

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

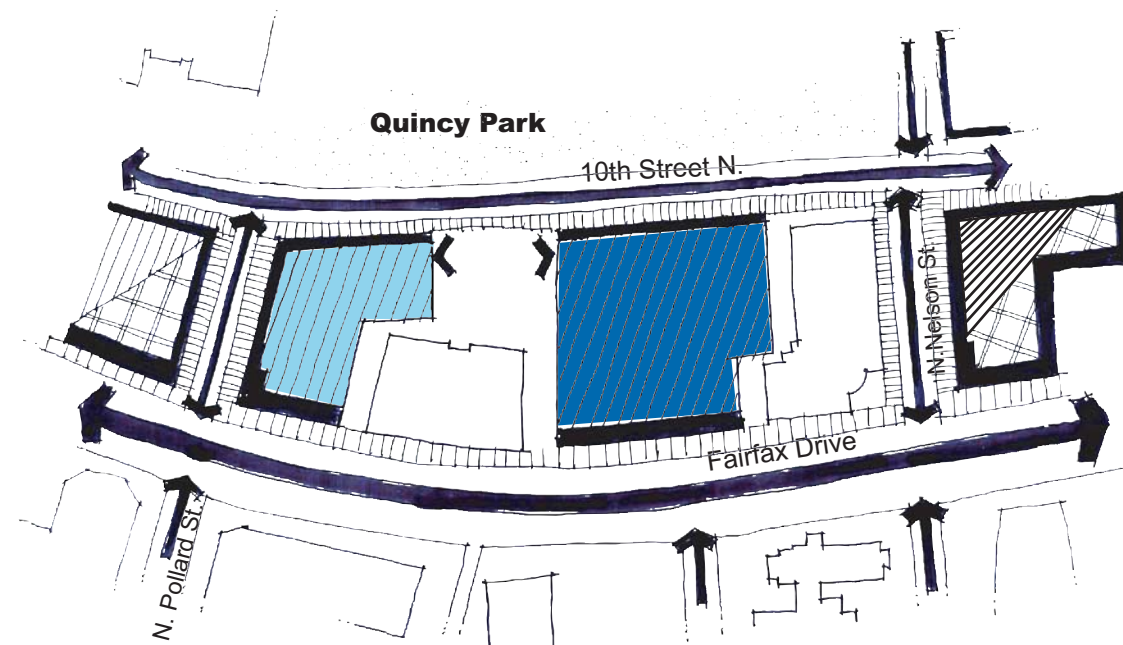
Concept Plan Elements:

- 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

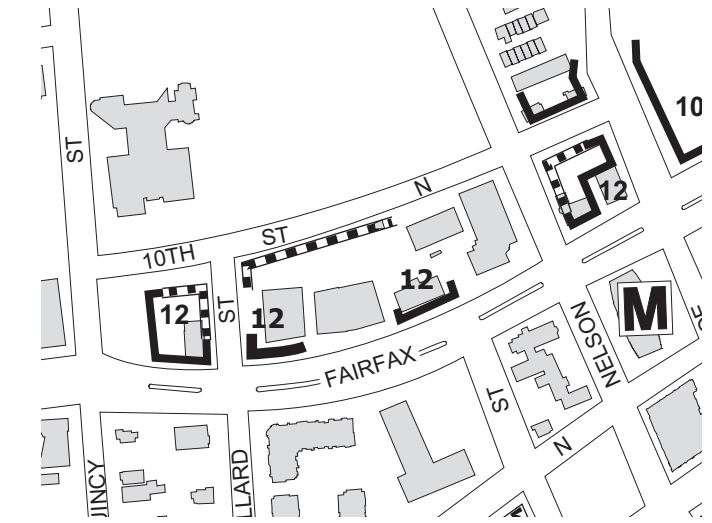
Parking Spaces

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

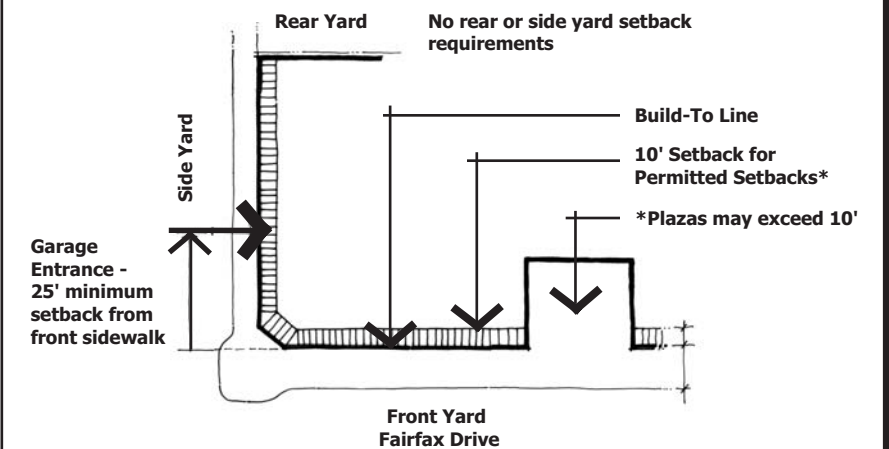
Recommended Uses

- 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

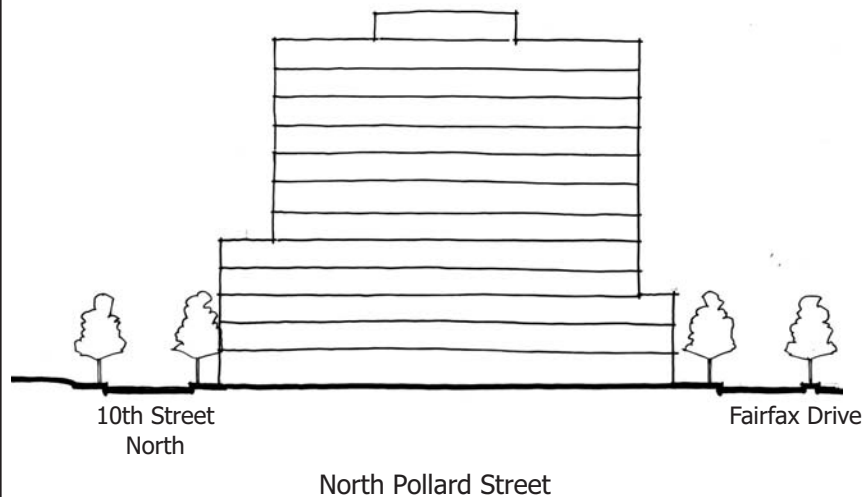


STREET GUIDELINES

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.