

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

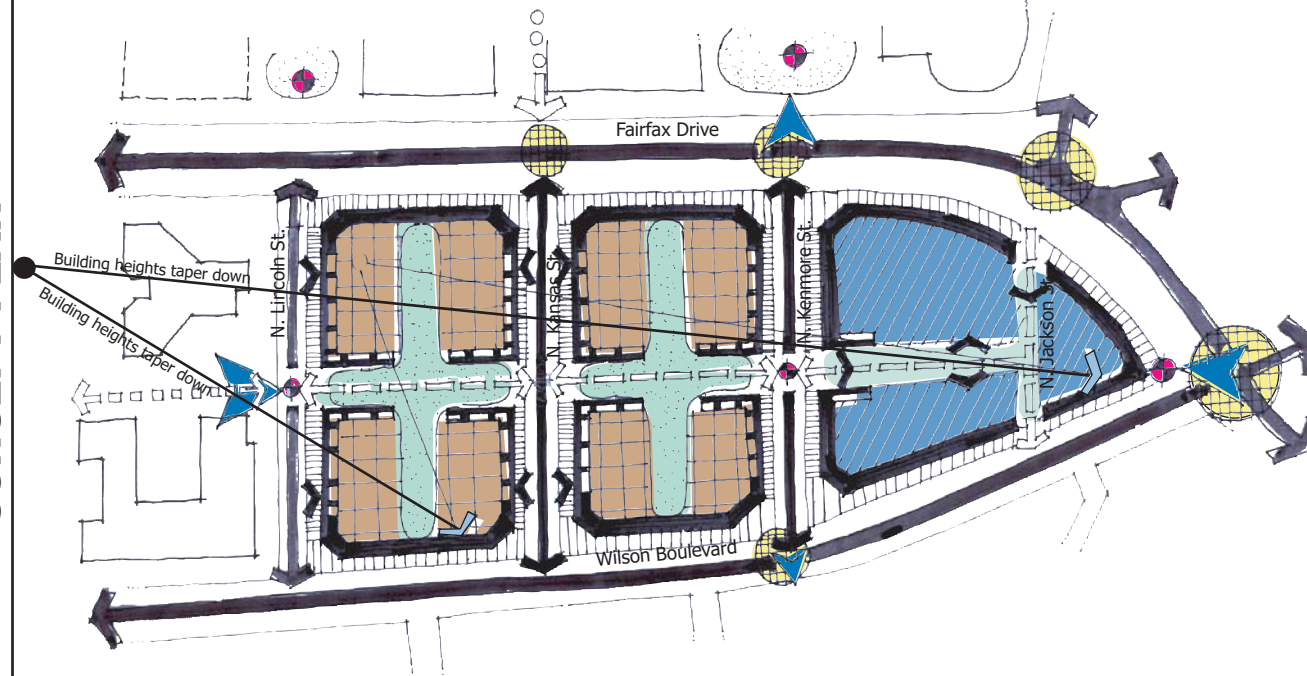
Concept Plan Elements:

- 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

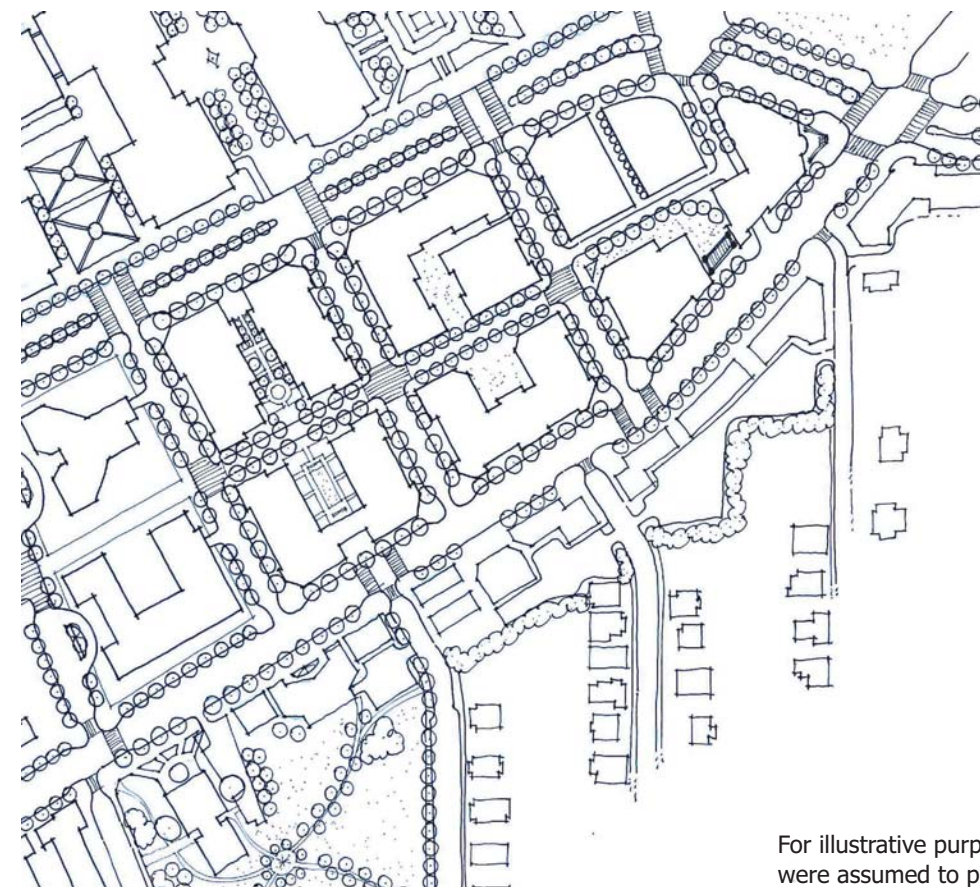
CONCEPT PLAN



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.



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

