

THE VIRGINIA SQUARE PLAN



Vision, Goals, and Objectives

Vision

The plan's Vision provides a description of Virginia Square's desired future development and character. The following vision describes the Virginia Square area in the year 2030, as if the desired outcomes had been achieved. This vision represents a statement of confidence that the community and County can work collaboratively to achieve the shared goals described in the vision and sustain a premier residential station area with multiple cultural, educational, and recreational amenities, including a university campus, an arts center, performance space, and numerous parks and open spaces.

- *A station area featuring cultural, educational, and recreational facilities in a secure attractive urban village setting which provides a quality of life to all who live, work, or visit there. Its transportation hub is the Metro station, which is also linked to bus service. Pedestrian-friendliness will be facilitated throughout the station area.*
 - *A focal point near the station will be a community cultural/performing arts facility with space for music and theater groups and other cultural activities. Besides being close to Metro, there will be short-term parking in the center or nearby for patrons who must drive and for other needed public uses.*
 - *Well-designed walkways will encourage pedestrian circulation and will permit convenient and safe travel within Virginia Square and to Metro, adjacent neighborhoods, Clarendon, and Ballston.*
 - *A mix of residential, office, retail, and service commercial development along with the cultural/educational/recreational facilities and sufficient parking for their viability will ensure an active core area both day and evening. Retail will be available conveniently at ground level.*
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- *Residential units will provide for diversity, with at least five percent of new dwelling units in the affordable housing category. Conservation efforts will retain the existing affordable dwelling units in the station area.*
- *A Special Coordinated Development District for the East End with urban overlay guidelines will provide distinctive quality architecture with tapering building heights from the Metro and street-level retail as this portion of the Sector melds into the “Clarendon Circle” area.*
- *George Mason University and the community will enjoy increasingly beneficial interaction, including use of GMU performance facilities and shared parking.*
- *Retention of medical offices will be encouraged, along with sufficient access for patients, including those who must come by wheeled conveyances.*
- *Open spaces for active and passive activities will be dispersed throughout the station area and provide a break between the buildings. Open spaces will have an urban character, although landscape materials such as street trees will be present to provide shade and create a greener environment when desired.*
- *High-quality materials and finishes will be used on new architecture and open spaces, including streetscape areas. Public art will be integrated into the site and architecture design, especially at prominent locations including gateways and community facilities.*

Goals and Objectives

Collectively, the Vision, Goals, and Objectives provide overarching guidance for the future development in the station area and will be useful to guide the decision-making process as development opportunities arise. These have been useful during the planning process and have shaped the Concept Plan.

Goal 1: To strengthen Virginia Square’s identity in the Rosslyn-Ballston Corridor

Objectives:

- Develop the area with a mix of uses and an emphasis on residential uses and cultural, educational, and recreational facilities. Establish a community cultural center. Achieve 1,500 new dwelling units, 1.5 million square feet of new commercial office development, and street-level retail facing major streets as build-out is completed in the Core and Transition Areas.
 - Maintain George Mason University’s presence in Virginia Square. Continue to work with the University on their build-out goals and strive to integrate GMU with the Arlington-Virginia Square community. Encourage GMU to participate in the development of cultural facilities in Virginia Square and to permit use of their facilities by the community.
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- Attract innovative private development.
- Create a focal point emphasizing cultural, educational, and recreational uses. Signify a unique place along the Rosslyn-Ballston Corridor with enhanced gateways at entrances to Virginia Square.
- Provide additional cultural, educational, and recreational resources in Virginia Square for learning, for community gathering and performing arts space, to diversify land uses, and to provide uses that will complement the shopping and restaurant venues in Clarendon and Ballston.
- Develop Virginia Square as a pedestrian-scaled and pedestrian-oriented area with high-quality, identifiable architecture and open spaces. Create an urban character where buildings relate well to one another and to the street.
- Design all streets and sidewalks as primary, visible public places to achieve memorable, interesting, and active spaces. Improve streetscape areas throughout the Virginia Square area in a timely manner rather than waiting for redevelopment to occur. Improve the visual appearance of the Virginia Square skyline by placing all overhead utilities underground.
- Locate the highest density uses nearest to the Virginia Square Metro station and along Fairfax Drive to promote greater use of public transit. Buffer higher density development from surrounding neighborhoods with moderate density and scaled development to preserve the neighborhoods' character and scale.
- Develop the Virginia Square area with physical and visual connections to other Rosslyn-Ballston Corridor Metro station areas.
- Create "places" that people identify, value, and in which they take ownership.

Goal 2: To improve pedestrian access to Clarendon

Objectives:

- Resolve pedestrian obstacles at the intersections of Wilson Boulevard, 10th Street, and Washington Boulevard.
- Redesign 9th Street west of North Nelson Street and leading into Ballston to create a more pedestrian-oriented, quiet, and landscaped street with generous sidewalks.

Goal 3: To improve pedestrian mobility, visibility, and connectivity; increase transit use; and, provide efficient circulation for all modes of transportation

Objectives:

- Create a safe, comfortable, interesting, and walkable environment whereby residents, workers, shoppers, and others can reach destinations on foot. Connect destinations such as buildings, parks, plazas, cultural/educational facilities, parking lots, Metro stations, and other corridor station areas with sidewalks.
 - Increase Metro and bus ridership. Improve access by adding entry points to the Virginia Square Metro station as development progresses.
 - Improve bus access to, through, and from the Virginia Square station area.
 - Reduce cut-through traffic in neighborhoods and implement traffic calming measures.
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- Improve informational and directional signs that direct pedestrians, transit riders, bicyclists, and motorists to Virginia Square's destinations.

Goal 4: To provide services and retail that serve the neighborhood, work force, and university population

Objectives:

- Provide everyday services and retail establishments in new construction.
- Maintain medical offices in Virginia Square.

Goal 5: To establish Virginia Square as a place with diverse population

Objectives:

- Attract families, singles, students, faculty, artists, small business owners, professionals, and others by providing a variety of housing types, prices, and ownership options.
- Provide quality residential housing opportunities with the most density located closest to the Metro station and along Fairfax Drive.
- Of all projected new residential units (approximately 1,500), achieve a minimum of five percent as affordable units for low- and moderate-income residents. Obtain at least 5 percent of affordable units within the base density in the East End.
- Preserve the quantity of existing affordable housing units in garden apartment complexes and those received through previous site plan projects located mostly south of Wilson Boulevard.
- Encourage an influx of people both day and evening with a sound mix of land uses including residential, office, education, retail, and cultural uses.

Goal 6: To provide sufficient parking for the viability of the proposed activities in Virginia Square

Objectives:

- Emphasize short-term, on-street, and shared parking and, where deemed necessary by the County, public garage space to obtain more readily available parking in Virginia Square.
 - Increase parking spaces both on and off street to meet the parking needs for residents, employees, visitors, retail businesses, churches, and cultural facilities in the Virginia Square area.
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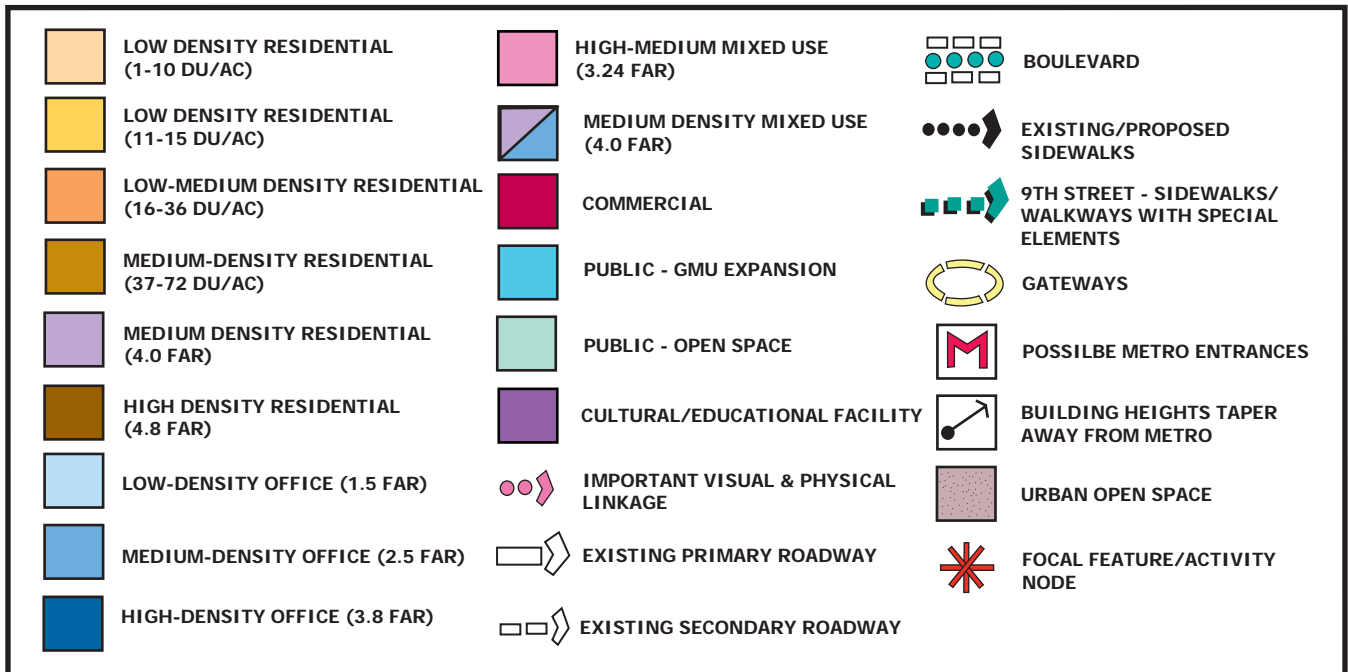
Concept Plan Framework

Proposed Concept Plan

While the area has the fundamental residential, cultural, recreational, and educational elements, Virginia Square must still solidify its “sense of place.” The area must improve upon its connections, visibility, and architectural presence to make the area more of “a place” and gain its own identity in the Rosslyn-Ballston Corridor.

The Concept Plan reiterates several of the original concepts but strives to implement many of the unrealized or unfulfilled elements desired nearly 20 years ago. Implementation of a higher quality of fine-grained details—those details visible every day but not likely recognized—can convert this area into a special destination of unique significance in Arlington County.

The Concept Plan generally describes land uses and the relationship between land uses in the Virginia Square area. The Concept Plan Framework also shows major pedestrian and vehicular connections, open spaces, focal points and activity nodes, gateway locations, building heights, build-to lines, and other major features critical to the physical evolution of the Virginia Square community. This concept plan lays the foundation for physical changes in Virginia Square in order to achieve the overall vision of creating a high-quality residential, cultural, educational, and recreational center along the Rosslyn-Ballston Corridor.



Concept Plan Elements

Throughout the sector plan review process, the following characteristics were continually raised by the community and staff as important elements that should be included in the Concept Plan. These elements are consistent with the preceding Goals and Objectives:

1. Diverse land uses with a residential emphasis

The Core Area should provide a mix of medium- to high-density residential and office uses with the most density near the Metro station and along Fairfax Drive, east of North Lincoln Street. Transition Areas should comprise a mix of service commercial, mixed-use, and low- to medium-density residential uses. The surrounding neighborhoods of Ashton Heights and Ballston-Virginia Square should remain largely unchanged. The mix of uses should be maintained to provide activity in this station area during both the day and evening.

Residential development in Virginia Square should be a mix of rental and home ownership and should provide a variety of unit types and price ranges to attract a diverse population. Affordable dwelling units should be included in new residential construction or in the station area, in combination with preservation of existing affordable dwelling units.

2. Cultural and art-related attractions

Cultural and/or art-related amenities should be included in mixed-use development, particularly at the Arlington Funeral Home site and the Virginia Square site. The community has specifically expressed a preference for a black-box theater. Additional venues, such as auditoriums, meeting rooms, classrooms, and art galleries use by the community should be provided at FDIC, GMU, Arlington Arts Center, and along street-level storefronts in the East End or other key redevelopment sites.

These venues/amenities would attract people to the station area during the day and evening hours.

3. Educational attractions – University orientation with community use of campus facilities

An urban campus should be maintained in the eastern end of Virginia Square. The GMU University Arlington Campus should have an outward orientation focused around a large plaza on Fairfax Drive. The campus and its distinctive architecture should anchor portions of Virginia Square's eastern gateways.

4. Street-level retail to serve everyday needs

Retail establishments should be provided along the base of buildings along Fairfax Drive, Wilson Boulevard, North Monroe Street, and North Quincy Street, and should be maintained along the north edge of Washington Boulevard and the south edge of Wilson Boulevard. Retail establishments may be provided on secondary cross streets in the Core Area but are not mandatory; however, retail should extend around the corner from the main street to complete the building frontage and to also provide opportunities for corner entrances. Other uses and design elements may be used to activate the cross-street sidewalk areas.





Retail should primarily be designed to serve the everyday needs of Virginia Square's residents, employees, and university population.

5. Medical offices

Medical offices are encouraged to remain in the commercial development along Fairfax Drive and potentially in the eastern end of Virginia Square. This type of office development is beneficial not only to the Virginia Square community, but also to others living or working in the Rosslyn-Ballston Corridor who can reach these offices via the Metro system or otherwise.



6. Safe, interesting and convenient connections to Ballston, Clarendon and adjacent neighborhoods — Interesting and unobstructed pedestrian walkways — Attractive streetscape with shade trees and streetlights

The streets and sidewalks throughout Virginia Square should be a connected network providing safe and convenient pedestrian circulation. Streets should be narrowed where possible to reduce crosswalk widths. Nubs should be installed at intersections. Utilities should be placed underground throughout Virginia Square to maintain a clear path for pedestrians.

Sidewalks should be improved consistently with masonry pavers, street trees, and streetlights throughout the station area. Crosswalks should be more visible and should be provided more frequently to provide ample, convenient methods for pedestrians to reach their destinations, particularly on approach from the surrounding neighborhoods. Walkways should contribute to the overall open space of Virginia Square and offer attractive routes for pedestrians to reach their destinations. Main streets, such as Fairfax Drive, Wilson Boulevard, and North Monroe Street, should be designed with retail, awnings, public art, signs, and shade trees to encourage pedestrian travel.

The East End of Virginia Square and the south edge of Wilson Boulevard should be animated with streetlevel retail, plazas, or other features to encourage pedestrian traffic between Clarendon, Ballston, and Ashton Heights.

The Wilson Boulevard and 10th Street intersection should be modified to improve pedestrian circulation to and from the Clarendon area and highlight the entrances to each station area. The section of Wilson Boulevard between 10th Street and Washington Boulevard should be redesigned for pedestrian safety and convenience.

Improved crosswalks should be provided on Washington Boulevard to provide safe access to Quincy Park and other destinations in Virginia Square.

Ninth Street should provide a route through the center of Virginia Square and Ballston that is largely free of high-speed motor vehicle traffic. The walkways along Ninth Street should allow for a quieter, more contemplative environment for pedestrians that wish to stroll through the urban corridor while remaining within a block of almost all of the area's major commercial, cultural, and transportation facilities. The street should have a unique appeal to persons walking for either

transportation or recreation and leisure. Ninth Street should be developed and upgraded to be a focus for public art, civic plazas, abundant street-side landscaping, special crosswalks and pathways, seating, and other enhancements that make walking a more pleasant urban experience. The eastern terminus of this street and walkway should offer a special design, possibly an open space, public art, or significant architectural features.

7. Pedestrian-oriented and pedestrian-scaled development with interesting architecture — Architecture that relates across and along streets

Build-to lines and façade step backs should be maintained in all new construction to provide pedestrian-friendly and pedestrian-scaled walkways. Build-to lines should be respected on all streets, except where plazas, roadways, or permitted setbacks occur. Urban design guidelines should be followed to provide continuity and a compatible appearance along and across streets.

8. Increased access to transit

As development build-out continues, additional access points to the Virginia Square Metro station should be considered. Sites identified as potential locations include the FDIC/GMU block and the block directly north of the current Metro station entrance.

Bus routes to and through Virginia Square should be provided to improve the convenience of all transit modes.

9. Building heights tapering down from the Metro station

Building heights should taper down from the Virginia Square Metro station to the north, east and south.

In the East End special coordinated development district guidelines apply and building heights should not exceed:

- 13 stories (156 feet maximum includes 16-foot-high penthouse), at North Lincoln Street.
- 65 feet along Wilson Boulevard.
- 7 stories at the gateway location at 10th Street/Wilson Boulevard (80 feet high; penthouse may extend a maximum of 16 feet beyond the average roofline; a special architectural embellishment may extend beyond the average roofline).
- Building height limits in the special coordinated development district include density allowances, affordable housing (5% of new residential units), retail, and penthouse areas.

Building heights at other sites along Wilson Boulevard should not exceed the current 95-foot-height limit, excluding the penthouse area, and the 65-foot-height limit at the build-to line.

Building heights at the Virginia Square site should not exceed 12 stories (125 feet) and should step down to 10th Street North. Building heights at the Arlington Funeral Home site should not exceed 12 stories (125 feet) and should step down to 10th Street North and Quincy Park. Building heights along the south edge of Wilson Boulevard should not exceed 4 stories (45 feet).





10. Parking for visitors and retail, cultural, educational, and recreational uses

On-street parking should be provided on all streets to the greatest extent possible to accommodate short-term parking for visitors, retail businesses, and others. A public parking garage (or other policy options) should also be considered, subject to County approval, if a study shows a lack of sufficient parking spaces is impairing cultural, educational, or commercial activities within the station area.

Commercial and/or mixed-use buildings should provide parking facilities that should be open on a shared basis as much as possible for retail establishments, cultural facilities, or other visitor parking needs.



11. Gathering spaces such as plazas, outdoor cafés, and fountains

New public plazas should be provided at: the Virginia Square site, on the north side of Fairfax Drive; FDIC; GMU; at the Arlington Funeral Home site; and, along 9th Street and the proposed 9th Street extension. Plazas should be animated with unique features to attract people such as fountains, public art, and landscape plantings.

Sidewalks should accommodate outdoor cafés particularly along Fairfax Drive and Wilson Boulevard.



Courtyards or other public/semi-public open spaces should be provided near residential buildings to provide outdoor common areas for residents and to provide relief to the overall building mass. This is particularly emphasized in the East End of Virginia Square along the 9th Street extension.

12. Urban parks and recreation amenities

Parks in Virginia Square should be planned and programmed to accommodate a wide array of uses, both passive and active, for the Virginia Square community and Arlington residents. Due to their location in the Rosslyn-Ballston Corridor, parks in Virginia Square should have an urban character, with high-quality materials and finishes, and should integrate public art into the park infrastructure as any changes come forward.

Maury Park should be expanded to the balance of the block and the park should remain a neighborhood park with an arts component. This park should provide active and passive uses and should remain an appropriate foreground for the Arlington Arts Center. Herselle Milliken Park should remain a passive, quiet open space until such time as the park area could be integrated with Maury Park.

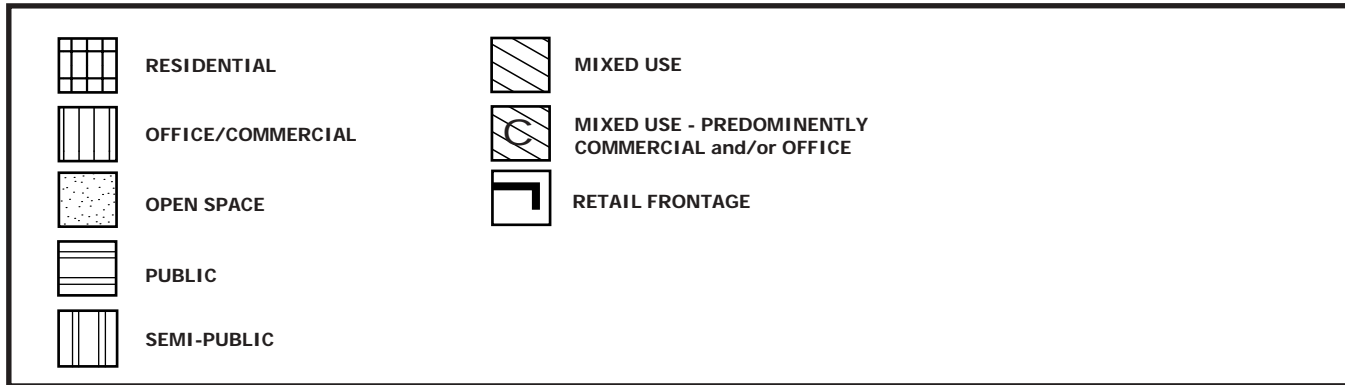
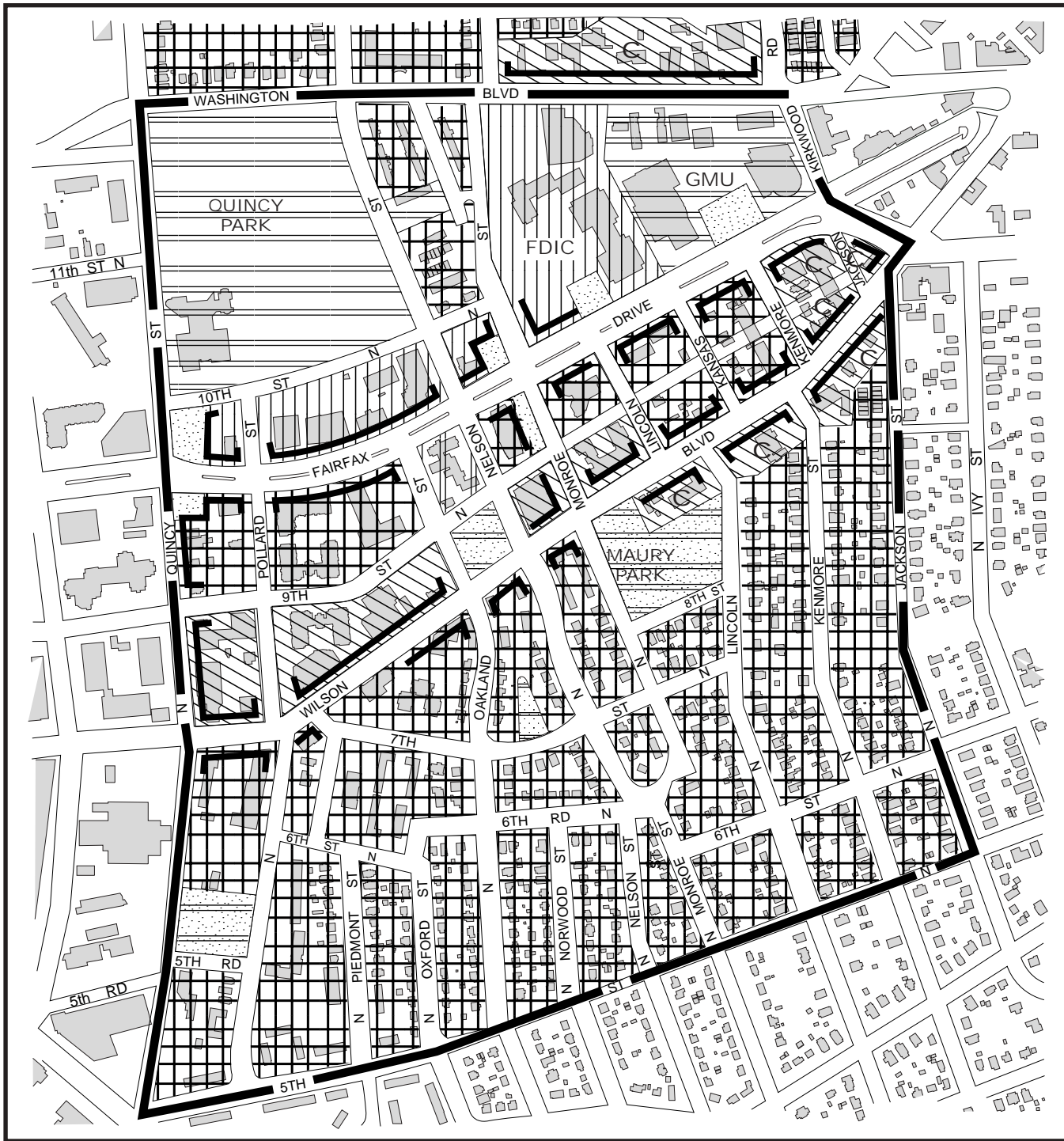
Quincy Park should remain as an active recreation park with limited passive uses. Quincy Park should attract County residents not only to the active recreation facilities and Central Library, but also due to its unique location in the Rosslyn-Ballston Corridor and its potential for unique designs/programs. Quincy Park should accommodate improvements to create a more urban character and should integrate other unique elements or designs into the park area, such as public art.

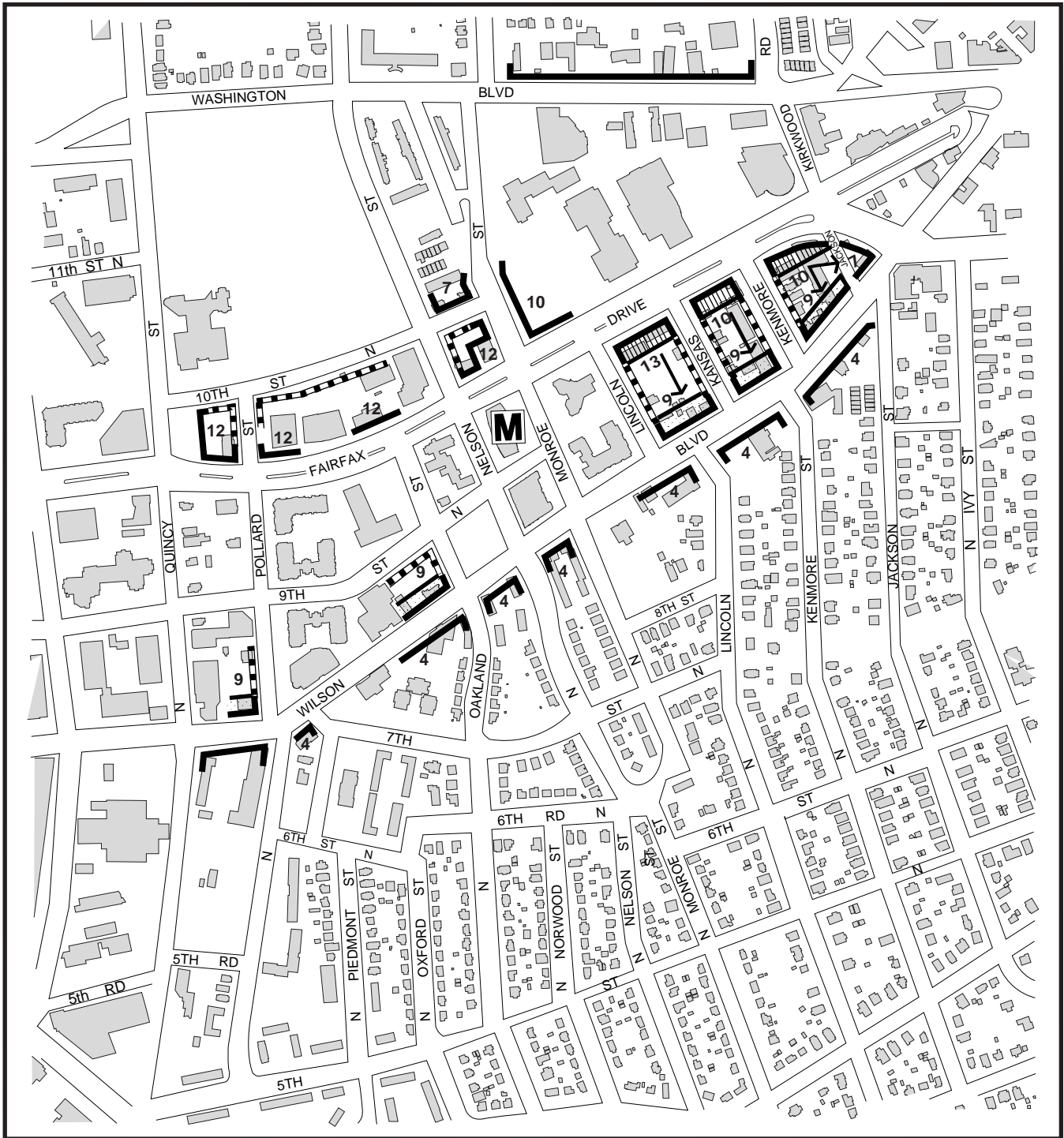
Oakland Park should remain as another open space in Virginia Square with passive uses. However, this park should be unlike other quiet

refuges. Oakland Park should provide unique activating elements, which could include fountains, public art, amphitheater seating, or a stage/bandstand to accommodate a wide array of community gatherings. Oakland Park should contribute to the quiet walkway along 9th Street.

Quincy Street Extension Park should be developed as a neighborhood park with active recreation uses.

Gumball Park should remain a small open space within Ashton Heights to serve the local community.





BUILD-TO LINE (Building Frontage Not Less than 75%) (See Detailed Urban Design Guidelines)



BUILDING LINE



TOWER SETBACK ABOVE 3 STORIES (OR 40') WHEN TOTAL BUILDING HEIGHT IS 10 STORIES OR MORE (Setback Distance Varies)



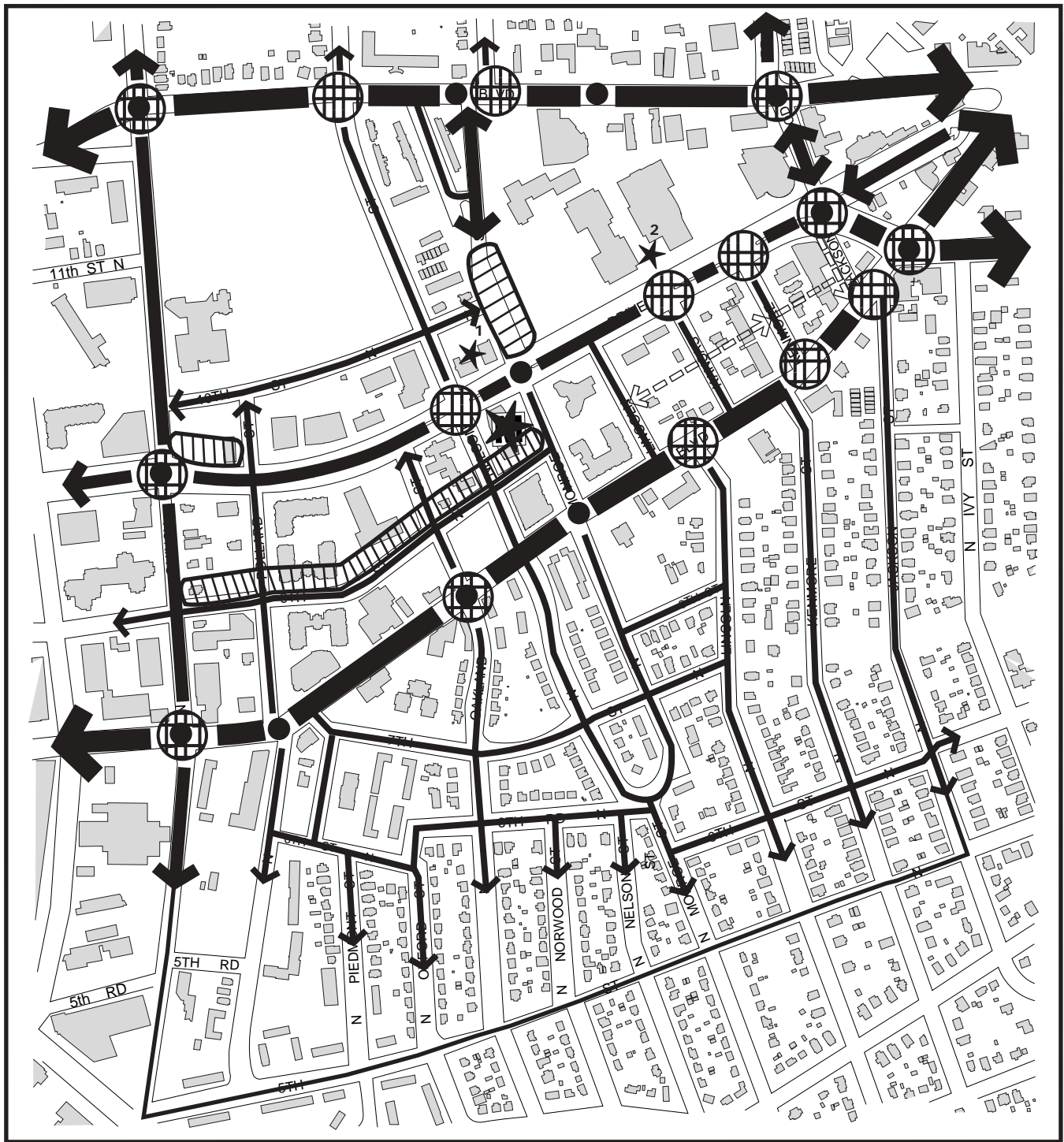
TOWER SETBACK ABOVE 6 STORIES (OR 65') (Setback Distance Varies)



10 MAXIMUM BUILDING HEIGHT (Shown in Stories)



BUILDING HEIGHTS TAPER/SLOPE



EXISTING STREET TO REMAIN

EX. STREET TO BE NARROWED

NEW VEHICULAR/PEDESTRIAN CONNECTION

EX. OR PLANNED TRAFFIC SIGNAL



CROSSWALK IMPROVEMENT NEEDED/ IMPROVEMENTS COULD INCLUDE NEW PAVING/MARKINGS, TRAFFIC SIGNALS, INTERSECTION REDESIGN, PEDESTRIAN SIGNALS

EX. METRO STATION ENTRANCE TO REMAIN

POSSIBLE LOCATION FOR NEW METRO ACCESS

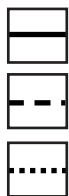
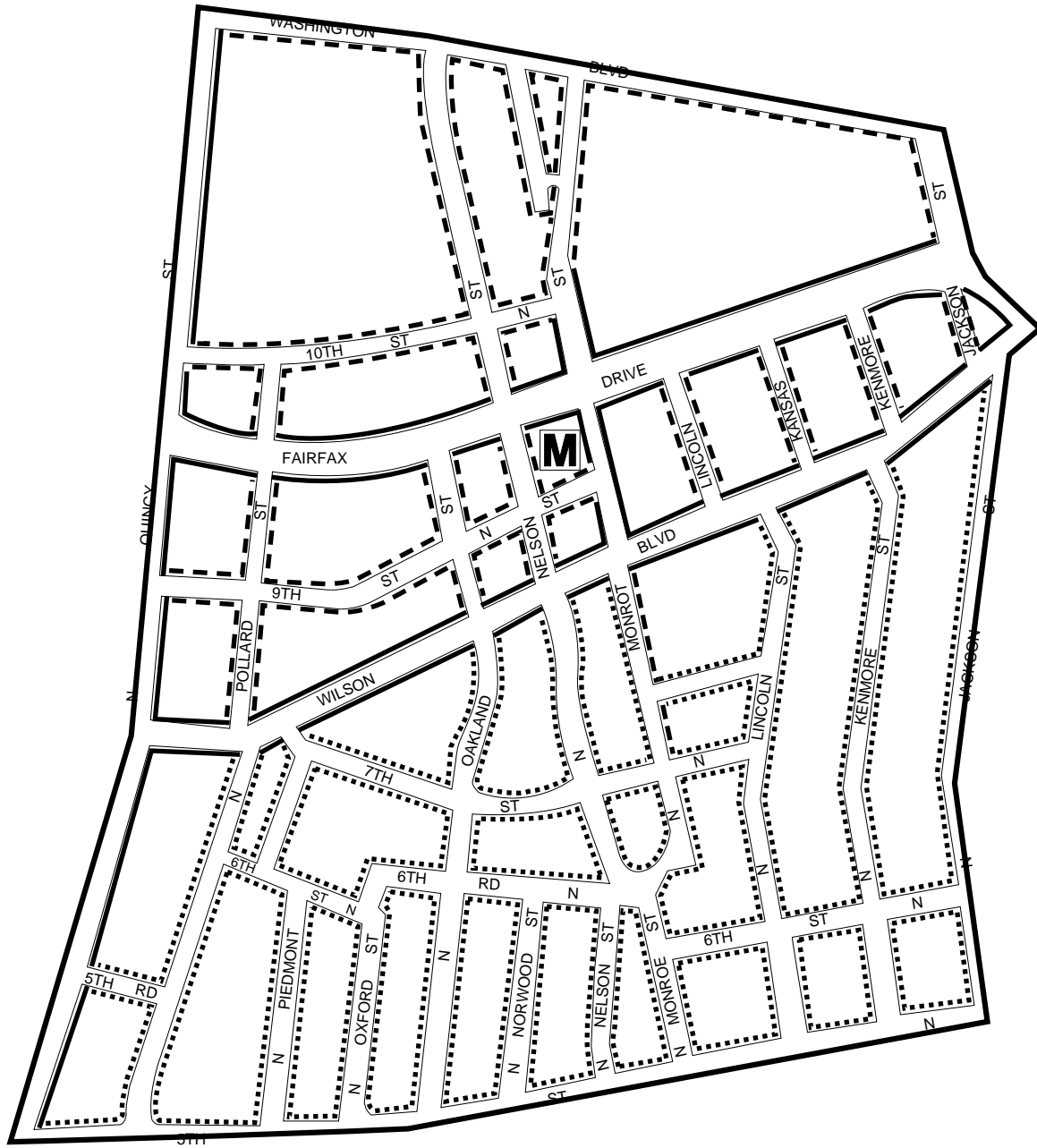
1. VIRGINIA SQUARE SITE

2. FDIC/GMU BLOCK

NOTES:

1: On-street parking maximized on all streets.

2: Sidewalks improved on all streets consistent with design guidelines, WALKArlington & the Public Art Master Plan.



STREETSCAPE TYPE "A": MINIMUM SIDEWALK WIDTH - 16 FEET
 SOUTH EDGE OF WILSON BLVD. - 13 FEET-8 INCHES

STREETSCAPE TYPE "B": MINIMUM SIDEWALK WIDTH - 14 FEET

STREETSCAPE TYPE "C": MINIMUM SIDEWALK WIDTH - 4 to 6 FEET

NOTE: SEE TABLE ON PAGE 84, STREETSCAPE HIERARCHY, INCLUDED IN THE AREA-WIDE URBAN DESIGN GUIDELINES FOR ADDITIONAL DESIGN ELEMENTS.
 9th STREET SHOULD CONTAIN SPECIAL ELEMENTS.

Illustrative Plan

The illustrative plan suggests one possible method to implement both the Concept Plan and the Urban Design Guidelines. Collectively, the Concept Plan, Urban Design Guidelines, Illustrative Plan and Action Plan will assist in describing the desired character of Virginia Square and will make Virginia Square a walkable, livable, and economically successful Metro area.

This section outlines specific recommendations and guidelines to implement the Concept Plan for Virginia Square. Recommendations and guidelines are provided for Key Redevelopment Sites. Urban Design Guidelines are also provided for area-wide categories that are intended to provide a level of consistency throughout the station area and in concert with urban design elements throughout the entire Rosslyn-Ballston Corridor.

Key Redevelopment Sites are significant sites in Virginia Square that have been selected based upon the proposed concept plan, their existing development conditions, location, size, potential density opportunities (as designated on the GLUP), accessibility, and their potential to effectively improve the Virginia Square landscape. Other sites typically smaller in size deserve evaluation and recommendations for improvements. Individually, these sites may not make a substantial impact on the Virginia Square environment; however, their collective design, compatibility, and connectivity throughout the entire area and with the primary focal points will assist in creating one complete place known as Virginia Square.

The redevelopment sites are primarily located in the Core Area and are highly visible properties typically facing primary roadways and pedestrian routes. Nine sites have been identified and are emphasized on the Concept and Illustrative Plans. The future redevelopment of these sites must be accomplished with design sensitivity and must successfully relate to the surrounding properties to have a positive impact on the community.

Area-Wide Guidelines are provided to achieve a level of continuity throughout the entire Virginia Square area, primarily in the Core and Transition Areas. Area-wide categories have a dual purpose. They provide a general, underlying framework for design elements, and they also provide specific detail for public facilities that traverse the entire area, such as roadways.



An illustrative plan is a roof plan that portrays one example of how to implement the Concept Plan. The illustrative plan is not intended as a de facto design project, but rather to propose one alternative method of development consistent with the urban design guidelines provided in this document. The illustrative plan provides a sense of urban density, building type and mass, and the relationship between buildings and open spaces that are described in the urban design guidelines. Architectural compatibility and continuity, access, and connectivity are considered while creating this type of plan. Interpretations of the design guidelines should be fully explored and developed with consensus through a public process to achieve a quality, pedestrian-friendly, energetic place surrounding the Virginia Square Metro station. Designers, builders, planning authorities, and clients will inevitably shape the illustrative plan through their decisions during the development review process. The illustrative plan is representational and helps the public visualize the concept plan and design guidelines.

Recommendations

Land Use and Zoning Recommendations

The pattern of development in Virginia Square is expected to remain largely as it exists today: a Core Area with residential use and limited amounts of office uses surrounded by service commercial and lower density neighborhoods. Community facilities are expected to remain as prominent land uses throughout the station area, including the library, Arts Center, and GMU Arlington Campus. However, the plan recommends changes to the General Land Use Plan in certain locations to address the issues of:

1) building form, mass, and height, particularly in the East End, 2) the need for additional useable open space with an urban character, 3) the desire for additional community spaces emphasizing a cultural and educational theme, 4) the need for additional parking in off-peak hours, and 5) issues with existing C-2 zoned land in Transition Areas. These recommendations are as follows:

1. Adopt the Virginia Square Sector Plan.
 2. Track sector plan recommendations for implementation and include recommendations in the appropriate CIP cycle where appropriate. Provide an annual status report to the Planning Commission.
 3. Encourage the Ballston Partnership, Ashton Heights Civic Association, and Ballston-Virginia Square Civic Association to help in implementation of the recommendations included in this sector plan.
 4. 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, and which could also include residential uses as a component of a development project. Add an open space symbol on the GLUP designating an urban plaza to provide an open space and visual connection to Central Library.
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Table 8: Proposed General Land Use Plan Amendments.

| Site | Existing GLUP | Proposed GLUP Designations |
|---|--|---|
| Arlington Funeral Home site | High-Medium Residential Mixed Use | Medium Office-Apartment-Hotel and the open space symbol |
| Georgetown Medical Office property | High-Medium Residential Mixed Use | Medium Office-Apartment-Hotel |
| Virginia Square site | High Residential | High Office-Apartment-Hotel and the open space symbol |
| East End | High Residential and High-Medium Residential Mixed Use | Medium Density Mixed Use and Special Coordinated Development District designation |
| Maury Park | Low Residential (1-10 du/ac) | Public |
| Quincy Street Extension Park | Medium Residential and open space symbol | Public for County-owned properties Shift open space symbol to the north |

Any redevelopment project should address all properties on this block.

- Encourage developers to provide community facilities on site to possibly include a black-box theater through redevelopment. (See Recommendations 13 and 14.)
5. “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. (See Recommendations 13 and 14.)
 6. Maury Park:
 - Change the General Land Use Plan designation for residential properties between Maury Park, North Lincoln Street, and 8th Street 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.
 - See recommendations 66 and 67.
 7. Quincy Street Extension Park:
 - Change the General Land Use Plan designation at Quincy Street Extension Park from “Medium” Residential to “Public” for properties the County currently owns.
 - Maintain current zoning designations as “C-2” for this park property and for future negotiations to acquire additional park space.
 - Move the open space symbol to the north in the areas designated as “Medium” Residential, adjacent to the County-owned property, as possible properties to acquire in the future for park expansion.



- Proposed GLUP Changes:**
1. From High-Medium Res. Mixed-Use To Medium O.A.H. (with symbol).
 2. From High-Medium Res. Mixed-Use To Medium O.A.H.
 3. From High Residential To High O.A.H. (with Symbol).
 4. Special Coordinated Mixed-Use Development District (Note 3).
 4a - From High-Med. Res. Mixed-Use & High Res. To Med. Density Mixed-Use
 4b/c/d - From High-Med. Res. Mixed-Use To Medium Density Mixed-Use
 5. From Low Residential To Public. (Add symbol to Service Commercial areas.)
 6. From Medium Residential To Public. (Shift symbol to the north.)

| | | | |
|--|---|---|--|
| <p>Residential</p> <ul style="list-style-type: none"> Low 1-10 u/a Low 11-15 u/a Low-Medium Medium High | <p>Mixed Use</p> <ul style="list-style-type: none"> High-Medium Residential Mixed-Use Medium Density Mixed-Use | <p>Office-Apartment-Hotel</p> <ul style="list-style-type: none"> Low Medium High | <p>Commercial and Industrial</p> <ul style="list-style-type: none"> Service Commercial <p>Public and Semi-Public</p> <ul style="list-style-type: none"> Public Government and Community Facilities Semi-Public |
|--|---|---|--|

Stippled areas indicate current public ownership.

▲ General location for open space.

NOTES:

3. This area shall be part of a "Special Coordinated Mixed-Use District" (7/13/82) (8/7/82). The area designated "High" Office-Apartment-Hotel allows a base F.A.R. of 3.0 Office/Hotel and up to total 4.3 FAR in consideration of residential development, community services, and cultural facilities (7/11/83).
13. This area was designated as a "Special Affordable Housing Protection District" by the County Board action on 11/17/90.
14. This area was designated as the "North Quincy Street Coordinated Mixed-Use District" on 2/4/96.

8. 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.
9. 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 for site plan development under the Special Coordinated Development District include:
 - A mix of housing types and prices, including at least five percent of all new units as affordable housing on-site. See Housing Recommendations 59 and 60.
 - Quality architecture with building heights that taper down toward Wilson Boulevard and the Clarendon station area.
 - Street-level retail/cultural/educational uses.
 - Generous sidewalks with street tree plantings and other streetscape elements.
 - Public open spaces with public art.
 - Shared parking in office development.
 - Mid-block pedestrian walkways and vehicular access along the 9th Street Corridor.
 - 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.
10. South Edge of Wilson Boulevard and North Edge of Washington Boulevard: Continue to explore revitalization strategies for commercial areas, including changes to the “C-2” district, streetscape improvements, site and buffer improvements, and the possible creation of a Special Revitalization District.
11. Continue to implement the Quincy Street Plan with a mix of medium-density residential and open space uses.
12. 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).
13. Implement the recommendations in the Retail Action Plan to generate a variety of types, sizes, and spaces of retail.



Redevelopment option for the Arlington Funeral Home with office or mixed uses, including cultural uses and a public urban plaza.



Cultural, Educational, and Historic Resource Recommendations

Since 1983 the Virginia Square station area has been designated as an area with residences, the GMU campus, and several cultural venues. This plan seeks to retain the cultural and educational emphasis and provide opportunities for additional venues. The Virginia Square community has a strong desire to highlight this station area with a more prominent cultural and educational presence. A variety of implementation measures could be taken to accomplish this type of development. These options are provided to guide decision makers as private development activities proceed and describe opportunities where the County or other public agencies could assist in the development of these uses.

Very few historic resources remain in the Virginia Square station area. This plan seeks to retain these resources and preserve the scale of development near these resources.

14. 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.
15. Negotiate with GMU, FDIC, WMATA, or other major institutions/agencies, as possible public partners in developing cultural and/or educational venues in Virginia Square 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.
16. Continue to explore the designation of Virginia Square as a special cultural and/or arts district (or similar) with the Arts Commission and how that designation can be used to facilitate additional cultural venues. (See the Arts Commission recommendation for Tier 2 cultural areas in *A Vision for the Future – January 2000*.)
17. As part of a special cultural and/or arts district in Virginia Square, develop incentives and marketing programs to attract cultural- and educational-supportive businesses to Virginia Square in storefront

Public/Private development option for the Arlington Funeral Home Site with community facilities. Development is oriented toward a central plaza on axis with the Central Library.

locations such as galleries, art and supply stores, bookstores, photography galleries, architecture and design firms, and live/work space for artists, consistent with the Retail Action Plan. Unique signs and banners—at gateways, along the streetscape, or attached to buildings—could also be used in Virginia Square to mark the station area’s cultural identity.

18. 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 expand community use of the campus facilities, such as meeting rooms, parking, auditoriums, and classrooms.
19. Maintain the historic character of the Maury School site as park expansion occurs.
20. Encourage the use of historic preservation tax credit programs when undertaking renovations to historic resources.



Transportation and Circulation Recommendations

The pedestrian circulation system is heavily highlighted in this plan to communicate that, from this point forward, pedestrians should be given a high priority during any decision-making process. As reported during the Open Space Master Plan process, a high percentage of Arlingtonians walk and jog for commuting and/or recreational purposes. Therefore, the manner in which pedestrians reach their destinations and how walkways are treated is of utmost importance to this community. This plan seeks to improve the street and sidewalk conditions through implementation of these Recommendations and Urban Design Guidelines, not only in the Virginia Square station area, but also to the adjacent areas of Clarendon and Ballston.



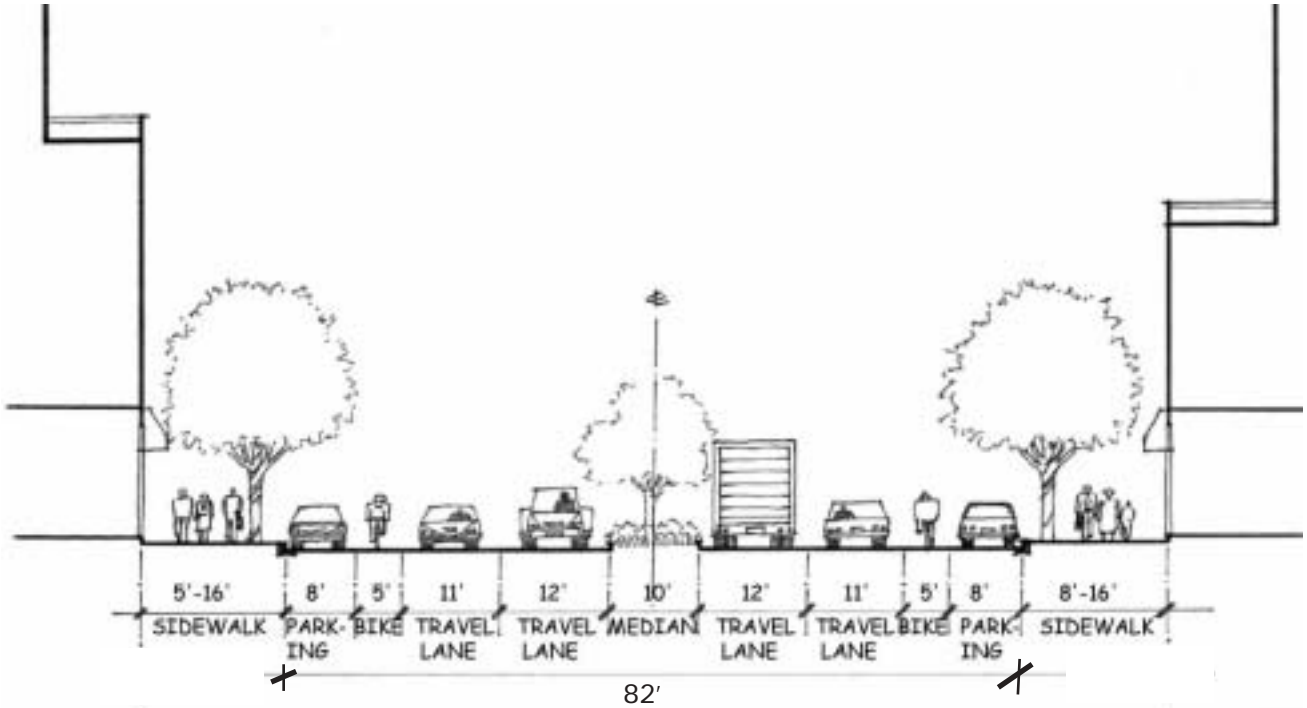
Both transit and vehicular networks also play an integral role in Virginia Square. Transit, particularly the Metrorail system, is the focus of Virginia Square, and the primary reason this plan maintains medium- to high-density land uses closest to the Metro is to encourage transit ridership. Bus ridership is also an important component to this station area and this plan seeks to improve the bus network. Vehicular access through Virginia Square is prevalent primarily along the three arterial streets traversing the station area. These streets currently prioritize the vehicle, and this plan seeks to provide more balance between motorists and pedestrians. Therefore several recommendations suggest reconfigurations to road segments.

21. 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.

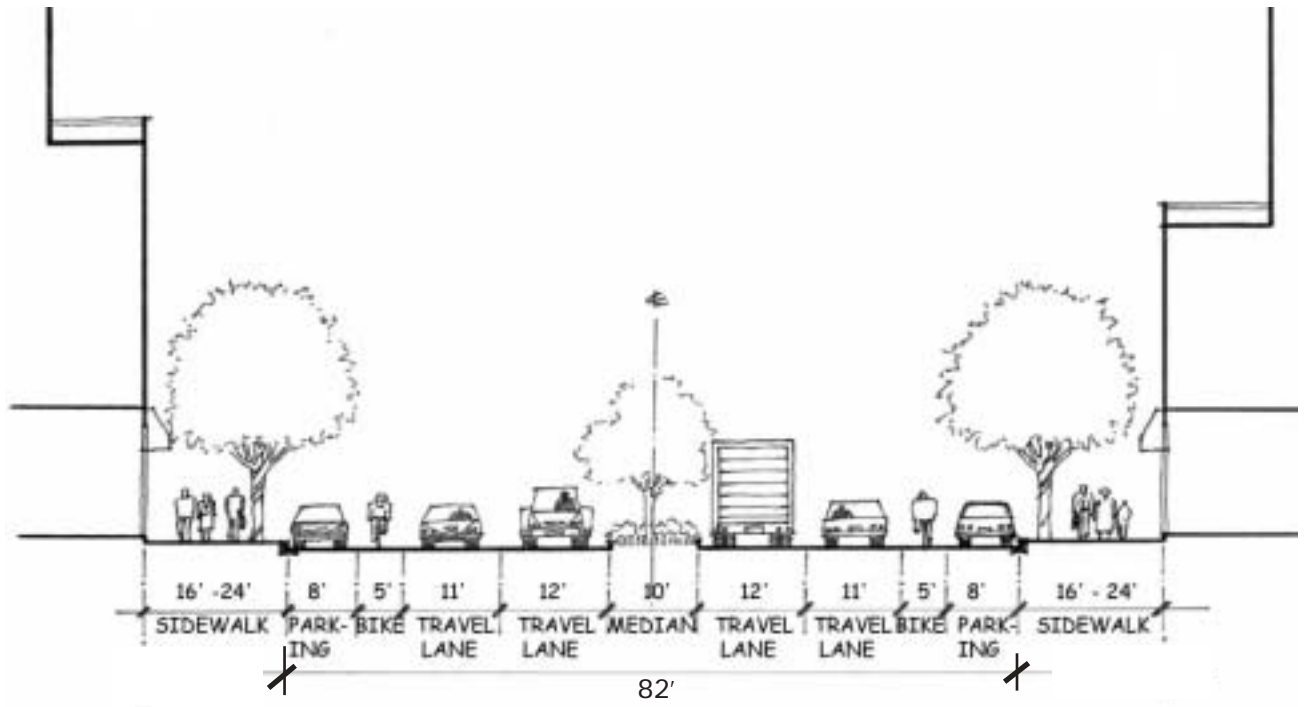
22. Enhance walkways to entice pedestrian circulation and improve pedestrian safety and visibility consistent with the forthcoming Walk Arlington Plan and Public Art Master Plan. Improvements include widening sidewalks with special paving and installing street trees, streetlights, benches, trash receptacles, and public art and the installation of more-visible crosswalks. Infrastructure, street furniture, and architecture are places that should be considered for public art.
23. Improve pedestrian circulation by limiting the number of curb cuts and minimizing the quantity of porte-cocheres and drop-off areas. Consolidate garage and/or loading entrances.
24. 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. Coordinate future sidewalk designs with the Parks and Recreation and Transportation Commissions if improvements are proposed prior to park master planning processes for abutting park areas.
25. Redesign Wilson Boulevard from 10th Street North to North Lincoln Street as a future project with four, through travel lanes (10 feet wide) and wide sidewalks (13 feet and 8-inch-wide 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.
26. 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.
27. 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.



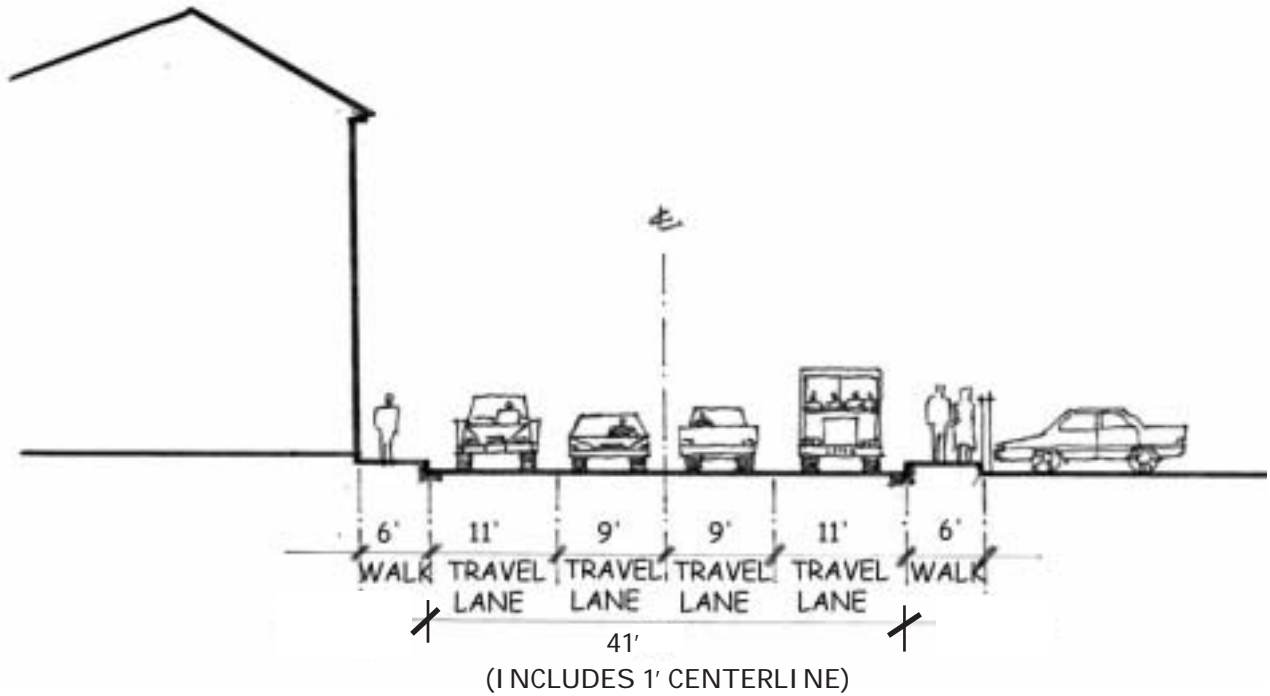
Medians along Fairfax Drive in Ballston.



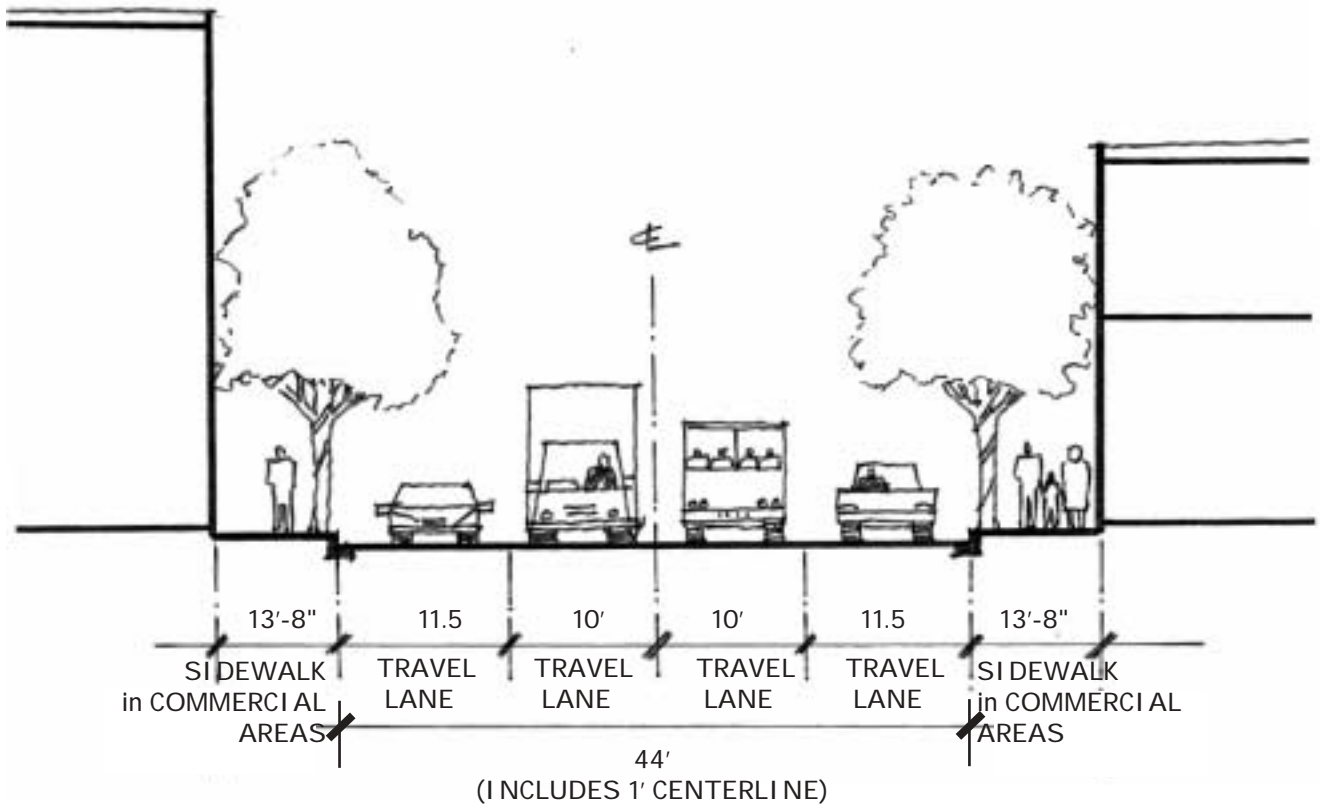
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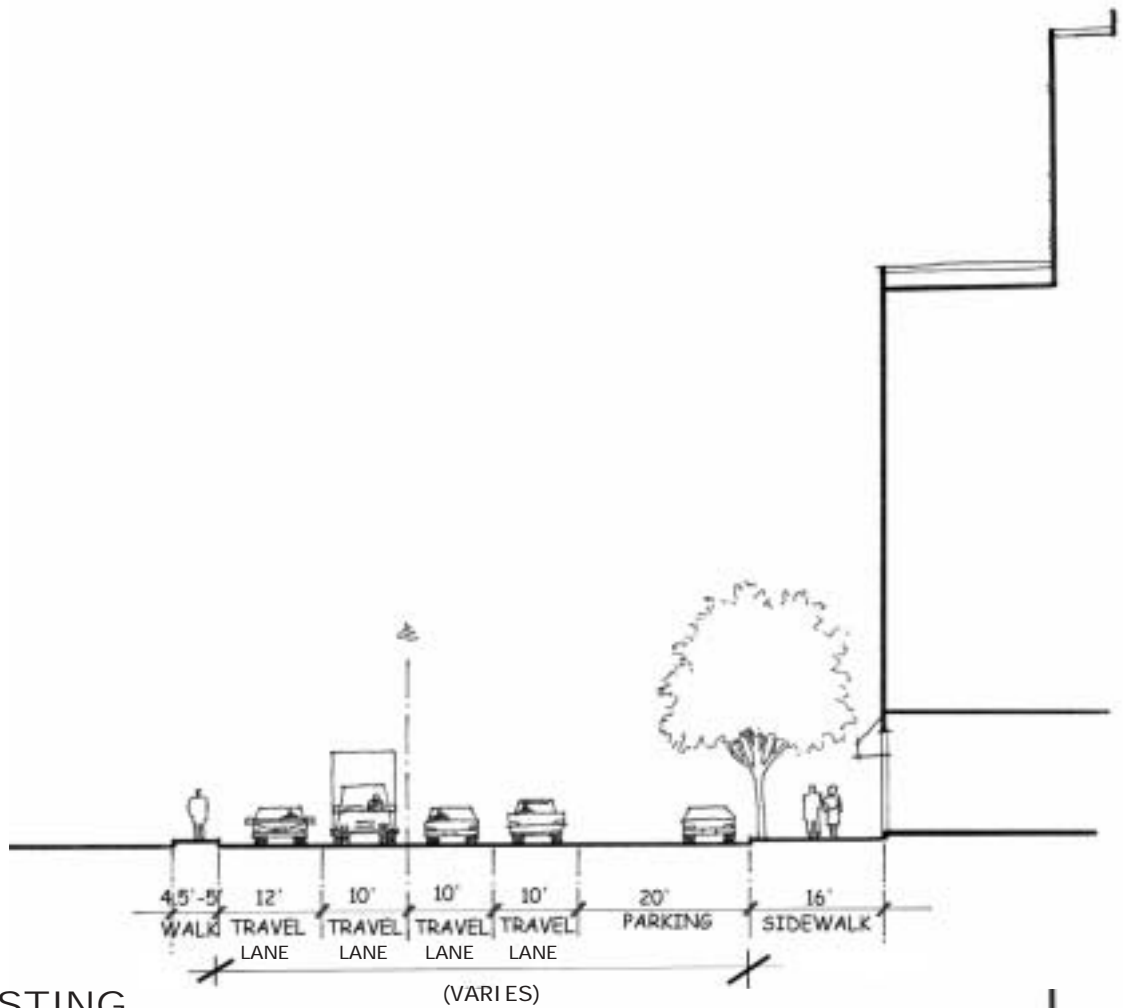
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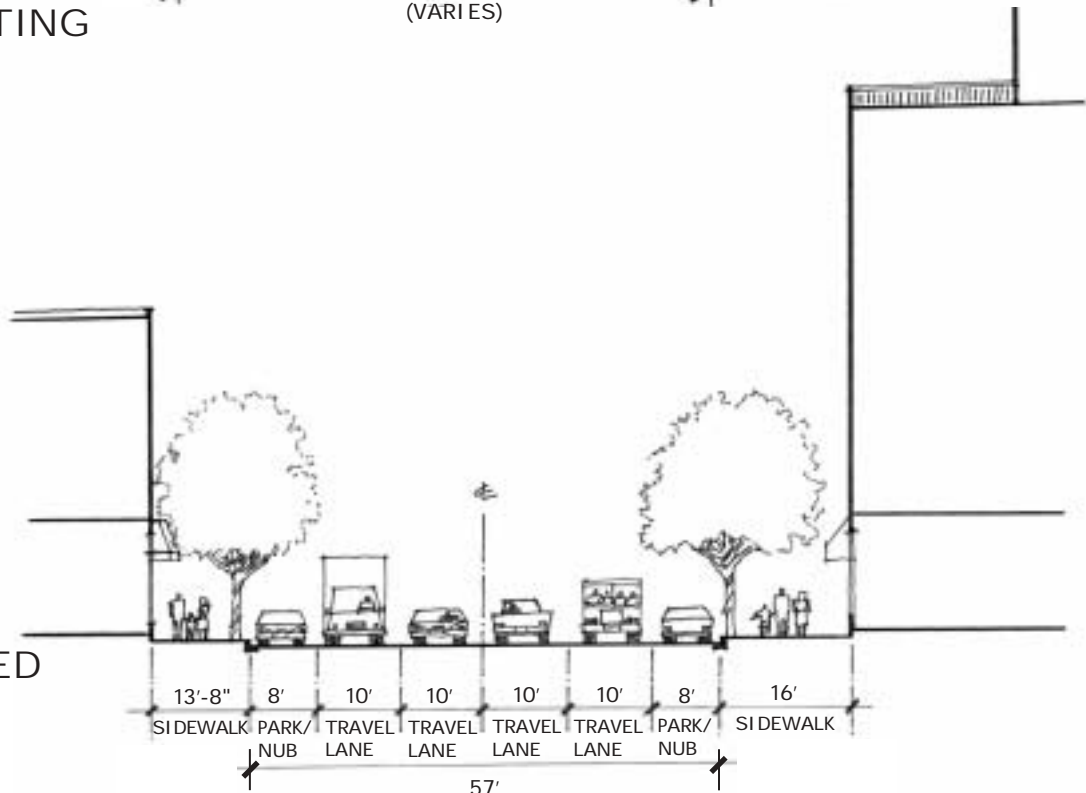


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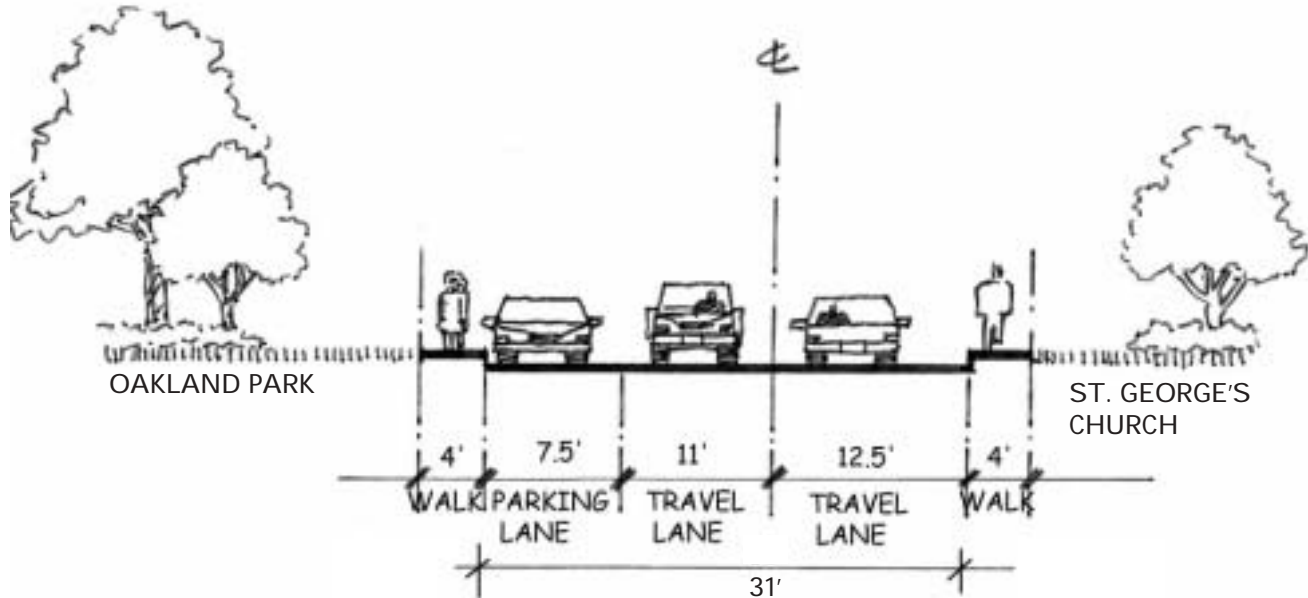
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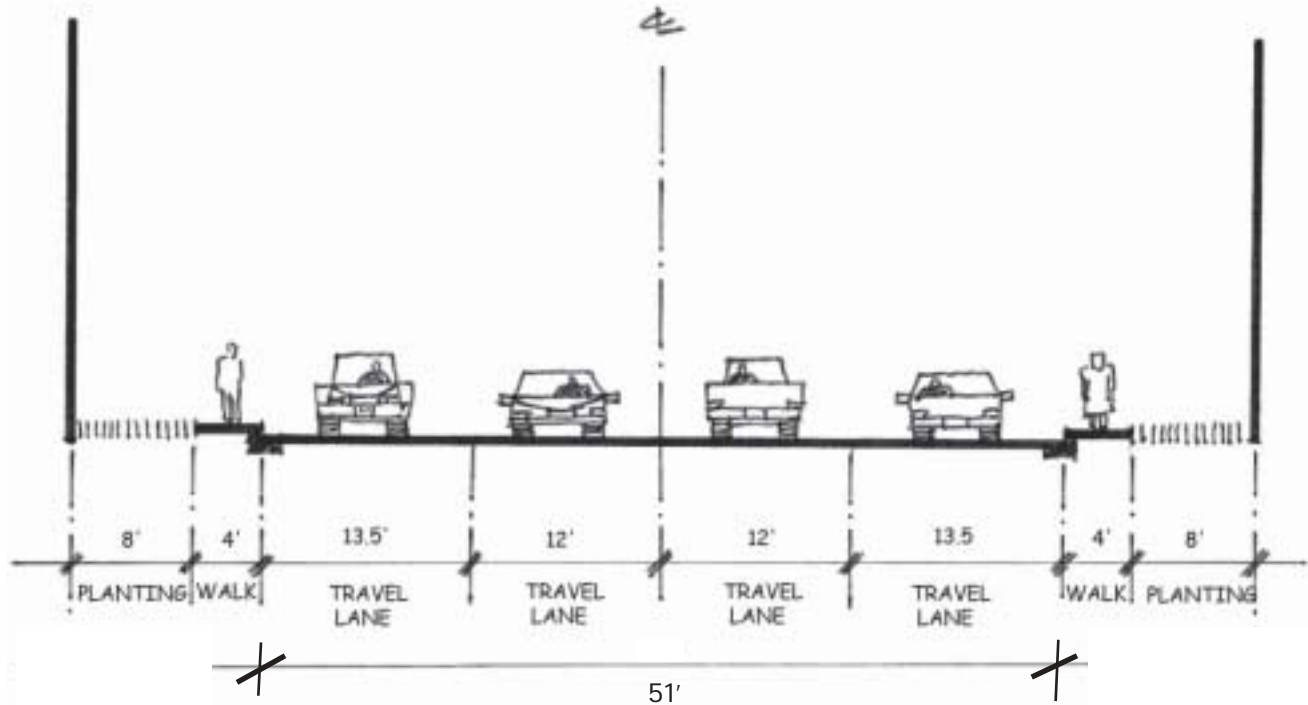
57'

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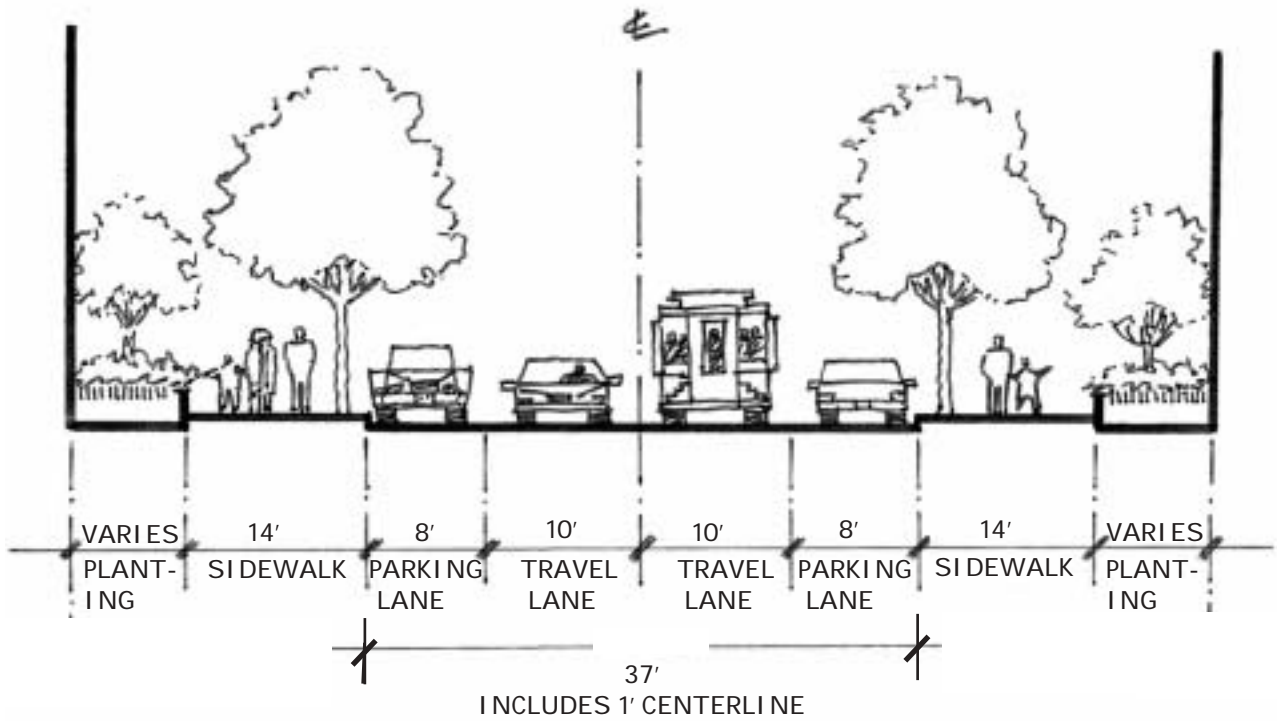


NOTE: OTHER BLOCKS OF 9th STREET RANGE IN WIDTH BETWEEN 31'-51' WIDE WITH SIDEWALKS RANGING FROM 4.5' TO 6' WIDE

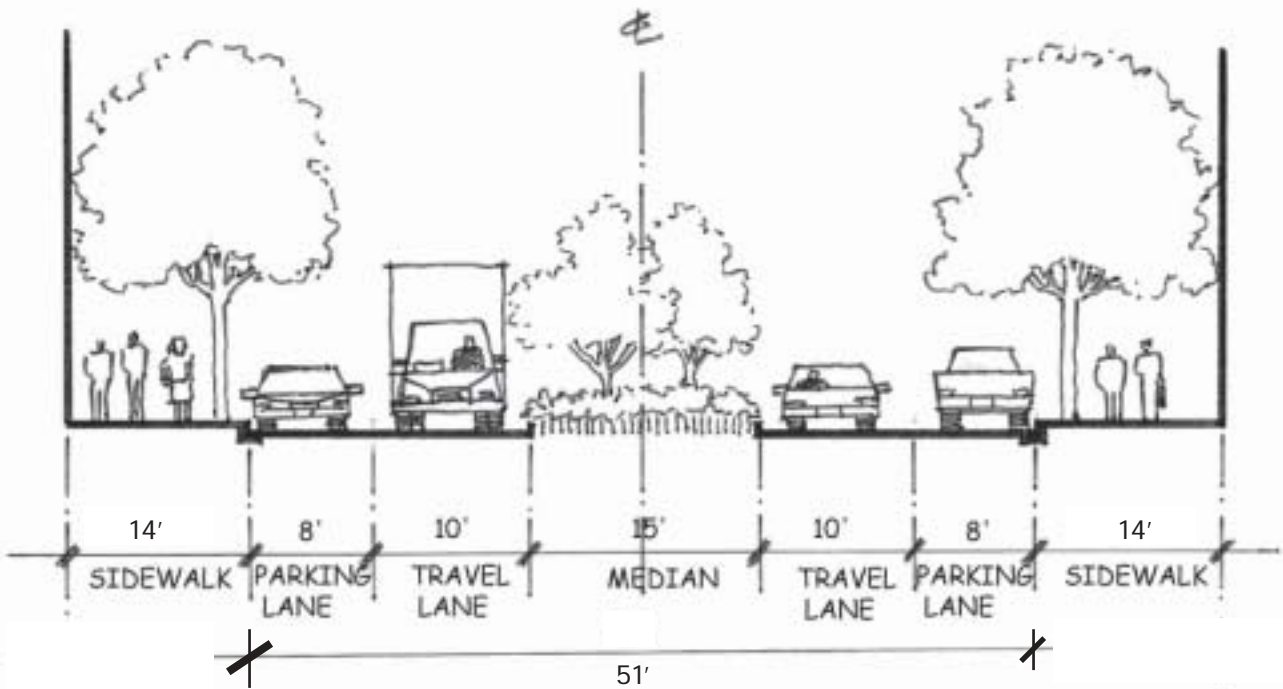
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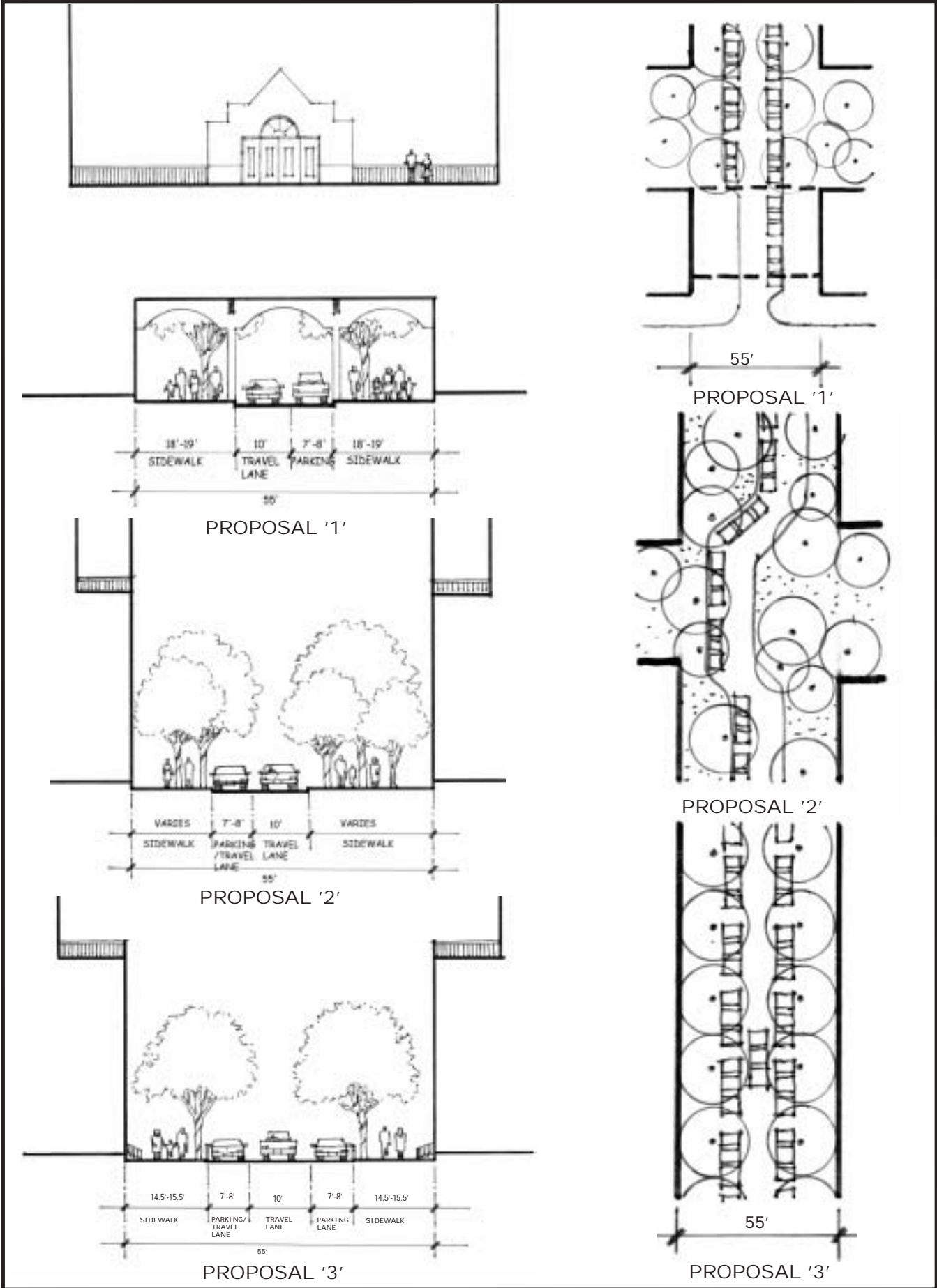
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PROPOSED





Multiple residential entrances, special paving, and landscape plantings make this narrow street more appealing for pedestrian traffic. 9th Street east of North Lincoln Street could evolve similar to this character.

28. 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.
29. 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.
30. As part of the Walk Arlington process, redesign 9th Street, west of North Monroe Street, with special elements which could include 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-foot wide, or moving the curb toward the centerline to gain additional sidewalk width and to reduce the total street width.
31. 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.
32. 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 forthcoming Walk Arlington Plan and Public Art Master Plan.
33. Relocate 5th Place between North Quincy Street and North Pollard Street in Ashton Heights to increase the park size of Quincy Street Extension Park and/or facilitate a functional design.
34. Install bike lanes on Quincy Street.
35. 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.
 - Implement the approved traffic signals when warranted at Wilson Boulevard/North Oakland Street and 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.
36. 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.
37. 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 Arts Center.
38. Continue a shuttle-bus route (Lunch Loop) looping to and from the Ballston Mall through the Virginia Square station area and returning to Ballston.
39. Explore improvements to fixed facilities along bus routes such as shelters and signals.

Parking Recommendations

As additional parking recommendations are explored and subsequently adopted by the County Board for the entire Rosslyn-Ballston Corridor, these recommendations may be modified as appropriate.

40. 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.
41. Maximize on-street parking to support commercial, cultural, educational and recreational uses, and other short-term parking needs wherever feasible.
42. 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.
43. 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.
44. Work with property owners to renegotiate parking agreements through the site plan amendment process to accommodate shared parking arrangements.



Signs such as these direct pedestrians and motorists to their destinations such as Metro and parking.

45. Consider providing a parking garage (public, private, or partnership) in Virginia Square or other policy options to help alleviate parking issues/problems 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.
46. Improve accessibility inside parking garages for short-term spaces and visitor spaces. Review site plans or other development plans to require visitor and retail parking spaces near parking garage entrances.

Urban Design Recommendations

Virginia Square has the potential to become a “place” that people identify, value, and in which they take ownership. Creating a successful urban character with consistent urban design elements that will encourage pedestrian circulation, improve the building form, and generate quality and diverse architecture can lead to a pleasant and diverse environment that people understand, respect, and identify. This will go a long way in creating a sense of place for this area with an urban character that offers a sensible scale, compatible architecture, and a balance of structures and open space.

As development and redevelopment proceeds in Virginia Square, this plan seeks to shape the physical changes to properties with attention to fine-grained urban design elements. This plan recommends implementation of Urban Design Guidelines, both for area-wide issues and for specific sites. Throughout Virginia Square, the County and community desire high-quality architectural treatments and careful siting of buildings and parking to create pedestrian-oriented, urban developments. Consistent streetscape elements are highly important to achieve continuity within this station area and throughout the Rosslyn-Ballston Corridor.

Illustrative sketch of redevelopment option at the eastern gateway leading into Virginia Square from Clarendon.



47. Adopt the Area-Wide and Site-Specific Urban Design Guidelines to help achieve the desired pattern and character of development in the Key Redevelopment Sites and other areas of Virginia Square.
 48. Retrofit existing gateways or other prominent sites in accordance with this sector plan's Urban Design Guidelines and guidelines recommended through the future Public Art Master Plan and Open Space Master Plan processes.
 - 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.
 - 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.
 - Promote unique design elements at Quincy Park, especially at the gateway corner of Washington Boulevard and N. Quincy Street.
 - Promote high-quality architecture and site design at the corners of the N. Kirkwood Road and Washington Boulevard intersection and at the intersection of Wilson Boulevard and North Quincy Street.
 49. Construct streetscapes consistent with the Urban Design Guidelines contained in this sector plan as well as the guidelines included in the forthcoming Walk Arlington Plan, Public Art Master Plan, and Open Space Master Plan.
 50. 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.
 51. 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.
 52. Actively enforce code requirements to ensure property owners maintain safe, clean, and tidy sites and rights-of-way by removing debris and pruning vegetation on a regular schedule.
 53. Negotiate with developers to complete full block improvements of the streetscape, including utility under-grounding.
 54. Consider Crime Prevention through Environmental Design (CPTED) techniques when developing site and landscape plans.
 55. 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.
 56. Through the Commercial Revitalization Program, and consistent with the Utility Undergrounding Plan, prioritize utility undergrounding projects in Virginia Square.
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- 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 (i.e., 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.
57. Provide signs at parking garage entrances to inform motorists of available parking facilities.

Public Art Recommendations

58. Encourage developers to collaborate with artists to generate creative design solutions in any development or redevelopment project. Artists could work as integral members of design teams or develop art projects that are integrated into either the architectural design or the design of plazas and public spaces associated with the building. Integrated art projects should be easily visible to the public (e.g., on the exterior of buildings rather than in lobbies or visible from the street and publicly accessible open spaces rather than interior courtyards), although exceptions could be made for transportation facilities like Metro concourses and parking garages. As an alternative to integrated public art projects, contributions to the County's Public Art Fund may be made to further enhance art initiatives in Virginia Square's special public places, streetscape, infrastructure, or gateway projects.
59. Incorporate public art into the design of streetscapes, public buildings, parks, transit, infrastructure, and other public projects in a manner consistent with the Public Art Master Plan.
60. Encourage FDIC and GMU to adopt and implement campus-wide public art master plans that overlay their campus planning objectives and the general urban design objectives of the Virginia Square Sector Plan.
61. Public art proposals should be coordinated through the Department of Parks, Recreation and Community Resources, as recommended by the County's Public Art Policy and future Public Art Master Plan.

Housing Recommendations

This plan recommends that as a station area primarily focused toward housing Virginia Square provide a diverse mix of housing to attract a diverse population and to preserve housing in the surrounding neighborhoods, particularly the quantity of existing affordable housing units. Of the over 2,500 multifamily units existing and/or approved in Virginia Square, more than ten percent currently have rents that are considered affordable to low- and moderate-income residents⁶. As new residential projects are proposed, it is expected that at least five percent of those units will be affordable, using existing resources and land use tools.

⁶ Low-income is considered to be between 50 - 60% of the median family income. Moderate income is from 60 - 80% of the median family income.

In order to achieve a higher percentage of affordable units, (i.e., ten percent or more of all new dwelling units) it would be necessary to either: 1) change the quality level of the units, in terms of the median income levels for whom these units are available, and the length of time a unit remains in the affordable housing program or 2) establish additional funding resources and/or land use tools. In comparison to other neighboring jurisdictions, Arlington County's current program targets affordable units for persons or families with approximately 60 percent of the median income (currently \$52,200 for a 4-person household in a 2-bedroom apartment), a 30-year term, and two- and three-bedroom units. More affordable units may be achievable if the affordable rent levels are higher than 60 percent of the median income, if the terms of affordability are less than 30 years, and if efficiency- and one-bedroom units are provided.

62. 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 6.)
 63. 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 percent, 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 amount should be based on the value of the affordable dwelling units (using current County methods to determine "value" or subsidy) and to be increased to a premium amount as an incentive to attain on-site affordable units or build a meaningful fund of resources for conservation efforts. Further work between staff and the Housing Commission should occur to determine an appropriate percentage increase for this contribution level which should be defined with the new Zoning Ordinance district. (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.
 64. 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.)
 65. 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.

66. For other infill redevelopment projects in Virginia Square 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.
67. 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.

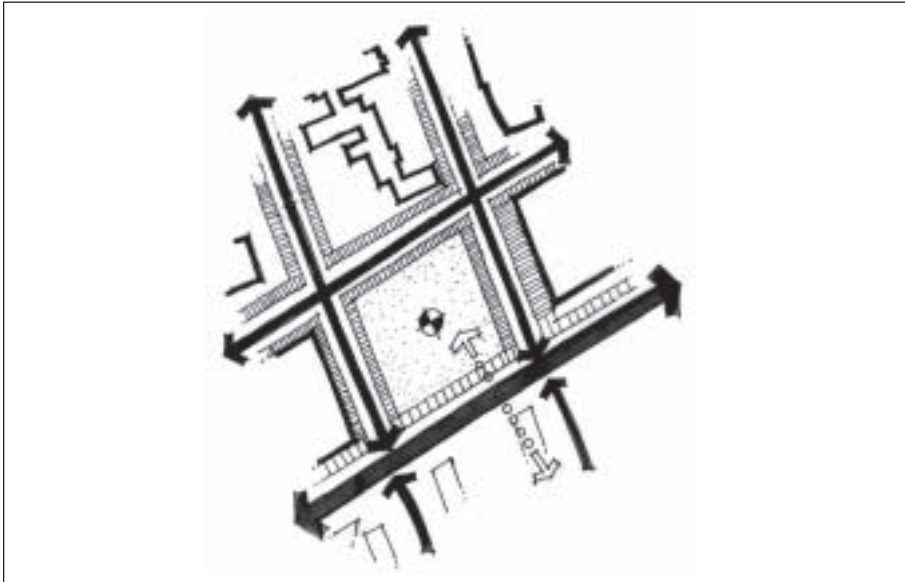


This water park in an urban setting provides a fun place for children and adults. Changes to the water spray make the space dynamic.

Park and Open Space Recommendations

As redevelopment proceeds in Virginia Square this plan seeks to retain spaces for park and open space uses. The deficient quantity of parks and open spaces throughout the Rosslyn-Ballston Corridor is a driving factor in ultimately achieving additional open spaces and parks. Additionally, this plan intends to support the Open Space Master Plan and create spaces and walkways for the recreational enjoyment of all Arlington residents. A mix of passive and active recreation uses are desired, preferably distributed throughout the station area to maintain convenient access to a variety of spaces from all areas of the community. An urban character is desired for the parks and open spaces, integrating public art into the design of all public places. Urban plazas of various sizes are also desired to permit residents, workers, and visitors places for informal or formal gatherings. These places are intended to frame building entrances, provide relief from the surrounding building mass, and provide public gathering spaces.

68. Create new and/or modify existing parks and open spaces consistent with the Open Space Master Plan.
69. Continue to develop Quincy Park for active and passive recreation uses. Develop a master plan for the park with comprehensive design improvements, integrating art to attain a more urban character than exists today.
70. As an ongoing priority, expand Maury Park to North Lincoln Street and 8th Street North for park and cultural facilities. (See Recommendations 6 and 67.)
71. Master plan and design the Central Wilson parks including: Oakland Park, Gumball Park, Herselle Milliken Park, Quincy Street Extension Park, and Maury Park.
 - Design Oakland Park as a passive urban park with activating features such as water fountains, public art, and seating/observation areas.



Oakland Park should remain as a passive open space with an urban character. This park should contribute to the urban corridor, especially due to its direct relationship to 9th Street, planned as an urban walkway with special characteristics. Oakland Park should offer a unique open space experience unlike other park spaces in the Rosslyn-Ballston Corridor.

- Develop a master plan for Maury Park. Include active and passive recreation facilities and/or programs. (See Recommendation 6.)
 - Design Quincy Street Extension Park as a neighborhood park with active recreation uses. If possible, acquire additional properties to expand the park boundary. (See Recommendation 7.)
 - Implement the Central Wilson parks listed above.
72. 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. The suggestions for possible public art opportunities on the concept plan diagrams are not meant to exclude proposals for other areas of the site or to exclude the consideration of art projects integrated with architecture, open space, or streetscape.
- 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.
 - 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.
 - As redevelopment occurs in the East End, establish public open spaces adjacent to the proposed 9th Street alignment east of North Lincoln Street.
73. Redesign park signs as part of park master planning processes. Provide opportunities for artist involvement in the redesign of signs.
74. As part of park and tree master planning processes identify deficient streetscapes and tree plantings in and near parks to improve the overall walkability and appearance of County rights-of-way/properties.

Area-Wide Urban Design Guidelines

Area-wide urban design guidelines are expected to be followed for all properties in Virginia Square that redevelop through the Special Exception Process described in the Zoning Ordinance and to the greatest extent possible through by-right development projects. These guidelines are advisory and will be used to review all redevelopment projects in the station area. Developers are advised and expected to follow the guidelines to the greatest extent possible. Modifications may be permitted by the County Board, or their designee, if a determination can be made that a hardship related to site topography, site size, or a conflict with the health, safety, and welfare of the public would occur. Every effort should be made to comply with these guidelines.

Additional urban design guidelines are provided in the Site-Specific Guidelines section. The Site-Specific Guidelines are intended to supplement the following Area-Wide Guidelines.

Public Art

Public art can improve public spaces through excellent and harmonious design; preserve or highlight vistas; introduce surprising and enlivening elements into otherwise ordinary spaces; and, engage the public with insightful interpretations of our community's activities, aspirations, and history. To this end, public art should be used to create exciting, appealing, and harmonious public spaces by integrating art into architecture, urban design, and the planning of infrastructure at the earliest design stage and to celebrate Arlington's heritage, ethnicity, commonality, and civic pride.

Public art opportunities are included in the following sections. With time, public art is intended to appear in many locations in Virginia Square. The forthcoming Public Art Master Plan, in coordination with the WALKArlington plan, will consider these opportunities and recommend priority projects for the Virginia Square area.



Architecture and Materials

- a. Ensure that large windows and multiple entrances are provided on the street level of buildings in the Core and Transition Areas, especially along primary streets. These will activate the sidewalk and provide views of interior spaces including retail shops and cultural/educational facilities.
- b. Blank walls without windows or doors should be avoided and should not be used on facades facing streets or other public areas.
- c. High quality materials and finishes such as masonry, pre-cast concrete, glass, steel, granite, and limestone should be used on all new redevelopment projects. These types of high-quality materials are encouraged for accent elements. Lesser quality materials and materials with shorter life spans, such as EIFS, should be avoided or modestly used.
- d. The use of dark glass curtain walls on future redevelopment projects should be avoided, especially on the ground level adjacent to sidewalks. These facades do not create a welcoming pedestrian environment along sidewalks and do not support street-level retail businesses. Mirrored glass may be used on upper level facades as long as the selected material is compatible with other colors and/or textures used on nearby buildings.

Gateways, Activity Nodes, and Views

Well-defined access points are inviting, provide a sense of arrival, and provide a visual clue to signify the transition from one station area to the next or the transition into an adjacent neighborhood. Through architectural and site design, gateways in Virginia Square can visually inform pedestrians, transit riders, motorists, and others about the cultural, educational, and recreational aspects of this station area.

These gateways as envisioned as focal features in Virginia Square to serve as special, unique places or elements in the urban fabric and to offer relief from the standard, or ordinary, mix of buildings. These places enhance the character of the area and are predominant features in the landscape. Focal features can typically take the form of landmark buildings, public art, special walkways, and gathering spaces such as parks, plazas, or cultural facilities and commonly generate community activity.

Providing special views and vistas in Virginia Square can emphasize special areas, provide architectural identity, and orient pedestrians. Taking advantage of existing vistas and architecture in adjacent station areas can increase the desirability for living, working, and visiting in the Virginia Square area. In many instances, people typically take views for granted and only think of views once they disappear. However, if views and vistas are pronounced and deemed important, they can be retained and can help create meaningful places.

- a. Public art should be integrated at the existing and proposed Virginia Square Metro station entrances/gateways to express the cultural, educational, and recreational characteristics of Virginia Square. Public art should be an integral component to the overall design.
- b. Gateways along Wilson Boulevard, Fairfax Drive, and Washington Boulevard at their intersections with Quincy Street and 10th Street should be designed with unique elements to highlight the main entrances to the station area. Special signs, architectural elements, open spaces, public art, or other special elements should be utilized to draw special attention to these areas.
- c. Revitalization and/or redevelopment projects along the south edge of Wilson Boulevard should be compatible with the Ashton Heights historic neighborhood in terms of height, massing, scale, and materials.
- d. Buildings and open spaces at activity nodes, such as the Arlington Arts Center, Metro plaza, GMU buildings and plaza, the Virginia Square site, and the Arlington Funeral Home site, should be designed with high-quality materials to emphasize their importance in the Virginia Square urban fabric.
- e. Views from adjacent balconies and terraces should be considered when designing buildings. Rooftops should be designed to provide an interesting skyline and screen mechanical equipment. This is especially important from the vantage point of taller buildings. Consider rooftop gardens or decorative architectural treatments (such as colored tiles/ gravel) to soften views of buildings.

Open Space and Urban Plazas

Open spaces are the public and private outdoor areas between buildings and offer physical and visual relief from building mass. Open spaces provide places for people to gather, play, socialize, walk, or view; can frame a view or vista; provide a setting for one or more buildings; and, provide vehicular, bicycle, and pedestrian connections. Open space can take the form of parks, plazas, streetscape (sidewalk and street area), or natural areas; each type is designed differently based on the location, surrounding context, and intended use and users.

- a. Open spaces should be designed with seating opportunities, lighting, trash receptacles, bike racks, and landscape areas.
- b. Pathways should be provided for adequate pedestrian circulation to, through, and from open spaces.
- c. Landscape material should be used in open spaces to provide shade cover, color, visual interest, and to define spaces or architecture.
- d. Urban plazas, parks, or similar should be provided in new development projects to accommodate outside dining spaces, concerts, or outside theater, public art, and uses/programs to meet the needs of the community.
- e. Open spaces should be identifiable features in the Virginia Square landscape.
- f. Plazas should be located to terminate vistas, accent background buildings, provide outdoor café seating, provide space for concerts or other special events, and create space for public art.



Plazas along the street provide a place for pedestrians to gather, talk, socialize, eat lunch, and enjoy outdoor concerts. Plazas also provide a welcomed break in the building line and building mass.

| SIDEWALK DESIGN | STREET TYPE | | |
|--|-----------------------------|---|----------------|
| | A | B | C |
| Paved Sidewalk Width | 16 feet min.* | 14 feet min. | 6 feet min. |
| Fairfax Drive | 20 feet min. | N/A | N/A |
| South edge of Wilson Blvd. | N/A | 13 feet 8 in. min. | N/A |
| Unobstructed, clear walkway width | 10 feet min. | 8 feet min. | 6 feet min. |
| Paving Material Handstone pavers or similar in herringbone pattern | Yes | Yes | No |
| Paving Material Concrete | No | No | Yes |
| Concrete Curb | Yes | Yes | Yes |
| 8 Brick band (soldier course) between curb and tree pit | Yes | Yes | No |
| Tree Pit Size minimum 5' x 2' with metal curb and groundcover plantings.** (6' x 12' wide pits are encouraged on streets where sidewalks are 20 feet wide or greater.) | Yes | Yes | No |
| Tree Grate 5 x 8 in special high traffic areas only | Yes | Yes | No |
| Continuous planting and utilities strip (4 feet wide) | No | No | Yes |
| 4 wide min. planting strip back of curb | No | No | Yes |
| Total Sidewalk Area Width | 16 feet min.* | 14 feet min. | 10 feet |
| Decorative Light Fixture Carlyle Light (single globe) | No | Yes | Yes |
| Decorative Light Fixture Carlyle Light (double globe) (with globes parallel to curb) | Yes | No | No |
| Utilities All underground located along rear lot line | Yes | Yes | Yes |
| Crosswalks Concrete pavers | Yes | Yes | Yes |
| Crosswalks Street print | Yes | Yes | Yes |
| Public Art | Yes | Yes | Yes |
| Special Signs/Banners | Yes | Yes | No |
| Street Trees | | | |
| Willow Oak (Quercus phellos) | Wilson Blvd. Fairfax Dr. | N. Kirkwood Rd. Washington Blvd. | No |
| Japanese Sophora (Sophora japonica) | No | N. Kenmore St. | No |
| Zelkova (Zelkova serrata) | No | N. Monroe St. 10 th Street N. | No |
| Red Maple (Acer rubrum) | N. Quincy St. | No | No |
| London Plane tree (Platanus acerifolia) | No | All other streets in the Core Area | |
| Street Tree Size Min. 4" dbh (12' - 14 feet high) | Yes | Yes | Yes |
| Street Tree Spacing 30' center | Yes | Yes | Yes |

Notes:

See Rosslyn Ballston Corridor Streetscape Plan (2001) for additional streetscape details and installation methods.

*Except Fairfax Drive, the south side of Wilson Boulevard and the north side of Washington Boulevard

**Larger tree pits and grates may be necessary for larger caliper tree installations.

- g. Open spaces should be provided at or adjacent to any cultural facility to facilitate visibility, prominence and opportunity for outside gatherings.
- h. Open spaces should typically provide public or semi-public access.

Streetscape Elements – Sidewalks, Street Trees, Lighting, Site Furnishings

The horizontal and vertical space contained between property lines across a street is referred to as the “streetscape.” This area is typically in the public right-of-way, and “streetscape” is primarily a term used to describe the street edge and sidewalk condition. In urban conditions, building facades typically frame the outer edges of the streetscape; in suburban conditions, the streetscape is less defined with adjacent parking lots, lawn areas, landscape plantings, or open space provided beyond the property line. In some instances, the urban streetscape may extend beyond the property line if additional sidewalk width is provided and the building edge is recessed. This is commonly used to provide additional space for outdoor cafes or urban plazas. Sidewalks, trees, lighting fixtures, street furnishings such as benches, trash receptacles and planters, and signs are all components of the streetscape area. The streetscape establishes the public view along a street or corridor and can determine an area’s visual success or failure. Streetscapes are typically discussed in terms of their order or rhythm, attractiveness, and compatibility for pedestrian mobility.

- a. Public art should be integrated into the streetscape to enhance the views from nearby office and residential buildings as well as from the street. Public art should be designed consistently with the Public Art Master Plan, Walk Arlington, and the Open Space Master Plan.
- b. Infrastructure such as the walkway surface, site furnishings, and architecture, are elements that should be considered for public art and the contribution of artists.
- c. Openings, or breaks in the building edge, should be created for public open spaces, plazas, parks, and café seating along wider sidewalks. Otherwise, a continuous building edge should be maintained at the back of sidewalks or plazas along all streets in the Core and Transition Areas of Virginia Square. In the Transition Areas, where buildings may be set back from sidewalks, provide low walls and/or fencing at the sidewalk edge to provide a definition between the sidewalk and private property and to screen surface parking lots.
- d. Special landscape plantings such as ornamental trees, woody shrubs, perennials, and/or annuals should be used in addition to shade trees in open spaces, including plazas.
- e. Demarcation of different zones in the right-of-way should be emphasized, including the building edge, walking path, street furnishings area, curb-and-gutter, parking lanes, bike lanes, and travel lanes.
- f. Property owners/business owners should maintain, improve, and clean building facades as necessary to sustain economic vitality and provide attractive properties.



Cafe seating along the sidewalk creates an interesting and activating environment that attracts pedestrian traffic.



Screening surface parking lots improves views along the streetscape and also separates pedestrians from parked vehicles.

Parking

- a. Parking quantities should be provided consistent with the Zoning Ordinance.
- b. Parking structures should be constructed wholly underground or, if above grade, screened from public view with street-level commercial, office, or residential uses. In Transition Areas, parking areas should be located in side or rear yards. Where parking areas abut sidewalks, low masonry walls and/or evergreen hedges, with a maximum height of 4 feet, should be installed at the back edge of the sidewalk to screen parking areas from the street and separate pedestrians from parking lots.
- c. Entrances to parking garages should be located on secondary (side) streets, rather than primary streets such as Fairfax Drive, Wilson Boulevard and Washington Boulevard to reduce the visual impact of parking and service areas from public view on these main streets.
- d. Entrances to parking garages should be minimized to the greatest extent possible on any given street. No more than two garage entrances on the same side of a street block should be provided.

Signs

Signs are a component of the streetscape and primarily serve three functions: business signs, regulatory signs (including vehicular and pedestrian controlled signs), and identification/informational signs (including entryway, neighborhood, and directional signs).

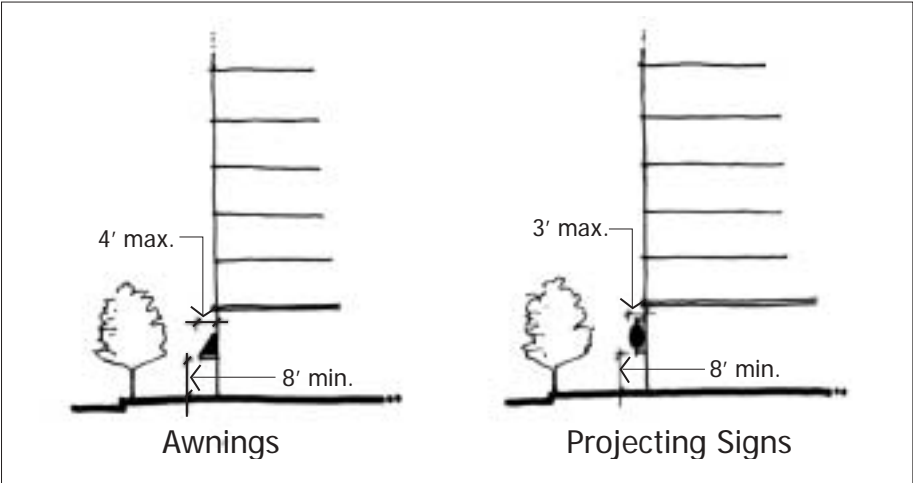
On upper-levels of buildings signs can provide visual interest and character, while at lower elevations signs can provide human-scale to the pedestrian environment. Signs for buildings should balance intensity, color, and technology. The size, style, and proportions should be integrated with the overall building design and other associated building systems such as the exterior lighting.

- a. Building signs should be designed to complement the skyline at all times of the day and evening but should not dominate the skyline. Building signs should be dispersed and organized to limit visual clutter.
- b. Building signs, freestanding signs, and directional signs should be consistent with the Zoning Ordinance.
- c. Signs should be designed as an integral component of the building.
- d. Signs should be made of compatible materials as the overall building materials.
- e. Signs should be accommodated in sign panels above entrances or should project from the building façade ("blade" signs). Signs should not obstruct pedestrian walkways and should be located at least 8 feet above the walking surface. Blade signs (affixed perpendicular to a building façade) shall extend no further than 3 feet from the building wall.

- f. Indirect or overhead lighting should be utilized to accent building signs. Lighting should not create unnecessary glare or visually dominate the architecture. Signs may be illuminated either: 1) externally, with fixtures affixed to the building or the sign, and shall wash the sign in color-corrected light or 2) back-lit, with the fixtures hidden completely behind individual characters and/or icons.
- g. Freestanding signs should not impede pedestrian traffic or block motorists' visibility of roadways. Freestanding signs should be ground mounted rather than pole mounted. Special lighting is encouraged to accent freestanding signs during evening hours; however, lighting should not create excessive glare and should be contained to lighting the sign area.
- h. Parking locations should be identified throughout the Virginia Square area through the use of building signs and directional signs. Building signs should identify garage entrances, particularly if spaces are accessible to the public. Public parking garages and surface parking lots should be identified on Rosslyn-Ballston Corridor wayfinding signs. Parking signs should be located on the exterior facades of parking structures to clearly identify parking locations.
- i. County park signs should be redesigned to present a more urban character rather than the current wood-constructed freestanding signs. Higher quality materials should be selected and should be consistent throughout the Rosslyn-Ballston Corridor.
- j. A comprehensive evaluation should be made when any signs are proposed in the Virginia Square area, including installation of County transportation-related regulatory signs, individual business signs, and freestanding signs. Efforts should be made to reduce visual clutter, organize signs and their placement, and consolidate signs where possible. Information should be consolidated on common poles or as few poles as possible.

Awnings

Awnings serve several functions: to provide shelter to pedestrians from weather elements, to carry a sign message, and to provide color and scale to the pedestrian environment. Awnings add interest to the streetscape environment.



- a. Awnings should be used along sidewalks above retail storefronts and entrances. Awnings should not be used above the street level.
- b. Awnings should be made of canvas or other weather-durable synthetic material. The internal structure of awnings should be metal.
- c. Awnings and canopies for commercial establishments should be permitted to encroach over the sidewalk. Awnings should overhang facades at least 4 feet to provide shade and shelter to pedestrians.
- d. Awnings may have side panels, but should not have a panel enclosing the underside of the awning.
- e. Sign information on awnings must be consistent with the Zoning Ordinance requirements.
- f. Awnings should not be internally illuminated.
- g. The color of awnings should be compatible with the colors and finishes used on the building.

UTILITIES

- a. Utilities should be relocated underground when redevelopment occurs. Opportunities to underground utilities on adjacent properties should be explored when possible to complete the undergrounding process in Virginia Square.
 - b. Underground utilities should be located to avoid conflicts with street tree roots, underground parking structures, and lighting fixtures.
 - c. Parking and Metro ventilation systems (grates) should be located away from pedestrian walkways.
 - d. Streetlights should be installed along all sidewalks. Utilize and install the Carlyle streetlight.
 - e. Locate transformer boxes or other utility structures deemed necessary to remain above ground away from public view and avoid conflicts with pedestrian traffic. Screen utility structures with vegetation or architectural elements. Consider opportunities for public art if architectural elements are used for screening purposes.
 - f. Screen/buffer utility service areas from public view.
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