

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

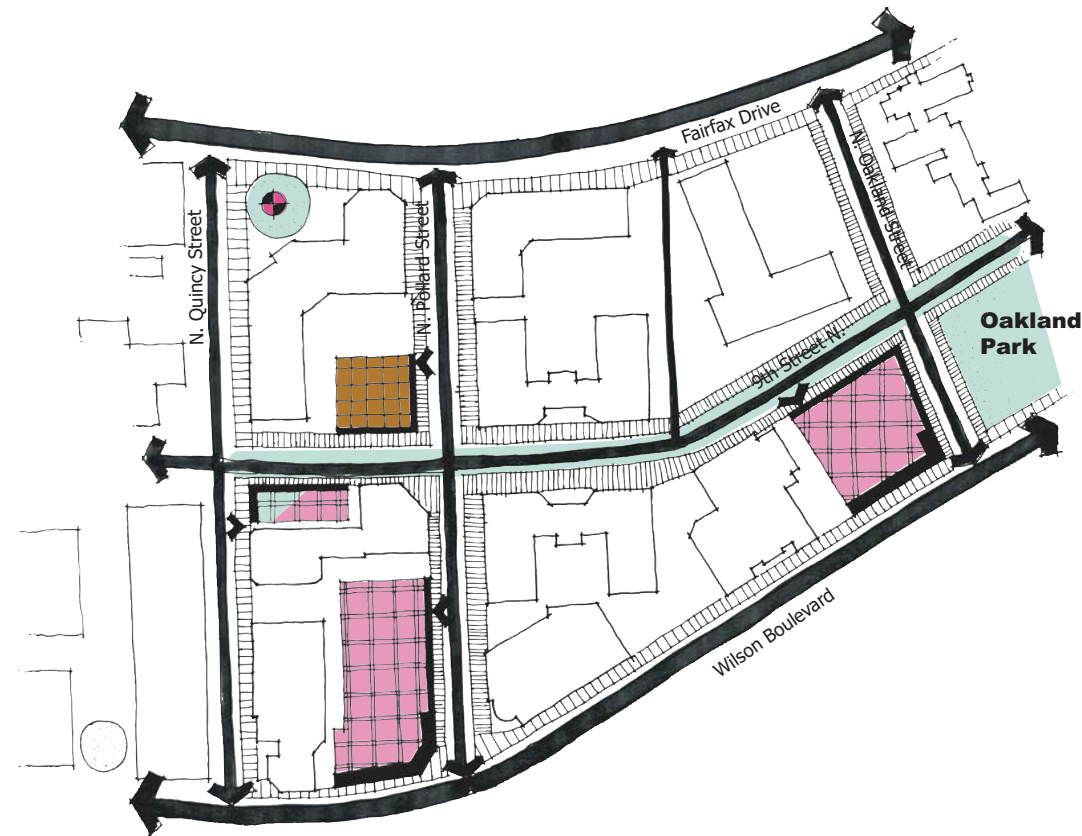
Concept Plan Elements:

- 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:

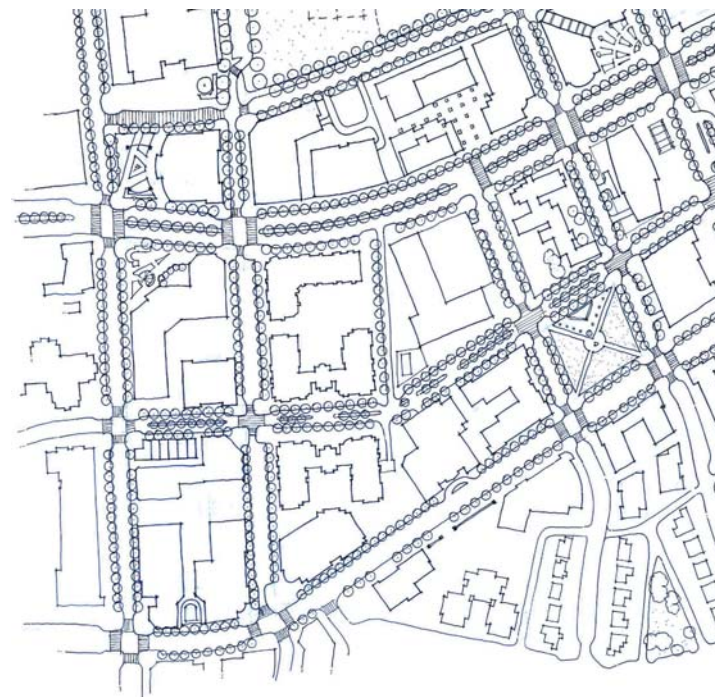
- Mid- to High-rise residential apartment/condominium buildings
- Mid-rise office buildings on Wilson Boulevard

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

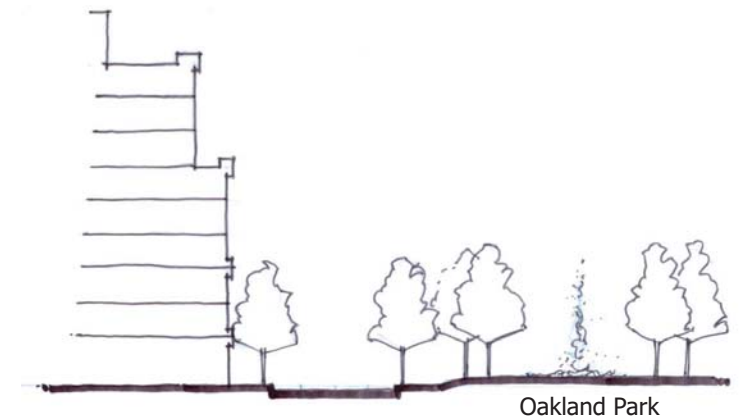
- Medium- to High-Density Residential
- Commercial Office
- Street-level Retail with everyday retail/service uses and/or cultural commercial uses, such as art galleries

STREET GUIDELINES

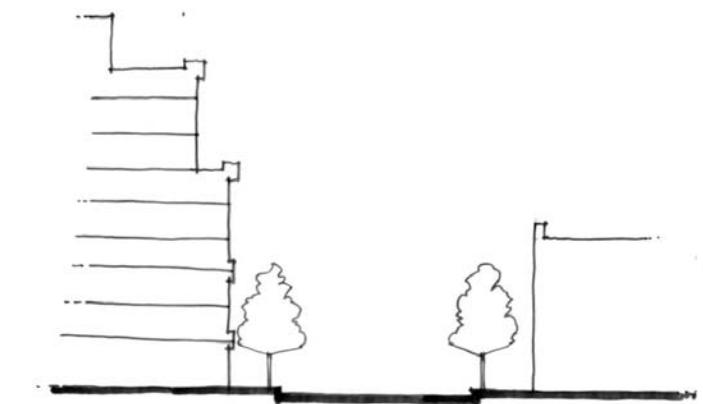
Street Character

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

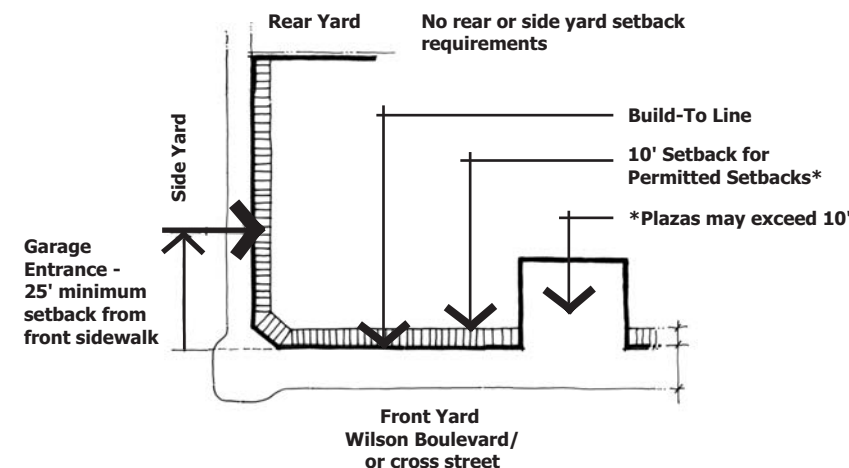


North Oakland Street

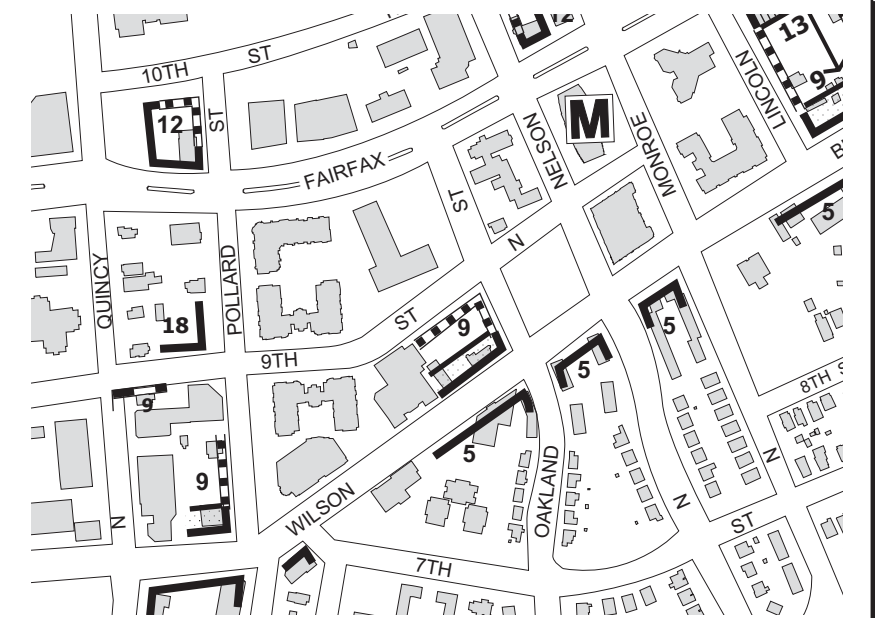


Wilson Boulevard (looking east)

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.