entrances and windows.
4. Entrances to retail establishments should be considered for corner locations to punctuate the building corner and define the four points of an intersection. Retail entrances should provide transparent doors.
5. Facades on upper levels should be at least 50 percent transparent.
6. All window and door openings should be square or vertical in proportion, and any other divisions of openings shall occur as a rhythm of squares or vertically proportioned rectangles. Grouped or "ganged" windows shall be treated as a single opening, unless they are separated by a minimum 4-inch divider.
7. Windows and doors should have detailing around their frames including elements such as sills and molding.
8. Windows and doors may either meet at building corners or be a minimum of 24 inches from the building corner.

ARCHITECTURAL GUIDELINES

Walls

1. All elevations of buildings that can be seen from public spaces shall be designed as "fronts".
2. Building facades should be varied and articulated to provide visual interest and enhance the street edge by utilizing elements such as arcades, porches, bay windows, display cases, balconies, architectural details, and/or other projections/recesses.
3. Facades on the street level along Fairfax Drive and those facing other public spaces should be at least 75 percent transparent (i.e., 75% glass to 25% solid walls).
4. Storefront windows should be present along the base of the building and should be 80 percent transparent.
5. Blank walls and blind facades are prohibited, especially when facing streets, sidewalks, or other public areas.
6. Buildings should be designed with a clearly expressed "Base", "Body", and "Top".
7. Buildings that occupy corner lots shall consider both facades as "fronts".
8. The "Base" shall consist of the area of wall from the ground level to the third-floor level. The "Body" shall consist of the area of wall from the "Base" to the "Top".
9. The transition from "Base" to "Body" and from "Body" to "Top" may be expressed either: 1) horizontally, through a shift in the vertical plane toward the interior or 2) vertically, through a change in the building materials along a level line.
10. The "Top" shall consist of the area of wall from the top-floor level to the parapet or the area of wall from the roof line to the top of the parapet wall.
11. Durable and attractive high-quality materials should be used on all buildings within this redevelopment area. Exterior building materials such as tinted or textured precast concrete, masonry, stone, iron, granite, architectural glass panels, natural stone veneer, and steel, or other similar quality, lasting, and durable material, are recommended. Imitation or synthetic exterior building materials which simulate natural materials should be avoided. EIFS may be used for architectural expression above the ground level, however, this material shall occupy no more than 25 percent of the façade and shall not be the predominant exterior building material.

Signs and Awnings

1. See Area-Wide Guidelines for additional sign and awning guidelines.

SITE GUIDELINES

Plazas

1. Plazas should be provided on both campuses. Plazas should have an outward orientation and face Fairfax Drive.
2. Plazas should have an urban and public character. Plazas should provide a welcoming place for visitors and/or passersby.
3. Plazas should be designed compatible to the surrounding architecture and should utilize compatible building materials. Durable and high-quality materials should be selected.
4. Landscape materials should be used in the plazas and should be designed to direct or frame views, highlight the adjacent architecture and building entrances, provide shade, and add color and/or texture.
5. When designing plazas, consideration should be given to integrating water features, special paving, seating, special lighting, and public art.

SITE GUIDELINES

6. Seating and other site furniture should be integrated into the plaza design. Consideration should be given to movable seating, especially at the GMU plaza where a wide variety of events could be held.
7. Plazas should be designed to accommodate a variety of special events including art displays, festivals, and concerts.

Parking

1. See Area-Wide Guidelines for additional parking guidelines.
2. Shared parking facilities should be provided in any new construction on either campus. Parking facilities should permit public parking in off-peak hours.
3. Retail, visitor, or other short-term parking should be located near the main garage entrances. Pedestrian access to the sidewalk and elevators should be readily convenient and clearly marked.
4. Parking garages should be fully located below grade.
5. On-street parking should be provided along all streets to the maximum amount possible. Curb cuts/driveways to parking garages and service/loading areas should be consolidated to maximize on-street parking.
6. Consideration should be given to new parking meter devices to group meters and minimize clutter along sidewalks.
7. Adequate space for the loading and unloading of persons, goods, and trash recycling should be provided. The placement of these spaces should avoid major pedestrian routes and should be designed in a manner to screen their view from Fairfax Drive and any public gathering space on either campus. (See diagram for preferred locations for parking garage access).
8. Parking garage entrances should not be located where they will terminate a vista along a street or from a public gathering space (i.e., 10th Street looking east toward FDIC).

Landscape Plantings, Buffers, Screens

1. See Area-Wide Guidelines for additional landscape guidelines.
2. Landscape plantings should be provided throughout each project to: 1) enhance buildings, roadways, open spaces, public activity areas, and walkways; 2) create vistas; 3) define spaces; and 4) screen and/or buffer undesirable or incompatible views or activities.
3. Street trees shall be used along the sides of all roadways consistent with the Streetscape Guidelines.

Street Furniture

1. Street furniture should be consistent in style, quality, and character for each project and preferably along each block. Street furniture should be constructed of durable and high-quality materials and require minimal maintenance.
2. Street furniture, including bicycle racks, shall be placed at strategic locations such as bus stops, public plazas, or high pedestrian traffic areas.
3. Street lighting type, quality, and installation should be consistent with the Streetscape guidelines.

INTENT

Goals:

- To construct high-quality infill developments on the remaining properties in Virginia Square west of North Monroe Street
- To improve pedestrian walkways around all blocks
- To redesign 9th Street to create a more friendly pedestrian environment with special elements
- To achieve affordable housing as part of any new residential development project

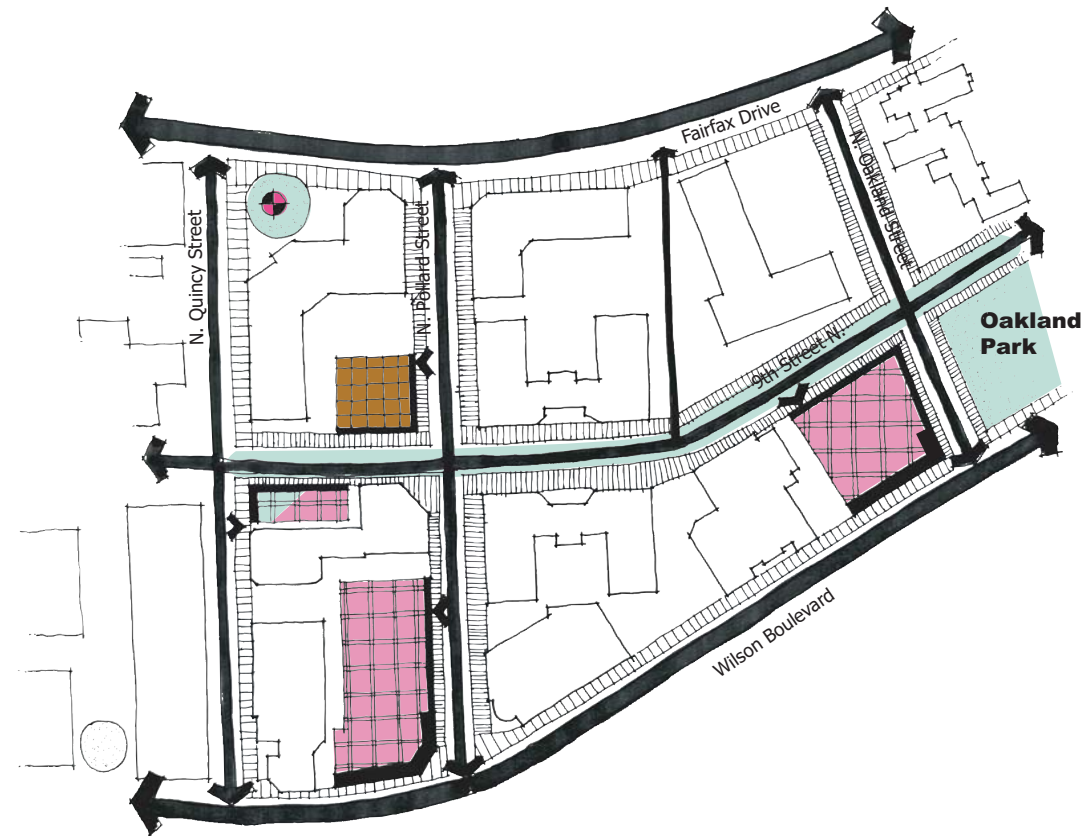
Concept Plan Elements:

- Residential and/or mixed-uses along Wilson Boulevard, consistent with the existing General Land Use Plan
- Residential and open space uses along 9th Street
- Possible joint development opportunities for small properties facing 9th Street between North Pollard Street and North Quincy Street
- Small open space/pocket park opportunity at North Quincy Street/9th Street
- Continuous build-to lines around each block, especially framing Oakland Park
- Reconstructed 9th Street to create a narrow street with pedestrian walkways, landscape plantings, public art, and adjacent open spaces
- Street-level retail along Wilson Boulevard to activate sidewalks
- Parking and service access from secondary streets
- Building heights tapering down toward Wilson Boulevard
- Pedestrian circulation around each block with streetscape improvements

Building Types:

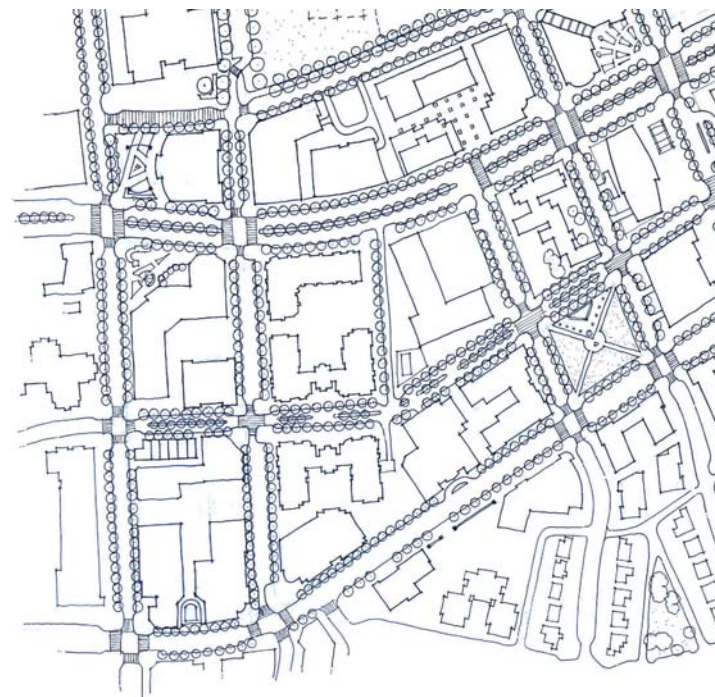
- Mid- to High-rise residential apartment/condominium buildings
- Mid-rise office buildings on Wilson Boulevard

CONCEPT PLAN



LEGEND	
	Residential Uses
	Mixed-Uses - Residential and/or Office
	Civic Spaces/Open Space
	Required Street-Level Retail
	Important Vistas with Special Architectural Elements
	Important Visual and Physical Connection
	Service/Parking Garage Entrances
	Streetscape "A"/"B" with Public Art
	Possible Public Art Opportunity
	Crosswalk Improvements

ILLUSTRATIONS



For illustrative purposes only. Ownership patterns and property consolidation were assumed to prepare these alternatives. Other options may exist.

RECOMMENDATIONS

Recommendations:

The primary recommendations listed here are reiterated from the previous Recommendations section, found on pages 59 to 79. Other recommendations listed in the plan should be consulted during any infill redevelopment projects undertaken at properties between Fairfax Drive, North Monroe Street, Wilson Boulevard, and North Quincy Street.

- Redesign Wilson Boulevard from North Lincoln Street to North Randolph Street as a future project with four, through-travel lanes (10 feet wide) and wide sidewalks. Align the north and south curb edges for continuous travel lanes and sidewalks. Where feasible, provide on-street parking (8 feet wide) along both curbs and install left-turn lanes at North Quincy Street. Install nubs (projecting approximately 6 feet) at determined intersections to reduce the crosswalk distance. Improve the sidewalks and streetscape along the south edge of Wilson Boulevard to achieve a 13-foot and 8-inch-wide sidewalk. Improve sidewalks and streetscape on the north edge to achieve a 16-foot-wide sidewalk (except for sidewalks that have already been approved to 14 feet). Where constraints exist, such as the Wilson Boulevard Christian Church, construct sidewalks with the maximum width possible.
- As part of the Walk Arlington process, redesign 9th Street west of North Monroe Street with special elements including periodic open spaces, public art, street furniture, and landscape materials. This process should include a block-by-block analysis and the design should create a more pedestrian-friendly street. Consider center medians, approximately 10- to 15-feet wide, or moving the curb toward the centerline to gain additional sidewalk width and to reduce the total street width.
- Provide a raised intersection at the intersection of 9th Street and North Monroe Street to increase pedestrian visibility by the Metro station. Once completed/installed, evaluate the effectiveness of the raised elevation and pedestrian visibility. If determined successful, consider raised intersections, or similar treatment, along 9th Street from North Pollard Street east to North Kenmore Street (or North Jackson Street if the right-of-way remains) to emphasize the pedestrian walkway along 9th Street. Design this element in concert with recommendations in the Walk Arlington Plan and Public Art Master Plan.
- Install bike lanes on Quincy Street.
- Install when warranted and synchronize traffic signals along Wilson Boulevard and Fairfax Drive to improve vehicular flow and pedestrian circulation, especially from the surrounding neighborhoods to the Core Area and Metro station.
 - Implement the approved traffic signals when warranted at Wilson Boulevard/North Oakland Street, Wilson Boulevard/North Pollard Street.
- Maximize on-street parking to support commercial, cultural, educational and recreational uses, and other short-term parking needs wherever feasible by maintaining existing parking around all buildings, including secure buildings, and acquiring new on-street spaces.

RECOMMENDATIONS

- Improve parking efficiency by requiring shared parking in all new office and residential construction throughout Virginia Square, particularly in parking structures. Require shared parking as a condition of site plan approval of commercial office development.
- For other infill redevelopment projects in Virginia Square (outside of the East End), encourage on-site or within-station affordable dwelling units in new residential construction via the special exception process. On-site units or units within the station area should be viewed as preferable to contributions to the Virginia Square Housing Fund. Two- and three-bedroom units are preferred over efficiencies and one-bedroom units in new residential development.
- Encourage the use of the bonus density provision in the Zoning Ordinance to promote on-site affordable housing as part of residential developments.
- Create urban plazas along the streetscape at GMU, FDIC, Virginia Square site, Arlington Funeral Home site, and in the East End of Virginia Square through redevelopment consistent with guidelines in the Walk Arlington Plan, Open Space Master Plan and Public Art Master Plans.

PRECEDENTS



PRIMARY GUIDELINES

Sidewalk Widths

Street	Minimum Width
Fairfax Drive	20 feet
Wilson Boulevard	16 feet
North Quincy Street	16 feet
North Oakland Street	14 feet
North Pollard Street	14 feet
9 th Street	14 feet minimum*

* The sidewalk widths along 9th Street may be adjusted due to the proposed urban design study. The outcome of this proposed study shall determine the improvements necessary to create a more pleasant and landscaped street and walkway. Sidewalk widths should be analyzed as part of this process.

Building Requirements

Build-to Line	Behind sidewalk on all streets
Front Setbacks	10 feet behind sidewalk for permitted uses*
Side Setbacks	No requirement
Rear Setbacks	No requirement

*Permitted uses include design elements such as covered walkways, landscape plantings, building entrances, and plazas. Plazas may extend more than 10 feet behind the sidewalk. Appropriateness will be determined through the Special Exception Site Plan Process.

Building Height

Building heights shall taper down from the Virginia Square Metro station toward Wilson Boulevard. See diagram for maximum building heights on each block.

A tower step back shall be provided above 3 stories (or 40') when the total building height is 10 stories or more. A tower step back shall be provided along Wilson Boulevard above 6 stories (or 65'). The step back distance varies and will be dependent on the overall building design, but shall generally be no less than 12 feet.

Parking Garage and Service/Loading Access

Fairfax Drive	Not permitted
9 th Street	Permitted however, side streets are preferable locations
North Oakland Street	Permitted except where across from Oakland Park
North Pollard Street	Permitted
Wilson Boulevard	Not Permitted

Note: Garage and service/loading access should be located away from Fairfax Drive and Wilson Boulevard at least 25 feet from the intersection with these streets

Parking Spaces

Off-street parking	Required as per the Zoning Ordinance
On-street parking	Strongly encouraged on all streets
Retail and Short-term parking	Required near the garage entrance with clearly marked routes for pedestrians to reach the street or internal retail uses
Shared Parking Access	Required in commercial buildings in off-peak hours for public use

Recommended Uses

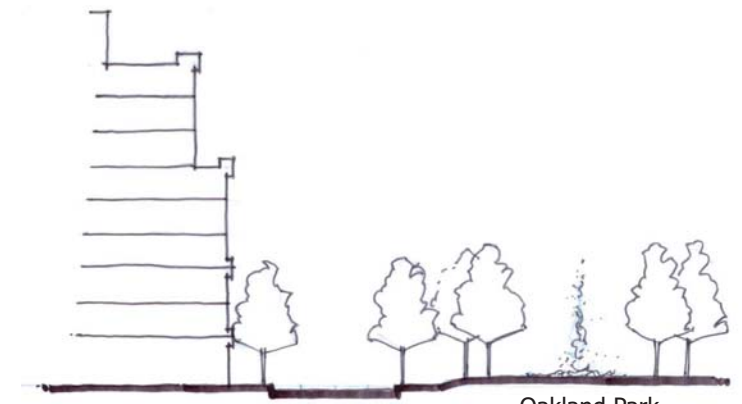
- Medium- to High-Density Residential
- Commercial Office
- Street-level Retail with everyday retail/service uses and/or cultural commercial uses, such as art galleries

STREET GUIDELINES

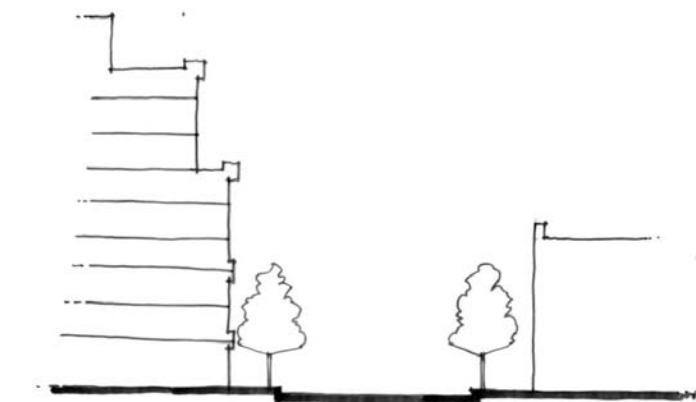
Street Character

1. Fairfax Drive and Wilson Boulevard are primary streets in Virginia Square. Buildings and open spaces facing these streets should display high-quality materials and designs. Properties and rights-of-way along Fairfax Drive and Wilson Boulevard should offer consistent streetscape elements, including wide sidewalks, street trees, streetlights, and seating.
2. Fairfax Drive and Wilson Boulevard should evoke a commercial character on the street level and should encourage pedestrian circulation with activating facades and open spaces.
3. 9th Street should evoke a residential character and should offer pedestrian and vehicle circulation with adjacent open spaces.
4. North Pollard Street, North Oakland Street, and North Nelson Street should generally evoke a residential character. Building setbacks for additional landscape plantings are permitted.
5. North Quincy Street should evoke a commercial character with street-level retail.
6. Parking garages should be located on side streets. Parking garage entrances should be located at least 25 feet from Fairfax Drive, Wilson Boulevard, and 9th Street. No more than two garage entrances should be located on any one side of a street block. Parking garage entrances should not be located on Fairfax Drive, Wilson Boulevard, and to the greatest extent possible, along 9th Street.
7. Sidewalks should be designed or retrofitted consistent with the Streetscape Guidelines shown in the previous Area-Wide Urban Design Guidelines or consistent with the proposed design study along 9th Street west of North Monroe Street.
8. Sidewalks around the edge of Oakland Park should be constructed consistent with the Streetscape Guidelines.

STREET FRONTAGE

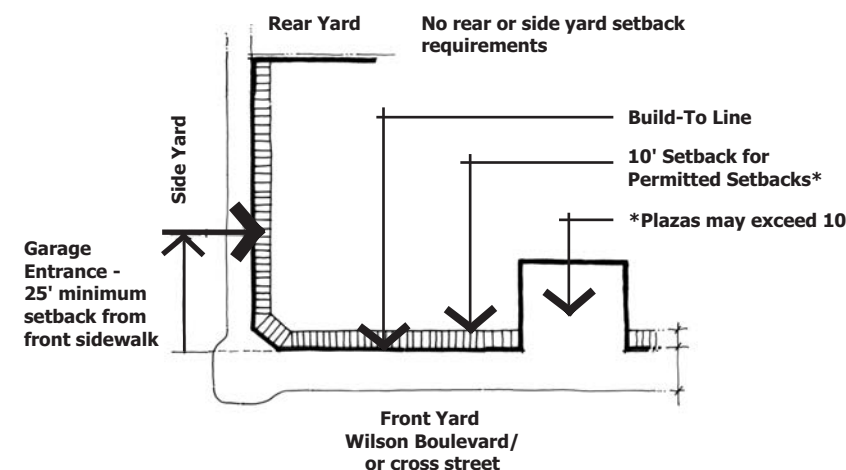


North Oakland Street

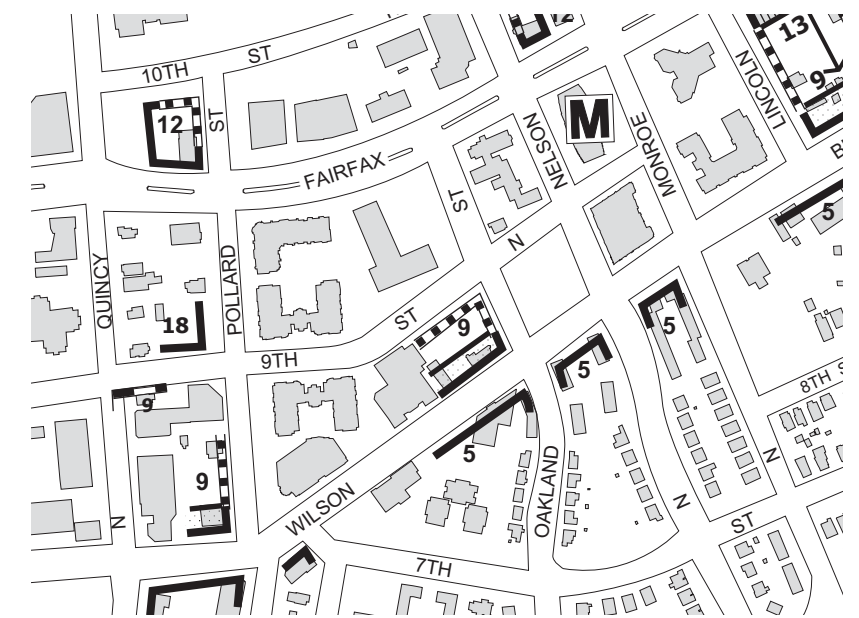


Wilson Boulevard (looking east)

SITE ORIENTATION



BUILDING HEIGHTS



ARCHITECTURAL GUIDELINES

Mass, Scale and Building Height

1. Remaining building sites between Fairfax Drive and Wilson Boulevard, west of North Monroe Street should be designed with compatible massing, scale, and height to adjacent structures.
2. Building heights should respect the maximum height limits shown on the diagrams.

Roof Lines and Penthouses

1. Roof forms should be designed to create special interest, especially from primary roadways, adjacent station areas, and from neighboring buildings/terraces.
2. Roof lines should be varied, where appropriate, through the use of pediments, parapets, lanterns, cupolas, or other architectural features. Terrace levels and/or balconies on residential buildings are encouraged to articulate the façade and roofline.
3. All mechanical equipment should be screened from view, including equipment on the roof areas. Screening should be a natural extension of the building walls or roofing and constructed of the same building materials.
4. All antennae shall be located as inconspicuously as possible and should be screened from view from streets and pedestrian areas or designed and painted to blend into the surroundings.

Openings

1. Building fenestration such as entrances and windows should be compatible on each structure and should reflect a pedestrian scale. Buildings designed entirely with "ribbons or bands" of tinted, reflective glass at the ground level should be avoided.
2. Primary building entrances should be located on Wilson Boulevard and 9th Street. Multiple secondary entrances are permitted and encouraged on side streets.
3. Facades along Wilson Boulevard should provide multiple building and retail entrances and windows.
4. Entrances to retail establishments should be considered for corner locations to punctuate the building corner and define the four points of an intersection. Retail entrances should provide transparent doors.
5. Facades on upper levels should be at least 50 percent transparent.
6. All window and door openings should be square or vertical in proportion, and any other divisions of openings shall occur as a rhythm of squares or vertically proportioned rectangles. Grouped or "ganged" windows shall be treated as a single opening, unless they are separated by a minimum 4-inch divider.
7. Windows and doors should have detailing around their frames including elements such as sills and molding.
8. Windows and doors may meet at building corners or be a minimum of 24 inches from the building corner.

Walls

1. All elevations of buildings that can be seen from public spaces shall be designed as "fronts".
2. Building facades should be varied and articulated to provide visual interest and enhance the street edge by utilizing elements such as arcades, porches, bay windows, display cases, balconies, architectural details, and/or other projections/recesses.
3. Facades on the street level along Wilson Boulevard should be at least 75 percent transparent (e.g., 75% glass to 25% solid walls). Facades on the street level along North Pollard Street, North Oakland Street, and North Nelson Street should be at least 50 percent transparent.

ARCHITECTURAL GUIDELINES

4. Storefront windows should be present along the base of the building and should be 80 percent transparent.
5. Blank walls and blind facades are prohibited, especially when facing streets, sidewalks, or other public areas.
6. Facades facing Oakland Park should be considered "fronts" and should be designed with primary building entrances.
7. Every building should be designed with a clearly expressed "Base", "Body", and "Top".
8. Buildings that occupy corner lots shall consider both facades as "fronts".
9. The "Base" shall consist of the area of wall from the ground level to the third-floor level. The "Body" shall consist of the area of wall from the "Base" to the "Top".
10. The transition from "Base" to "Body" and from "Body" to "Top" may be expressed either: 1) horizontally, through a shift in the vertical plane toward the interior or 2) vertically, through a change in the building materials along a level line.
11. The "Top" shall consist of the area of wall from the top floor level to the parapet or the area of wall from the roof line to the top of the parapet wall.
12. Durable and attractive high-quality materials should be used on all buildings. Exterior building materials such as tinted or textured precast concrete, masonry, stone, iron, granite, architectural glass panels, natural stone veneer, and steel, or other similar quality, lasting, and durable material, are recommended. Imitation or synthetic exterior building materials which simulate natural materials should be avoided. EIFS may be used for architectural expression above the ground level; however, this material shall occupy no more than 25 percent of the façade and shall not be the predominant building material.

Signs and Awnings

1. See Area-Wide Guidelines for additional sign and awning guidelines.
2. Awnings are encouraged along the Wilson Boulevard edge especially to provide shelter for pedestrians and display storefront signs.

SITE GUIDELINES

Parking

1. See Area-Wide Guidelines for additional parking guidelines.
2. Shared parking facilities should be provided in any new construction, especially office construction. Parking facilities should permit public parking in off-peak hours.
3. Retail, visitor, or other short-term parking should be located near the main garage entrances. Pedestrian access to the sidewalk and elevators should be readily convenient and clearly marked.
4. Parking garages should be fully located below grade.
5. On-street parking should be provided along all streets to the maximum amount possible. Curb cuts/driveways to parking garages and service/loading areas should be consolidated to maximize on-street parking.
6. Consideration should be given to new parking meter devices to group meters and minimize clutter along sidewalks.
7. Adequate space for the loading and unloading of persons, goods, and trash recycling should be provided. The placement of these spaces should avoid major pedestrian routes and should be designed in a manner to screen their view from Fairfax Drive, Wilson Boulevard, and 9th Street. (See diagram for preferred locations for parking garage access.)

Landscape Plantings, Buffers, Screens

1. See Area-Wide Guidelines for additional landscape guidelines.
2. Landscape plantings should be provided throughout each project to: 1) enhance buildings, roadways, open spaces, public activity areas, and walkways; 2) create vistas; 3) define spaces; and 4) screen and/or buffer undesirable or incompatible views or activities.
3. Street trees shall be used along the sides of all roadways consistent with the Streetscape Guidelines.

Street Furniture

1. Street furniture should be consistent in style, quality, and character for each project and preferably along each block. Street furniture should be constructed of durable and high-quality materials and require minimal maintenance.
2. Street furniture, including bicycle racks, shall be placed at strategic locations such as bus stops, public plazas, or high pedestrian traffic areas.
3. Street lighting type, quality, and installation should be consistent with the Streetscape Guidelines.

INTENT

Goals:

- To retain the existing medical offices in Virginia Square and to create opportunities for new office development along the north edge of Fairfax Drive
- To generate new parking spaces within parking garages that are open and available to the public in off-peak hours

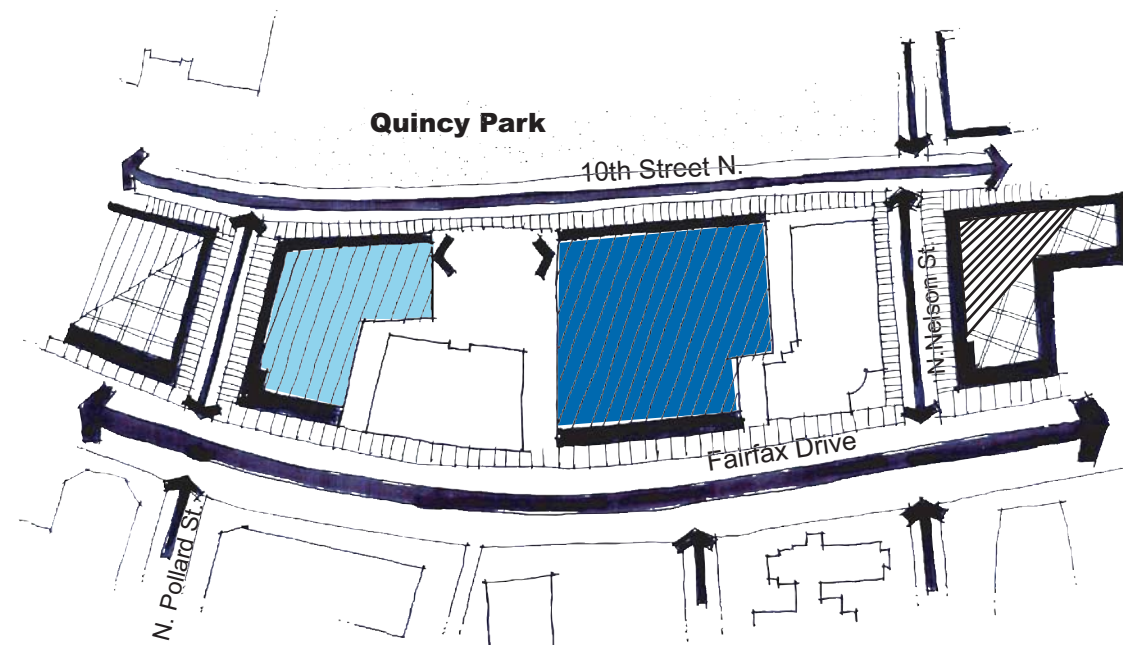
Concept Plan Elements:

- Medium- and high-density office uses north of Fairfax Drive west of North Nelson Street
- Continuous build-to lines along Fairfax Drive with street-level retail
- Consolidated driveways along 10th Street North and screened as much as possible from Quincy Park
- Improved sidewalks and streetscape around the entire block
- Interesting walkways and building facades to encourage pedestrian traffic
- Building heights tapering down toward Quincy Park/10th Street N. and North Quincy Street

Building Types:

- Mid- to high-rise office buildings with street-level retail

CONCEPT PLAN



LEGEND	
	Medium- to High-Density Office Uses
	Civic Spaces/Open Space
	Required Street-Level Retail
	Important Vistas with Special Architectural Elements
	Important Visual and Physical Connection
	Service/Parking Garage Entrances
	Streetscape "A"/"B" with Public Art
	Possible Public Art Opportunity
	Crosswalk Improvements

ILLUSTRATIONS



For illustrative purposes only. Ownership patterns and property consolidation were assumed to prepare these alternatives. Other options may exist.

RECOMMENDATIONS

Recommendations:

The primary recommendations listed here are reiterated from the previous Recommendations section, found on pages 59 to 79. Other recommendations listed in the plan should be consulted during any redevelopment or revitalization project undertaken along the north edge of Fairfax Drive between North Nelson Street and North Pollard Street.

- Georgetown Medical Facilities site: Change the General Land Use Plan designation from "High-Medium Residential Mixed-Use" to "Medium" Office-Apartment-Hotel for the property east of North Pollard Street and north of Fairfax Drive. This designation could provide an opportunity for the medical office uses to expand and could provide similar office or mixed-use development along the north edge of Fairfax Drive. The medium-density designation would provide a transition in density and building height from the "High" Office-Apartment-Hotel designation to the Arlington Funeral Home site and Quincy Library.
- Implement the recommendations in the Retail Action Plan to generate a variety of types, sizes, and spaces of retail. Maintain the boulevard concept for Fairfax Drive with four travel lanes, a center median, and on-street parking on both sides of the street where feasible. Install nubs, with approval from VDOT when required, at intersections to shorten the crosswalk length, particularly at North Monroe Street and North Nelson Street. Lengthen medians to the crosswalks to create a pedestrian refuge. Plant additional street trees and low vegetation in the medians to gain additional tree coverage and improve the overall appearance of this main street.
- Ensure that street-level commercial uses have sufficient on- and off-street, short-term parking available to maintain commercial viability. Require street-level retail uses to provide off-street parking within associated parking garage. Provide sufficient parking for cultural and/or educational facilities, for their patrons, for shared use by patrons of other community events, and for other non-commuter uses in Virginia Square.
- Maximize on-street parking to support commercial, cultural, educational and recreational uses, and other short-term parking needs wherever feasible by maintaining existing parking around all buildings, including secure buildings, and acquiring new on-street spaces.
- Improve parking efficiency by requiring shared parking in all new office and residential construction throughout Virginia Square, particularly in parking structures. Require shared parking as a condition of site plan approval of commercial office development.
- Work with property owners to renegotiate parking agreements through the site plan amendment process to accommodate shared parking arrangements.

PRIMARY GUIDELINES

Sidewalk Widths

Street	Minimum Width
Fairfax Drive	20 feet
10 th Street North	14 feet
North Nelson Street	14 feet
North Pollard Street	14 feet

Building Requirements

Build-to Line	Behind sidewalk on all streets
Front Setbacks	10 feet behind sidewalk for permitted uses*
Side Setbacks	No requirement
Rear Setbacks	No requirement

*Permitted uses include design elements such as covered walkways, landscape plantings, building entrances, and plazas. Plazas may extend more than 10 feet. Appropriateness will be determined through the Special Exception Site Plan Process.

Building Height

Building heights shall taper down from the Virginia Square Metro station towards Washington Boulevard and North Quincy Street. See diagram for maximum building heights on each block.

A tower step back shall be provided above 3 stories (or 40') when the total building height is 10 stories or more. Building heights shall taper down towards 10th Street North/Quincy Park. The step back distance varies and will be dependent on the overall building design, but shall generally be no less than 12 feet.

Parking Garage and Service/Loading Access

Fairfax Drive	Not permitted
North Nelson Street	Permitted
North Pollard Street	Permitted
10 th Street	Permitted; consolidated with minimal curb cuts for driveways and screened as much as possible from Quincy Park

Note: Garage and service/loading access should be located away from Fairfax Drive and at least 25 feet from the intersection with Fairfax Drive

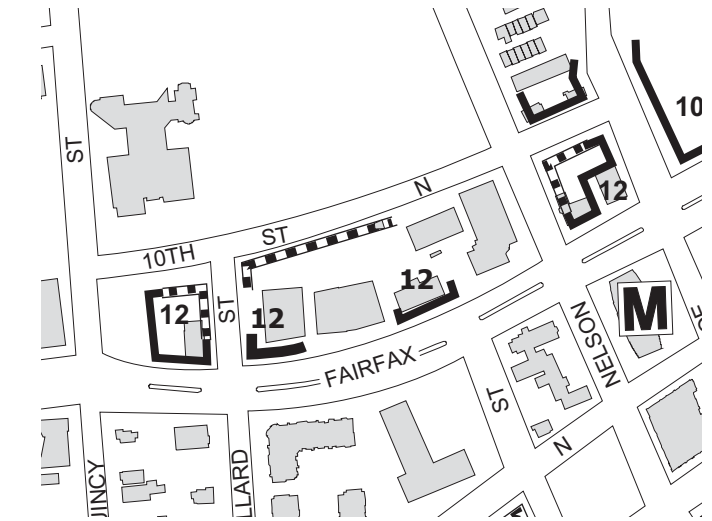
Parking Spaces

Off-street parking	Required as per the Zoning Ordinance
On-street parking	Strongly encouraged on all streets
Retail and Short-term parking	Required near the garage entrance with clearly marked routes for pedestrians to reach the street or internal retail uses
Shared Parking Access	Required in off-peak hours for public use

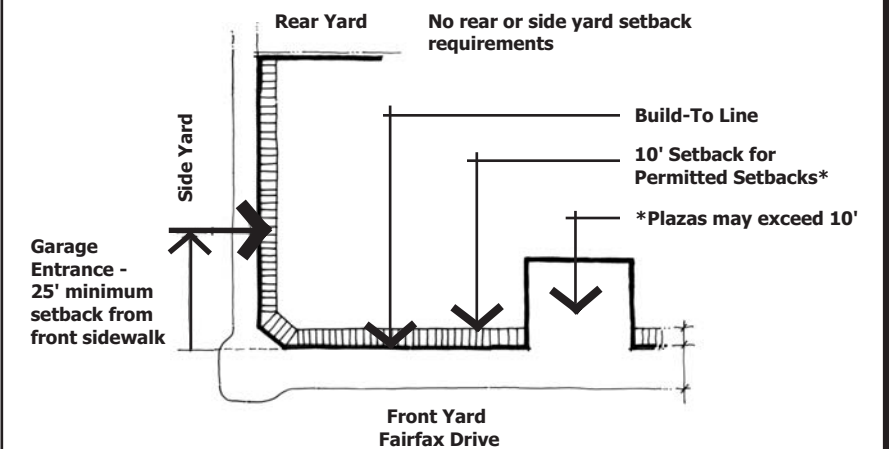
Recommended Uses

- Commercial Office including medical/physician offices that are able to provide shared parking in off-peak hours
- Street-level Retail including pharmacy uses or other everyday retail/service uses

BUILDING HEIGHTS



SITE ORIENTATION

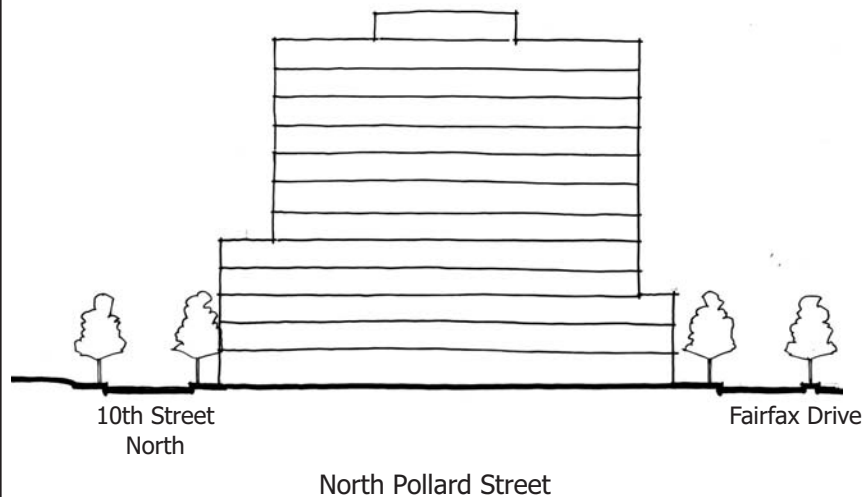


STREET GUIDELINES

Street Character

1. Fairfax Drive is a primary street in Virginia Square and should display high-quality materials and designs. Properties and rights-of-way along Fairfax Drive should offer consistent streetscape elements, including wide sidewalks, street trees, streetlights, and seating. To enhance Fairfax Drive's visibility as a prominent thoroughfare anchored by the Arlington Funeral Home site and the GMU campus, unique or special elements such as public art, banners, special accent lighting, and directional signs should be considered for Fairfax Drive.
2. Fairfax Drive between North Nelson and North Pollard Street should evoke a commercial character and should encourage pedestrian circulation with activating facades.
3. North Nelson Street, North Pollard Street and 10th Street should be considered secondary streets where street-level retail is optional. Service and/or parking garage entrances should be located on North Nelson Street and/or North Pollard Street where possible. If 10th Street is necessary for service and/or parking garage entrances, they should be screened from the Quincy Park viewshed to the greatest extent possible.
4. No more than two garage entrances should be located on any one side of a street block.
5. Sidewalks should be designed consistent with the Streetscape Guidelines shown in the previous Area-Wide Urban Design Guidelines. Generous sidewalks ranging from 16 to 20 feet wide should be provided on Fairfax Drive. Sidewalks at least 13 feet wide should be provided on secondary streets.
6. Although retail on the ground floor is not mandated for 10th Street, the facades of buildings along 10th Street should not detract from the Quincy Park viewshed and should provide an activating ground floor facade.

STREET FRONTAGE



INTERIM GUIDELINES

Interim Guidelines

These guidelines are provided to identify measures that property owners and/or developers could undertake in the short-term to improve their properties and contribute to the overall improvement of the Virginia Square station area. These guidelines are intended to be advisory. Property owners would be responsible for funding these measures, unless improvements are recommended within the County right-of-way or on other County property. In these circumstances, the actions suggested by these guidelines are not guaranteed for County funding.

1. 10th Street
 - Where possible, sidewalks should be installed or widened to provide a direct and unobstructed walkway for visitors to reach the medical (or other) office entrances without interference from parked or moving vehicles in the rear surface parking lots.
2. 3803/3811 Fairfax Drive
 - Short of total redevelopment, consider façade improvements and floor reconfiguration to bring these office buildings up to today's standards and display a more contemporary architectural design.
 - Redesign the existing plaza to create a more pleasant seating and gathering environment for workers or pedestrians. Analyze and correct current drainage problems with the raised planter boxes, and re-landscape the plaza.
 - Improve the lighting for safety, and consider adding accent lighting on the building facades and landscape material.
3. Encourage property owners to collaborate with the Chamber of Commerce, the Department of Economic Development, and retail developers to lease retail space in existing buildings.

PRECEDENTS



ARCHITECTURAL GUIDELINES

Mass, Scale and Building Height

1. Buildings along Fairfax Drive should be designed with compatible massing, scale, and heights with adjacent structures.
2. Building heights should respect the maximum height limits shown on the diagrams.

Roof Lines and Penthouses

1. Roof forms should be designed to create special interest, especially from primary roadways, adjacent station areas, and from neighboring buildings/terraces.
2. Roof lines should be varied, where appropriate, through the use of pediments, parapets, lanterns, cupolas, or other architectural features.
3. All mechanical equipment should be screened from view, including equipment on the roof areas. Screening should be a natural extension of the building walls or roofing and constructed of the same building materials.
4. All antennae shall be located as inconspicuously as possible and should be screened from view from streets and pedestrian areas or designed and painted to blend into the surroundings.

Openings

1. Building fenestration such as entrances and windows should be compatible on each structure and should reflect a pedestrian scale. Buildings designed entirely with "ribbons or bands" of tinted, reflective glass at the ground level should be avoided.
2. Primary building entrances should be located on Fairfax Drive. Secondary entrances are permitted and encouraged on side streets.
3. Facades along Fairfax Drive should provide multiple building and retail entrances and windows.
4. Entrances to retail establishments should be considered for corner locations to punctuate the building corner and define the four points of an intersection. Retail entrances should provide transparent doors.
5. Facades on upper levels should be at least 50 percent transparent.
6. All window and door openings should be square or vertical in proportion, and any other divisions of openings shall occur as a rhythm of squares or vertically proportioned rectangles. Grouped or "ganged" windows shall be treated as a single opening unless they are separated by a minimum 4-inch divider.
7. Windows and doors should have detailing around their frames including elements such as sills and molding.
8. Windows and doors may meet either at building corners or be a minimum of 24 inches from the building corner.

Walls

1. All elevations of buildings that can be seen from public spaces shall be designed as "fronts".
2. Building facades should be varied and articulated to provide visual interest and enhance the street edge by utilizing elements such as arcades, porches, bay windows, display cases, balconies, architectural details, and/or other projections/recesses.
3. Facades on the street level along all streets should be at least 75 percent transparent (e.g., 75% glass to 25% solid walls).
4. Storefront windows should be present along the base of the building where retail uses are specified and should be 80 percent transparent.
5. Blank walls and blind facades are prohibited, especially when facing streets, sidewalks, or other public areas.

ARCHITECTURAL GUIDELINES

6. Every building should be designed with a clearly expressed "Base", "Body", and "Top".
7. Buildings that occupy corner lots shall consider both facades as "fronts".
8. The "Base" shall consist of the area of wall from the ground level to the third-floor level. The "Body" shall consist of the area of wall from the "Base" to the "Top".
9. The transition from "Base" to "Body" and from "Body" to "Top" may be expressed either: 1) horizontally, through a shift in the vertical plane toward the interior or 2) vertically, through a change in the building materials along a level line.
10. The "Top" shall consist of the area of wall from the top floor level to the parapet or the area of wall from the roof line to the top of the parapet wall.
11. Durable and attractive high-quality materials should be used on all buildings. Exterior building materials such as tinted or textured precast concrete, masonry, stone, iron, granite, architectural glass panels, natural stone veneer, and steel, or other similar quality, lasting, and durable material, are recommended. Imitation or synthetic exterior building materials which simulate natural materials should be avoided. EIFS may be used for architectural expression above the ground level; however, this material shall occupy no more than 25 percent of the façade and shall not be the predominant building material.

Signs and Awnings

1. See Area-Wide Guidelines for additional sign and awning guidelines.

SITE GUIDELINES

Parking

1. See Area-Wide Guidelines for additional parking guidelines.
2. Shared parking facilities should be provided in all new construction. Commercial buildings should offer parking in off-peak hours for public use. Residential buildings should offer parking for retail use visitors within their parking structure.
3. Retail, visitor, or other short-term parking should be located near the main garage entrances. Pedestrian access to the sidewalk and elevators should be readily convenient and clearly marked.
4. Parking garages should be fully located below grade.
5. On-street parking should be provided along all streets to the maximum amount possible. Curb cuts/driveways to parking garages and service/loading areas should be consolidated to maximize on-street parking.
6. Consideration should be given to new parking meter devices to group meters and minimize clutter along sidewalks.
7. Adequate space for the loading and unloading of persons, goods, and trash recycling should be provided. The placement of these spaces should avoid major pedestrian routes and should be designed in a manner to screen their view from Fairfax Drive and 10th Street. (See diagram for preferred locations for parking garage access.)

Landscape Plantings, Buffers, Screens

1. See Area-Wide Guidelines for additional landscape guidelines.
2. Landscape plantings should be provided throughout each project to: 1) enhance buildings, roadways, open spaces, public activity areas, and walkways; 2) create vistas; 3) define spaces; and 4) screen and/or buffer undesirable or incompatible views or activities.
3. Street trees shall be used along the sides of all roadways consistent with the Streetscape Guidelines.

Street Furniture

1. Street furniture should be consistent in style, quality, and character for each project and preferably along each block. Street furniture should be constructed of durable and high-quality materials and require minimal maintenance.
2. Street furniture, including bicycle racks, shall be placed at strategic locations such as bus stops, public plazas, or high pedestrian traffic areas.
3. Street lighting type, quality, and installation should be consistent with the Streetscape Guidelines.

INTENT

Goals:

- To encourage revitalization and/or redevelopment of the south edge of Wilson Boulevard with a pedestrian-friendly scale and neighborhood character that bridges the higher density Core Area from the low-density community of Ashton Heights
- To create a safe, comfortable, and desirable walking route to the Clarendon and Ballston station areas and destinations within Virginia Square
- To create a less automobile-dominated environment
- To encourage everyday retail businesses, including existing small businesses, to locate along this corridor at the sidewalk level and serve the community's daily needs
- To build upon the existing visual art-related uses at the Arlington Arts Center and encourage future expansion of visual art- or other cultural-related uses in the other commercial areas facing Wilson Boulevard
- To expand Maury Park to the east to accommodate additional neighborhood-oriented recreational purposes
- To preserve and/or conserve the diverse housing types, including the garden apartment complexes west of North Monroe Street

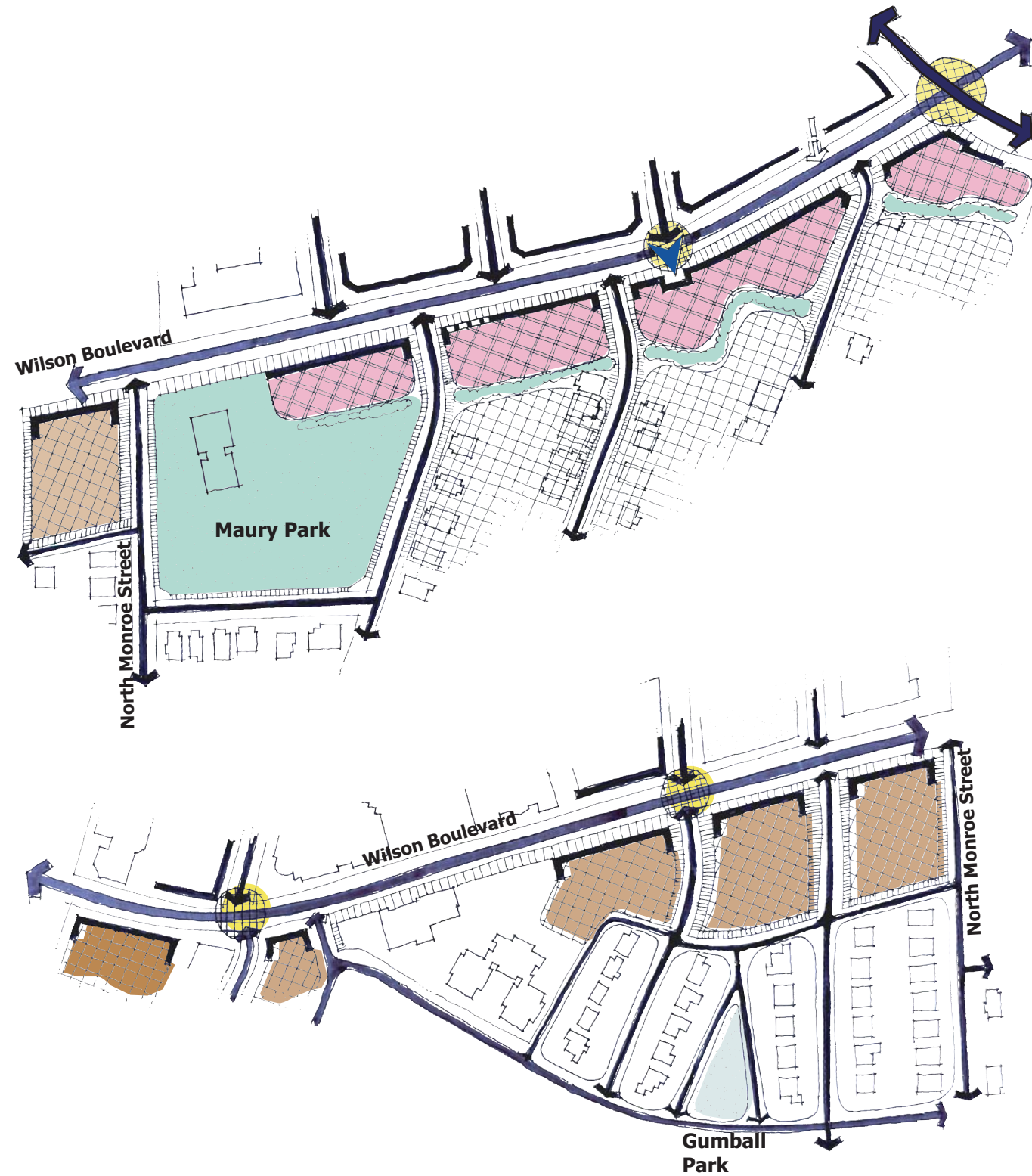
Concept Plan Elements:

- Service commercial uses and/or mixed-uses east of Maury Park and the north edge of the proposed Maury Park area
- Low-Medium to Medium density residential with street-level retail west of Maury Park
- Public uses at Maury Park and proposed expansion area
- Improved sidewalks including streetscape elements along Wilson Boulevard to encourage pedestrian circulation and create a consistent streetscape appearance throughout the corridor
- Improved crosswalks across Wilson Boulevard into the Core Area
- Development with appropriate building heights and mass that transitions from the Core Area and does not overwhelm the adjacent single-family detached dwellings in Ashton Heights.
- Surface parking relocated underground or to the rear/side yards and screened from Wilson Boulevard
- Consolidated curb cuts/driveways wherever possible
- A focal feature at the terminus of North Kenmore Street

Building Types:

- 1- to 4-story buildings with street-level retail and office/residential on upper floors
- Adaptive reuse of existing structures for uses such as artists' studios
- 3- to 4-story residential apartment buildings with street-level retail

CONCEPT PLAN



LEGEND	
	Mixed-Use (predominantly commercial uses)
	Residential Uses
	Civic Spaces/Open Space
	Required Street-Level Retail
	Important Vistas with Special Architectural Elements
	Important Visual and Physical Connection
	Service/Parking Garage Entrances
	Streetscape "A"/"B"/"C" with Public Art
	Possible Public Art Opportunity
	Crosswalk Improvements

RECOMMENDATIONS

Recommendations:

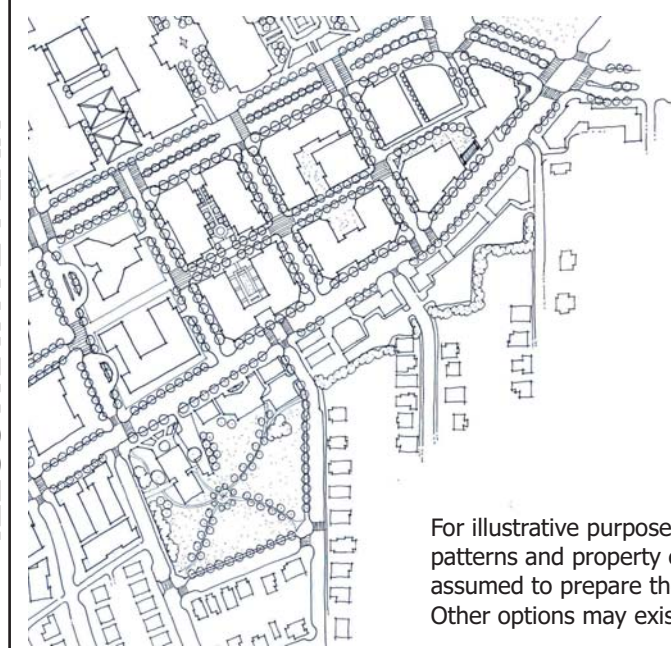
The primary recommendations listed here are reiterated from the previous Recommendations section, found on pages 59 to 79. Other recommendations listed in the plan should be consulted during any redevelopment or revitalization project undertaken along the south edge of Wilson Boulevard.

- Continue to explore revitalization strategies for commercial properties, including changes to the "C-2" district, streetscape improvements, site and buffer improvements, and possible redevelopment opportunities where possible.
- Through the Commercial Revitalization Program, develop a program to assist landowners in the revitalization areas identified on the Concept Plan with site and building conditions improvements such as façade revitalization and streetscape.
- Change the General Land Use Plan designation for residential properties between Maury Park, North Lincoln Street and 8th Street North from "Low Residential" to "Public".
 - As a long-term goal, acquire the properties from willing sellers as described above and develop a master plan for implementation.
 - For commercial properties facing Wilson Boulevard, maintain the Service Commercial GLUP designation and encourage mixed uses, to include art-related or other cultural uses, through redevelopment.
- As an ongoing priority, expand Maury Park to North Lincoln Street and 8th Street North for park and cultural facilities.
- Master plan and design the Central Wilson parks including: Oakland Park, Gumball Park, Herselle Milliken Park, Quincy Street Extension Park, and Maury Park.
 - Develop a master plan for Maury Park. Include active and passive recreation facilities and/or programs. (See Recommendation 6.)
 - Implement the Central Wilson parks' master plans.
- Redesign Wilson Boulevard from North Lincoln Street to North Randolph Street as a future project with four, through-travel lanes (10 feet wide) and wide sidewalks. Align the north and south curb edges for continuous travel lanes and sidewalks. Where feasible, provide on-street parking (8 feet wide) along both curbs and install left-turn lanes at North Quincy Street. Install nubs (projecting approximately 6 feet) at determined intersections to reduce the crosswalk distance. Improve the sidewalks and streetscape along the south edge of Wilson Boulevard to achieve a 13-foot and 8-inch-wide sidewalk. Improve sidewalks and streetscape on the north edge to achieve a 16-foot-wide sidewalk (except for sidewalks that have already been approved to 14 feet). Where constraints exist, such as the Wilson Boulevard Christian Church, construct sidewalks with the maximum width possible.
- Redesign Wilson Boulevard from 10th Street North to North Lincoln Street as a future project with four, 10-foot wide through-travel lanes and 13-foot and 8-inch-wide sidewalks along the south side and 12 feet wide along the north side until redevelopment occurs at which time 16-foot-wide sidewalks will be required. Align the north and south curb edges for continuous travel lanes and sidewalks. Where feasible, provide on-street parking (8 feet wide) along both curbs. Install nubs (projecting approximately 6 feet) at determined intersections to reduce crosswalk distances. Where constraints exist, construct sidewalks with the maximum width possible.

RECOMMENDATIONS

- As part of the Clarendon Land Use and Transportation Study, undertake a comprehensive evaluation of the transportation network through Virginia Square and Clarendon to ensure safe and efficient movement for motorists, pedestrians, and bicyclists. Consider nation-wide "best transportation practices" and possible new street configurations. Implement recommendations made during that planning process.
 - Redesign the intersections of Wilson Boulevard and 10th Street, Washington Boulevard and Wilson Boulevard, and 10th Street and Fairfax Drive to facilitate pedestrian use. Rebuild the segment of Wilson Boulevard between 10th Street and Washington Boulevard to improve pedestrian safety and convenience.
- Install when warranted and synchronize traffic signals along Wilson Boulevard and Fairfax Drive to improve vehicular flow and pedestrian circulation, especially from the surrounding neighborhoods to the Core Area and Metro station.
 - Implement the approved traffic signals when warranted at Wilson Boulevard/North Oakland Street, Wilson Boulevard/North Pollard Street.
 - Evaluate the intersections of Wilson Boulevard/North Kansas Street, Fairfax Drive/North Nelson Street, and Fairfax Drive/North Kansas Street as a top priority for new traffic signals and install once they are warranted.
- Ensure that street-level commercial uses have sufficient on- and off-street, short-term parking available to maintain commercial viability. Require street-level retail uses to provide off-street parking within associated parking garage. Provide sufficient parking for cultural and/or educational facilities, for their patrons, for shared use by patrons of other community events, and for other non-commuter uses in Virginia Square.
- Maximize on-street parking to support commercial, cultural, educational and recreational uses, and other short-term parking needs wherever feasible by maintaining existing parking around all buildings, including secure buildings, and acquiring new on-street spaces.
- Preserve existing affordable housing units in Virginia Square, primarily in the Transition Areas. Maintain the zoning and the General Land Use Plan designations for the residential areas south of Wilson Boulevard and west of North Monroe Street. Designate these areas as a CMFCDD to promote the preservation of existing affordable units in garden apartment buildings and/or development of new housing affordable to persons with low and moderate incomes.

ILLUSTRATIVE PLAN



For illustrative purposes only. Ownership patterns and property consolidation were assumed to prepare these alternatives. Other options may exist.

PRECEDENTS



PRIMARY GUIDELINES

Sidewalk Widths

Street	Minimum Width
Wilson Boulevard	13 feet-8 inches
Side streets	5 – 6 feet plus landscape strip*

*Sidewalk widths may fluctuate within the Ashton Heights community depending on the variable site conditions. Efforts to provide sidewalks for safe pedestrian circulation should be sought along each street with at least one sidewalk on every street. This is especially important where the County wants to provide a safe and convenient route to public destinations such as neighborhood parks.

Building Requirements

Build-to Line	Behind sidewalk on all streets
Front Setbacks	10 feet behind sidewalk for permitted uses*
Side Setbacks	No requirement
Rear Setbacks	20 feet minimum from the rear property line

*Permitted uses include design elements such as covered walkways, landscape plantings, building entrances, and plazas. Plazas may extend more than 10 feet behind the sidewalk. Appropriateness will be determined through the Special Exception Site Plan Process.

Building Height

Building heights shall generally have a maximum height of 4 stories. Building heights shall taper down from Wilson Boulevard toward the single-family houses. The tallest building height shall front Wilson Boulevard. See diagram for maximum building heights in this area.

Parking and Service/Loading Access

Wilson Boulevard	Permitted in consolidated locations
Side streets	Preferred Locations – Permitted if located a minimum of 20 feet from adjacent single-family detached property lines.

Note: Surface parking lots should be consolidated wherever possible to minimize curb cuts on Wilson Boulevard. Surface parking lots should be located in side or rear yards and screened from view by buildings or masonry walls. Service/loading access should be screened from view from Wilson Boulevard.

Parking Spaces

Off-street parking	Required as per the Zoning Ordinance
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Note: Additional planning efforts may seek to reduce the required parking quantities in an effort to facilitate pedestrian-oriented developments.

Recommended Uses

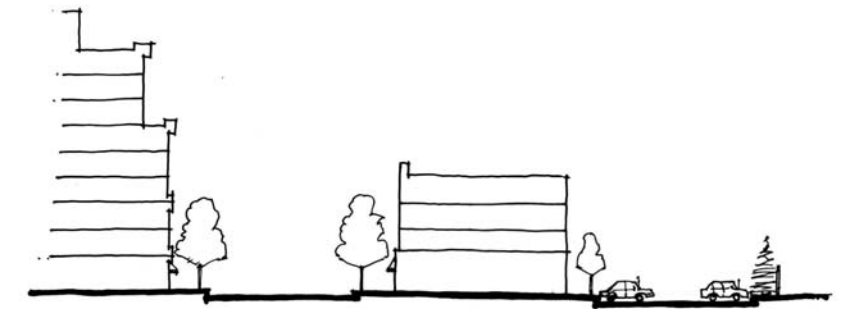
- Street-level retail to serve everyday community needs such as bakeries, bookstores, clothing stores, convenience stores, and delicatessens
- Street-level, art-related uses with possible live-work units on upper floors to build upon the Arlington Arts Center uses on Wilson Boulevard
- Office and Residential uses on upper floors

STREET GUIDELINES

Street Character

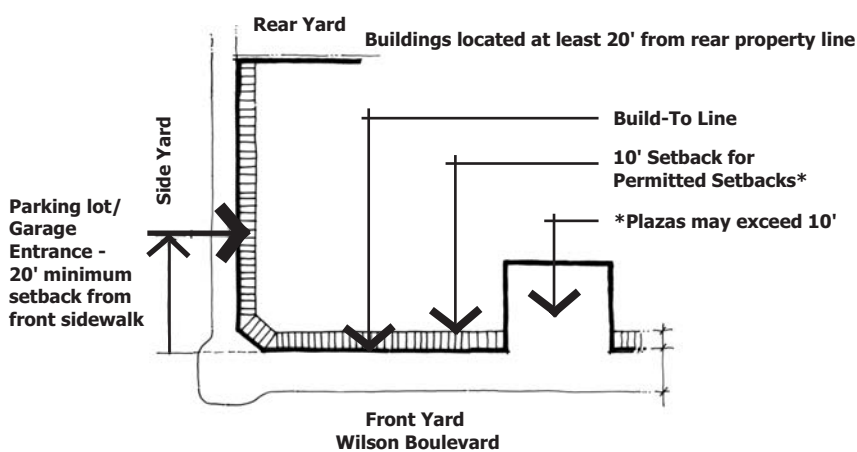
1. Wilson Boulevard is a primary street in Virginia Square. Buildings and open spaces facing these streets should display high-quality materials and designs. Properties and rights-of-way along Wilson Boulevard should offer consistent streetscape elements, including wide sidewalks, street trees, streetlights, and seating.
2. Wilson Boulevard should evoke a commercial character on the street level and should encourage pedestrian circulation with activating facades and open spaces.
3. Wilson Boulevard should provide interesting and safe walkways for pedestrians en route to Virginia Square destinations as well as destinations in Clarendon and Ballston.
4. Side streets leading to Wilson Boulevard should remain with a residential character. Sidewalks should be improved around corners and connections to existing sidewalks should be made.
5. Parking garage entrances should be located on side streets without impacts to adjacent residential areas.
6. Sidewalks should be designed or retrofitted consistent with the Streetscape Guidelines shown in the Area-Wide Urban Design Guidelines.

STREET FRONTAGE

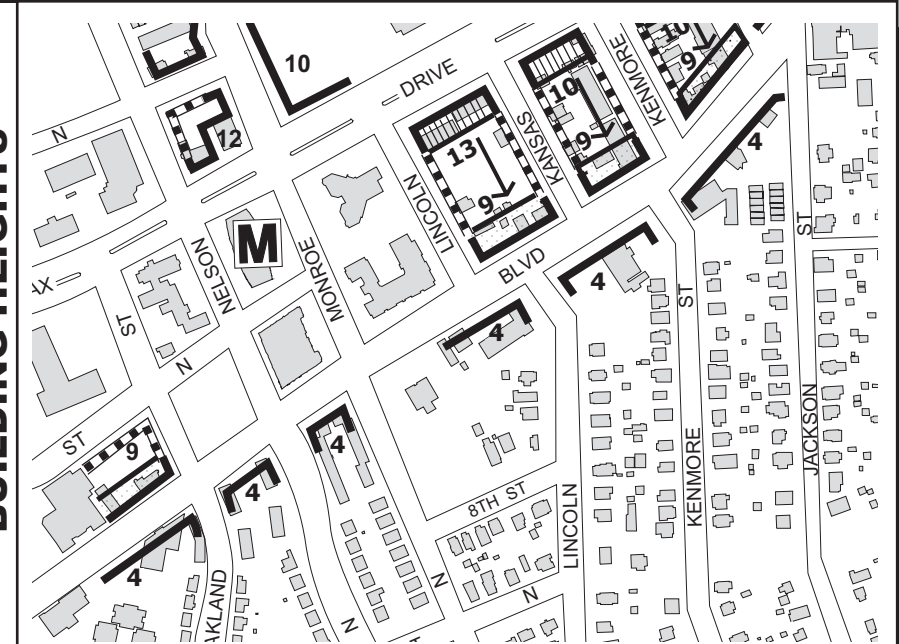


Wilson Boulevard (looking east)

SITE ORIENTATION



BUILDING HEIGHTS



ARCHITECTURAL GUIDELINES

Mass, Scale and Building Height

1. Buildings along the south edge of Wilson Boulevard should be designed to offer a transition in massing and scale from the single-family dwellings in Ashton Heights to the medium- to high-rise buildings north of Wilson Boulevard.
2. Buildings along this edge should offer a compatible massing, scale, and height to the adjacent structures and should not overwhelm the adjacent community.
3. Building heights should respect the maximum height limits shown on the diagrams.

Roof Lines and Penthouses

1. Roof forms should be designed to create special interest, especially from primary roadways, adjacent station areas, and from neighboring buildings/terraces.
2. Roof lines should be varied, where appropriate, through the use of pediments, parapets, lanterns, cupolas, or other architectural features.
3. All mechanical equipment should be screened from view, including equipment on the roof areas. Screening should be a natural extension of the building walls or roofing and constructed of the same building materials.
4. All antennae shall be located as inconspicuously as possible and should be screened from view from streets and pedestrian areas or designed and painted to blend into the surroundings.

Openings

1. Building fenestration such as entrances and windows should be compatible on each structure and should reflect a pedestrian scale. Buildings designed entirely with "ribbons or bands" of tinted, reflective glass at the ground level should be avoided.
2. Primary building entrances should be located on Wilson Boulevard. Secondary entrances are permitted and encouraged on side streets.
3. Facades along Wilson Boulevard should provide multiple building and retail entrances and windows.
4. Entrances to retail establishments should be considered for corner locations to punctuate the building corner and define the four points of an intersection. Retail entrances should provide transparent doors.
5. Facades on upper levels should be at least 50 percent transparent.
6. All window and door openings should be square or vertical in proportion, and any other divisions of openings shall occur as a rhythm of squares or vertically proportioned rectangles. Grouped or "ganged" windows shall be treated as a single opening, unless they are separated by a minimum 4-inch divider.
7. Windows and doors should have detailing around their frames including elements such as sills and molding.
8. Windows and doors may meet either at building corners or be a minimum of 24 inches from the building corner.

Walls

1. All elevations of buildings that can be seen from public spaces shall be designed as "fronts".
2. Building facades should be varied and articulated to provide visual interest and enhance the street edge by utilizing elements such as arcades, porches, bay windows, display cases, balconies, architectural details, and/or other projections/recesses.
3. Facades on the street level along Wilson Boulevard should be at least 75 percent transparent (e.g., 75% glass to 25% solid walls). Facades on the street level along side streets should be at least 50 percent transparent.

ARCHITECTURAL GUIDELINES

4. Storefront windows should be present along the base of the building and should be 80 percent transparent.
5. Blank walls and blind facades are prohibited, especially when facing streets, sidewalks, or other public areas.
6. Every building should be designed with a clearly expressed "Base", "Body", and "Top".
7. Buildings that occupy corner lots shall consider both facades as "fronts".
8. The "Base" shall consist of the area of wall from the ground level to the third-floor level. The "Body" shall consist of the area of wall from the "Base" to the "Top".
9. The transition from "Base" to "Body" and from "Body" to "Top" may be expressed either: 1) horizontally, through a shift in the vertical plane toward the interior or 2) vertically, through a change in the building materials along a level line.
10. The "Top" shall consist of the area of wall from the top floor level to the parapet or the area of wall from the roof line to the top of the parapet wall.
11. Durable and attractive high-quality materials should be used on all buildings. Exterior building materials such as tinted or textured precast concrete, masonry, stone, iron, granite, architectural glass panels, natural stone veneer, and steel, or other similar quality, lasting, and durable material, are recommended. Imitation or synthetic exterior building materials which simulate natural materials should be avoided. EIFS may be used for architectural expression above the ground level, however, this material shall occupy no more than 25 percent of the façade and shall not be the predominant building material.

Signs and Awnings

1. See Area-Wide Guidelines for additional sign and awning guidelines.
2. Unique building signs and awnings are strongly encouraged along this corridor to create a main street retail character.

SITE GUIDELINES

Parking

1. See Area-Wide Guidelines for additional parking guidelines.
2. Parking lots should be consolidated wherever possible to minimize curb cuts/driveways and provide opportunities for shared retail parking along this corridor.
3. Parking lots should be located in side or rear yards and should be screened from public view. Low masonry walls and/or evergreen plantings should be used to screen parked vehicles.
4. Along the southern property lines, parking lots should be screened from view by adjacent neighbors by 6-foot-high wood fences or masonry walls. Walls should be opaque. Evergreen plantings may be used in combination to provide additional screening.
5. Underground parking is encouraged, especially if a site redevelops with a mix of uses and multiple floors.
6. Shared parking arrangements in off-site locations, such as the East End, are encouraged to minimize the amount of parking required on these small sites.
7. Retail, visitor, or other short-term parking should be located near the main garage entrances if parking garages are provided. Pedestrian access to the sidewalk and elevators should be readily convenient and clearly marked.
8. On-street parking should be provided along Wilson Boulevard to the maximum amount possible. Curb cuts/driveways to parking garages and service/loading areas should be consolidated to maximize on-street parking.
9. Consideration should be given to new parking meter devices to group meters and minimize clutter along sidewalks.
10. Adequate space for the loading and unloading of persons, goods, and trash recycling should be provided. The placement of these spaces should avoid major pedestrian routes and should be designed in a manner to screen their view from Wilson Boulevard and adjacent residential areas. (See diagram for preferred locations for parking garage access.)

Landscape Plantings, Buffers, Screens

1. See Area-Wide Guidelines for additional landscape guidelines.
2. Landscape plantings should be provided throughout each project to: 1) enhance buildings, roadways, open spaces, public activity areas, and walkways; 2) create vistas; 3) define spaces; and 4) screen and/or buffer undesirable or incompatible views or activities.
3. Street trees shall be used along the sides of all roadways consistent with the Streetscape Guidelines.

Street Furniture

1. Street furniture should be consistent in style, quality, and character for each project and preferably along each block. Street furniture should be constructed of durable and high-quality materials and require minimal maintenance.
2. Street furniture, including bicycle racks, shall be placed at strategic locations such as bus stops, public plazas, or high pedestrian traffic areas.
3. Street lighting type, quality, and installation should be consistent with the Streetscape Guidelines.



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