

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

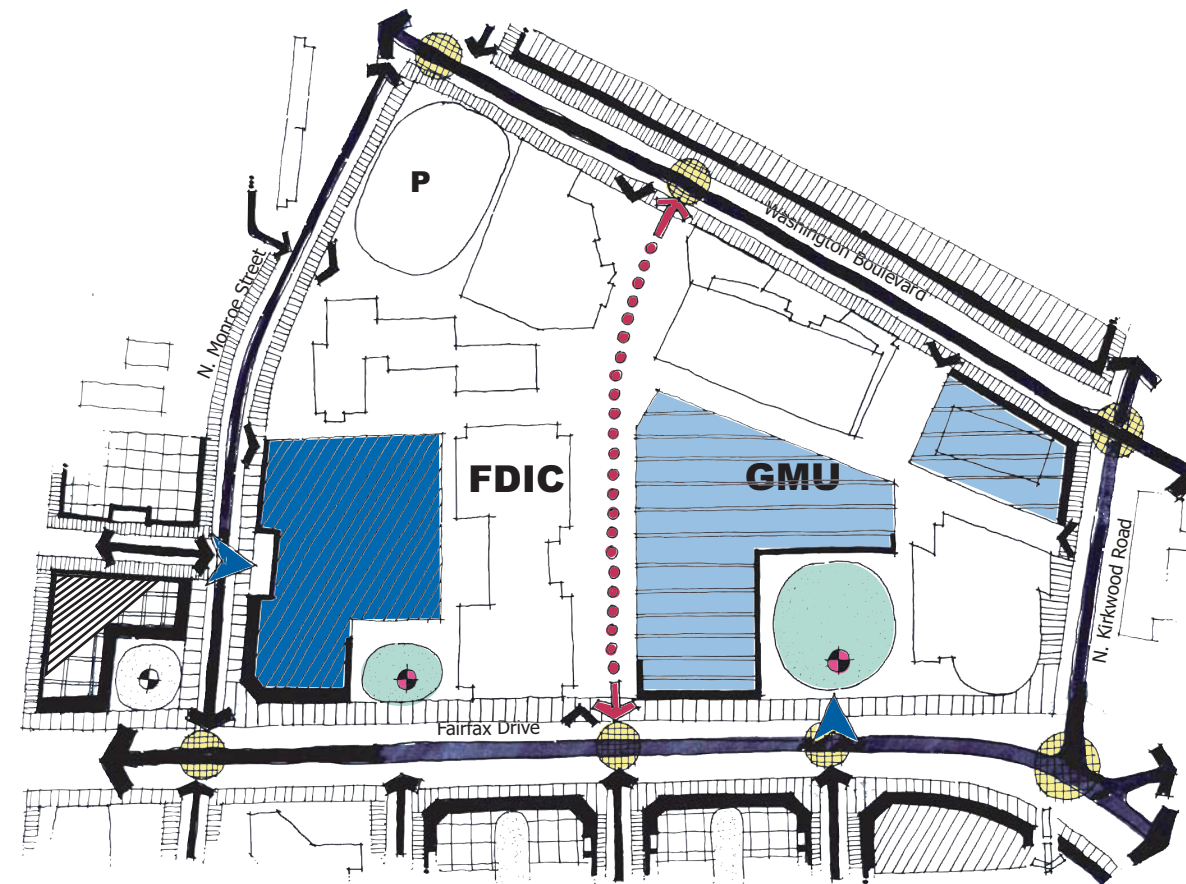
Concept Plan Elements:

- 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:

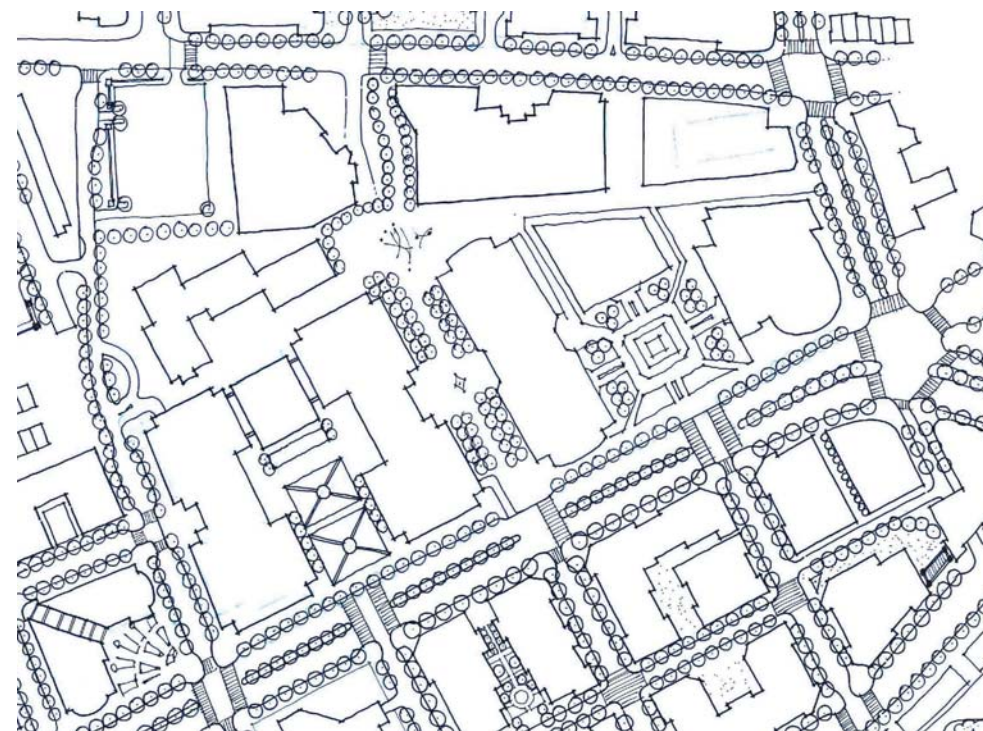
- Civic architecture on GMU campus
- Commercial office buildings with street-level retail

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**

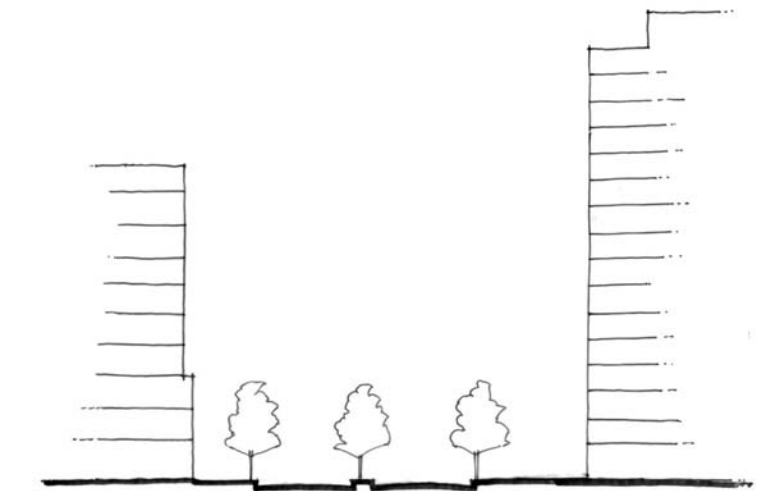
- Urban office campus with multiple structures in an outward (street-facing) orientation
- Civic architecture at the GMU campus to create an urban educational campus
- Street-level retail along Fairfax Drive and North Monroe Street

STREET GUIDELINES

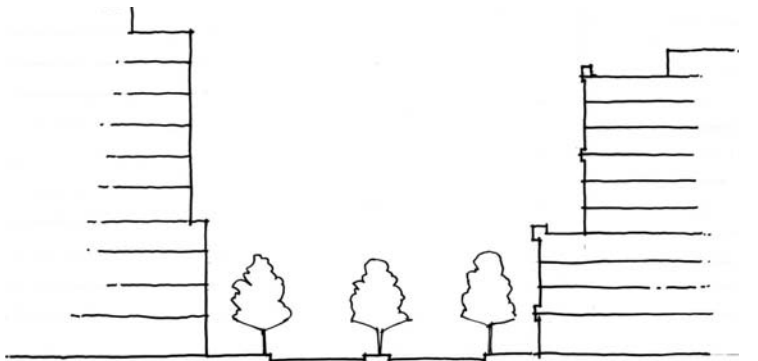
**Street Character**

- 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 10<sup>th</sup> 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

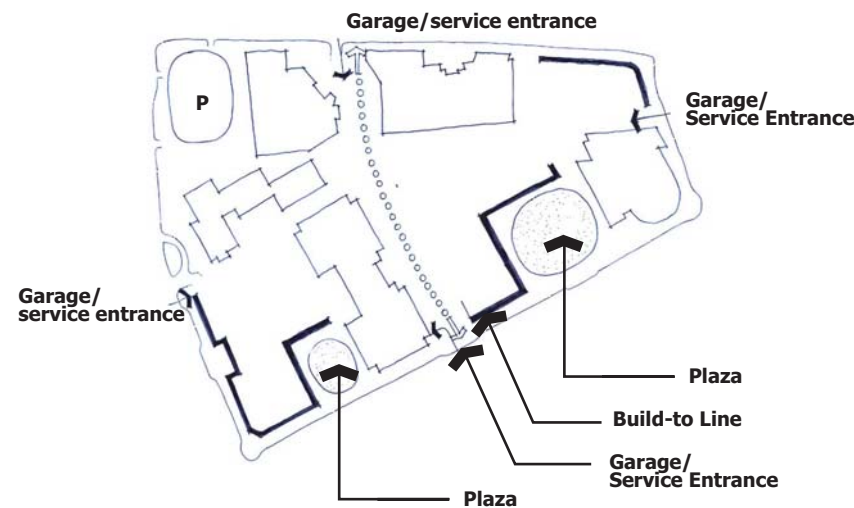


Fairfax Drive at N. Lincoln St.

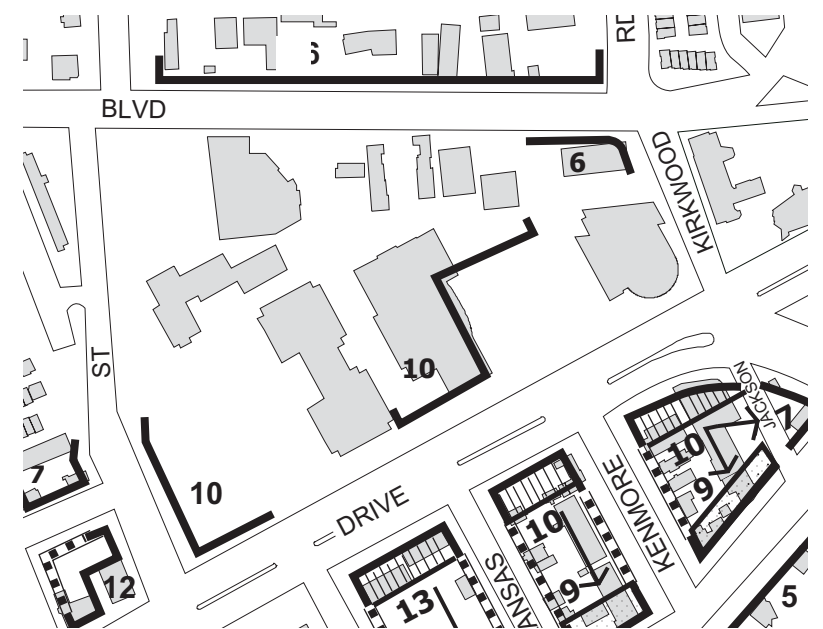


Fairfax Drive at N. Kenmore Street

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., 10<sup>th</sup> 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.