Virginia Square

sector plan

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Concept Plan
Concept Plan

This section illustrates the type of urban environment envisioned in the Virginia Square Station Area. In contrast to other Rosslyn-Ballston Corridor Station Areas which are employment oriented, Virginia Square is planned as a residential community and a center for cultural, educational, and recreational activities. George Mason University’s Metro Campus with a broad program providing training leading to upward job mobility of Arlington’s work force will enhance the unique character of the area. Special Streetscape Walkways will connect major public community facilities including Quincy Park, the Central Library, the George Mason University Metro Campus, and Maury Park to the Metro Station. Existing neighborhoods will be preserved and new structures will taper up from them to concentrate height and density around the Metro Station entrance and along Fairfax Drive. Major elements of the concept are portrayed in the Concept Plan. Major features of physical development are emphasized.

FIGURE 1
CONCEPT PLAN

- University Orientation
- Cultural and Recreational Center
- Emphasis on Residential Development
- Fairfax Drive & METRO as Focus of Development Density and Height
- Fairfax Drive Boulevard Concept
- Metro-Rail System
- Coordinated Pedestrian System
- Diverse Urban Environment
- Convenient Automobile Access
- Densities and Heights that Taper Up From The Neighborhoods
- Coordinated Community Facilities
- Neighborhood Service Facilities including a supermarket and drug store
- Special Streetscape Walkways
- Bikeways
- Plazas
General Land Use Plan

The Concept Plan (Figure 1) depicts the development patterns provided in the General Land Use Plan. The Concept Plan emphasizes a redeveloped Virginia Square Shopping Center/George Mason University site and primarily residential development around the Metro station with major pedestrian connections between Metro and the community facilities of Quincy Park, the Central Library, the George Mason Metro Campus, and the Arlington Arts Center in Maury Park.

The General Land Use Plan establishes the basis for intense urban redevelopment, primarily residential, in much of the Virginia Square Station Area and supports preservation of established neighborhoods and uses. Implementation of the "Fairfax Drive Boulevard Concept" which was endorsed in the Ballston Sector Plan extends through Virginia Square. It establishes a distinctive gateway into the Rosslyn Ballston Corridor from the Custis Parkway (I-66) and provides the streetscape amenities of a major urban boulevard through the redevelopment area. This concept embodies large street trees along the sidewalks and median areas, vehicular level lighting, underground utilities and coordinated paving materials. The coordinated redevelopment of the Virginia Square Shopping Center/George Mason University site should serve as a foundation for the development of a cohesive urban environment and establish a central core for the Station Area.

The Illustrative Plan (Figure 3) is a picture of future development in accordance with the General Land Use Plan. While the Illustrative Plan is hypothetical, it assists in understanding the scale of change envisioned within the area.

FIGURE 2  ILLUSTRATIVE VIEW

ELEVATION - PEDESTRIAN CONNECTION/PLAZA AT G.M.U. METRO CAMPUS CENTER
FIGURE 3 ILLUSTRATIVE PLAN

Concept Plan
The Fairfax Drive Boulevard Concept establishes a gateway into the Rosslyn-Ballston Corridor from the Custis Parkway (I-66) in the west and continues along Fairfax Drive through Clarendon along 10th Street, North to Arlington Boulevard. The main components of the Concept feature a tree-lined boulevard, free from overhead utility wires, with major shade trees lining both sides and smaller trees and shrubs in the median. Additionally, to further emphasize the pedestrian orientation along the Boulevard, broad sidewalks, paved crosswalks and coordinated street furniture (benches, trash receptacles, and lighting) will be used along the entire length of Fairfax Drive.

**FIGURE 4**
AERIAL VIEW -
FAIRFAX DRIVE BOULEVARD CONCEPT
The dimensions of the Fairfax Drive Boulevard Concept specify a maximum of 24 foot sidewalks on the south side with street trees in 4 foot grates. On the north side 14 foot sidewalks are required with street trees in 4 foot grates. There are three traffic lanes and no street parking in each direction with a 10 foot median with trees dividing the opposing traffic.

FIGURE 5 ELEVATION - FAIRFAX DRIVE BOULEVARD CONCEPT
Distinguishing features of the Virginia Square Station Area are its wealth of major community facilities and its residential orientation. Publicly-operated community facilities include the Arlington Arts Center and Maury Park, the Central Library, Quincy Park and the George Mason University Metro Campus. The existing publicly-and privately-operated service facilities are important to the residential orientation of the Station Area.

FIGURE 6
COMMUNITY FACILITIES

Maury Park/Arlington Arts Center

Central Library

Quincy Park

George Mason University Metro Campus
There are two Special Streetscape Walkways planned in Virginia Square that will be the primary walkways between the major community facilities and the Metro Station. In order to direct the pedestrian flow, the north/south connection will be along North Monroe Street between 8th Street, North and Washington Boulevard. The east-west connection will be along 10th Street North from North Monroe Street west to Quincy Street along the south side of Quincy Park.

FIGURE 7
ILLUSTRATIVE VIEW - SPECIAL STREETSCAPE WALKWAYS
Background
Background

Significant residential development in the Virginia Square Station Area began at the turn of the century with the opening of the trolley line from Rosslyn to Falls Church. Major commercial development in the 1950’s was related to Virginia Square’s location adjacent to the retail centers in Ballston and Clarendon. Although retail commercial activity has declined over the last two decades, the location of the George Mason University School of Law and Metro Campus in the former Kann’s Department Store is expected to help stimulate the future development of Virginia Square as a cultural, educational and recreational center in the Rosslyn-Ballston Corridor.
Background

Historic Virginia Square

Settlement in the Virginia Square area began just before the Revolutionary War. John Ball (1746-1814) built a home in 1773 on the site of the present-day Virginia Square Shopping Center and George Mason Metro Campus. Although the original home of John Ball was destroyed in 1955, the Ball family burying ground still exists and is located behind the building at 3427 Washington Boulevard.

Map 1 indicates that less than one dozen families had settled in the Virginia Square area by 1878. By the 1890’s, about 14 homes had been built here. Development was further stimulated when the Washington, Alexandria, and Falls Church Railroad was extended to Falls Church in 1897. The trolley, which began at Rosslyn and operated along the present Fairfax Drive right-of-way, provided convenient transportation to important business centers and increased the desirability of Virginia Square as a place to live. Development of the first subdivisions in the area began in the early 1900’s adjacent to the two railway stops: Utopia Station, located at Fairfax Drive and North Pollard Street, and Farley Station at North Lincoln Street and Fairfax Drive. The population in the Clarendon, Virginia Square, and Ballston areas by this time was large enough to support construction of the Clarendon Elementary School on Wilson Boulevard (later renamed the Matthew Fontaine Maury School) in 1910; it is now the Arlington Arts Center. St. George’s Episcopal Church on North Nelson Street was completed in 1911.

The period 1920 to 1950 was one of tremendous growth for Arlington County as a whole, and for Virginia Square. The majority of homes south of Wilson Boulevard, in the Ashton Heights neighborhood, were built in these years. Garden apartment complexes such as the Kenmore Apartments on North Monroe Street and Pollard Gardens on North Pollard Street were completed in the 1940’s to provide rental housing for the influx of new families.

By the late 1940’s there was a demand for commercial development in the Clarendon-Virginia Square-Ballston area. In 1951, construction began on the Kann’s - Virginia Square Shopping Center. A newspaper article of the time stated that “After considerable study of the Greater Washington area, Kann’s came to the conclusion that Virginia offered an outstanding opportunity for the success of a mammoth business center at this time because of the excellent site location, good roads, and the growth and progressiveness of the area”. When it was opened in 1952, Kann’s became part of one of the largest retail centers in Northern Virginia. In conjunction with the Sears complex in Clarendon and the Parkington Shopping Center in Ballston, which opened in 1951, the Clarendon-Virginia Square-Ballston commercial area became a major regional marketplace. Shoppers from Northern Virginia, as well as Arlington, were attracted to the area throughout the 1950’s and 1960’s. In the Virginia Square Station Area, nine new office buildings and two motels were also constructed from 1951 to 1966.

The 1960’s marked the beginning of several important changes in Virginia Square. Although Arlington’s population increased from 1960 to 1970, the population of Virginia Square began declining in the 1960’s and continued to do so in the 1970’s. Commercial activity also began declining in the late 1960’s. The Metropolitan region was experiencing a shift in population growth to the outer suburbs, such as Fairfax and Montgomery Counties. The construction of the Capital Beltway stimulated the development of regional shopping malls. Shoppers were attracted to the newer, more convenient malls with a wider variety of goods, rather than to older commercial centers, such as Virginia Square. The Virginia Square retail area, consequently, has declined in regional importance, although it has continued to serve Arlington residents.

Planning for the new Metro system began in the 1960’s. The Rosslyn-Ballston Corridor was determined to be the best location for Metro’s Orange Line. Construction of the Orange Line along the alignment of Fairfax Drive further disrupted the commercial vitality of Virginia Square Shopping Center. The five Orange Line stops include Rosslyn, Court House, Clarendon, Virginia Square and Ballston; a sixth station, East Falls Church, is scheduled to open in 1985. The Virginia Square Station opened in December 1979.
The John Ball House once stood on the site of the Virginia Square Shopping Center.

Matthew F. Maury School
Arlington Arts Center built in 1910 was designated a Historic District in 1984.

Trolley station ticket office and waiting room, Fairfax Drive,
Courtesy of Virginia Collection, Arlington Central Public Library.
Washington Metropolitan Area
Virginia Square Today

Today, Virginia Square contains a mixture of residential, commercial, office, and public land uses, interspersed with vacant parcels and parking lots. As indicated on Table 1, residential development is the predominant land use, occupying almost 49% of the total land area. Government/Public Use and Commercial uses consume 21% and 20% of the land area, respectively.

According to the 1980 U.S. Census, Arlington's population was 152,599, with just over 2,100 people residing in the Virginia Square Station Area. Seventy-eight percent of Virginia Square's households contained only one or two persons. Less than 4% of these residents were under five years old, 9% were 5-17 years old, 69% were aged 18-64 years, and 18% were aged 65 years or older. Virginia Square's population contained proportionately fewer children under 18 years old and more adults 65 years or older than Arlington's population as a whole.

Two Civic Associations are active in the Virginia Square Station Area and have played important roles in the sector planning process. The Ashton Heights Civic Association has long been involved in planning for the conservation of the residential area south of Wilson Boulevard. This civic group was instrumental in producing the Ashton Heights Neighborhood Conservation Plan. The Ballston-Virginia Square Civic Association, in conjunction with the Ashton Heights Civic Association, has also actively participated in all phases of the sector planning process. A neighborhood conservation plan was approved by the County Board in February 1984 for the Ballston-Virginia Square neighborhood.

Residential Development

There were 1,112 housing units in the Virginia Square Station Area in 1980, of which 41 units (4%) were vacant. Approximately 28% of the units were single-family detached homes, 8% were duplexes, and 4% were townhouse-style units. Thirty-seven percent of the units were contained in garden apartments, and 22% were in highrise structures. Of the occupied units, 53% were renter-occupied and 47% were owner-occupied. The percentage of owner-occupied units declined in the 1960's but increased in the 1970's, due largely to the construction of the Tower Villas condominium on Fairfax Drive.

Residential development is located throughout the Station Area with wide variations in age, type, and housing condition. Several homes located north of Wilson Boulevard were built before 1920. Many of these are now used for business purposes. The newest housing developments located between Wilson Boulevard and Washington Boulevard are the Virginia Square Apartments on North Monroe Street, a garden apartment complex built in 1962, and the Tower Villas condominium on Fairfax Drive, a high-density, residential structure completed in 1974. The most deteriorated housing in the entire Station Area is located in the area bounded by Monroe Street, Fairfax Drive, North Kansas Street, and Wilson Boulevard. However, while a number of homes are boarded-up, awaiting demolition for use as temporary parking lots or being held in speculation receiving little investment by their owners, several others in the same area are currently being rehabilitated.

The residential area north of Washington Boulevard lies within the Ballston-Virginia Square Neighborhood Conservation Area. The Ballston-Virginia Square Civic Association has participated in the Neighborhood Conservation Program since 1977 and received approval from the County Board for a neighborhood conservation plan. The Civic Association has also been active in the development of the Virginia Square Sector Plan.

The housing south of Wilson Boulevard is located within the Ashton Heights Neighborhood Conservation Area. Most of these homes and apartments were built between 1920 and 1950. The Birchwood Apartments on North Pollard
Street and Clinton Arms Apartments on North Piedmont Street were built in the early 1960's. In recent years the market has produced townhouse projects such as Ashton Square on 6th Street, North which was completed in 1980. Another townhouse project with twelve units was completed in 1983. The majority of housing in this area is of substantial brick or frame construction. Most homes are well-maintained. Several of the garden apartment complexes located behind service commercial uses need minor repairs or paint, but none appear to be seriously deteriorated.

TABLE 1
VIRGINIA SQUARE STATION AREA
EXISTING LAND USE

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<th>Existing Land Use</th>
<th>Land Area</th>
<th>Percent Of Total</th>
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<tr>
<td></td>
<td>In Acres</td>
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<tr>
<td>Residential</td>
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<tr>
<td>Single-family detached</td>
<td>51.5</td>
<td>30.5</td>
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<tr>
<td>Single-family other</td>
<td>8.4</td>
<td>5.0</td>
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<tr>
<td>Garden apartments</td>
<td>17.5</td>
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<td>Highrise apartments</td>
<td>1.9</td>
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<td>Commercial 1</td>
<td>30.5</td>
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<td>Office 1</td>
<td>8.3</td>
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<td>Government/Public 2</td>
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<tr>
<td>Hotel/Motel</td>
<td>5.4</td>
<td>3.2</td>
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<tr>
<td>Other 3</td>
<td>8.9</td>
<td>5.3</td>
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<tr>
<td>TOTAL</td>
<td>169.1</td>
<td>100.0</td>
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1 Includes adjacent parking lots.
2 Includes churches, schools, open space, WMATA parking facility.
3 Includes vacant parcels, VEPCO substation lot.
| TABLE 2  
| VIRGINIA SQUARE STATION AREA  
| POPULATION AND HOUSING CHARACTERISTICS |
|  | 1960 | 1970 | 1980 |
| Total Population | 2,598 | 2,234 | 2,132 |
| Average Household Size (Persons) | 2.78 | 2.44 | 1.99 |
| One-Person Households | * | 277 | 445 |
| %One-Person | * | 31 | 42 |
| Joint Households | 965 | 898 | 1,071 |
| One-person | * | * | 42.3% |
| Two-person | * | * | 36.1% |
| Three-person | * | * | 7.4% |
| Four-person | * | * | 2.4% |
| Five-person | * | * | 1.6% |
| Six+ -person | * | * | 46.1% |
| Males | * | * | 53.9% |
| Females | * | * |  |  |
| Age |  |  |  |
| Less than 5 years | * | * | 3.5% |
| 5-17 years | * | * | 8.7% |
| 18-64 years | * | * | 69.3% |
| 65+ years | * | * | 18.4% |
| Marital Status (Persons 15 years +) |  |  |  |
| Single | * | * | 30.7% |
| Married | * | * | 47.5% |
| Separated | * | * | 3.7% |
| Widowed | * | * | 10.1% |
| Divorced | * | * | 8.0% |
| Total Housing Units | 970 | 924 | 1,112 |
| Occupied Units | 936 | 898 | 1,071 |
| Vacant Units | 34 | 26 | 41 |
| Vacancy Rate | 3.5% | 2.8% | 3.7% |
| Owner-Occupied Units | 382 | 333 | 500 |
| Percent | 41 | 37 | 47 |
| Renter-Occupied Units | 554 | 565 | 571 |
| Percent | 59 | 63 | 53 |
| Housing Unit Size |  |  |  |
| One room | * | * | 1.4% |
| Two rooms | * | * | 5.2% |
| Three rooms | * | * | 23.6% |
| Four rooms | * | * | 17.6% |
| Five rooms | * | * | 22.7% |
| Six + rooms | * | * | 29.5% |

*Information not available.*
Background

The area bounded by Wilson Boulevard, North Jackson Street, 5th Street, North, and North Quincy Street is located within the Ashton Heights Neighborhood Conservation Area. The Ashton Heights Civic Association has been active in the Neighborhood Conservation Program since the late 1960's. In 1976, the County Board approved the Ashton Heights Neighborhood Conservation Area Plan. The Neighborhood Conservation Plan provides guidelines for the preservation and improvement of this low density, residential neighborhood and proposals to minimize the adverse impacts of Metro and related development. Major recommendations of this plan call for several zoning changes, improvements in the condition of streets and sidewalks, changes in traffic patterns, and the creation of a "greenway" and additional public open space. The Ashton Heights Civic Association also participated in the development of the Virginia Square Sector Plan.

Office Development

Office development in the Virginia Square Station Area includes two highrise medical office structures and a number of lowrise professional and government office buildings. Although three small office buildings (under 5,000 square feet of office space) were built in the 1930's and 1940's, major office development did not begin until the Kann's-Virginia Square Shopping Center was completed. In the 1950's, two buildings with a combined gross floor area of 53,000 square feet were built. Seven new structures, containing over 187,000 square feet of office space, were completed from 1961-1967. The largest structures, the Social Security Administration Building at 3833 North Fairfax Drive, and the two medical center highrise buildings at 3801 North Fairfax Drive contained 95,600 square feet and 79,200 square feet of space respectively. All other office buildings in the station area contain less than 20,000 square feet of space.

No new office construction has occurred in Virginia Square since 1967. Two office projects received site plan approval on November 16, 1982. The medical center buildings at 3801 North Fairfax Drive will be refurbished and two new buildings will be added. This project presently contains 79,200 square feet of office space and will increase to a total of 328,200 square feet. The second approved project is located on the south side of Fairfax Drive between North Jackson Street and North Kenmore Street. An existing three story office building of 16,100 square feet will be refurbished and a new three story building of 26,240 square feet will be added.
Planning For Virginia Square’s Future

Over the past several years, Arlington has been involved in an extensive land use planning process for the Metro station areas in the Rosslyn-Ballston Corridor. The planning process formally began with the description of hypothetical land use alternatives in the publication RB 72. These alternatives were evaluated in the context of physical, social, economic, and fiscal impacts as part of the Arlington Growth Patterns studies. The alternatives were also evaluated in the context of goals for Arlington, as described in a Long-Range County Improvement Program, adopted by the County Board in 1975. A revised General Land Use Plan for the Rosslyn-Ballston Corridor was approved in 1977. In August, 1981, work began on a preliminary sector plan for the Virginia Square Station Area. Citizen and developer involvement was stressed in the effort. A new General Land Use Plan for the Virginia Square Station Area was adopted by the County Board on August 7, 1982. The Board also approved the initiation of a special planning process for the Virginia Square Shopping Center/George Mason University site due to its future development potential and its central location in the Station Area. The George Mason Metro Campus, including the George Mason University School of Law, is a permanent educational and cultural element of the site and a major community facility in the Rosslyn - Ballston Corridor.

In Virginia Square, the General Land Use Plan supports major apartment construction, limited office development, commercial revitalization, and neighborhood preservation. Between 1,400 and 2,700 new housing units could be built in the future under the adopted plan and the changes recommended for the Virginia Square Shopping Center/George Mason University site. Approximately 1,729,500 square feet of office and commercial construction could also be expected. Estimated net new development is reflected on the table below.

### TABLE 5
ESTIMATED DEVELOPMENT VIRGINIA SQUARE STATION AREA

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<thead>
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<th></th>
<th>Existing</th>
<th>Net New</th>
<th>Total</th>
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<tr>
<td>Residential</td>
<td>1,600 units</td>
<td>1,400-2,700 units</td>
<td>3,000-4,300 units</td>
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<tr>
<td>Office</td>
<td>671,000 sq. ft.</td>
<td>1,729,500 sq. ft.</td>
<td>2,400,500 sq. ft.</td>
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Urban Design
Urban Design

In order that an urban area be assured of being a successful, viable environment of continuing high quality, the relationship among buildings, sidewalks, streets, open space, and people must be carefully coordinated. Urban design deals with the treatment of sidewalks and streets as the main structuring framework for these various elements. Through its treatment of public land and rights-of-way, the County government contributes significantly to the overall character of Virginia Square and its surroundings.

The design of the visual and physical character of the Virginia Square Station Area must be organized and coordinated, therefore, the guidelines presented here deal specifically with the relationships between the streetscape and adjacent buildings, commercial facilities, neighborhood preservation, and open space. These guidelines form a standard which is intended to encourage and support high quality, private development. Within this public framework there is full opportunity for individual architectural expression and initiative. Separate goals, objectives and guidelines have been developed specifically for Virginia Square.

The objectives and guidelines for Virginia Square are organized into five categories: 1) Fairfax Drive Boulevard Concept; 2) Streetscape Systems; 3) Public Utilities/Public Facilities; 4) Urban Plazas/Open Space/Community Facilities; 5) Structural Elements. The guidelines are presented in a practical and sometimes visual format for use by residents, developers, retailers, and County officials. The commitment to urban design made by these interest groups will result in the achievement of a functional and attractive community.
Design Goal

Design Objectives

Design Goal

Although one of the basic purposes of design is to achieve the overall goals of the plan, a more specific design goal can be defined as being: to coordinate the visual and physical aspects of new development with existing features to create public and private spaces that can be used by people effectively, and with a maximum of comfort and amenity.

Design Objectives

As a means of achieving a goal, the following specific objectives are identified to outline the policies regarding the design of all physical features and systems.

1. Establish a unified streetscape by implementing the “Fairfax Drive Boulevard Concept” as the focus of development in the Station Area.

2. Improve the role of the Community Facilities, such as the Central Library, Quincy Park, the Arlington Arts Center/Maur Park, the George Mason Metro Campus and neighborhood retail facilities through better pedestrian connections and increased visual awareness.

3. Create a neighborhood identity for the individual areas around the Virginia Square Station Area and encourage quality development and redevelopment that increases a sense of neighborhood.

4. Encourage the separation of the pedestrian and vehicular traffic by establishing distinct pedestrian walkways and plazas in special locations throughout Virginia Square and by completing the designated bike trails system.

5. Through the use of comprehensive signage and the implementation of the Master Thoroughfare Plan, improve vehicular circulation to function more efficiently and make it more easily understood by the motorist.

6. Reduce the visual impact of service entrances and loading areas by placing these elements away from highly active pedestrian and vehicular areas.

7. Reduce the visual impact of utility wires by placing them underground.

8. Establish a theme or identity for the Virginia Square Station Area that enhances the cultural, educational and recreational character of the area.
Design Guidelines

These design objectives can be realized through the use of design guidelines. Since these guidelines must refer to physical elements in the urban setting, they are presented here under the following categories.

1. Fairfax Drive Boulevard Concept
2. Circulation Systems
3. Public Utilities/Public Facilities
4. Urban Plazas/Open Space/Community Facilities
5. Structural Elements

For each of these five categories, separate guidelines could be listed to relate to each of the eight design objectives; however, the function of the guideline is more easily understood if it is referenced to a physical element of the environment.
Fairfax Drive Boulevard Concept

The Fairfax Drive Boulevard Concept consists of the following elements:
- Sidewalks
- Plant Materials
- Street Furniture
- Medians
- Lighting and Signing
- Vehicular Travel Lanes

These elements together establish a theme along Fairfax Drive from the intersection at Glebe Road and Custis Parkway (I-66) eastward, past Kirkwood Road, to Wilson Boulevard. Fairfax Drive will serve as a gateway to the Rosslyn - Ballston Corridor.

FIGURE 9
FAIRFAX DRIVE LOCATION MAP
The Fairfax Drive Boulevard Concept was adopted as part of the Ballston Sector Plan and has been endorsed by the Economic Development Commission.
In order to maintain continuity, visual unity, and a harmonious transition between the different sites along Fairfax Drive, the various materials used must be consistent. The following specifications for each of the elements are identified below:

- Sidewalks

  *Paving* - Uni-decor-(blend) - to be used from the back edge of the sidewalk to the back edge of the curb.
Width - South side of Fairfax Drive - 24 foot width with trees in grates*. North side of Fairfax Drive - 14-foot width with trees in grates*. Where "high" density uses are proposed a 24-foot width should be the goal.

*This standard shall be a goal for all redevelopment. There may be areas where existing buildings or other conditions may prevent the standard width from being achieved. A study of funding alternatives should be conducted for implementing the standard walkways on all those sites that will not redevelop.

FIGURE 12
FAIRFAX DRIVE CROSS SECTION
• Plant Materials

*Tree Type* - Willow oak - *Quercus Phellos*

*Size* - 3' - 3½' caliper - clear trunk to 7'

*Location* - 30 feet on center

*Tree Grate* - 4' - Neena R-8640 - 180 square

*Tree Guard* - Neenah style C

**FIGURE 13**

STREETSCAPE FURNISHINGS
- **Street Furniture**

  *Street furniture* will be addressed in response to the specific project, at the time of the site plan review process. The following are guidelines for items to be considered for use.

  *Trash Receptacles* - in the Public Right-of-Way shall be attached to Light Poles and be non-obtrusive to the pedestrian pathway.

  **FIGURE 14**
  **TRASH RECEPTACLE**

  *Seating* - No benches shall be placed in the Public Right-of-Way except in response to the Metro bus location or with site plan approval.
**Awnings and Canopies** - Are encouraged to distinguish street level pedestrian activity areas, with the style and color to be approved by the County Manager.

- **Medians**

  **Paving** - All medians are to have the ends paved with uni-decor blend as shown in Figure 14. They are to be at-grade with the street for convenient access by the handicapped.

**FIGURE 15**
**MEDIANS**

- Paving materials used in crosswalks shall be consistent with the sidewalk treatment.

**Trees** - Little leaf-Linden - Tilia Cordata - 30 feet on center.

**Plant Material** - If medians are planted, a single species of shrub shall be used to ensure consistency and continuity. Shrubs should be massed toward the middle of the median. Hexe azaleas should be used at a maximum of 2.5 feet on center. Those areas not planted with shrubs shall be mulched to a depth of 4 inches with hardwood bark chips.
FIGURE 16  CROSSWALKS
Circulation Systems

The different types of transportation systems include walking, biking, riding in automobiles, buses and the Metro. In the Virginia Square Station Area, one of the major considerations is to ensure that the different systems can function with a minimum of conflict and in a coordinated manner. Methods should be considered that provide for the efficient parking of passenger vehicles. The following guidelines aim toward achieving a safe and coordinated circulation system.

Parking And Storage of Vehicles

1. Parking facilities should be located in garages underground. Surface parking should be discouraged.

2. Where feasible, on-street short-term convenience parking and loading activities should be discouraged during rush-hour time periods and encouraged in locations that serve retail uses.

FIGURE 17
PARKING
FIGURE 18
SERVICE ENTRANCES

3. Parking garage entrances should be designed to minimize interruption of block faces and street frontages.

4. All service entrances and loading areas should be located away from major pedestrian areas and streets with high traffic volume, where possible.

5. Bicycle storage facilities should be included with site plan proposals for new residential and office construction. Storage facilities should also be provided with planned improvements to public facilities.
**PEDESTRIAN**

5. Sidewalks should be constructed to meet or exceed the standards of the Master Walkways Policy Plan by providing a continuous adequate walkway system to all major facilities.

**TABLE 6**  
**WALKWAYS STANDARDS**

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>SIDEWALK</th>
<th>PLANTING &amp; UTILITY STRIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low Density Residential</td>
<td>4 feet</td>
<td>4 feet</td>
</tr>
<tr>
<td>(Single Family)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Medium Density Residential</td>
<td>6 feet</td>
<td>4 feet</td>
</tr>
<tr>
<td>(Townhouse, Low-Rise Apt., local Commercial and Service Districts)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>High Density</td>
<td>10-20 feet</td>
<td>4 feet</td>
</tr>
<tr>
<td>(High-Rise Apt., Commercial and Office)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

6. A Special Streetscape Walkway should be constructed between Maury Park and the Virginia Square Shopping Center/George Mason University site along North Monroe Street.
FIGURE 19a
SPECIAL STREETSCAPE WALKWAY
FIGURE 19b
SPECIAL STREETSCAPE WALKWAY
(NORTH MONROE STREET)
7. A Special Streetscape Walkway should be constructed on the north side of 10th Street between the Virginia Square Shopping Center/George Mason University site and the Central Library.

FIGURE 20a
SPECIAL STREETSCAPE WALKWAY
(10TH STREET NORTH)
FIGURE 20b
SPECIAL STREETSCAPE WALKWAY
(10TH STREET NORTH)
8. Interruption of walkways by driveways and alleys should be minimized by locating these on side streets.

9. Curb ramps, as well as other needs for the handicapped, should be incorporated into all public facilities.
Public Utilities/Public Facilities

This category includes physical elements that are located in public spaces or rights-of-way. The proximity of these elements to major thoroughfares and public spaces has a great impact on the visual image of the area. Since many of these highly visible areas have different functions and thereby require different types of design elements, a major effort should be made to coordinate or perhaps camouflage their appearance. Some of the items included in this category are electrical and telephone lines, traffic regulating devices, and signs. The following guidelines summarize the type of considerations that should govern the design of public and private utilities and facilities to assure an attractive and coordinated public space.

1. The placement of electric, telephone, and other utility services in site plan projects shall be underground. When this is not feasible, aerial utilities should be placed along rear lot lines, alleys, or similar areas which have low visibility.

2. Public utilities, poles, signs, and street furniture should be placed within the planting strip and should not obstruct or overhang the pedestrian sidewalk area.

3. Information should be consolidated on common poles or as few poles as possible.

FIGURE 22
SIGN CONSOLIDATION
4. In low density residential areas, a coach-style lighting fixture mounted on cast-iron poles should be used to maintain a residential character. This should provide distinction between surrounding single family neighborhoods and other more intense land uses in the core area. In public gathering spaces, or along major pedestrian routes, an alternative fixture or fixtures should be used to help create a non-residential or alternative character, such as along the North Monroe Street and 10th Street, North Special Streetscape Walkways.

FIGURE 23
LIGHTING

FIGURE 24
ARCADES

5. Arcades should be carefully coordinated with adjacent sidewalk plazas, or other interest areas, and should not interfere with the pedestrian traffic flow. They should not be part of the required sidewalk width.
6. Planting strips along sidewalks in high-use pedestrian areas, in addition to Fairfax Drive, should be treated with pavers or other durable materials and should be permeable.

**FIGURE 25**
PLANTING STRIP

7. Street trees on the public right-of-way should be planted in accordance with "Administrative Regulation 4.3: Tree Planting Program of Public and Private Property." Street trees should be placed in accordance with the following plan in order to ensure variety in color, size and intensity of shade and canopy. Once a particular species has been established along a street, all efforts should be made to continue the species for the entire length of the street. A major effort should be made to provide street trees throughout the station area.

**STREET TREES**
Willow Oak (Quercus phellos)

**LOCATION**
- Wilson Boulevard
- Fairfax Drive

**ADDITIONAL STREET TREES**
Japanese Zelkova (Zelkova serrata)
Littleleaf Linden (Tilia cordata)
Northern Red Oak (Quercus borealis)
Platanus Acerfolia (Londonplane tree)
Quercus Coccinea (Scarlet Oak)
Pin Oak (Quercus palustris)

**LOCATION**
All other streets in the study area
8. Tree grates should be used along Fairfax Drive, North Monroe Street, North Nelson Street, 10th Street, North, Wilson Boulevard, and Fairfax Drive, and all high-use pedestrian areas. The following guidelines should be used.

9. Tree grates should have openings small enough to prevent trash from falling through the grates.

10. All other trees to be planted in regular tree-lawn areas should use the following guidelines. (Figure 26)

11. New development should include sidewalk areas constructed with durable textured surfaces such as concrete, exposed aggregate, pavers, or bricks. The treatment and material should be coordinated in design and color with adjacent development and the Fairfax Drive Boulevard Concept, and should extend for an entire block face. Unique treatments of sidewalk materials and colors should be discouraged once redevelopment occurs and a paving pattern is established for a block face.

12. Street furniture should be functional, simple in form, and constructed of durable materials. Street furniture should be coordinated throughout an individual project. Seating should generally be oriented toward pedestrian facilities, plazas, or other interest areas.

13. Street furniture, utility fixtures, mounting materials and equipment, should be painted dark non-gloss brown to the extent feasible.

14. Adequate, unobtrusive trash receptacles should be mounted on street light poles preferably near street corners.

15. When trees are placed in planters they should be grouped rather than placed individually.

FIGURE 27
TREE RELATIONSHIPS
FIGURE 26  TREE PLANTING

**Typical Tree Grate Detail**

180° Section - 2 Per Tree - Cast Iron

**Typical Shrub Planting Detail**

- Cut burlap from top 1/3 of ball
- 3" mulch
- 4" earth saucer
- Backfill
- Shrub to bear same relationship to finish grade as it bore to previous existing grade
- Gravel ring for drainage
- Tamper to prevent settlement
- Loosened subgrade
Open Spaces/Urban Plazas/Community Facilities

Urban open spaces are the public and private outdoor areas that people use, walk through, or view. These spaces can be considered either voids in the overall urban mass or the view per se, in contrast to the building mass that can occupy urban space or frame a view. The location of open space and the way it is organized determine how well it can be used by people for its intended purposes. Since urban environments typically have a low percentage of open space, urban open space must be designed for intensive use. The following map will specifically locate the areas where plazas are needed, and should receive consideration on site plans for adjacent properties. The following guidelines aim toward the development of attractive and functional open space facilities which provide visual interest and serve the recreational and leisure needs of workers, shoppers, and residents in higher density areas.

1. All open space should be pedestrian-oriented and therefore, the appropriate facilities such as interior pathways, seating areas, planters at an appropriate pedestrian scale for sitting, and the necessary street furniture should be provided.

2. All buildings should be placed so as to avoid any intrusion into the vistas created by pedestrian walkways and streets joining plazas, atriums, and other open spaces that are incorporated into site plans.

3. There should be continuous pedestrian connections between the various designated open space areas. (See map -Open Space/Plazas)
4. The Arlington Arts Center/Maury Park should be connected via the Special Streetscape Walkway along North Monroe Street to the Virginia Square Shopping Center/George Mason University site and Metro. Another Special Streetscape Walkway should be constructed along 10th Street, North from the Central Library and Quincy Park to the Virginia Square Shopping Center/George Mason University site in order to connect community facilities east and west of North Monroe Street. The Special Streetscape Walkways will provide a central spine for additional cultural, educational and recreational uses that may be created with the redevelopment of the Station Area.

FIGURE 29
SPECIAL STREETSCAPE WALKWAY

5. All open space areas should be highly visible to the pedestrian in order to relieve the enclosed feeling which could result from the construction of high-rise structures.
6. A special public feature displaying the name of the Station Area, such as a clock, should be constructed adjacent to the Metro station to aid in identification of the Virginia Square Station Area.

FIGURE 30
SPECIAL FEATURE

7. Seating areas should be located in both sunny and shady locations to encourage their use by a variety of people.
8. Special cultural, educational and recreational landmarks such as the Law School, Quincy Park and Maury Park should be identified by signs. All facilities should be prominently located to reinforce the identity of the Station Area.

FIGURE 31
FOCAL POINTS

FIGURE 32
PLANT MATERIAL

9. Plant material should be selected for its ability to adapt to the situation and provide pedestrian-scale elements to the environment.
10. Street trees should provide shade for both the street and the sidewalk. They should have canopies sufficient enough in size to prevent interference with passing vehicles.

**FIGURE 33**
STREET TREES
(SIZE RELATIONSHIPS)

11. Trees should provide a unifying theme for surrounding development. Plant material should be carefully chosen with regard to ultimate growth pattern since the mature plants will help establish the visual character of the community.

**FIGURE 34**
STREET TREE SPACING
12. Sidewalk cafes, attractive signing, kiosks, outdoor cultural facilities and special lighting should be used to provide for a variety of activities within the various plazas of the Virginia Square Station Area.
PLAZAS

The most successful urban plazas respond to human needs rather than architectural form. The success of an urban open space is determined by where it is located and what occurs in the space. No space is too small, but some can be too large for the population it is intended to serve.

The following is a series of guidelines that may be used to achieve a successful plaza system. These guidelines incorporate principles discussed in William H. Whyte’s book *The Social Life of Small Urban Spaces*.

1. A plaza should be centrally located to the population it will serve. In some cases a plaza may serve workers during the day and residents in the evening.

2. Plazas should be strongly linked to existing and future pedestrian circulation areas, either by surrounding the circulation area or being directly connected to it. Plazas should be encouraged in high-volume pedestrian areas.

3. Plazas should be very visible and located at-grade or not more than two feet in vertical distance from the public sidewalks. These plazas should have access to public sidewalks at frequent intervals in order that they function as an expansion of the sidewalk.

FIGURE 36
URBAN PLAZAS

4. Plazas should be closely linked with existing and future retail areas.

5. Plazas should offer a variety of sun and shade so that users have flexibility and choice as to where they may to sit.
6. There should be flexibility in seating patterns incorporated into each plaza. These may include ledges, loose chairs, grass, retaining walls, and planters, as well as stationary furniture.

7. When stationary, furniture used in plazas should be simple in design, constructed with durable materials, and coordinated with nearby street furniture and buildings. The bench used in the public open spaces and plazas should be primarily constructed of wood with cast-iron supports. An example of an acceptable style is the bench frequently used by the National Park Service.

FIGURE 87
PLAZA FURNITURE

8. Plazas should incorporate special visual focal points or views. These may include sculpture, fountains, statues, performing stages, and historical details.

9. Plazas should have pick-up food services close by.
10. Plazas should be designed for a variety of public activities. Consideration should be given to accommodating concerts, magic shows, dancers, plays, art shows and outdoor cafes and food vendors.

11. Plazas should be well maintained. Trash should be collected often, hard surfaces kept clean, grass and shrubery trimmed, flowers weeded and watered and any vandalism promptly repaired.

12. Plazas for public use should have a minimum area of 750 square feet.

13. Plazas should contain a minimum of one tree per 500 square feet, one linear foot of seating per 30 square feet, and 150 square feet of grass or ground cover per 1,000 square feet of plaza area. Paving patterns and materials should be coordinated with adjacent buildings and sidewalks. Plazas should include shade trees.

Map 3 shows the plaza locations suggested for the Virginia Square Station Area. The plan envisions plazas and open spaces at gateways to the station area, centrally located to new development and along major pedestrian routes. In addition to the Monroe Street and 10th Street, North Special Streetscape Walkways, special pedestrian access is recommended for the area along 9th Street, north through the center of Central Virginia Square.

The addition of plazas and pedestrian connections may be considered as part of the site plan review process. They may be implemented by developers in exchange for development bonuses or by Arlington County through inclusion in the County's Capital Improvement Program.
Potential Plaza Locations

- Special Street Treatment
- Future Pedestrian Connections
- Existing Open Space as Shown on the General Land Use Plan

- Special Pedestrian Walkways
- Potential Plaza Location
- Planned Walkway

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MAP 3

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Structural Elements

Structural elements form a distinct category of design considerations because they include a major part of what physically exists in the urban environment. This category consists mainly of buildings which dominate an urban situation because they are above-ground and provide the majority of the visual scene. Additional structural elements that are part of this visual space are such items as lamp poles, signs, walls, and trees. The following guidelines aim toward ensuring a coordinated and unified urban environment:

1. There should be coordination of new structures with the surrounding environment and neighborhoods by taking into account style, architectural detailing, building locations, color coordination, plant materials, street furniture and signs.

2. There should be a pedestrian space created with street furniture and street trees.

3. New highrise structures should attempt to relate to the pedestrian scale at the street level through the various urban design elements, such as trees, benches, awnings, setbacks, lights and plant materials. These elements should visually soften the buildings, make the functions of the buildings relate to the pedestrians and reinforce retail activity.

4. High density commercial and residential projects adjacent to lowrise residential areas should provide effective transition by using plant materials, open space, topography, tapering of building heights, balconies, walls and fencing.

FIGURE 38
STRUCTURAL ELEMENTS

5. Architectural facades and other details in conflict with the style of the existing building should be minimized on structures which are revitalized rather than redeveloped.

6. Architectural detailing that provides interest should be compatible with the character of the building.
FIGURE 39
ARCHITECTURAL DETAILING

FIGURE 40
TOWNHOUSE INFILL
7. Mechanical equipment should be screened and placed so as not to disrupt the sidewalk area.

FIGURE 41
MECHANICAL EQUIPMENT

8. Blank, uninterrupted walls should be discouraged along public rights-of-way.

9. Underground parking facilities should be provided for buildings requesting site plan approval. Where impossible to park underground, any at-grade parking facilities should be screened from adjacent residential areas by use of dense plant materials, topography, and walls.
10. Coordinated signs, lighting, windows, paving, and planting materials should be used along entire block faces.

11. Signs for shops and businesses should be placed within a three-foot wide band, 15 feet above sidewalk grade. In order to create a visual interest. A variety of colors and designs should be encouraged.

12. At least 50 percent of all building facades at street grade should be designed with storefront windows, open glass, or other transparent treatment and should not be obscured from public view.
13. International street signs should be used, and parking signs should be minimized to the extent feasible.

FIGURE 44
SIGNS

14. The use of pictographs should be encouraged in private directional and informational signs.

15. Trailblazers should be used to direct vehicular traffic to public and semipublic places and events. These should be coordinated with other information on existing poles or incorporated into a new pole standard that is part of the overall Rosslyn-Ballston Corridor sign system.

FIGURE 45
TRAILBLAZERS
16. Identify neighborhoods by name, and provide appropriate symbols to designate them to the public.

17. Surrounding neighborhoods shall be well-defined as separate from commercial areas.
Land Use and Zoning
Land Use And Zoning

The General Land Use Plan, as shown on Map 4, presents the County Board’s policy for future development in the Virginia Square Station Area. As a policy tool, the General Land Use Plan establishes the overall character, extent and location of various land uses. The Plan serves as a guide to communicate the policy of the County Board to citizens, businessmen, and developers involved in the Virginia Square community. It also serves as a guide to the County Board in their future decisions and actions concerning development in Virginia Square.

The Zoning Ordinance, on the other hand, is a specific implementation tool which defines legal rights and constraints regarding the use of land. The Zoning Ordinance regulates the type of use, placement, height, bulk, and coverage of structures for each zoning category. Map 5 displays the present zoning in Virginia Square, and the Appendix contains a summary of the various zoning districts.

The General Land Use Plan for the Metro Station Areas in the Rosslyn-Ballston Corridor was reviewed and amended in 1977 to begin the Sector Planning Process. Sector Plans for the Rosslyn, Ballston and Court House Station Areas have been completed. The purpose of the Sector Plan is to move beyond the broad policy of the General Land Use Plan in order to provide a more detailed framework for development. The concept behind the 1977 General Land Use Plan for the Virginia Square Station Area was to create a high density residential community with limited commercial and retail development bordered by low density residential neighborhoods. The Plan provided for tapering of density and heights of new development between Virginia Square and the adjacent Clarendon and Ballston Station areas, as well as conservation of established residential neighborhoods.
Virginia Square
General Land Use Plan

LEGEND

RESIDENTIAL
DENSIY
LOW
1 - 40 units per acre
LOW
1 - 15 units per acre
LOW MEDIUM
16 - 30 units per acre
MEDIUM
31 - 72 units per acre
HIGH
> 72 units per acre

OFFICE - APARTMENT - HOTEL

DENSIY
OFFICE DENSITY
LOW
1.5 F.A.R. (increase of up to 150%)
MEDIUM
3 F.A.R. (increase of up to 50%)
HIGH
5 F.A.R. (increase of up to 100%)

APARTMENT DENSITY
LOW
150 units per acre
MEDIUM
3 F.A.R. (increase of up to 100 units per acre)
HIGH
5 F.A.R. (increase of up to 100 units per acre)

HOTEL DENSITY
LOW
50 units per acre
MEDIUM
250 units per acre
HIGH
500 units per acre

COMMERCIAL and INDUSTRIAL

SERVICE COMMERCIAL
Personal and business services
Generally one to three stories,
maximum 1.0 F.A.R.

PUBLIC and SEMI-PUBLIC

PUBLIC
Parks, school, hospital and federal
Schools/public.
Parcels, major improved rights-of-way
Libraries and cultural facilities

SEMI-PUBLIC
Churches, small semi-public recreational facilities
Churches, private schools and private cemeteries
(Government and Community Facilities
Community, civic and federal administration and service facilities
Police, fire, property tax, etc.
Hospitals, nursing homes and institutional housing
Utilities, military reservations, airports, etc.

MIXED USE

HIGH MEDIUM RESIDENTIAL MIXED USE
Minimum 324 F.A.R. including Associated
Offices and Retail Activities

NOTE:
(3) This area shall be part of a "Special Coordinated Mixed Use District"
(8/9/82)

M Metro Station

FEET
300 0 300 600 900 1200
On August 7, 1982, the County Board adopted amendments to the General Land Use Plan for the Virginia Square Station Area. This action completed the first phase of the Virginia Square Sector Plan process begun in August, 1981. The Board made its final decision of future land use based on alternative plans submitted by the Planning Commission, the Economic Development Commission, the County Planning Division staff, and the Clarendon-Virginia Square Redevelopment Coalition, an alliance of the civic associations of Ashton Heights, Ballston-Virginia Square, Courtlands, Lyon Park, and Lyon Village.

The block bounded by Fairfax Drive, North Monroe Street, Washington Boulevard and Kirkwood Road was designated as a “Special Coordinated Mixed-Use District” in August, 1982. A special planning process was established for this area which is discussed in detail in the Virginia Square Site/George Mason Metro Campus section. The County Board amended the General Land Use Plan for two areas on this block on July 11, 1983 and adopted the Virginia Square Sector Plan as a consolidated guide to development in the Virginia Square Station Area.

The Virginia Square Plan retains the residential focus for the Station Area established in 1977 and provides additional opportunities for mixed-use residential, office and retail development. The Plan will taper heights of new buildings up from the surrounding neighborhoods, concentrating the tallest structures along Fairfax Drive.

In addition to amending the General Land Use Plan on August 7, 1982, the County Board adopted the following Policy Guidelines for future development in the Virginia Square Station Area.

1. Retain a predominantly residential character for the Virginia Square Station Area.
2. Designate Fairfax Drive as the focus of development in the Virginia Square Station Area.
3. Administer Urban Design through the site plan review process.
4. Establish a Special Planning Process for the Virginia Square Shopping Center - George Mason University site. This planning process should provide appropriate tapering toward the townhouse development on the south side of Washington Boulevard and appropriate density tapering toward the Washington Boulevard frontage.
5. Taper heights and densities along the north side of Wilson Boulevard.
6. Emphasize a north-south pedestrian connection along North Monroe Street between the Arlington Arts Center and the Virginia Square Shopping Center.
7. Emphasize an east-west pedestrian connection between the Virginia Square Shopping Center/George Mason University Site, and the Central Library and Quincy Park.

The land use and zoning for the Virginia Square Station Area are discussed separately for the four subareas identified on Map 6. The Northeast Quadrant encompasses the area bounded by Fairfax Drive, North Monroe Street, the Monroe Courts townhouses, Washington Boulevard, and Kirkwood Road. The Northwest Quadrant is bounded by Fairfax Drive, Quincy Street, Washington Boulevard and North Monroe Street. Central Virginia Square includes the area bounded by Fairfax Drive, 10th Street, North, Wilson Boulevard, and North Quincy Street. South Virginia Square is bounded by Wilson Boulevard, North Jackson Street, 5th Street, North, and the unimproved right-of-way of North Quincy Street. All of South Virginia Square is in the Ashton Heights neighborhood. Existing zoning, land use and planned development are addressed for each subarea.
Land Use and Zoning

Virginia Square: Northwest Quadrant

The Plan for this area concentrates height and density of new structures along Fairfax Drive near the Metro Station and tapers development up from the Ballston-Virginia Square neighborhood located north of Washington Boulevard.

Area A is designated "Public" on the General Land Use Plan and is the site of the Central Library and Quincy Park. Quincy Park is the largest open space community facility in the Rosslyn-Ballston Corridor. The Central Library is the headquarters of the Arlington public library system and houses the majority of the collection. Most of this block is zoned "S-3A" but also includes several small areas of "R-5" zoning. Quincy Park and the Central Library are described in greater detail in the "Community Facilities: Publicly-Operated" section.

Area B is designated "High Medium Residential Mixed Use" and is presently zoned "C-2". A funeral home, an office building, and surface parking lots are located in Area B. This area reads as an extension of the area of "High Medium Residential Mixed Use" along the north side of Fairfax Drive in Ballston. The corresponding site plan zoning category, "R-C", allows mixed-use buildings with a maximum 1.24 F.A.R. of commercial space and 2.00 F.A.R. of residential space up to a total of 3.24 F.A.R. Structures may be built to a height of 65 feet; however, by submitting a site plan for review, building height may be increased to a maximum of 95 feet.

Area C is the site of the Medical-Dental Center which is presently developed with two office buildings. The area is designated "High" Office-Apartment-Hotel (3.8 F.A.R. office/hotel; 4.8 F.A.R. apartment) and is zoned "C-0". A site plan for the rehabilitation of the two existing structures and the addition of two new office buildings was approved November 16, 1982. In amending the General Land Use Plan to "High" Office-Apartment-Hotel and rezoning the site to "C-O", the County Board pointed out that the increased density was justified, since it would provide the rehabilitation of existing buildings as well as new development. In addition, the developer sought a total density of 3.3 F.A.R. rather than the maximum density allowed under "C-O" zoning. The approved density level is only slightly greater than that possible under the site's previous zoning of "C-3".

Area D is designated "High" Residential and zoned "C-2". A bank and a small office building occupy the site. The "High" Residential designation allows development of structures up to 180 feet at 4.8 F.A.R. for apartment buildings and 3.8 F.A.R. for hotels. In August, 1981 the County Board approved using a floor area ratio (F.A.R.) basis for determining density in the "High" Residential designation, thereby allowing greater flexibility to provide residential units which respond to market demand.

Area E, zoned "R-5", "RA8-18", and "S-3A", is designated "High Medium Residential Mixed Use" except for the Vepco substation site which has a "Government and Community Facilities" designation. Existing development in Area E includes four houses and an apartment building.

Area F is occupied by the Monroe Courts townhouses zoned "RA8-18" and shown "Low" Residential (11-15 units per acre) on the General Land Use Plan. Development that takes place adjacent to Area F should taper up in height and density away from these established townhouses.
Virginia Square: Northeast Quadrant

The Northeast Quadrant is designated “Special Coordinated Mixed Use District” on the General Land Use Plan. This block is occupied by the Virginia Square Shopping Center, the George Mason University School of Law and Professional Center, four service commercial businesses and two small office buildings. Existing zoning is largely “C-3” and “C-2” with a small parcel of “C-O”. During the Sector Planning Process for the Virginia Square Station Area, this block was identified as requiring special consideration to determine the land use and zoning package best suited to the goals of the Plan for the Station Area. The large size of the parcels on the block and the “C-3” zoning implied the possibility that large scale commercial office projects could be built without public review. The County Board designated the block “Special Coordinated Mixed Use District” and established the Virginia Square/George Mason University Ad Hoc Committee to study the block and make recommendations regarding future land use and zoning as well as the physical development of the site.

On July 11, 1983, the County Board amended the General Land Use Plan for three parcels in the Northeast Quadrant. The parcel owned by the Rectors and Visitors of George Mason University (State of Virginia) was changed from “Low” Office-Apartment Hotel to “Public”. This parcel includes the George Mason University School of Law and Professional Center and the surface parking lot to the east of it. The parcel owned by the George Mason University Foundation was changed from “Low” Office-Apartment-Hotel to “High” *Office-Apartment-Hotel. This site is largely used for surface parking and is occupied by a small bank building. The parcel owned by Virginia Square Limited was changed from “Low” Office-Apartment-Hotel to “High” *Office-Apartment-Hotel. This parcel is developed with the Virginia Square Shopping Center. For a more detailed discussion of the Northeast Quadrant of Virginia Square see the Virginia Square Site/George Mason Metro Campus section.

*The area designated “High” Office-Apartment-Hotel allows a base F.A.R. of 3.0 Office/Hotel; and up to a total of 4.3 F.A.R. in consideration of Residential, Community Services, and Cultural Facilities.
Virginia Square: Central

The Plan for this area concentrates height and density of new structures along Fairfax Drive near the Metro Station and tapers development up from the Ashton Heights neighborhood located south of Wilson Boulevard. Areas A, C, D, and E are designated “High” Residential on the General Land Use Plan. Residential structures at 4.8 F.A.R. and hotels at 3.8 F.A.R. may be built to a height of 180 feet in these areas. Existing development in Area A includes Pollard Gardens apartments zoned “RA8-18”, Tower Villas Condominium zoned “RAH-3.2”, and one block zoned “C-2” which includes an office building, four small businesses and surface parking lots. Tower Villas is an example of the type of development that may be permitted under the “High” Residential General Land Use Plan designation. Buildings may be built to a maximum height of 16 to 22 stories.

Area C is currently used as a surface parking lot, includes the entrances to the Metro Station and is zoned “RAH-3.2”. Areas D and E are zoned “RA8-18” and “C-2”. Existing development includes a hi-fi store, a dentist’s office, a used car lot, and several single-family homes. Area B is designated “Semi-Public” on the General Land Use Plan, zoned “R-5” and is the site of St. Georges Episcopal Church and two single-family homes.

Areas F through N are designated “High Medium Residential Mixed Use” on the General Land Use Plan. Rezonings to “R-C” may be considered in this area allowing mixed-use structures with up to 1.24 F.A.R. of commercial uses and 2.00 F.A.R. of residential uses up to a total of 3.24 F.A.R. Heights may be a maximum of 65 feet along Wilson Boulevard and taper up to 95 feet at the 9th Street, North frontage. The “Summerwalk” project, site plan approved to be built in the Ballston Station Area, is an example of development under “R-C” zoning. Area H is the exception. Shown “Public” on the General Land Use Plan, it is the location of the Oakland Mini-Park. Area H is zoned “R-5” and “C-2” and includes an automobile service shop, a gasoline service station and a vacant lot, as well as the Oakland Mini-Park. The “Public” designation indicates the intention of the County Board to provide public open space on the entire block. Developers have the opportunity to buy land in exchange for conveying the property to the County. Much of areas F through N is zoned “C-2”; however, there are also areas of “RA8-18”, “R-5”, “C-0-1.0”, “C-0-1.5” and “C-3” zoning. Existing development is predominantly of the service commercial type and includes small offices, restaurants, stores, and automobile-related uses. A few houses remain in the area which are well-maintained and occupied. Others are used for businesses, and the remainder are unused and boarded-up.

Several streets in Central Virginia Square may potentially be closed, vacated and conveyed to private ownership or used for public open space. The vacation of unnecessary streets can help facilitate site consolidations and give developers greater flexibility in site design. For a more detailed discussion of potential street closings see page 77.

The Fairfax Drive frontage of Area M was rezoned to “C-0-1.5” on November 16, 1982. A site plan for the addition of an office building to an existing office building was approved. The rezoning was not in accordance with the General Land Use Plan designation of “High Medium Residential Mixed Use”. In approving the rezoning, the County Board noted that this should be viewed as an interim use of the site. The General Land Use Plan designation remains as the long range goal for development on the site and in the area.
Virginia Square: South

South of Wilson Boulevard is the neighborhood of Ashton Heights. The Ashton Heights Neighborhood Conservation Plan was approved by the County Board on April 24, 1976. The area is bounded by Wilson Boulevard, North Glebe Road, Arlington Boulevard, and North Irving Street. About one-third of Ashton Heights lies in the Virginia Square Station Area. Much of the neighborhood is developed with well-maintained single-family detached homes zoned “R-6” and designated “Low” Residential (1-10 units per acre) on the General Land Use Plan. In the vicinity of North Monroe Street and 8th Road, North are two-family dwellings zoned “R2-7” and designated “Low” Residential (1-15 units per acre). There is an area of garden apartments on the south side of 7th Street, North zoned “RA8-18” and designated “Low Medium” Residential (16-30 units per acre) on the General Land Use Plan.

Maury Park/Arlington Arts Center is located on Wilson Boulevard at North Monroe Street. The former school is zoned “S-3A” and designated “Public” on the General Land Use Plan. To the west of Maury Park along the Wilson Boulevard frontage the General Land Use Plan designation is “Low Medium” Residential (16-30 units per acre) and the zoning is “C-2” and “RA8-18”. Garden apartments, a motel, and service commercial uses occupy this area. To the east the General Land Use Plan is designated “Service Commercial” and the zoning is “C-2”. Service Commercial establishments occupy the area, providing services to the neighborhood and transition between the higher density development planned north of Wilson Boulevard and the residential neighborhood to the south. Recently, new construction of service commercial facilities, a doughnut shop, has replaced a parking lot at the corner of Wilson Boulevard and North Jackson Street. This area of the south side of Wilson Boulevard has become characterized by automobile-related businesses in lowrise structures. This development provides height transition between Ashton Heights and the “R-C” zoned property on the north side of Wilson Boulevard. Near this site is a recently constructed townhouse project of twelve units developed by site plan under “C-O-1.0” and “R-6” zoning. Townhouse infill and new service commercial development are the types of development likely to occur in South Virginia Square.

The Ashton Heights Greenway, designated on the General Land Use Plan, will buffer the residential dwellings from the service commercial and generally higher densities located along Wilson Boulevard. In its Conservation Plan the neighborhood stated that “…the primary purpose for a “greenway” would be to establish the residential boundaries of the neighborhood, additional benefits, such as safe and convenient access to park facilities, shopping centers, and Metro, would be enjoyed.”

On July 11, 1983, the County Board directed the Neighborhood Conservation Advisory Committee and the Parks and Recreation Commission to study methods that could be used to obtain and develop the Ashton Heights Greenway.
Virginia Square Site/
George Mason Metro
Campus
Virginia Square Site/
George Mason Metro Campus

This section presents a detailed analysis of the block designated as a “Special Coordinated Mixed Use District” on the General Land Use Plan. The block is bounded by Washington Boulevard on the north, Kirkwood Road on the east, Fairfax Drive on the south and North Monroe Street on the west.

On August 7, 1982, the County Board designated the Virginia Square Shopping Center/George Mason University block as a “Special Coordinated Mixed-Use District” on the General Land Use Plan. A special planning process was established to determine the land use and zoning package best suited to the goals of the Plan for the Station Area. In September 1983, the County Board established a committee to address planning issues for the site. The Virginia Square/George Mason University Ad Hoc Committee presented a report to the County Board on April 9, 1983, which included recommendations on land use, zoning, urban design and density bonuses for the site. This report is presented in Appendix D.

In reviewing the Virginia Square Sector Plan document, the Virginia Square Sector Plan Review Committee deferred recommendations on the “Special Coordinated Mixed-Use District” to the Virginia Square/George Mason University Ad Hoc Committee. On July 11, 1983, the County Board amended the General Land Use Plan for three parcels in the “Special Coordinated Mixed-Use District” concluding approximately two years of study of the area.

During the analysis phase of studying the “Special Coordinated Mixed-Use District”, the following objectives were determined, in staff’s opinion, to be essential to the development of the “Special Coordinated Mixed-Use District”.

OBJECTIVES:

- Encourage development on the George Mason Metro Campus site that will enhance the Virginia Square Station Area and the activities of the George Mason University.

- Ensure the preservation and retention of major service commercial uses that currently exist in the Virginia Square Shopping Center.

- Develop physical design criteria which reinforce major pedestrian linkages from other areas within the Virginia Square Station Area to the George Mason University School of Law.

- Provide an atmosphere that will encourage the development of local cultural and art activities within Virginia Square.

- Establish land use designations for the site that will provide for a mixture of uses and concentrate density and height along the Fairfax Drive frontage.
BACKGROUND

The Virginia Square Site/George Mason Metro Campus area is made up of three major property owners: the Virginia Square Shopping Center Ltd., the George Mason Foundation, and the Rectors and Visitors of George Mason University (State of Virginia). Current property ownership and zoning are shown on Map 11. The combined holdings of these three owners account for approximately 617,755 square feet or 84.6% of the entire block. The portion owned by the Rectors and Visitors, which is occupied by the George Mason School of Law and its associated parking, will be devoted to future development of George Mason University facilities. The Virginia Square Shopping Center and the George Mason University Foundation properties are planned for future redevelopment with private mixed use projects. The other 15.4% or 111,663 square feet of the block is divided among six owners.

PROPERTY OWNERSHIP AND ZONING

MAP 11
The entire site is zoned "C-3" and "C-2" with one small parcel of "C-O". The "C-3" zoned area is occupied by the George Mason School of Law and its associated parking, the Virginia Square Shopping Center, and a portion of the George Mason Foundation property used by the Shopping Center for parking. Land uses on the "C-2" portion of the site include a drive-in bank, a gas station, auto parts and auto body businesses, a small office building and a parking lot associated with the Shopping Center. The "C-O" zoned parcel is occupied by a small office building and a parking lot.

The entire block was designated "General Commercial" on the General Land Use Plan until 1977 when the designation was changed to "Low" Office-Apartment-Hotel. On July 11, 1983, the County Board designated two parcels "High" Office-Apartment-Hotel* and one parcel "Public" on the General Land Use Plan.

The Virginia Square Shopping Center

Since 1952 the Virginia Square Shopping Center has served as a major commercial retail facility for the Rosslyn-Ballston Corridor. Once regional in commercial importance, the Center currently serves the basic service commercial needs of surrounding neighborhoods and workers in the Rosslyn-Ballston Corridor. About 15 years after the Center and the Kann's Department Store (now the G.M.U. School of Law) were built, the sales volume for the center began to decline. Today, major commercial activity in the Shopping Center is focused on the supermarket, the drug store and to a lesser extent the gift shop. In recent years, large retail areas within the Center have been leased by offices and discount retail outlets. With the renovation of the Parkington Shopping Center in Ballston, improved major retail uses will be established in Ballston and thus the demand for a full-scale Shopping Center at Virginia Square may be diminished. From a practical standpoint, the existing facility is physically obsolete and cannot compete with a regional center in terms of location, size, or variety of goods provided. Virginia Square Shopping Center can, however, provide a nucleus of service commercial uses for residents of Virginia Square and adjacent station areas.

In 1978, the Kanns Department Store and most of the parking area was sold to the George Mason University Foundation. The sale of this portion of the site to the Foundation placed the parking associated with the Center in jeopardy. It is possible that redevelopment of property owned by the Foundation would eliminate all the surface parking used by the Center, and thus may further jeopardize the viability of those service commercial uses in the Center. The General Land Use Plan provides the potential for total development in the Virginia Square Station Area to reach 3,000-4,300 residential units and 2,400,500 sq. ft. of office space. The large increase in residential units projected for the Station Area will increase the demand for neighborhood service commercial businesses.

George Mason University Facilities

Currently the George Mason University houses all of its Metro Campus activities in the former Kann's Department Store building. These activities include the Law School, Law Library, Continuing Education Facility, Information Center, Metro Art Gallery, and the Conference Center. It is anticipated that as the size of the Law School increases and the role of the Continuing Education Facility is expanded, the existing physical facility can be expanded east toward Kirkwood Road. The University does not foresee the need for additional land area for expansion of the University at the "Metro Campus" beyond that owned by the Rector and Visitors of the University (225,460 sq. ft.).

*The area designated "High" Office-Apartment-Hotel allows a base F.A.R. of 3.0 Office/Hotel; and up to a total of 4.3 F.A.R. in consideration of Residential, Community Services, and Cultural Facilities.
Substantial potential remains on this portion of the site for development of additional educational facilities that the University may want to include at the Metro Campus site. Therefore, the property owned by the G.M.U. Foundation may be planned for future private mixed use development. Access through the site, from the vicinity of the Metro Station Entrance to the University Building, should be maintained regardless of what development occurs on the remainder of the block in order to encourage pedestrian movement to and from Metro and other major Community Facilities.

Other Uses On The Site

Along the southern edge of Washington Boulevard are a variety of commercial uses. Many of these structures have been in existence for the past twenty years. This area serves as a transition area from the residential uses north of Washington Boulevard to the commercial uses presently on the Virginia Square/George Mason site. Most of these properties are not presently developed to the full density allowed under their current “C-2” and “C-O” zoning. Future development of these properties should be consistent with the General Land Use Plan designation of “Low” Office-Apartment-Hotel thus providing tapering up from the neighborhoods north of Washington Boulevard to the higher density redevelopment within the core of the Virginia Square Station Area. If residential development in Virginia Square is realized, then neighborhood oriented commercial uses should be encouraged in this area. Architectural styles compatible with the neighboring areas are encouraged. Examples of the type of neighborhood service commercial desired would be shoe repair, barber shop, beauty shop, pharmacy, and other stores and services oriented to the residential population.

THE CONCEPT PLAN

The concept plan concentrates high density mixed use development at the corner of North Monroe Street and Fairfax Drive and tapers heights and uses toward Washington Boulevard, the Monroe Courts townhouses, and the George Mason School of Law. A major pedestrian axis extends east along the 10th Street, North right-of-way to the entrance of the Law School. At the junction of this axis and an axis created by extending the North Kansas Street alignment north of Fairfax Drive, a major pedestrian activity area or plaza is proposed to serve as a forecourt to the University. East of the Law School the expansion of the University’s Metro campus can be accommodated. North of the pedestrian axis along the 10th Street, North right-of-way, a mixture of office, commercial, and residential uses is envisioned, with a concentration of residential and service commercial uses along Washington Boulevard.

GENERAL LAND USE PLAN AND ZONING

The area owned by the Rectors and Visitors of George Mason University (State of Virginia) is designated “Public” on the General Land Use Plan. This designation will allow the University to expand educational facilities on the site and reflects the public nature of its current and future use. The current zoning is “C-3”, however the “Public” General Land Use Plan designation suggests rezoning to “S-D”.

The area that is owned by Virginia Square, Ltd. and the area of the George Mason Foundation property zoned “C-3” are designated “High” Office-Apartment-Hotel on the General Land Use Plan which suggests rezoning to “C-O”. The General Land Use Plan allows a base F.A.R. of 3.0 Office/Hotel; and up to a total of 4.3 F.A.R. in consideration of residential, community services and cultural facilities in this area.
The balance of the site, which is zoned “C-2”, is designated “Low” Office-Apartment-Hotel on the General Land Use Plan. This designation preserves the existing “C-2” commercial rights, and also recognizes the influence of Metro through a reduced parking requirement. It also allows flexibility in height of structures and gives the community the benefit of site plan review for this area.

Essential service commercial uses are allowed under all of the land use designations. The designations also can accommodate the tapering of heights away from existing residential neighborhoods to the north and west of the “C-2” zoned portion of the site.
Virginia Square Site/
George Mason Metro Campus

Development potential of the land use designations is as follows:

<table>
<thead>
<tr>
<th></th>
<th>EXISTING</th>
<th>NET NEW</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office/Commercial</td>
<td>121,700 sq.ft. *</td>
<td>1,070,800 sq.ft. **</td>
<td>1,192,500 sq.ft.</td>
</tr>
<tr>
<td>Institutional/GMU</td>
<td>134,590 sq.ft.</td>
<td>-</td>
<td>134,590 sq. ft.</td>
</tr>
</tbody>
</table>

* 108,360 square feet is existing service commercial space.

** The area designated “High” Office-Apartment-Hotel allows a base F.A.R. of 3.0 Office/Hotel; and up to a total of 4.3 F.A.R. in consideration of Residential, Community Services and Cultural Facilities.

URBAN DESIGN

The physical character of the redevelopment of this site will influence the character of the Virginia Square Station Area more than any other privately-owned site in the area. Therefore, careful consideration needs to be given to the urban design of this site, so that it enhances the entire Station Area. Below is a discussion of the basic components that will influence Urban Design of the site.

1. Pedestrian Circulation

One of the key elements in the Virginia Square Station Area is the pedestrian circulation system. A Special Streetscape Walkway (see Special Streetscape Walkways in the Urban Design Section) from Maury Park south of Wilson Boulevard, to the Virginia Square Site/George Mason Metro Campus block has been adopted by the County Board as a policy for the Virginia Square Station Area. The Board also adopted a policy that would provide an east-west Special Streetscape Walkway from the Central Library and Quincy Park to the Virginia Square Site/George Mason Metro Campus block. Pedestrian movement will also be emphasized throughout the Station Area along the north and south sides of Fairfax Drive as part of the Fairfax Drive Boulevard Concept. It is further recommended that the east-west connection adopted by the County Board to extend from the Central Library to the Virginia Square Site/George Mason Metro Campus block be expanded east through the Virginia Square Shopping Center and George Mason Foundation sites to the entrance of the Law School. At this entrance area, a plaza/green or pedestrian activity area should be encouraged in association with the redevelopment of these sites to enhance the University character of the site as well as provide a spatial link from the Special Streetscape Walkway at North Monroe and 10th Street North through the private redevelopment area to this major community facility. An illustrative concept of how these connections might be handled on the block is shown below.

On the perimeter of the site, pedestrian circulation should be reinforced by a streetscape treatment that provides sidewalks in the range of 14'-24' feet wide on the north side of Fairfax Drive as described in the “Fairfax Drive Boulevard Concept”. Along the street frontages of North Monroe Street, Washington Boulevard and Kirkwood Road, a minimum of 14 feet should be constructed for all sidewalk areas.

Where pedestrian movements are likely to cross streets, auto drop-off areas or loading zones, special paving and paving designs should be incorporated to emphasize the desired pedestrian movement in the area as shown on the
illustrative concept. (For a special discussion of design guidelines to be considered in the redevelopment of this area see the Virginia Square/George Mason University Ad Hoc Committee Report in the Appendix.)

2. **Height of Structures**

Along Fairfax Drive and adjacent to North Monroe Street, heights should not exceed 16 stories. The height of structures in this area should reinforce the block as a focus of development for the entire Virginia Square Station Area. Further east of this intersection, heights should taper down to the George Mason University School of Law. Additions to the east side of the Law School facility should not exceed the height established by the existing Law School building.

Just south of Washington Boulevard and west to the Monroe Courts townhouses heights should taper up to the Fairfax drive frontage with heights starting at 10 stories adjacent to Washington Boulevard and lower near the Monroe Courts townhouses. Mid-block heights should reflect a reasonable taper between 16 stories and 10 stories.
Virginia Square Site/
George Mason Metro Campus

3. Street Level Facades

The basic design and detailing of the facades for structures at the street level and oriented toward the major pedestrian connections and circulation system should be designed to "read visually as retail" for the planned service commercial uses. These frontages should be continuous with frequent entrances. Detailing such as canopies, awnings, lighting and signage should be used to reinforce the identity of the area as a pleasant pedestrian-oriented environment.

4. Street Furniture and Plant Materials

All street furniture should be designed to reinforce the theme of the entire site. This is particularly important for areas other than those along the Fairfax Drive frontage since the Fairfax Drive frontage will be consistent in materials and style with the "Fairfax Drive Boulevard Concept". The other areas of the block should use furniture and materials that blend with the Fairfax Drive frontage, but emphasize a "campus" atmosphere. Plant materials used internally on the site should be primarily flowering trees, shrubs and evergreens rather than shade trees. Shade trees should be concentrated around the periphery of the site. A special feature such as a sculpture, fountain or statue should be constructed and placed in the pedestrian plaza/green adjacent to the Law School entrance.

TRANSPORTATION

No major transportation changes are envisioned for the Virginia Square Site/George Mason Metro Campus block. Adequate ingress and egress will be necessary for any proposed development of the block, and should be oriented toward Kirkwood Road, Fairfax Drive and Washington Boulevard. The Master Thoroughfare Plan shows North Monroe Street realigned with the intersection of North Lincoln Street and Washington Boulevard.

IMPLEMENTATION

A variety of actions will be necessary to further refine and assure the implementation of the recommendations proposed for the George Mason Metro Campus block. The following is a list of recommended actions:

1. The County should consider funding through the Capital Improvement Program, the pedestrian connections north and south along North Monroe Street and east and west along 10th Street, North to the edge of the site.

2. Encourage the owners of the Virginia Square Shopping Center and the G.M.U. Foundation sites to locate neighborhood service commercial uses just south of Washington Boulevard.

3. The owners should be encouraged to submit for approval simultaneous rezoning applications and site plan(s) for the entire block (or as much as possible) that meet the proposed development criteria discussed in this section and the Virginia Square/George Mason University Ad Hoc Committee Report.

4. With the first development proposed for the entire block, the owners should prepare an urban design manual that can be approved by the County Board. They should use a method similar to the Village at Shirlington and the Pentagon City Phased Development Site Plan.
Transportation
Transportation

Transportation planning is an integral part of planning for the Rosslyn-Ballston Corridor. As a result of a variety of technical studies, plans have been approved for transit, thoroughfares, walkways, and bikeways. These plans support the kind of community envisioned in the General Land Use Plan.

This section presents a summary of the existing and planned transportation networks in the Virginia Square Station Area. In general, the approved plans envision retention of much of the street system. Modifications to the system including new streets, street widenings, potential street closings, operational changes, construction of curb and gutter, and walkway improvements are planned. Most of these changes can be achieved as redevelopment occurs, but several projects are recommended for implementation by the County.
TRANSPORTATION

TRANSLIT SYSTEM

The Washington Metropolitan Area Transit Authority (WMATA) provides transit service in Arlington including both rapid rail and bus operations. At present, transit service is provided along east/west corridors by bus routes which generally terminate at the Ballston and Pentagon Metro Stations. The majority of bus operations in north Arlington form a feeder system for the five Metro Stations in the Rosslyn-Ballston Corridor.

The Virginia Square Metro Station has been designed as an urban station where automobile drop-off ("Kiss and Ride") facilities can be provided along the curb of North Monroe Street, between Wilson Boulevard and Fairfax Drive; North Nelson Street, between 9th Street, North and Fairfax Drive; and 9th Street, North, between Monroe Street and Nelson Street. The Metro block "Kiss and Ride" can provide convenient access for those persons living north (Lee Highway) and south (Pershing Drive and Arlington Boulevard) of the Metro Station Area. The Virginia Square Sector Plan Review Committee recommends that consideration be given to improving automobile "Kiss and Ride" at this station.

Escalator access to the station is provided at the corner of Fairfax Drive and North Monroe Street. Handicapped access is also provided at this location.

The first subsurface platform level in the Metro station was constructed with a panel which may be connected to future pedestrian tunnels as redevelopment occurs. Figure 48 shows the subsurface design of the station.
FIGURE 49
VIRGINIA SQUARE METRO STATION DESIGN

Plan View

Section (looking north)
THOROUGHFARE SYSTEM: Existing Conditions

The Virginia Square Station Area has good accessibility and is well served by the existing street network. Washington Boulevard, Fairfax Drive, 10th Street, North and Wilson Boulevard are the major east/west routes providing good access to Ballston and (I-66) to the west, and Clarendon, Arlington Boulevard (Rt. 50) and the District of Columbia to the east. North Quincy Street, North Monroe Street and Kirkwood Road are the major north/south connecting streets. Map 13 shows the existing street system in the Virginia Square Station Area. Map 14 shows the average daily traffic volume in 1981 and the projected future average daily traffic volume. Approved plans largely support retention of this network; however, the plans require some improvements to the existing streets. In general, these improvements should be secured as developer contributions during the redevelopment process.

APPROVED PLAN: MASTER THOROUGHFARE PLAN

The Master Thoroughfare Plan defines the overall street system planned in Arlington. It designates the major components of the street network, listing primary and secondary arterials, highways and expressways (controlled access facilities), bikeways (alternative transportation uses), distributor streets and collector streets. The Master Thoroughfare Plan underwent major revision in 1975 in response to changing needs and conditions in the County. Several amendments have been made to this plan the latest of which was in 1982. The adopted Plan identifies Countywide transportation needs based upon growth forecasts and provides an inventory of existing community facilities, establishes County transportation goals for the future and chronicles the changes required to accommodate intracounty, regional and interstate multi-modal travel. The location of five Metrorail stations in the Rosslyn-Ballston Corridor and the “development pressures” likely to result created the need for a more in-depth study of the Corridor to assist in the formulation of policies and programs to promote orderly growth. The Rosslyn-Ballston Corridor Thoroughfare Plan and The Traffic Engineering Study of the Rosslyn-Ballston Corridor were prepared and issued as supplements to the Master Thoroughfare Plan.

Map 12 presents the Master Thoroughfare Plan for Virginia Square. South of Wilson Boulevard the Station Area is served by the residential streets of Ashton Heights. Wilson Boulevard, a primary arterial and major urban street, runs east/west through the center of the Station Area providing access to commercial establishments and adjacent residential neighborhoods. Washington Boulevard, also a primary arterial, provides an east/west traffic movement along the northern boundary of the Station Area serving commercial and residential areas on either side. Fairfax Drive serves as a distributor street through the interior of Virginia Square. The “Fairfax Drive Boulevard Concept” established during the Ballston Sector Plan study will be continued east thus reinforcing and extending the distinctive urban boulevard from Ballston and the Custis Parkway (I-66) through Virginia Square and should be continued east through Clarendon along 10th Street, North to Arlington Boulevard (Rt. 50). Finally, two thoroughfares provide north/south connections between Washington and Wilson Boulevards; Kirkwood Road and North Quincy Street. Kirkwood Road provides access to Lee Highway, I-66, the Spout Run Parkway and the George Washington Parkway. North Quincy Street facilitates easy access to the largest complex of Community Facilities in the Rosslyn-Ballston Corridor: Central Library, Quincy Park and Washington-Lee High School. North Monroe Street is proposed to be realigned south of Washington Boulevard to connect directly into North Lincoln Street.
Existing Street System

MAP 13

* See page 104 for potential street closings

<2> Number and Direction of Travel Lanes

north
Average Daily Traffic Volume

MAP 14

Projected 2000

Present

1,500
1,200

101
IMPLEMENTATION

Many street improvements can be implemented as part of the redevelopment process. There are, however, some improvements which require County implementation. These Thoroughfare Improvement Projects are discussed below and identified on Map 15.

The extension of Quincy Street (1) from Wilson Boulevard to North Glebe Road has been an approved element of the Master Thoroughfare Plan since 1960. This connection will basically improve the Glebe Road/Wilson Boulevard intersection reducing traffic volumes otherwise on Glebe Road and Wilson Boulevard, while also improving access to the planned Ballston Common Shopping Center (originally Parkington Shopping Center), the Central Library, Quincy Park, Washington-Lee High School and the Education Center. The extension of Quincy Street is proposed for funding in FY 1987 at a cost of $551,000. This project is eligible for federal assistance under the Urban System Program with 70 percent federal funds and 30 percent local funds. The extension of Quincy Street will require relocation of the WMATA bus yard. The County Board has endorsed removal of this facility.

Fairfax Drive (2) between Kirkwood Road and North Quincy Street has been reconstructed by WMATA and the Virginia Department of Highways and Transportation. This facility includes underground utilities, and landscaped medians. In many cases grass utility strips and sidewalks, are substandard in width. For the most part, standard utility strips and sidewalks can be achieved with redevelopment along Fairfax Drive. However, waiting for redevelopment may postpone full implementation of the "Fairfax Drive Boulevard Concept" indefinitely. Fairfax Drive should provide a coordinated urban gateway through Ballston, Virginia Square, and Clarendon. It serves as the gateway into Ballston from the west and demonstrates the commitment to quality design in the Rosslyn-Ballston Corridor by Arlington. An overall urban design scheme for Fairfax Drive which includes median planting, major street trees, consistent paving and improved pedestrian crosswalks has been designed. The proposed design concept is shown in the Urban Design Section.

Wilson Boulevard (3) is planned to be expanded to six lanes. Although some of this project may be achieved through redevelopment, it is likely that the County will need to provide some sections of the expansion in areas which do not redevelop.

There will be a need for street improvements throughout the Station Area to increase capacity at intersections. Such improvements as turn lanes, channelization and signalization should be anticipated. Some of those may include improvements on Wilson Boulevard, 10th Street, Fairfax Drive, Quincy Street and Washington Boulevard. The approved Master Thoroughfare Plan should be implemented, at a minimum, to provide ease of traffic flow throughout the County, not only through the Metro Corridors.
POTENTIAL STREET CLOSINGS

The approved transportation plans for Virginia Square have identified a number of local streets which may be closed and/or potentially vacated. These local streets are shown on Map 16. In the area between Wilson Boulevard and Fairfax Drive, the following local streets have been identified for possible closings: 9th Street, North between North Oakland and North Monroe Streets, and North Lincoln, North Kansas, North Kenmore and North Jackson Streets between Fairfax Drive and Wilson Boulevard. Up to three of the last four may be closed.

The potential street closings can provide greater flexibility for site consolidation and development in that the right-of-way from closed streets may be vacated and conveyed to private ownership or used for public open space. In addition to the streets shown on Map 16, many alleys may be considered for closing and vacation. Although the full segments of streets which may be closed and vacated are shown, the actual street closing design and extent of vacation will be based upon the specific access needs of site consolidation proposals. The street closings and vacations require careful review to insure that local access needs and utility easements are maintained. Vacations are approved by the County Board at public hearings in response to specific requests.
BIKEWAYS

Arlington County has an extensive system of bikeways serving both commuter and recreation purposes. Through the Master Bikeway Plan the County Board has approved the extension of the bikeway system to most of the Metro stations. In Virginia Square, the bikeway extends south along North Quincy Street from its intersection with the Custis Parkway (I-66) bikeway; after crossing Washington Boulevard the bikeway continues down North Quincy Street behind the Central Library east along 10th Street, North; south along North Monroe Street; east on 6th Street, North; and south along North Jackson street. Map 17 presents the existing bikeways in the Virginia Square Station Area.
WALKWAYS

As discussed in the Urban Design Section, the development of safe, functional attractive walkways is viewed as a key element in the redevelopment of Virginia Square. While the Urban Design Section deals primarily with the treatment of walkways, this section summarizes the approved policies and plans for sidewalk placement.

Existing Conditions

Map 18 identifies the existing walkways in Virginia Square. Most of the existing sidewalks are functional but substandard according to approved policy. The existing sidewalks are often too narrow, with planting/utility strips and street trees frequently omitted.

Walkway Policy

In 1977, the County Board adopted the Master Walkways Policy Plan which establishes minimum standards for walkways in Arlington. This countywide policy provides for sidewalks and street trees along both sides of streets. As shown in Table 7, sidewalk width standards vary according to land use.

TABLE 7

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Sidewalk</th>
<th>Planting and Utility Strip</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low Density Residential (Single-Family)</td>
<td>4 Feet</td>
<td>4 Feet</td>
</tr>
<tr>
<td>Medium Density Residential (Townhouse, Lowrise Apt. Local Commercial and Service Districts)</td>
<td>6 Feet</td>
<td>4 Feet</td>
</tr>
<tr>
<td>High Density (Highrise Apt. Commercial and Office)</td>
<td>10-20 Feet</td>
<td>4 Feet*</td>
</tr>
</tbody>
</table>

For the most part, the walkways in Virginia Square can be implemented as developer contributions during the redevelopment process. All redevelopment projects along Fairfax Drive will be required to follow the “Fairfax Drive Boulevard Concept” established during the Ballston Sector Plan process. This policy will provide broad tree lined sidewalks, landscaped medians, underground utilities and street level pedestrian facilities. It is recommended that the “Fairfax Drive Boulevard Concept” be extended along 10th Street, North through Clarendon to Arlington Boulevard. (For more detail see the Urban Design Section)

*Should be treated with pavers or other durable material with street trees in tree grates to provide a break in the paver design.
PARKING

This section describes the existing parking facilities in Virginia Square and provides a summary of available information on future demand. Virginia Square, specifically the area to the north of Fairfax Drive, will generate a major demand for parking based on the existing and proposed Virginia Square Plaza Medical Buildings, west of North Nelson Street and the future redevelopment of the Virginia Square Site/George Mason Metro Campus east of North Monroe Street.

Central Virginia Square, that area between the south side of Fairfax Drive and the north side of Wilson Boulevard, provides the Station Area with a number of existing commuter parking facilities. This central area of Virginia Square is designated for high density and mixed use residential development. Immediate increases in parking demand are not expected with the redevelopment of these surface parking lots. It can be expected that future parking needs will be structured on each site. South Virginia Square, the area south of Wilson Boulevard, is primarily a residential neighborhood. Along the south side of Wilson Boulevard existing commercial uses provide parking for vehicles on surface parking lots.

Existing Conditions

A significant number of properties are currently being used as Metro parking lots within the Virginia Square Station Area. Most of these parking spaces are located in surface lots and represent an inefficient and temporary use of land in the Metro Station Area. In general these parking lots have been constructed on either vacant land or land where structures in poor condition have been demolished. These parking lots meet a demand for commuter and shopper parking in Virginia Square. Further east of the Ballston and Virginia Square Station Areas less land is devoted to commuter oriented parking. The use of property within a Metro Station Area for surface parking is usually an interim use. This use provides a temporary income stream to its owner while waiting for market conditions to allow an economically feasible project to be constructed. Table 8 identifies the total number of parking spaces available in Northeast, Northwest and Central Virginia Square.

TABLE 8
PARKING FACILITIES IN NORTHEAST, NORTHWEST AND CENTRAL VIRGINIA SQUARE

<table>
<thead>
<tr>
<th>Type of Facility</th>
<th>Number of Spaces</th>
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<tbody>
<tr>
<td>Residential</td>
<td>360</td>
</tr>
<tr>
<td>Office</td>
<td>843</td>
</tr>
<tr>
<td>Commercial</td>
<td>1,130</td>
</tr>
<tr>
<td>On-Street</td>
<td>438</td>
</tr>
</tbody>
</table>
Long Term Demand

Long-term demand for parking will be generated largely by increased office and residential development. Estimated new office development of 1.7 million square feet by year 2000 could generate a parking demand for about 3000 spaces. Estimated new residential development of 1,400 to 2,700 units could generate a demand in the range of 1,600 to 3,000 spaces.

Conclusion

Under present policies and regulations Arlington relies primarily on the private market for the provision of parking. Given the present uncertainty regarding the future demand for parking in Virginia Square, there is no clear basis for major changes in County policy at this time. The County should continue to monitor parking demand and consider appropriate steps to improve the ability of the private market to respond.
Utilities
Utilities

This section provides a summary of the water distribution, sanitary sewer and storm drainage facilities which serve Virginia Square. Improvements needed to support planned growth are recommended for timely funding as part of the County's Capital Improvement Program.

The major utilities which service Virginia Square are generally adequate to meet existing demand, however, improvements are needed to service anticipated redevelopment. Most of the projects recommended for public implementation are addressed in the current FY 1983-1988 Capital Improvement Program (C.I.P.), although only those projects included in the adopted FY 1983 Capital Budget are funded. Projects recommended for implementation in the remaining five years reflect the County's anticipated but unfunded capital needs.
WATER DISTRIBUTION SYSTEM

For the most part, existing water distribution facilities are adequate to accommodate substantial development in the Station Area. Future development may create the need for improvements to local feeders; however, these improvements will likely be provided with development. The major facilities of the existing water distribution system and planned improvements are shown on Map 19.
Water Distribution System

MAP 19

Existing Water Mains
8" and Larger

Planned Water Mains
12" and Larger

Recommended Water Mains

north
WATER DISTRIBUTION SYSTEM IMPROVEMENTS

The following are recommended for implementation by the County and are shown on Map 20.


2. Construction of a 12-inch water main in North Oakland Street from 9th Street, North to Wilson Boulevard. (Programmed for FY 1988)

STORM SEWER SYSTEM

The storm drainage trunk system in the Virginia Square Station Area is generally adequate for planned growth. However, along North Monroe Street between 5th Street, North and 7th Street, North storm sewer improvements are recommended for funding by the County Board in FY 1984. This storm sewer improvement is shown on Map 20. Given that the basic infrastructure is in place, improvements necessary to serve new development, such as the upgrading or relocation of existing storm sewers and the construction of laterals, will be provided by future developers with little or no cost to the County.
SANITARY SEWER SYSTEM

Existing sanitary trunk sewers serving the Virginia Square Station Area are shown on Map 21. These include: 1) A 15-inch line extending through the center of Quincy Park from North Quincy Street to North Nelson Street, 2) a 15 to 18-inch line extending along North Nelson Street from 10th Road, North to Fairfax Drive, 3) a 12 inch line extending along North Oakland Street from Fairfax Drive to 9th Street, North and 4) a 12 to 24-inch line extending along Fairfax Drive from North Oakland Street to North Kirkwood Road. At this loading point a 24-inch sanitary sewer line extends along Kirkwood Road across Washington Boulevard.

Improvements to the sanitary sewers in the Virginia Square Station Area, while not recommended at this time, may be necessary in the future to serve potential population growth. Additional minor improvements may be required in local sewers as redevelopment occurs. Most of the improvements necessitated by redevelopment will be the responsibility of the developer.
Existing Sewer System

All Sewers are 8" Unless Indicated Otherwise

north
Electric service in the Virginia Square Station Area is provided by the Virginia Electric Power Company (VEPCO). The existing facility is located on Fairfax Drive east of 10th Street, North. The planned future location of the substation is between North Monroe and North Nelson Streets, north of 10th Street.

When properties redevelop the preferred placement of electric, telephone and other utility services is underground. When this is not feasible, aerial utilities should be placed along rear lot lines, alleys or similar areas which have low visibility.
Community Facilities—Publicly Operated
Community Facilities - Publicly Operated

"Community Facilities - Publicly Operated" refers primarily to the space and facilities needed to provide certain County services. The facility categories addressed include police, fire-rescue, libraries, human resources, education, and open space. Virginia Square offers the greatest potential for the development of publicly-operated community facilities of any Metro Station Area in the Rosslyn-Ballston Corridor based on the existing facilities, as well as those planned for the area.

The term "Community Facilities" in Virginia Square includes not only those facilities owned by the local municipality but also the facilities of the George Mason University School of Law and Professional Center. As urban areas redevelop and are revitalized, older facilities may become outmoded. There may be demand for newer, expanded or more varied facilities related to the population living and working in the area. Both countywide and neighborhood community facilities can be found in Virginia Square. Planning for community facilities is determined by the needs, priorities and financing available (State, Federal, Local Programs and Grants-in-Aid). Map 23 shows existing public community facilities in and around Virginia Square.
POLICE

Police services for Arlington are administered from the Police Department and Detention Center, adjacent to the Court House. Calls for service in the County are divided into ten patrol beats; each patrol beat area is sized separately based upon its resident and daytime populations. The primary goals of the Police Department are to patrol the County, protect its citizens and reduce crime. The Arlington County Police force has a very good relationship with Metro Subway police as they work in concurrent jurisdictions. Although Arlington police do not patrol Metro platforms, they do have the power to apprehend and deter criminal activities from taking place. The Police Department proceeds on a year to year basis, studying trends and making adjustments in programs to meet current needs.

The County Police Department is presently studying the policing of high-rise residential and office buildings. This study when completed, will be an important guide for all Metro Station Areas. The Virginia Square Station Area in particular may benefit from the study because the General Land Use Plan shows a concentration of high-rise, high density residential uses.

FIRE-RESCUE

Fire Station #4, located just outside the Virginia Square Station Area in Clarendon at 10th Street, North and North Hudson Street, was constructed in 1964 and is the Headquarters for the Arlington County Fire Department. Fire Station #2 was constructed in 1977 in the Ballston Station Area at George Mason Drive and Wilson Boulevard, to replace the old station displaced by Metro construction. Both stations serve the Virginia Square Station Area, as well as other parts of the County. In addition to fire protection, the Fire Department is responsible for providing emergency medical rescue service. At present, emergency and rescue services for Virginia Square are provided out of these two stations.

LIBRARY

The Central Library for Arlington County is located three blocks west and one block north of the Virginia Square Metro Station entrance, adjacent to Quincy Park at 1015 North Quincy Street. The Library offers more than 242,000 volumes and an extensive record and film collection. The Library provides a variety of services including research assistance, children's programs, homebound services, audiovisual materials, teletype equipment for the deaf and other services for the physically handicapped. This is the largest library in the County and is supplemented by six branch facilities located in Aurora Hills, Cherrydale, Columbia Pike, Glencarlyn, Shirlington, and Westover.

HUMAN RESOURCES

The Department of Human Resources (DHR) provides a variety of physical and mental health-related services, the majority of which are delivered on a countywide basis from central locations. Several facilities are located in proximity to the Rosslyn-Ballston Corridor. In addition to DHR services, there are three hospitals and three nursing homes in Arlington.
Community Facilities — Publicly Operated
Community Facilities — Publicly Operated

EDUCATION

The Virginia Square Station Area is adequately served by the Arlington Public Schools System. Long Branch and Glebe Elementary Schools located at 1770 North Glebe Road and 33 North Fillmore Street, respectively, serve grades 1 through 6 and those children enrolled in the Special Education Program. Swanson and Thomas Jefferson Intermediate Schools located at 5800 North Washington Boulevard and 125 South Old Glebe Road, respectively, serve students in grades 7 and 8, while Page School located at 1501 North Lincoln Street serves grades K-7. Washington-Lee High School located adjacent to Virginia Square serves students of Virginia Square and surrounding neighborhoods from grades 9 through 12.

In addition to Arlington's grade school system, the County provides an Adult Education program. This includes 1) the adult basic education program for those who terminated formal education at an early age, 2) the high school credit program, and 3) vocational programs where the course offerings respond to community interest. These adult education courses are held at public schools throughout the County.

The George Mason University Metro Campus and Professional Center is located in the former Kann's Department Store building at 3401 North Fairfax Drive. The Metro Campus building houses the School of Law on the first and second floors and the Professional Center on the third floor. The School of Law has a current enrollment of 557 students in day and evening programs, pursuing the Juris Doctor degree. There are four classrooms, three seminar rooms, and offices for faculty, administration and student activities on the second floor. The Law Library is located on the first floor as are the bookstore, information center and food service facility. The Library is open to the public seven days a week, except during exam periods.

Graduate and undergraduate courses are taught in the Professional Center, for credit and non-credit, including courses leading toward degrees in Business Management, Public Administration, Economics and Psychology. The Division of Continuing Education schedules high-technology courses such as Logistics and Product and Inventory Control each semester. A computer lab is planned for the Spring Semester 1984.

The Society for Logistics Engineers has established a reserve shelf in the Law Library for high-technology learning materials. In addition, the United States Department of Agriculture (U.S.D.A.) has chosen the Metro Campus as the educational site for courses in management development as part of their Training Program for Foreign Agriculturists. The Departments of the Army and Navy also utilize the Professional Center as the site of their Management Training programs.

The Metro Campus Conference Center, also located on the third floor, seats up to 500 and is the site of professional conferences, and community service and University events. In addition, a large classroom adjacent to the Conference Center seats 140 and can be scheduled for lectures, small conferences, workshops and videotaping. The Professional Center expects to expand its conference capabilities to include teleconferencing by Fall, 1983. The Conference Center and classrooms will be wired to receive programs produced on the Main Campus in Fairfax and various programs via satellite transmission. Suite 300, adjacent to the Professional Center, will be the site of the executive office and the Arlington Citizens’ Cable TV Studio, scheduled to be operational by Fall, 1983. Another component of the Professional Center is the Metro Art Gallery. Each month new exhibits preview oil and watercolor paintings, sculpture or the photographic arts. Most artists and professional art associations exhibiting their work are from the Arlington/Northern Virginia Community.
The George Mason University property is part of a block of large sites which includes the Virginia Square Shopping Center. Like other major development sites in the Rosslyn-Ballston Corridor owned by one or two major property owners, the County has designated this site as a "Special Coordinated Mixed Use District". The redevelopment of this special site could strengthen the distinct identity of Virginia Square as a cultural, educational, and recreational center.

The Economic Development Commission analyzed the educational needs of Arlington, focusing on maximizing the educational opportunities occasioned by the location of the George Mason Metro Campus in the Virginia Square Area. Results of the analysis indicate that educational activities should greatly expand at the Metro Campus. There is no indication that additional facilities are needed in the near term. Additional facilities may be constructed on land owned by George Mason University when they are needed. The Economic Development Commission recommended that Arlington County support the expansion of programs at the George Mason Metro Campus at the State and Local level.

CULTURAL FACILITIES

The Virginia Square Station Area has long been considered the appropriate location for a concentration of cultural facilities in the Rosslyn-Ballston Corridor and Arlington. Existing cultural and educational facilities in the area include Washington-Lee High School, the Central Library, the Arlington Arts Center and the George Mason Metro Campus.

The Arlington Arts Center, located at 3550 Wilson Boulevard, in the former Maury School, is a non-profit professional visual arts center, providing monthly exhibitions of Arlington and Metropolitan-area artists, lectures, classes and studios for thirty-five artists.

The George Mason Professional Center houses a 300 seat lecture/conference room, the Arlington Citizen Cable Television Studios, the Metro Gallery which has monthly visual arts exhibitions and classrooms for conferences and workshops.

The Arlington Arts Center, the Metro Gallery, the Arlington Citizen Cable Television Studio and the exhibits and materials at the Central Library give Virginia Square cultural opportunities not found in other Rosslyn-Ballston Corridor Station Areas. The Special Streetscape Walkways for North Monroe Street and 10th Street, North and potential Plaza/Open Spaces in Virginia Square provide opportunities for sculptures, art-in-public-places, art fairs, and performances to further strengthen the cultural vitality and image of this Station Area.

During the past fifteen years, land was acquired adjacent to the Central Library to expand Quincy Park. In the mid-1970's the Arlington County Cultural Affairs Committee at the request of the County Board developed a building program for a performing and visual arts community facility. Consultants were hired to make an economic analysis and feasibility study of an arts center, which included a 650 seat theater, a 1000-1200 seat concert hall, 150 seat studio theater/lecture hall, dance studio, television studio, visual arts galleries, artist studios and workshops, restaurant, bookstore and administrative and support areas. The building's total projected size was approximately 133,000 square feet and the total projected cost was $11 million.

The Virginia Square/George Mason University Ad Hoc Committee explored ancillary development consistent with the needs of the University and the cultural, educational, and recreational orientation of the Station Area. They
noted that since the study, the George Mason Metro Campus and Professional Center has located at Virginia Square providing some of the facilities that were to be included in the Cultural Center. The committee concluded that there may be a need for a performing arts facility in Arlington County and concluded that the County should assess the needs of the present and future cultural facilities and programs in Arlington and the feasibility, financially and physically, of locating such facilities in the Virginia Square area. Future development in the Virginia Square Station Area presents the opportunity to translate bonus development rights into cultural facilities. A bonus density of up to 1.0 F.A.R. for the Station Area was recommended for the provision of cultural facilities on or off-site equal in value to the density bonus by the Virginia Square/George Mason deferred to the Ad Hoc Committee, but added the University Ad Hoc Committee.

The Virginia Square Sector Plan Review Committee recommended that the County should retain the option to secure development contributions to a cultural facility in return for bonus density (up to 1.0 F.A.R.) while actively developing a plan for such a facility. Additionally the commercial facilities along the Special Streetscape Walkways should be encouraged to support and strengthen the educational/cultural nature of the Station Area. Developers should be encouraged to consider leasing to art galleries, artist supplies stores, bookstores, restaurants, photography stores, dance studios, theaters, costume stores and other commercial retail uses that would reinforce the cultural/educational character of the Station Area.

On July 11, 1983, the County Board designated the Virginia Square Shopping Center and part of the George Mason University Foundation property “High” Office-Apartment-Hotel on the General Land Use Plan. The Board established a base F.A.R. of 3.0 for office/hotel development and up to a total of 4.3 F.A.R. in consideration of residential, community services and cultural facilities.

OPEN SPACE

Arlington offers a broad array of recreation facilities ranging from nature centers to active sports facilities. In addition to County parkland and joint-use School Board properties, Arlington has two regional parks and several federally-owned open space sites. Virginia Square is centrally located and has convenient access to the many park facilities within the County. Virginia Square has more potential for both active and passive park facilities than other Station Areas.

EXISTING OPEN SPACE IN AND NEAR VIRGINIA SQUARE

Map 24 identifies the open space sites within and on the immediate fringe of Virginia Square. Quincy Park has approximately 20 acres and contains a broad spectrum of recreational facilities as shown in Table 9. Quincy Park is the largest open space site in the Station Area and within the Rosslyn-Ballston Corridor.

At present, there are four other County-owned open space sites in the Station Area. Maury Park has 2 acres and includes Maury School, two tennis courts, one basketball court and picnic tables. Kenmore Park, a triangular-shaped, quarter-acre lot is located along 7th Street, North, in the Ashton Heights neighborhood and serves as a neighborhood park. The third site is the Oakland mini-park which is part of the block bounded by 9th Street, North, North Nelson Street, North Oakland Street and Wilson Boulevard. The County has been purchasing parcels in this block as they became available. This area, designated “Public” on the General Land Use Plan, could potentially be developed as an urban park.
Community Facilities — Publicly Operated

In conjunction with the Arlington Arts Center/Maury Park and Kenmore Park, Ashton Heights put forth major recommendations in their adopted Conservation Plan for a Greenway. The Ashton Heights Greenway is envisioned by the neighborhood as a buffer to the high density development planned to occur north of Wilson Boulevard. The planned Greenway extends from North Irving Street on the east, to North Pollard Street on the west. Herselle Milliken Park on North Lincoln Street is the first portion of the Ashton Heights Greenway to be developed.

FUTURE OPEN SPACE

As Virginia Square begins to redevelop, the County Board should also encourage development of small parks as urban open spaces and plazas through the site plan process. This method for obtaining parks and open space offers several advantages. First, there is little or no public cost associated with park space obtained through the site plan process. Second, the private developer typically retains the development rights from such open space, and these development rights continue to generate tax revenue. Most important, however, the site plan process encourages a convenient and effective relationship between open space and new development through consolidated site design.

Urban park space should be designed to serve differing yet specific needs. In some cases, private recreational space may be desirable for exclusive use by certain groups, such as the residents of mid rise and high-rise apartment buildings. In other cases, recreational space should be designed to serve a broader spectrum of users. An open plaza with easy access from public sidewalks might serve as an amenity for lunchtime gathering and relaxation. In another example, a small urban park might provide a focus for a shopping arcade.

Architecturally, park space should be designed in coordination with surrounding buildings. Similarity in paving materials, furniture, and landscaping can blend open space with the architecture and materials used on nearby buildings. From a design standpoint, public open space should be visible and easily accessible. Plazas should be designed to be in sunny, pleasant locations. Probably most important is the quality and not the quantity of the open space provided. The quality of the open space provided is more important than the quantity of the open space.

JOGWAYS

A major portion of the persons who will occupy residential units to be built at Virginia Square will be members of one or two-person households. Many of them will be in the 20-40 age group whose lifestyle involves regular exercise. A favored type of physical activity is jogging, particularly if routes are available that do not involve hazardous conflicts with automotive traffic. The bikeway which passes the Virginia Square Metro Station on North Monroe Street should be developed in a manner to make it double as a jogway.
## Open Space Facilities

**TABLE 9**

<table>
<thead>
<tr>
<th></th>
<th>BASEBALL</th>
<th>BASKETBALL</th>
<th>BICYCLE TRAILS</th>
<th>FOOTBALL</th>
<th>HANDICAPPED</th>
<th>PICNIC AREA</th>
<th>PLAYGROUND EQUIPMENT</th>
<th>RESTROOMS</th>
<th>SHELTER (OPEN AIR)</th>
<th>SOCCER</th>
<th>SOFTBALL</th>
<th>SWIMMING</th>
<th>TENNIS</th>
<th>TRACK</th>
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<tbody>
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<td><strong>MAURY PARK</strong></td>
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<td><strong>KENMORE PARK</strong></td>
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<td><strong>OAKLAND MINI-PARK</strong></td>
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<td><strong>HERSHELLE MILLIKEN PARK</strong></td>
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<td><strong>WASHINGTON-LEE HIGH SCHOOL</strong></td>
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</table>
Community Facilities—Privately Operated
Community Facilities - Privately Operated

Neighborhood service facilities play an important role among the community facilities in the Virginia Square Station Area. These private businesses and institutions conveniently provide goods and services to the residents of the area. Since Virginia Square is planned with a focus on residential development, conservation and preservation of neighborhood service facilities will insure that food, drug, medical and other services remain conveniently located within the Virginia Square community and enhance the quality of life for this area.

The General Land Use Plan provides opportunities for the conservation and expansion of major neighborhood services. Areas designated "Service Commercial" and "High Medium Residential Mixed Use" particularly provide for neighborhood retail facilities. Essential neighborhood retail facilities should be maintained as redevelopment occurs in the Station Area. Existing facilities are concentrated within the Virginia Square Shopping Center. As redevelopment occurs, many of those businesses within the Shopping Center should be accommodated on the George Mason Metro Campus block or in other locations throughout the Virginia Square Station Area.
COMMERCIAL DEVELOPMENT

Neighborhood-oriented commercial development in Virginia Square dates back to the 1930's and 1940's when commercial uses were established in scattered locations along Wilson Boulevard, Fairfax Drive and Washington Boulevard. The development of the Kann's-Virginia Square retail center in 1951-1952 dramatically changed Virginia Square's commercial character from a neighborhood to a regional orientation. Kann's-Virginia Square Center became one of Arlington's most important shopping centers in terms of sales and physical size.

When it was completed, the Kann's-Virginia Square complex contained 22 establishments including the Kann's Department Store, a bank, a variety store, supermarket, pharmacy, clothing, furniture, gift, hardware and candy shops and a restaurant. Table 10 indicates the importance of this commercial center to Arlington in the 1950's.

As noted previously, competition from suburban shopping malls in the late 1960's contributed to declining retail sales in Virginia Square. Although the number of stores in the area increased from 26 to 60 between 1953 and 1967, by 1972 this number had dropped to 46 stores. By 1975 the Kann's Department Store closed. The building was occupied by the International School of Law from 1976 to 1978 when George Mason University acquired its assets making it the home of the George Mason University School of Law and Metro Campus. In 1982, the Virginia Square Shopping Center contained 16 establishments, including a supermarket, drug store, furniture store, gift shop, restaurant and several personal service firms. Some retail space was vacant.

Commercial development in the Virginia Square Station Area also includes a variety of businesses along both sides of Wilson Boulevard, and several firms on Washington Boulevard, east of North Lincoln Street. Automobile dealerships, service and repair shops, and fast-food restaurants are the predominant businesses in the remaining commercial areas. Although almost forty-six acres of land in the Station Area are zoned for commercial use, only 29 acres (63%) contain commercial uses other than parking lots. While the shopping center area is generally well-maintained, conditions in other areas range from well-maintained to deteriorated. A relatively large number of properties are underutilized and have a run-down appearance, often associated with speculation and marginal investment.

As a result of the Virginia Square Sector Planning process, the County Board directed staff to undertake a study of service commercial facilities in the Virginia Square Station Area.

CHURCHES

There are eighty-four (84) places of worship in Arlington County. Two of these are located in the Virginia Square Station Area. The Wilson Boulevard Christian Church is located on the south side of Wilson Boulevard in Ashton Heights at 3850 Wilson Boulevard. St. Georges Episcopal Church is located at the corner of North Nelson Street and Fairfax Drive. Churches nearby in the Ballston Station Area include Ballston Baptist Church, Central Methodist Church, and First Presbyterian Church. Clarendon Churches include Clarendon First Baptist Church, St. Charles Catholic Church and School, Clarendon Methodist Church, and Clarendon Presbyterian Church. Most churches are designated "Semi-Public" on the General Land Use Plan.
Community Facilities —
Privately Operated

NEIGHBORHOOD RETAIL FACILITIES

ST. CHARLES CATHOLIC CHURCH

WASHINGTON BLVD

VIRGINIA SQUARE SHOPPING CENTER

MEDICAL-DENTAL OFFICES

ST. GEORGES EPISCOPAL CHURCH

NEIGHBORHOOD RETAIL FACILITIES

WILSON BOULEVARD CHRISTIAN CHURCH

CLARENDON METHODIST CHURCH

MAP 25

north
MEDICAL SERVICES

Offices of private medical and dental practitioners are located throughout Arlington County and in the Virginia Square Station Area. The Virginia Square Medical/Dental Center at 3801 North Fairfax Drive houses the offices of doctors and dentists. The two buildings at the Center will be rehabilitated as part of the Virginia Square Plaza development planned for the site. One of the existing buildings will be expanded and a third office building will be added. A new plaza will connect the three buildings and adjacent walkways.

POPULATION SERVICES

The residential character of the Virginia Square area will be significantly enhanced if the environment and type of residential unit designed are those which have maximum appeal to the portion of our population who choose a low auto-dependency lifestyle.

The considerable savings that a resident can make by not owning a car are reduced, if taxi service must be used for trips to grocery, drug, and other service commercial facilities. A study is recommended to assure the availability of convenient neighborhood type population services to people living near Metro stations.

TABLE 10
ARLINGTON COUNTY SHOPPING CENTERS
1958

<table>
<thead>
<tr>
<th>Name of Center</th>
<th>No. Of Establishments</th>
<th>Building Area in Square Feet</th>
<th>Appraised Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Westover A</td>
<td>13</td>
<td>39,410</td>
<td>722,580</td>
</tr>
<tr>
<td>Westover B</td>
<td>8</td>
<td>10,800</td>
<td></td>
</tr>
<tr>
<td>Westover C</td>
<td>7</td>
<td>7,140</td>
<td></td>
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<tr>
<td>KANN’S-VIRGINIA SQUARE</td>
<td>22</td>
<td>239,965</td>
<td>6,486,600</td>
</tr>
<tr>
<td>Parkington</td>
<td>30</td>
<td>383,374</td>
<td>10,215,880</td>
</tr>
<tr>
<td>Williamsburg</td>
<td>11</td>
<td>14,187</td>
<td>178,800</td>
</tr>
<tr>
<td>Fillmore</td>
<td>9</td>
<td>35,913</td>
<td>312,020</td>
</tr>
<tr>
<td>Westmont</td>
<td>11</td>
<td>27,081</td>
<td>289,677</td>
</tr>
<tr>
<td>Garden City</td>
<td>19</td>
<td>22,200</td>
<td>305,700</td>
</tr>
<tr>
<td>Lee Highway-Woodstock</td>
<td>14</td>
<td>18,070</td>
<td>238,677</td>
</tr>
<tr>
<td>Barcroft</td>
<td>9</td>
<td>21,067</td>
<td>360,920</td>
</tr>
<tr>
<td>Columbia Pike</td>
<td>16</td>
<td>39,125</td>
<td>548,788</td>
</tr>
<tr>
<td>Arlington Forest</td>
<td>12</td>
<td>22,183</td>
<td>359,680</td>
</tr>
<tr>
<td>Buckingham</td>
<td>17</td>
<td>31,595</td>
<td>580,520</td>
</tr>
<tr>
<td>Glebe Center</td>
<td>7</td>
<td>14,550</td>
<td>183,080</td>
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<tr>
<td>Washington-Lee</td>
<td>15</td>
<td>48,076</td>
<td>421,580</td>
</tr>
<tr>
<td>Shirley Park</td>
<td>2</td>
<td>35,500</td>
<td>826,110</td>
</tr>
<tr>
<td>Shirlington</td>
<td>66</td>
<td>430,600</td>
<td>9,280,460</td>
</tr>
<tr>
<td>Colonial Village</td>
<td>9</td>
<td>16,600</td>
<td>270,740</td>
</tr>
<tr>
<td>Courthouse</td>
<td>7</td>
<td>8,900</td>
<td>132,900</td>
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<tr>
<td>Arlington Towers</td>
<td>12</td>
<td>60,000</td>
<td>676,700</td>
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<tr>
<td>TOTAL</td>
<td>328</td>
<td>1,557,727</td>
<td>$3,869,311</td>
</tr>
</tbody>
</table>
Appendices and Bibliography
Appendix A

TELEPHONE NUMBERS FOR SELECTED COUNTY OFFICES

County Board ................................................................. 558-2261
County Manager ............................................................ 558-2401
Department of Public Works
  Planning ................................................................. 558-2251
Department of Community Affairs
  Comprehensive Planning ............................................. 558-2291
  Current Planning ..................................................... 558-2291
  Economic Development .............................................. 558-2536
Real Estate Assessments ............................................... 558-2111
Zoning ........................................................................ 558-2414
Appendix B

SUMMARY OF THE ARLINGTON COUNTY ZONING ORDINANCE

SECTION 3 "S-3A" SPECIAL DISTRICT

This district is intended primarily for institutional and recreational uses such as schools, parks and government buildings. It also allows single family homes on lots containing three (3) acres or more.

SECTION 4 "S-D" SPECIAL DEVELOPMENT DISTRICT

This district allows primarily for development of public institutions or facilities serving the public welfare.

"R-20" ONE-FAMILY DWELLING DISTRICT

This district is intended to allow for the development of single family homes at a density of 2 units per acre. It also allows several semi-public uses by Use Permit. These uses are allowed, by Use Permit approval throughout all residential districts. Residential units may be clustered on sites of 1 1/2 acres or larger by Site Plan approval.

"R-10" ONE-FAMILY DWELLING DISTRICT

This district provides for low density, residential development at a higher density than "R-20". It allows single family homes at a density of 4 units per acre. Clustering of units is allowed with Site Plan approval on sites of 1 1/2 acres or larger.

"R-10T" ONE-FAMILY RESIDENTIAL - TOWNHOUSE DWELLING DISTRICT

This district provides for the development of town houses at a density compatible with single family densities. It allows single family units at a density of 4 units per acre by-right and town houses by site plan at a density of 10 units per acre. This district is considered appropriate for areas where it provides a transition between one-family districts and uses permitted in other district classifications. A minimum site area of 51,600 square feet is required for site plan development.

"R-8" ONE-FAMILY DWELLING DISTRICT

This district provides for low density, residential development at a density higher than "R-10". It allows for the development of single family units at a density of 5 units per acre. Clustering of dwelling units is permitted with Site Plan approval on sites of 1 1/2 acres or larger.

"R-6" ONE-FAMILY DWELLING DISTRICT

This district provides for moderate density, residential development. It allows for the development of single family units at a density of 7 units per acre and under, certain conditions, two-family dwellings and medical offices by Use Permit approval. Dwelling units may be clustered on sites of 1 acre or larger by Site Plan approval.
"R-5" ONE-FAMILY RESTRICTED TWO-FAMILY DWELLING DISTRICT

This district provides for moderate density, residential development at a density greater than "R-6". It allows for the development of single family units at a density of 8 units per acre by-right and, by Use Permit approval, two-family dwellings at a density of 12 units per acre. Dwelling units may be clustered on sites of 1 acre or larger by Site Plan approval.

"R2-7" TWO-FAMILY DWELLING DISTRICT

This district provides for moderate density, residential development. It allows for the development of two-family dwellings and town houses at a density of 12 units per acre.

"R15-30T" RESIDENTIAL - TOWNHOUSE DISTRICT

This district provides for moderate density residential and by Site Plan approval, medium density residential development within "Metro Transit Corridors". It allows for the development of town houses at a density of 15 units per acre by-right on sites with at least 8,712 square feet and up to 30 units per acre by Site Plan approval on sites with at least 17,424 square feet. Site plans may contain a variety of dwelling styles including stacked units.

"RA14-26" APARTMENT DWELLING DISTRICT

This district provides for multifamily residential development at a moderate density. It allows apartments and town houses at a density of 24 units per acre at heights not to exceed 3 1/2 stories, except that on sites of 5 acres or more building heights may reach 6 stories. A minimum site area of 7,500 square feet is required.

"RA8-18" APARTMENT DWELLING DISTRICT

This district provides for multifamily residential development at a density higher than "RA14-26". It allows apartments and town houses at a density of 36 units per acre at heights not to exceed 4 stories, except that by Site Plan approval building heights of 8 stories or 75 feet may be allowed. A minimum site area of 7,500 square feet is required.

"RA7-16" APARTMENT DWELLING DISTRICT

This district provides for multifamily medium density, residential development. It allows apartments and town houses at a density of 24 units per acre by-right and, by Site Plan approval, on appropriate sites, the density may be increased to 43 units per acre at heights up to 10 stories. A minimum site area of 100,000 square feet is required.

"RA6-15" APARTMENT DWELLING DISTRICT

This district provides for multifamily, residential development at a slightly higher density than "RA7-16". It allows apartments and town houses at a density of 48 units per acre at heights up to 6 stories by-right and up to 12 stories by Site Plan approval. A minimum site area of 7,500 square feet is required.

"RA4.8" MULTIPLE-FAMILY DWELLING DISTRICT

This district provides for high-rise and multifamily development at a moderately high density. It allows for apartments and town houses at a density of 24 units per acre by-right and, by Site Plan approval, apartments at densities of 3.24 FAR and at heights up to 136 feet. A minimum site area of 30,000 square feet is required.
"R-C" APARTMENT DWELLING AND COMMERCIAL DISTRICT

This district provides for mixed use residential and commercial development at moderately high densities. It allows, by Site Plan approval, apartments at a density of 3.24 FAR and a height of up to 95 feet. It also allows, by Site Plan approval, mixed use development with a maximum density of 2.0 FAR for residential and 1.24 FAR for commercial. This district is intended for use within a one-quarter mile radius of Metro-rail stations and is appropriate for transitional areas between high density office development and lower density residential uses. A minimum site area of 20,000 square feet is required.

"RA-H" HOTEL DISTRICT

This district provides for high-rise, multi-family and hotel development at a moderately high density. It allows apartments and town houses at a density of 24 units per acre by-right. By Site Plan approval, apartments and hotels are allowed at a density of 72 units per acre at heights up to 12 stories or 125 feet. A minimum site area of 100,000 square feet is required.

"RAH-3.2" MULTIPLE-FAMILY DWELLING AND HOTEL DISTRICT

This district provides for high-rise multifamily and hotel development at high densities. It allows 24 units per acre by-right and by Site Plan approval, apartments at a density of 4.8 FAR and hotels at a density of 3.8 FAR, at heights not to exceed 180 feet. This district is appropriate in "Metro Transit Corridors". A minimum site area of 30,000 square feet is required.

"C-1" LOCAL COMMERCIAL DISTRICT

This district provides for low-intensity, neighborhood oriented commercial uses. It allows neighborhood commercial uses (e.g.: dry cleaning, grocery, drug store, etc.) at an FAR of 1.0 and a maximum height of 35 feet.

"C-1-O" LIMITED COMMERCIAL - PROFESSIONAL OFFICE BUILDING DISTRICT

This district provides for low intensity office uses in nonretail areas. It allows for professional offices at an FAR of .60 a maximum height of 35 feet. A minimum site area of 20,000 square feet is required.

"C-O-1.0" COMMERCIAL OFFICE BUILDING, HOTEL AND APARTMENT DISTRICT

This district provides for low intensity office uses as permitted in "C-1-O" and by Site Plan approval, offices, apartments, hotels and mixed use development. It allows for offices at an FAR of .60 by-right and by Site Plan approval, offices at an FAR of 1.0, apartments at a density of 40 units per acre and hotels at a density of 60 units per acre, at heights up to 6 stories. A minimum site area of 20,000 square feet is required.

"C-O-1.5" COMMERCIAL OFFICE BUILDING, HOTEL AND APARTMENT DISTRICT

This district provides for low intensity office uses as permitted in "C-1-O" and by Site Plan approval, offices, apartments, hotels, and mixed use development at moderate densities. By Site Plan approval, offices are allowed at an FAR of 1.5, apartments at a density of 72 units per acre, hotels at a density of 110 units per acre, and mixed uses. Heights under the district typically range from 8 to 10 stories. A minimum site area of 20,000 square feet is required.

"C-O-2.5" COMMERCIAL OFFICE BUILDING, HOTEL, AND APARTMENT DISTRICT

This district provides for high-rise office building, hotel, apartment, and mixed use development within "METRO Transit Corridors". It allows "C-1-O" uses and by Site Plan approval, offices at an FAR of 2.5, apartments at a density of 115 units per acre, hotels at a density of 180 units per acre, and mixed uses. Heights under this district typically range from 12 to 16 stories. A minimum site area of 20,000 square feet is required.
"C-O" COMMERCIAL OFFICE BUILDING, HOTEL AND MULTIPLE-FAMILY DWELLING DISTRICT

This district provides for high-rise hotels, and/or multifamily dwellings in the vicinity of Metrorail stations. It allows "C-10" uses and by Site Plan approval, offices and hotels at an FAR of 3.8 and multi-family dwellings at an FAR of 4.8. Heights under this district typically range from 153 feet to 180 feet. A minimum site area of 30,000 square feet is required.

"C-O-A" COMMERCIAL, OFFICE, AND APARTMENT DISTRICT

This district provides for the highest density mix of office, apartment, and hotel development in the County. It allows, by Site Plan approval, a range of densities from an FAR of 1.0 to an FAR of 6.0 based on site sizes, at heights ranging from 151 feet to 216 feet. This district is appropriate in the vicinity of Metrorail stations and shall be located within an area designated for "Coordinated Mixed Use Development" on the General Land Use Plan.

"C-2" GENERAL COMMERCIAL DISTRICT

This district provides for retail uses at a slightly higher density and height than "C-1" and provides for a greater number of uses oriented to serving several neighborhoods. It allows neighborhood commercial uses, offices, and more intensive commercial uses (e.g. motor vehicle sales, general retailing, etc.) at an FAR of 1.5 and at heights up to 45 feet.

"C-3" GENERAL COMMERCIAL DISTRICT

This district incorporates for commercial uses allowed by "C-1" and "C-2" and provides for additional intensity of use, density, and height. The "C-3" district does not have a density limitation for commercial uses. The density is, however, controlled by a height limit of 75 feet and the standard setback and parking requirements.

"C-M" LIMITED INDUSTRIAL DISTRICT

This district provides for light manufacturing. It allows "C-2" commercial uses; manufacturing, and warehousing uses at an FAR of 1.5 at heights up to 45 feet. Dwelling units are prohibited.

"M-1" LIGHT INDUSTRIAL DISTRICT

This district provides for light manufacturing and additional industrial uses. It allows "C-2" and "C-M" uses and motor vehicle storage lots, railroads and other uses at an FAR of 1.5 at heights up to 75 feet. Dwelling units are prohibited.

"M-2" SERVICE INDUSTRIAL DISTRICT

This district provides for industrial and manufacturing uses as provided for in "M-1" with the addition of junk yards and asphalt batching facilities by use permit approval. The maximum density allowed is an FAR of 1.5 and the height limit is 75 feet. Dwelling units and hotels are prohibited.

"P-S" PUBLIC SERVICE DISTRICT

This district is intended primarily for County operated industrial uses such as sewage treatment, trash transfer and storage yards.

SECTION 31 SPECIAL PROVISIONS

This section contains miscellaneous provisions, including, swimming pools; residential cluster development; and home occupations.
SECTION 31A HISTORIC PRESERVATION DISTRICTS

SECTION 32 BULK, COVERAGE AND PLACEMENT REQUIREMENTS

This section contains requirements regarding coverage, setbacks from streets, and side and rear yards for all districts.

SECTION 32A LANDSCAPING

This section contains general landscaping requirements and specific parking lot landscaping and screening requirements.

SECTION 33 AUTOMOBILE PARKING, STANDING AND LOADING SPACE

This section contains general parking regulations and specific parking requirements for all districts.

SECTION 34 NAME PLATES, SIGNS, BILLBOARDS, AND OTHER DISPLAYS OR DEVICES TO DIRECT, IDENTIFY, INFORM, PERSUAGE, ADVERTISE OR ATTRACT ATTENTION.

This section contains sign requirements for all districts.

SECTION 35 NONCONFORMING BUILDINGS AND USES

SECTION 36 ADMINISTRATION AND PROCEDURES

This section describes all Zoning Ordinance procedures, including requests for Variances, Use Permits, Rezonings and Site Plan approval.

SECTION 37 VIOLATIONS AND PENALTIES
# TABULAR SUMMARY OF THE ARLINGTON COUNTY ZONING ORDINANCE

## DEVELOPMENT BY RIGHT

<table>
<thead>
<tr>
<th>ZONING DISTRICT</th>
<th>PERMITTED USES</th>
<th>SPECIAL EXCEPTION USES - USE PERMIT (U)</th>
<th>TRANSITIONAL USES (T)</th>
<th>ON SITE PLAN (SP)</th>
<th># OF DWELLING UNITS</th>
<th>F.A.R.</th>
<th>HEIGHT</th>
<th>DEVELOPMENT BY SITE PLAN</th>
<th>MIN. LOT SIZE</th>
<th>REQUIRED PARKING SPACES</th>
<th>MISC.</th>
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<tbody>
<tr>
<td>&quot;Low Residential&quot; (Yellow)</td>
<td>SF Residential, Churches</td>
<td>-Doctor's Office (T)</td>
<td>-Transitional Parking (T) (U)</td>
<td>-Schools and Day Nurseries (U)</td>
<td>-Public Libraries, Museums (U), Galleries (U)</td>
<td>-Clubs (U)</td>
<td>-Public Recreation Buildings (U), Playgrounds (U)</td>
<td>-Hospitals (U)</td>
<td>-Institutional Homes (U)</td>
<td>-Institutions of a Philanthropic Nature (U)</td>
<td>-Public Utilities &amp; Services (U)</td>
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<td>&quot;R-20&quot;</td>
<td>SF Residential, Churches</td>
<td>-R-20 Special Exception Uses</td>
<td>2 d.u. per acre</td>
<td>-</td>
<td>35 Ft.</td>
<td>-</td>
<td>20,000 Sq. Ft. per d.u. 100 ft. width</td>
<td>1 per</td>
<td>56% Cov.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&quot;R-10&quot;</td>
<td>SF Residential, Churches</td>
<td>-R-20 Special Exception Uses</td>
<td>4 d.u. per acre</td>
<td>-</td>
<td>35 Ft.</td>
<td>-</td>
<td>10,000 Sq. Ft. per d.u. 80 ft. width</td>
<td>1 per</td>
<td>56% Cov.</td>
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<td>&quot;R-8&quot;</td>
<td>SF Residential, Churches</td>
<td>-R-20 Special Exception Uses</td>
<td>5 d.u. per acre</td>
<td>-</td>
<td>35 Ft.</td>
<td>-</td>
<td>8,000 Sq. Ft. per d.u. 70 ft. width</td>
<td>1 per</td>
<td>56% Cov.</td>
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<tr>
<td>&quot;R-6&quot;</td>
<td>SF Residential, Churches</td>
<td>-R-20 Special Exception Uses</td>
<td>-2 Family (T) (U) Doctor's Office (T) (SF)</td>
<td>-R-20 Special Exception Uses</td>
<td>7 d.u. per acre</td>
<td>-</td>
<td>35 Ft.</td>
<td>-</td>
<td>6,000 Sq. Ft. per d.u. 60 ft. width</td>
<td>1 per</td>
<td>56% Cov.</td>
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</table>
## DEVELOPMENT BY RIGHT

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<tr>
<th>ZONING DISTRICT</th>
<th>PERMITTED USES</th>
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<th>TRANSITIONAL USES (T)</th>
<th># OF DWELLING UNITS</th>
<th>F.A.R.</th>
<th>HEIGHT</th>
<th>DEVELOPMENT BY SITE PLAN</th>
<th>MIN. LOT SIZE</th>
<th>REQUIRED PARKING SPACES</th>
<th>MISC.</th>
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<tr>
<td>&quot;R-107*&quot;</td>
<td>-SF Residential</td>
<td>-Townhouses (SF)</td>
<td>-R-20 Special Exception Uses</td>
<td>4 d.u.</td>
<td></td>
<td>35 Ft.</td>
<td>10 d.u. per acre</td>
<td>51,600 Sq. Ft.</td>
<td>2.5 per d.u.</td>
<td>Town house: 56%</td>
</tr>
<tr>
<td></td>
<td>-Churches</td>
<td></td>
<td></td>
<td>per acre</td>
<td></td>
<td></td>
<td>50%</td>
<td></td>
<td></td>
<td>Cov.</td>
</tr>
<tr>
<td>&quot;R-5&quot;</td>
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<td>-2 Family Dwellings (U) &amp; (SF)</td>
<td>8 d.u.</td>
<td></td>
<td>35 Ft.</td>
<td>2F 12 d.u. per acre</td>
<td>7,000 Sq. Ft.</td>
<td>1 per d.u.</td>
<td>56%</td>
</tr>
<tr>
<td></td>
<td>-Churches</td>
<td></td>
<td></td>
<td>per acre</td>
<td></td>
<td></td>
<td>55 ft. per d.u.</td>
<td>2F: 7,000 sq. ft.</td>
<td></td>
<td>Cov.</td>
</tr>
<tr>
<td>&quot;Low Residential*&quot;</td>
<td>-SF Residential</td>
<td>-R-20 Special Exception Uses</td>
<td>-2 Family Dwellings (U) &amp; (SF)</td>
<td>15 d.u.</td>
<td></td>
<td>35 Ft.</td>
<td>30 d.u. per acre</td>
<td>8,712 Sq. Ft.</td>
<td>1 per d.u.</td>
<td>56%</td>
</tr>
<tr>
<td>(Dark Yellow)</td>
<td>-Churches</td>
<td></td>
<td></td>
<td>per acre</td>
<td></td>
<td></td>
<td>1,600 Sq. Ft. per d.u.</td>
<td></td>
<td></td>
<td>Cov.</td>
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<tr>
<td>&quot;R23-50T*&quot;</td>
<td>-SF Residential</td>
<td>-R-20 Special Exception Uses</td>
<td>-2 Family Dwellings (U) &amp; (SF)</td>
<td>12 d.u.</td>
<td></td>
<td>35 Ft.</td>
<td>-</td>
<td>10,500 Sq. Ft.</td>
<td>1 per d.u.</td>
<td>56%</td>
</tr>
<tr>
<td>Also complies in certain cases with &quot;Low Medium Residential&quot;</td>
<td>-Churches</td>
<td></td>
<td></td>
<td>per acre</td>
<td></td>
<td></td>
<td>TH: 1 1/2 per d.u.</td>
<td></td>
<td></td>
<td>Cov.</td>
</tr>
<tr>
<td>&quot;R2-7*&quot;</td>
<td>-SF Residential</td>
<td>-R-20 Special Exception Uses</td>
<td>-Town houses</td>
<td>15 d.u.</td>
<td></td>
<td>35 Ft.</td>
<td>-</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>-Churches</td>
<td></td>
<td></td>
<td>per acre</td>
<td></td>
<td></td>
<td>-</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>-2 Family Dwellings &amp; Town houses</td>
<td>-Doctor's Office (T) (SF)</td>
<td>-Town houses (SF)</td>
<td>12 d.u.</td>
<td></td>
<td>35 Ft.</td>
<td>-</td>
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<tr>
<th>ZONING DISTRICT</th>
<th>PERMITTED USES</th>
<th>SPECIAL EXCEPTION USES</th>
<th># OF DWELLING UNITS</th>
<th>F.A.R.</th>
<th>HEIGHT</th>
<th>DEVELOPMENT BY SITE PLAN</th>
<th>MIN. LOT SIZE</th>
<th>REQUIRED PARKING SPACES</th>
<th>MISC.</th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot;Low Mod.&quot; Res. (Tan)</td>
<td>-SF Residential</td>
<td>-R-20 Special</td>
<td>24 d.u. per acre</td>
<td>-</td>
<td>3 1/2 stories or 35 feet</td>
<td>Apts: 7,500</td>
<td>1 1/8</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td></td>
<td>-Churches</td>
<td>Exception Uses</td>
<td>stories or 35 feet</td>
<td></td>
<td></td>
<td>Sq. Ft. 1,800</td>
<td>per d.u.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>-Apartments</td>
<td>-Doctor's Office (U)</td>
<td></td>
<td></td>
<td></td>
<td>Sq. Ft. 75 ft.</td>
<td>width</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>-Town houses 2F</td>
<td>-Funeral Homes (U) &amp; (SP)</td>
<td></td>
<td></td>
<td></td>
<td>TH: 7,500</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>&quot;RA8-18&quot;</td>
<td>-SF Residential</td>
<td>-R-20 Special Exception Uses</td>
<td>36 d.u. per acre</td>
<td>-</td>
<td>4 stories or 40 feet</td>
<td>Apts: 7,500</td>
<td>1 1/8</td>
<td>-</td>
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<tr>
<td></td>
<td>-Apartments</td>
<td>-Boarding Houses (U)</td>
<td></td>
<td></td>
<td></td>
<td>Sq. Ft. 1,200</td>
<td>per d.u.</td>
<td></td>
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<tr>
<td></td>
<td>-Town houses 2F</td>
<td>-Tourist Homes (U)</td>
<td></td>
<td></td>
<td></td>
<td>Sq. Ft. width</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>-Convenience Service (U)</td>
<td></td>
<td></td>
<td></td>
<td>TH: 7,500</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>-Funeral Homes (U) &amp; (SP)</td>
<td></td>
<td></td>
<td></td>
<td>Sq. Ft. width</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>-Doctor's Office (U)</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>&quot;Medium&quot; Res. (Light Brown)</td>
<td>-SF Residential</td>
<td>-RA14-26 Special</td>
<td>24 d.u. per acre</td>
<td>-</td>
<td>3 1/2 Stories or 35 feet</td>
<td>100,000</td>
<td>1 1/8 per d.u.</td>
<td>50$</td>
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<tr>
<td></td>
<td>-Apartments</td>
<td>Exception Uses</td>
<td>Stories or 35 feet</td>
<td></td>
<td></td>
<td>Sq. Ft. 1,000</td>
<td>d.u.</td>
<td></td>
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<tr>
<td></td>
<td>-Community Centers</td>
<td>-Townhouses (SP)</td>
<td></td>
<td></td>
<td></td>
<td>Sq. Ft. per unit</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>-Townhouses 2F</td>
<td>-Apartments (SP)</td>
<td></td>
<td></td>
<td></td>
<td>200 ft.</td>
<td>width</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>-Convenience Service (U)</td>
<td></td>
<td></td>
<td></td>
<td>TH: 7,500</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>&quot;RA7-16&quot;</td>
<td>-SF Residential</td>
<td>-R-20 Special</td>
<td>48 d.u. per acre</td>
<td>-</td>
<td>6 stories or 60 feet</td>
<td>Apts. &amp; TH:</td>
<td>1 1/8</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td></td>
<td>-Apartments</td>
<td>Exception Uses</td>
<td>Stories or 60 feet</td>
<td></td>
<td></td>
<td>7,500 per d.u.</td>
<td>per d.u.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>-Doctor's Office (U)</td>
<td>-Doctor's Office (U)</td>
<td></td>
<td></td>
<td></td>
<td>Sq. Ft. 900</td>
<td>width</td>
<td></td>
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<tr>
<td></td>
<td>-Funeral Home (U) &amp; (SP)</td>
<td>-Funeral Home (U) &amp; (SP)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td></td>
<td>-Tourist Home (U)</td>
<td>-Tourist Home (U)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>-Convenience Service (U)</td>
<td>-Convenience Service (U)</td>
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<td></td>
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<td></td>
<td></td>
<td>-Boarding Houses (U)</td>
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</table>
### DEVELOPMENT BY RIGHT

<table>
<thead>
<tr>
<th>ZONING DISTRICT</th>
<th>PERMITTED USES</th>
<th># OF DWELLING</th>
<th>F.A.R.</th>
<th>HEIGHT</th>
<th>DEVELOPMENT</th>
<th>MIN. LOT</th>
<th>REQUIRED</th>
<th>PARKING</th>
<th>MISC.</th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot;RA-4&quot;</td>
<td>-SF Residential - Townhouses - Apartments - Community Centers</td>
<td>-Apartments (SP) -Hotels (SP) -Private Clubs &amp; Restaurants (U) -Convenience Commercial (U) -Townhouses (SP) -Doctor's Office (SP) or (U)</td>
<td>24 d.u. per acre</td>
<td>3 1/2 Stories or 35 feet</td>
<td>72 d.u. Stories or 12 stories or 35 feet</td>
<td>100,000 Sq. Ft. or 200 ft. width</td>
<td>1 per R.U. or 1 1/8 per d.u.</td>
<td>50%</td>
<td>Cov.</td>
</tr>
</tbody>
</table>

| "High Medium* Residential Brown" | -Townhouses -Apartments -2F | -Hotels (SP) -Apartments (SP) -Associated Commercial Uses (SP) -Convenience Comm. (SP) -R-20 & RA14-26 Special Exception Uses | 24 d.u. per acre | 3 1/2 Stories or 35 feet | 3.24 FAR 136 Feet height 150 feet width | 30,000 Sq. Ft. | 1 per d.u. | |

| "R-C" | -SF Residential -Townhouses -Apartments -2F | -Apartments (SP) -Mixed Use (SP) (Apts., Office, Service Coms), & RA14-26 R-20 Special Exception Uses | 24 d.u. per acre | 3 1/2 Stories or 35 Feet | 3.24 FAR Res. Mixed Use: 2.6 F.A.R. 1.24 FAR Off./Comm. 95 feet height | 20,000 Sq. Ft. | 1 1/8 per d.u. or 1 per 580 Sq. Ft. Comm. may be reduced to 1 per d.u. by SP | 90% | Cov. |

| "High* Residential (Dark Brown)" | -SF Residential -Townhouses -Apartments -2F | -Hotels (SP) -Apartments (SP) -Associated Service Comm. (SP) | 24 d.u. per acre | 3 1/2 Stories or 35 feet | 3.8 FAR Hotel or .5 FAR Comm. 180 feet height width | 30,000 Sq. Ft. | 1 per HU or 1 per DU | 1 per 300 Sq. Ft. Comm. | |

---

*High* Residential (Dark Brown)
# DEVELOPMENT BY RIGHT

<table>
<thead>
<tr>
<th>ZONING DISTRICT BY SUPPORTING GRoup DESIGNATION</th>
<th>PERMITTED USES</th>
<th>SPECIAL EXCEPTION USES - USE PERMIT (B) OR SITE PLAN (SP)</th>
<th># OF DWELLING UNITS</th>
<th>F.A.R.</th>
<th>HEIGHT</th>
<th>DEVELOPMENT BY SITE PLAN</th>
<th>MIN. LOT SIZE</th>
<th>REQUIRED PARKING SPACES</th>
<th>MISC.</th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot;Low&quot; Office, Apartment, Hotel (Light Blue)</td>
<td>-SF Residential -Offices</td>
<td>-R-20 Special Exception Uses -Offices (SP) -Apartments (SP) -Hotels (SP) -Mixed Use (SP) -Institutional Uses (SP) -Commercial (SP)</td>
<td>7 d.u. per acre</td>
<td>.60</td>
<td>35 Ft.</td>
<td>1.5 FAR Office/Comm.</td>
<td>20,000 Sq. Ft. 1 per 1/8 per d.u. width: 72 du per acre 110 hu per acre 8 stories Comm/Off. 10 stories Res/Hotel 8 story avg. in mixed use 20 acres: 18 stories 12 stories avg. in mixed use</td>
<td>1 per 250 Sq. Ft. on 1st Floor 1 per 300 Sq. Ft. office Floors 2-5 1 per 400 Sq. Ft. office above Floor 5</td>
<td></td>
</tr>
<tr>
<td>&quot;Medium&quot; Office, Apartment, Hotel (Blue)</td>
<td>-SF Residential -Offices</td>
<td>-R-20 Special Exception Uses -Offices (SP) -Apartments (SP) -Hotels (SP) -Mixed Use (SP) -Commercial (SP) -Institutional Uses (SP)</td>
<td>7 d.u. per acre</td>
<td>.60</td>
<td>35 Ft.</td>
<td>2.5 FAR Office/Comm.</td>
<td>20,000 Sq. Ft. 1 per 1/8 per d.u. width: 115 du per acre 180 hu per acre 12 stories office 16 stories res. and hotel</td>
<td>1 per 250 Sq. Ft. Office Same as &quot;C-O-1.5&quot;</td>
<td></td>
</tr>
<tr>
<td>&quot;High&quot; Office, Apartment, Hotel (Dark Blue)</td>
<td>-SF Residential -Offices</td>
<td>-R-20 Special Exception Uses -Offices (SP) -Apartments (SP) -Hotels (SP) -Mixed Use (SP) -Commercial (SP) -Institutional Uses (SP)</td>
<td>7 du per acre</td>
<td>.60</td>
<td>35 Ft.</td>
<td>3.8 FAR Off./Comm/Hotel</td>
<td>30,000 Sq. Ft. Office: Same as &quot;C-O-1.5&quot; By Site Plan: 4.8 FAR Res. 153 ft. Comm./Off. width: 180 ft. Res. and hotel</td>
<td>1 per 510 Sq. Ft. 1 per 250 Sq. Ft. Mixed Use .7 per h.u.</td>
<td></td>
</tr>
</tbody>
</table>
**DEVELOPMENT BY RIGHT**

<table>
<thead>
<tr>
<th>ZONING DISTRICT</th>
<th>BY SUPPORTING GROUP DESIGNATION</th>
<th>PERMITTED USES</th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot;Coordinated Mixed Use Development District&quot;</td>
<td>SPECIAL EXCEPTION USES - USE PERMIT (U) TRANSITIONAL USES (T) OR SITE PLAN (SP)</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>&quot;C-0-4&quot;</th>
<th>Mixed Use per acre</th>
<th>Density By Site Plan</th>
<th>Max Office Site Size</th>
<th>Height By Site Plan</th>
<th>Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Town houses</td>
<td>36 d.u.</td>
<td>4,999</td>
<td>1.0</td>
<td>.5</td>
<td>20,000</td>
</tr>
<tr>
<td>Apartments</td>
<td>per acre</td>
<td>5,000</td>
<td>1.5</td>
<td>.75</td>
<td>20-29,999</td>
</tr>
<tr>
<td>Hotels</td>
<td>72 h.u.</td>
<td>10,000</td>
<td>2.0</td>
<td>1.00</td>
<td>30-39,999</td>
</tr>
<tr>
<td>Service Commercial (C-Z uses)</td>
<td>per acre</td>
<td>15,000</td>
<td>2.5</td>
<td>1.25</td>
<td>40-49,999</td>
</tr>
<tr>
<td>Offices</td>
<td>per acre</td>
<td>20,000</td>
<td>3.0</td>
<td>1.50</td>
<td>50-59,999</td>
</tr>
<tr>
<td>Accessory Bldgs.</td>
<td>per acre</td>
<td>30,000</td>
<td>3.5</td>
<td>1.75</td>
<td>60-69,999</td>
</tr>
<tr>
<td>Parking</td>
<td>40,000</td>
<td>4.0</td>
<td>2.0</td>
<td>70-79,999</td>
<td>160</td>
</tr>
<tr>
<td>50,000</td>
<td>5.0</td>
<td>2.25</td>
<td>80,000</td>
<td>170</td>
<td>216</td>
</tr>
<tr>
<td>60,000</td>
<td>6.0</td>
<td>2.50</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>70,000</td>
<td>5.5</td>
<td>2.75</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>80,000</td>
<td>6.0</td>
<td>3.0</td>
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See 25A B1 for expanded information; + .5 Any FAR for 90% Residential; 10% Landscaping

**DEVELOPMENT BY RIGHT**

<table>
<thead>
<tr>
<th>ZONING DISTRICT</th>
<th>BY SUPPORTING GROUP DESIGNATION</th>
<th>PERMITTED USES</th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot;Service Commercial&quot; (Orange)</td>
<td>SPECIAL EXCEPTION USES - USE PERMIT (U) TRANSITIONAL USES (T) OR SITE PLAN (SP)</td>
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</table>

<table>
<thead>
<tr>
<th>&quot;C-0-1.0&quot;</th>
<th>Mixed Use per acre</th>
<th>Density By Site Plan</th>
<th>Max Office Site Size</th>
<th>Height By Site Plan</th>
<th>Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>SF Residential</td>
<td>7 d.u.</td>
<td>.60</td>
<td>35 Ft.</td>
<td>1.0 FAR on Mixed Use 20,000</td>
<td>1 per d.u.</td>
</tr>
<tr>
<td>Offices</td>
<td>per acre</td>
<td>40 d.u.</td>
<td>60 h.u.</td>
<td>5 stories office 6 stories rem.</td>
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<tr>
<td>Institutional (SP)</td>
<td></td>
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<tr>
<td>Mixed Use (SP)</td>
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<tr>
<td>Commercial (SP)</td>
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<table>
<thead>
<tr>
<th>&quot;C-1&quot;</th>
<th>Mixed Use per acre</th>
<th>Density By Site Plan</th>
<th>Max Office Site Size</th>
<th>Height By Site Plan</th>
<th>Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>SF Residential</td>
<td>7 d.u.</td>
<td>1.0</td>
<td>35 Ft.</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Neighborhood Commercial Uses</td>
<td>1 per d.u.</td>
<td>90%</td>
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<tr>
<td>(i.e.: bakery, cleaners, drug store, groceries)</td>
<td></td>
<td>1 per 300 Cov.</td>
<td></td>
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</tr>
<tr>
<td>Offices</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Restaurants</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Accessory Uses</td>
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See 25A B1 for expanded information; + .5 Any FAR for 90% Residential; 10% Landscaping
<table>
<thead>
<tr>
<th>ZONING DISTRICT</th>
<th>SPECIAL EXCEPTION USES - USE PERMIT (U) TRANSITIONAL USES (T) OR SITE PLAN (SP)</th>
<th># OF DWELLING UNITS</th>
<th>F.A.R.</th>
<th>HEIGHT</th>
<th>MIN. LOT SIZE</th>
<th>REQUIRED PARKING SPACES</th>
<th>MISC.</th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot;C-1-O&quot;</td>
<td>-SF Residential&lt;br&gt;-Offices</td>
<td>-R-20 Special Exception Uses&lt;br&gt;-Comm. (U)&lt;br&gt;-Public Garage (U)</td>
<td>7 d.u. per acre</td>
<td>.60</td>
<td>35 Ft.</td>
<td>20,000&lt;br&gt;Sq. Ft.&lt;br&gt;100 Ft. width</td>
<td>1 per d.u. Office: Same as &quot;C-0-1,5&quot; Co.</td>
</tr>
<tr>
<td>&quot;General Commercial&quot; Red</td>
<td>-C-1 Uses&lt;br&gt;-Accessory Uses&lt;br&gt;-Apartments&lt;br&gt;-Town houses&lt;br&gt;-Hotels&lt;br&gt;-Offices&lt;br&gt;-Town house Offices&lt;br&gt;-Expanded Retail Commercial/Office&lt;br&gt;-Motor Vehicle Sales&lt;br&gt;-Restaurants</td>
<td>-C-1 Special Exception Uses&lt;br&gt;-Further Expanded Comm. (U)&lt;br&gt;-Auto Service Station (U)</td>
<td>36 d.u. per acre</td>
<td>1.5</td>
<td>45 Ft.</td>
<td>1 per h.u. 1 per d.u. SF 1 1/8 per d.u. other</td>
<td>See 33C for retail Office: Same as &quot;C-0-1,5&quot;</td>
</tr>
<tr>
<td>&quot;C-3&quot;</td>
<td>Same as C-2</td>
<td>Same as C-2</td>
<td>36 d.u. per acre</td>
<td>No Limit</td>
<td>75 Ft.</td>
<td>-</td>
<td>Same as C-2</td>
</tr>
<tr>
<td>&quot;Service Industry&quot; (Pink)</td>
<td>-Light Manufacturing&lt;br&gt;-&quot;C-2&quot; uses (U) (except residential)</td>
<td>-&quot;C-2&quot; uses (U) (except residential)</td>
<td>-</td>
<td>1.5</td>
<td>45 Ft.</td>
<td>-</td>
<td>See 33C a-d</td>
</tr>
<tr>
<td>&quot;M-1&quot;</td>
<td>-Railroads&lt;br&gt;-Treatment Plants&lt;br&gt;-Auto towing &amp; storage&lt;br&gt;-C-M Uses</td>
<td>-Concrete Batching (U)&lt;br&gt;-&quot;C-2&quot; uses (U) (except residential)</td>
<td>-</td>
<td>1.5</td>
<td>75 Ft.</td>
<td>-</td>
<td>See 33C a-d</td>
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## DEVELOPMENT BY RIGHT

### ZONING DISTRICT BY SUPPORTING USES PERMIT (U) OR SITE PLAN (SP)

<table>
<thead>
<tr>
<th>PERMITTED USES</th>
<th>SPECIAL EXCEPTION USES - USE PERMIT (U) OR SITE PLAN (SP)</th>
<th># OF DWELLING UNITS</th>
<th>F.A.R.</th>
<th>HEIGHT</th>
<th>MIN. LOT SIZE</th>
<th>REQUIRED PARKING SPACES</th>
<th>MISC.</th>
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<tbody>
<tr>
<td>M-2</td>
<td>- Junk Yard (U)</td>
<td></td>
<td>1.5</td>
<td>75 Ft.</td>
<td></td>
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<tr>
<td></td>
<td>- Asphalt Batching (U)</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td></td>
<td>- &quot;M-1&quot; Uses</td>
<td></td>
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</tr>
</tbody>
</table>

| "Public and Semi-Public"   |                                                         |                     |        |        |               |                           |       |
| (Light Green and Green)    |                                                         |                     |        |        |               |                           |       |

| S-3A                       | - Public Parks, Comm. center buildings                  | 1 d.u. per            | 85 Ft. | 3 acres | 3 acres       |                           |       |
|                            | - Private Schools (U)                                   | 3 acres              |        |         |               |                           |       |
|                            | - Institutional Homes (U)                               |                     |        |         |               |                           |       |
|                            | - Public Parks (T) & (U)                                |                     |        |         |               |                           |       |
|                            | - Public Parking to "S", "RA" or "R" (U)                |                     |        |         |               |                           |       |
|                            | - Publicly Owned Parking (U)                            |                     |        |         |               |                           |       |
|                            | - Hospitals (U)                                          |                     |        |         |               |                           |       |

| "Government and Community Facilities" | 1 per d.u. | 7,500 | 1 per d.u. | 5 per residential uses | 6,000 Sq. Ft. per SF d. u. | 5 acres for others | 35c4 | a-d |
| (Grey)                      |            |       |            |                           |                            |                    |      |     |

| S-D                         | - SF Residential                                        | 7 d.u. per            | 95 Ft. | 2 acres | 2 acres       |                           |       |
|                            | - Schools (U)                                            | per acre              |        |         |               |                           |       |
|                            | - Public Services (U)                                    |                     |        |         |               |                           |       |

| P-S                         | - Public Parks & Bldgs.                                  | 1 d.u. per            | 1.5    | 75 Ft. |               |                           |       |
|                            | - Country Clubs, pools                                  | per 3 acres           |        |         |               |                           |       |
|                            | - Cemeteries                                            |                     |        |         |               |                           |       |
|                            | - Churches                                              |                     |        |         |               |                           |       |
|                            | - Sewage Treatment                                      |                     |        |         |               |                           |       |
|                            | - Trash Collection/Transfer                             |                     |        |         |               |                           |       |
|                            | - Water Storage/Treatment/Pumping                       |                     |        |         |               |                           |       |
|                            | - Publicly owned Buildings                              |                     |        |         |               |                           |       |

*NOTE: Standard by right uses in all residential districts include home occupations, accessory buildings, and required automobile parking.*
GENERAL LAND USE PLAN LEGEND — ZONING ORDINANCE COMPATIBILITY

| PLAN DESIGNATION | C-30 | C-20 | C-10 | C-9 | C-8 | C-7 | C-6 | C-5 | C-4 | C-3 | C-2 | C-1 | C-0 | C-10 | C-20 | C-30 | C-40 | C-50 | C-60 | C-70 | C-80 | C-90 | C-100 | C-110 | C-120 | C-130 | C-140 | C-150 | C-160 | C-170 | C-180 | C-190 | C-200 |
|------------------|------|------|------|----|----|----|----|----|----|----|----|----|----|----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Public           |      |      |      |    |    |    |    |    |    |    |    |    |    |    |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Semi-Public      |      |      |      |    |    |    |    |    |    |    |    |    |    |    |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Gov't. and Corp. |      |      |      |    |    |    |    |    |    |    |    |    |    |    |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Facilities       |      |      |      |    |    |    |    |    |    |    |    |    |    |    |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Low Res. 1-10    |      |      |      |    |    |    |    |    |    |    |    |    |    |    |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| units per acre   |      |      |      |    |    |    |    |    |    |    |    |    |    |    |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Low Res. 11-50   |      |      |      |    |    |    |    |    |    |    |    |    |    |    |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| units per acre   |      |      |      |    |    |    |    |    |    |    |    |    |    |    |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Low Med. Res. 11-25 |      |      |      |    |    |    |    |    |    |    |    |    |    |    |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| units per acre   |      |      |      |    |    |    |    |    |    |    |    |    |    |    |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Med. Res. 21-70  |      |      |      |    |    |    |    |    |    |    |    |    |    |    |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| units per acre   |      |      |      |    |    |    |    |    |    |    |    |    |    |    |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| High Med. Res.   |      |      |      |    |    |    |    |    |    |    |    |    |    |    |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| 3-5 FAR Res.     |      |      |      |    |    |    |    |    |    |    |    |    |    |    |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| 22-113 hotel     |      |      |      |    |    |    |    |    |    |    |    |    |    |    |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Mixed Use 3-5 FAR |      |      |      |    |    |    |    |    |    |    |    |    |    |    |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| High Res. 4.0    |      |      |      |    |    |    |    |    |    |    |    |    |    |    |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Vac              |      |      |      |    |    |    |    |    |    |    |    |    |    |    |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Service          |      |      |      |    |    |    |    |    |    |    |    |    |    |    |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Commercial       |      |      |      |    |    |    |    |    |    |    |    |    |    |    |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| General Commercial|    |      |      |    |    |    |    |    |    |    |    |    |    |    |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Service          |      |      |      |    |    |    |    |    |    |    |    |    |    |    |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Industrial       |      |      |      |    |    |    |    |    |    |    |    |    |    |    |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Low Office       |      |      |      |    |    |    |    |    |    |    |    |    |    |    |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Apt.-Hotel       |      |      |      |    |    |    |    |    |    |    |    |    |    |    |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Med. Office      |      |      |      |    |    |    |    |    |    |    |    |    |    |    |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Apt.-Hotel       |      |      |      |    |    |    |    |    |    |    |    |    |    |    |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| High Office      |      |      |      |    |    |    |    |    |    |    |    |    |    |    |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Apt.-Hotel       |      |      |      |    |    |    |    |    |    |    |    |    |    |    |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Coordinated      |      |      |      |    |    |    |    |    |    |    |    |    |    |    |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Mixed Use        |      |      |      |    |    |    |    |    |    |    |    |    |    |    |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Development      |      |      |      |    |    |    |    |    |    |    |    |    |    |    |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
Appendix C

ADOPTED POLICIES AND LAND USE ELEMENTS

On August 7, 1982, the County Board adopted amendments to the General Land Use Plan for the Virginia Square Station Area. This action completed the first phase of the Sector Plan process begun in August, 1981. The Board made its decision of future land use based on alternative plans submitted by the Planning Commission, the Economic Development Commission, the County Planning staff, and the Clarendon-Virginia Square Redevelopment Coalition, an alliance of the civic associations of Ashton Heights, Ballston-Virginia Square, Courtlands, Lyon Park, and Lyon Village.

The Virginia Square Plan retains a residential focus for the Station Area and provides opportunity for mixed-use residential, office and retail development. The Plan will taper heights of new buildings up from the surrounding neighborhoods, concentrating the tallest structures along Fairfax Drive.

The Virginia Square Shopping Center-George Mason University block was designated a "Special Coordinated Mixed Use District". A committee was appointed by the County Board to work with the George Mason University Foundation, the owners of the Virginia Square Shopping Center, and other owners in this district to recommend a land use and zoning package to guide the future redevelopment of these large parcels.

On November 17, 1982 the County Board amended the General Land Use Plan for the Fairfax Drive Medical Center at 3801 North Fairfax Drive from "Medium" Office-Apartment-Hotel (2.5 F.A.R. office; up to 115 apartment units per acre; up to 180 units per acre) to "High" Office-Apartment-Hotel (3.8 F.A.R. office/hotel; 4.8 F.A.R. apartment).

Map 1 shows the General Land Use Plan as it existed prior to August 7, 1982, and Map 2 shows the currently adopted General Land Use Plan. In addition to amending the General Land Use Plan, the County Board adopted the following Policy Guidelines for future development in the Virginia Square Station Area.
1. Retain a predominantly residential character for the Virginia Square Station Area.
2. Designate Fairfax Drive as the focus of development in the Virginia Square Station Area.
3. Administer Urban Design through the site plan review process.
4. Establish a special Planning Process for the Virginia Square Shopping Center-George Mason University site. This planning process should provide appropriate tapering toward the townhouse development on the south side of Washington Boulevard and appropriate density tapering toward the Washington Boulevard frontage.
5. Taper heights and densities along the north side of Wilson Boulevard.
6. Emphasize a north-south pedestrian connection along Monroe Street between Maury School/Arlington Arts Center and the Virginia Square Shopping Center.
7. Emphasize and east-west pedestrian connection between the Virginia Square Shopping Center/George Mason University site and Quincy Park/Central Library.
These adopted policies reflect the consensus reached during the Sector Planning process regarding future development in the Virginia Square Station Area. These policies serve as a foundation for the development of the final Sector Plan document.

The concept behind the 1977 General Land Use Plan for the Virginia Square Station Area was to create a high density residential community with limited commercial and retail development bordered by low density residential neighborhoods. The Plan provided for tapering of density and heights of new development between Virginia Square and the adjacent Clarendon and Ballston Station Areas, as well as conservation of established residential neighborhoods.

The current General Land Use Plan for Virginia Square reinforces the concept of creating a high density residential community. This plan focuses heights and density of new development along Fairfax Drive, and, through the use of the "High Medium Residential Mixed Use" designation, tapers heights and density of structures along the north side of Wilson Boulevard up from Ashton Heights. This designation provides for service commercial uses in predominantly residential mixed-use structures. In addition, the George Mason University/Virginia Square Shopping Center block is designated as "Special Coordinated Mixed Use District". A committee was appointed by the County Board to work with the property owners and recommend a land use and zoning package to be used as a basis for development of this area. This process is similar to that used for other large properties in the Rosslyn-Ballston Corridor with one or two owners. This site and the recommended plan for its future development is described and examined in detail in the George Mason Metro Campus chapter of this plan.
Virginia Square
General Land Use Plan (1977-1982)

* This General Land Use Plan was in effect until August 7, 1982. (see Map 2.)
Appendix D

March 31, 1983

TO:  The County Board of Arlington, Virginia

FROM:  Larry J. Brown, County Manager

SUBJECT:  Va. Square/George Mason University Ad Hoc Committee Report - Information Item.

Summary of the Committee's Recommendations

The Virginia Square/George Mason Ad Hoc Committee has completed its study for the "Special Coordinated Mixed-Use District" in the Virginia Square Station Area. Below is a summary of their major recommendations:

1. Land Use and Zoning
   a. Advertise a General Land Use Plan Amendment for the "C-3" zoned areas of the site as follows: From "Low" Office-Apartment-Hotel to "High" Office-Apartment-Hotel for the area owned by the Virginia Square Shopping Center and the George Mason Foundation, and from "Low" Office-Apartment-Hotel to "Public" for the area owned by the State of Virginia serving as the George Mason Metro Campus.
   b. Limit the F.A.R. of those areas which will be rezoned "CO" in accordance with the above General Land Use Plan Amendment to 3.3.

2. Density Bonuses for Community Facilities and Residential Development
   a. Provide a 1.0 F.A.R. bonus to each property owner in the "C-3" zoned areas for either residential uses and/or cultural facilities. The bonus should in no case exceed a total of 1.0 F.A.R. for each owner.

3. Design Guidelines
   a. Approve the following design guidelines for the development of the "Special Coordinated Mixed-Use District".

   — The major focal point for the entire development will be a plaza area, open to the sky, designed in a campus-like manner to serve as the forecourt to the GMU west building.

STAFF: Suzanne Fauber, Planning Division
— The major axis to this plaza will be from the GMU entrance to 10th Street. Subordinate axes will lead from the plaza to the intersection of Monroe and Fairfax Drive, and through the foundation property from the plaza to Washington Blvd.

— All axes will be substantially open to the sky, and of substantial width (at least 50’ wide), incorporating pedestrian walkways, landscaping, bike paths, street furniture, lighting sculptural elements and other urban design amenities.

— The Virginia Square, Ltd., development will integrate its plaza with the George Mason Foundation plaza.

— All plaza spaces will be designed to permit outdoor performances and/or visual art displays.

— A unified urban design plan will be applied to the entire subject area.

— Heights on Washington Boulevard will be limited to ten stories; but will be reduced to a lower level adjacent to the town houses.

4. Unresolved Issues

a. Advertise the removal of the Lincoln/Monroe connector from the Master Thoroughfare Plan.

b. Initiate a study to identify possible methods for insuring the continued presence of major food outlets and other service commercial facilities in the Rosslyn Ballston Corridor. The study should include an assessment of incentives to effect the retention of existing facilities after redevelopment; and possible use of special financing mechanisms to acquire suitable sites for lease as service commercial facilities.

c. Initiate a study to make an assessment of the present and future cultural facilities and programs in Arlington and the feasibility, financially and physically, of locating such facilities in the Virginia Square area. Innovative funding sources such as industrial bonds, developers’ contributions, fundraising, and potential developer tax advantages associated with the financing of cultural facilities should be looked at as a method of achieving these facilities.
March 31, 1983

Virginia Square/George Mason Univ. Ad Hoc Comm.

TO: Arlington County Board

FROM: Virginia Square/George Mason University Ad Hoc Committee

SUBJECT: Report of the Virginia Square/George Mason University Ad Hoc Committee

The Virginia Square/George Mason University Ad Hoc Committee was created by the County Board on September 25, 1982. The Committee was charged to provide a recommendation on land use and zoning designations for the area presently designated "Special Coordinated Mixed-Use District" in the Virginia Square Station Area (see enclosure (1). The members of the committee and the groups they represent are listed in enclosure (2). The committee met on twelve different occasions while developing its report. Copies of the minutes of the meetings are available from the Planning Staff. Various communications which the committee reviewed during the course of its deliberations, are incorporated in the minutes.

The conclusions of the committee are embodied in a set of four recommendations which are attached as enclosure (3). This report provides a general discussion of the context within which those recommendations were made.

It is our understanding that minority reports taking exception to the recommendation of the committee are in preparation as follows:

- Mr. William Jackson is proposing higher density on the Washington Boulevard frontage than recommended by the committee.

- Mr. Larry Blackwood is proposing that the County provide incentives for the retention of the Giant Food Store.

The County Board provided the following policy guidance to the committee as indicated in enclosure (4):

1. Retain a predominately residential character for the Virginia Square Station Area.

2. Designate Fairfax Drive as the focus of development in the Virginia Square Station Area.

3. Emphasize an east-west pedestrian connection between the Virginia Square Shopping Center/George Mason University Site and Quincy Park/Central Library.

4. Appropriate height tapering toward the townhouse development on the south side of Washington Boulevard and appropriate density tapering toward the Washington Boulevard frontage should be provided.

(Additional policy guidance from the E.D.C. letter of September 15, 1982, follows, as directed by the County Board. Only those items pertinent to this committee's business are listed).

5. Promote a University character for the Virginia Square area.

6. Promote the realization of ancillary development consistent with both the University character of the area and the land use recommendations resulting from the County Board Virginia Square Committee.

COMMENTS ON THE POLICY GUIDANCE

The committee believes that its recommendations respond positively to all of the above recommendations with the exception of the first, which mandates a residential character for Virginia Square. The rights to office develop-
ment which already exist in the committee study area are more valuable than an equal amount of residential development rights. The Board has consistently for many years refused to reduce development rights. Therefore, the only way to provide for residential uses is to add residential development rights on top of the existing office rights. The Committee believes the addition of excessive development rights in the study area would add considerably to the impact on the neighborhoods and at the same time would be destructive of the street-level pedestrian environment. Our goals in limiting height and achieving height tapering and a university character would also be compromised. The committee believes the plan put forward by the Foundation demonstrates these points by its excessive ground coverage and its eclipse of the George Mason University site. However, the Committee does agree that a modest bonus for residential development and/or cultural facilities is appropriate.

DEVELOPMENT ISSUES AFFECTING THE STUDY AREA

During the course of the committee deliberations a variety of issues were discussed which deserve mention here and which provide background for our recommendations. They include:

- Retention of the existing Giant Food Store.
- Provision for cultural facilities within the study area.
- Lincoln/Monroe connector in the Master Thoroughfare Plan.
- Provision for educational activities/facilities complementary to the program of George Mason University.
- Design considerations.

Each of the issues are discussed in turn below.

RETENTION OF THE GIANT FOOD STORE

This store is the only major food outlet within convenient distance of the residents of this area. Many people walk to the store or make use of it on the way to or from Metro. The residents of the area are insistent on retaining their facility. The committee’s discussions have established the following points:

- Giant has a long-term lease (to 1995 with options until 2020).
- Giant plans to stay indefinitely and to renew the lease if possible.
- Giant may seek compensation in the form of alternative facilities if requested to vacate the lease.
- Virginia Square, Ltd. contends that it is not economically feasible to accommodate a Giant store similar in size to the existing store in the new development. Its retention would cost $5.5 million in construction costs over and above an equal amount office space.
- The Giant rents its store space from Virginia Square, Ltd., but its parking is located on Foundation property. Virginia Square, Ltd. and the Foundation are disputing the status of the property rights on this use.
- It is unclear what, if any, influence the County has over this situation. Certainly there is no warrant to compensate Virginia Square, Ltd. for providing this facility while there is a reasonable expectation that the market will respond to the opportunity for a profitable operation. See staff memo of October 13, 1982, on Safeway Stores.

The Committee considered recommending bonus density for the retention of the Giant store, but in the final analysis did not feel intervention at this point was appropriate given the legal uncertainties, and the absence of a concrete proposal from the landowner and the food store. However, the Committee has recommended a study of

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methods whereby the County could insure the presence of major food outlets in the Rosslyn-Ballston corridor should action in their regard become necessary and opportune.

PROVISION FOR CULTURAL FACILITIES WITHIN THE STUDY AREA

In responding to the mandate of the County Board to explore ancillary development within the study area consistent with University uses, the committee discussed the County's needs for cultural facilities with the County Recreation Division and also received input from Wilbert Fritz of the Arlington Symphony and Theresa Furey of the Arlington Arts Advocacy Council. The following points emerged from these discussions:

- The area adjacent to the Central Library, the Arlington Arts Center and W-L High School, has long been considered the appropriate location for cultural facilities.

- Extensive planning for a cultural center was done in 1973-1974, but was aborted due to lack of funding.

- The County does not have an adequate facility for concerts.

- The County would have to provide for adequate programming of a concert hall facility either through philanthropy or public funds.

- Public funding for construction costs is probably not a realistic expectation.

- Developer funding is not recommended because of the massive additions to density required to provide compensation. Virginia Square, Ltd. estimated a 36,000 sq. ft. facility would cost $5.5 million; at $12.50 per square foot of development and an additional 3.4 FAR would be required to offset their cost on the Virginia Square, Ltd. site.

- Funding might be provided through a combination of developer, individual and corporate contributions and grants from the National Endowments for the Arts.

- The Committee recommendations provide that the County retain the option to secure development contributions to a cultural facility in return for bonus density while actively developing a plan for such a facility.

LINCOLN/MONROE CONNECTOR IN THE MASTER THOROUGHFARE PLAN

The Master Thoroughfare Plan currently provides for the construction of a connector from Washington Boulevard and Lincoln St. across the property of the Foundation to Monroe St. The Foundation does not want to construct this facility as it would disrupt its plan for this site. The committee discussed their question with a representative of Public Works. The purpose of the new street is to minimize traffic lights on Washington Boulevard. The discussion indicated that other solutions were possible. In order to resolve this matter the Committee has recommended advertising the removal of the Lincoln/Monroe Street connector from the Master Thoroughfare Plan.

PROVISION FOR EDUCATIONAL ACTIVITIES/FACILITIES COMPLEMENTARY TO THE PROGRAM OF GEORGE MASON UNIVERSITY

The EDC is concerned with maximizing the educational opportunities of Arlington occasioned by the location of the George Mason Law School in the Virginia Square area. Based upon the analysis of educational needs provided by the EDC consultant, Mr. Dean Brundage, and the already existing activities using the University facilities, it is very clear to the committee that educational activities can greatly expand. What is needed is Arlington’s support at the State and Local level to expand the program. However, there is no indication that additional facilities are needed in the near term and when they are, George Mason can add space on their own land. There is no apparent conflict with the development plans in the balance of the study area.
Therefore, the committee urges the County Board to follow up on the EDC recommendations when they become available since they will emphasize the educational character of the area and assist in developing a university character.

DESIGN REQUIREMENTS

The proposals submitted by the Foundation and Virginia Square, Ltd. are summarized in enclosure (5). They are unsatisfactory in that they do not relate to and enhance the George Mason facility and do not provide for a unified and open campus-like setting. The attached recommendations provide specific guidelines for achieving a pleasing development of the study area.

COMMITTEE RECOMMENDATIONS

In bringing its deliberations to a conclusion, the Committee adopted four recommendations addressing its concerns. The language adopted by the Committee is provided in enclosure (3). The subjects of the recommendations are as follows:

#1 General Land Use Plan and Zoning.

#2 Density bonus for community facilities and residential development.

#3 Design Guidelines.

#4 Follow-up on unresolved issues.

Enclosures:

(1) Map of Study Area
(2) Committee Membership
(3) Virginia Square/George Mason University Ad Hoc Committee Recommendations
(4) Memorandum from the Planning Commission Executive Secretary to the Planning Commission of September 28, 1982.
(5) Preliminary Development Scenarios

cc: Arlington County Planning Commission
    Ad Hoc Committee Members
    Gene Doerfler
    Theresa Furey
    Wilbur Fritz
    Robert Hawkes
    Property owners just south of Washington Blvd.
VIRGINIA SQUARE/GEORGE MASON AD HOC COMMITTEE
MEMBERSHIP LIST

Thomas Leckey, Chairman ........................................... 527-4242 (H)
1802 North Wakefield Street ........................................ 696-4280 (O)

Allen H. Kitchens, Vice Chairman .................................. 536-9310 (H)
5013 25th Road North ................................................. 632-2289 (O)

James Wright, Economic Development Com.
880 North Greenbrier Street ......................................... 287-4169 (O)

Mary Baynes, VA SQ Merchant
3463 North Fairfax Drive ............................................. 525-6343 (O)

John T. Hazel, George Mason Fndn.
4084 University Drive ................................................. 273-6644 (O)
Fairfax, VA

Blum, Frank & Kamens
VA SQ Shopping Center ............................................... 223-9700 (O)

Cathy DeScisciolo
Ashton Heights Civic Association ................................. 528-3871 (H)
419 North Oxford Street .............................................. 566-6431 (O)

Al Lillywhite
Ashton Heights Civic Association
519 North Oakland Street ............................................. 528-1466 (H)

Larry Blackwood
Ballston-Clarendon Civic Assn ...................................... 524-0290 (H)
1215 North Nelson Street ............................................ 427-3701 (O)

Kathy Freshley
Ballston-Clarendon Civic Assn ...................................... 667-0441 (O)
1233 North Utah Street ................................................ 528-4520 (H)

William P. Jackson Jr.
Landowner, VA SQ Study Area
7807 Foxhound Road
McLean, VA
RECOMMENDATION #1: General Land Use Plan and Zoning

POLICY OBJECTIVES:
- Preservation of existing development rights.
- No increase in potential for Office/Commercial development.
- Provision for height and density tapering toward Washington Boulevard and the Monroe Street townhouses.
- Provide for development compatible with the University.

Recommended Land Use and Zoning:

The Committee recommends the following land use designations and zoning on the land parcels in the study area, provided that density in the “C-0” portions will be limited to 3.3 F.A.R. through the site plan process:

<table>
<thead>
<tr>
<th>Parcels Currently Zoned “C-3”:</th>
<th>Area in Square Feet</th>
<th>Recommendation Land Use</th>
<th>Zoning</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Rectors and Visitors, GMU</td>
<td>225,400</td>
<td>Public</td>
<td>SD</td>
</tr>
<tr>
<td>2. GMU Foundation, Inc.</td>
<td>157,000</td>
<td>High O/A/H</td>
<td>“C-O”</td>
</tr>
<tr>
<td>3. Virginia Square, Ltd.</td>
<td>130,000</td>
<td>High O/A/H</td>
<td>“C-O”</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Parcels Currently Zoned “C-2”:</th>
<th>Area in Square Feet</th>
<th>Recommendation Land Use</th>
<th>Zoning</th>
</tr>
</thead>
<tbody>
<tr>
<td>4. GMU Foundation, Inc.</td>
<td>110,000</td>
<td>Low O/A/H</td>
<td>“C-O-1.5”</td>
</tr>
<tr>
<td>5. Six other parcels on Washington Boulevard(^{a})</td>
<td>111,000</td>
<td>Low O/A/H</td>
<td>“C-O1.5”</td>
</tr>
</tbody>
</table>

\(^{a}\)One of the parcels, though zoned “C-0”, may be considered equivalent to “C-2” since the “C-0” designation was approved at a density equal to “C-2”.

Rationale: In view of the doubling of the potential office development in the R-B Corridor between 1977 and 1981, as identified in the recent staff studies, and the resultant anticipated overburdening of transportation facilities, the Committee does not recommend any increase in potential office development. A 3.3 F.A.R. is believed to be adequate recognition of existing “C-3” rights.

Retention of a maximum density of 1.5 F.A.R. on Washington Boulevard will facilitate height and density tapering.

The rezoning of all parcels in the study area to site plan districts will assist in securing development consistent with the University (“S-D”, “C-0”, & “C-0’1.5” are all site plan districts).

Additional density rights above that already existing should be considered only in response to specific offers to provide needed community facilities such as are identified in the Committee’s Recommendation #2.
RECOMMENDATION #2: Density bonus for community facilities and residential development.

Policy Objectives:

- Provide for residential development in the Virginia Square area.

- Promote a university character for the Virginia Square area.

- Promote ancillary development of a cultural and educational character complementary to the university uses.

Recommended Density Bonuses:

The Committee recommends a density bonus of up to 1.0 F.A.R. on the "C-3/C-O" properties of the GMU Foundation, Inc., and Virginia Square, Ltd., in return for the provision of certain community facilities in the Virginia Square Station Area as follow:

- for provision of on-site residential in amounts equal to the density bonus

- for provision of on or off-site cultural facilities equal in value to the density bonus

The density awarded for benefits in each of the above categories and in the total for all the categories shall not exceed 1.0 F.A.R for each owner.

Rationale: For twenty years, the Virginia Square, Washington-Lee area has been recognized as the natural site for the concentration of the County's cultural facilities. Studies in the 60's and 70's recommended action in this regard. Despite the lack of progress, it remains an objective of the arts community and would be completely in keeping with the university character the County seeks for the area. Development of the area presents the opportunity to translate development rights into cultural facilities. The Committee feels this opportunity should not be lost.

A bonus for residential is recommended because it is complementary to the office uses and in keeping with the County goal of securing a residential character for the Virginia Square area.

Note: The following table compares the development proposed by the GMU Foundation, Inc., with what would be permitted by the zoning and bonuses proposed:

<table>
<thead>
<tr>
<th></th>
<th>GMU Foundation, Inc. Proposal</th>
<th>Under Committee Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office/Commercial</td>
<td>656,000 sq. ft.</td>
<td>683,000 sq. ft.</td>
</tr>
<tr>
<td>Residential</td>
<td>200 units</td>
<td>157,000 sq. ft.</td>
</tr>
</tbody>
</table>

The Committee therefore, believes that it has made a good faith effort to respond to the needs of the Foundation. The Foundation deserves the support and assistance of the community in view of the substantial public benefit it has created in bringing George Mason University to Virginia Square (second bonus provision). Under the committee recommendations the GMU Foundation, Inc., site would continue to be split between two zoning designations and the provisions herein for bonus density for residential would adhere to that portion of the site currently zoned "C-3" and contiguous to Fairfax Drive. However, since the site will be handled as a single development under the site plan procedures, the committee understands that placement of the elements of the project will not be restricted by the source of the development rights and that placement of the residential component on the Washington Boulevard frontage will be permitted.
RECOMMENDATION #3: Design Guidelines

Policy Objective:

— Promote a university character for the Virginia Square area.
— Promote 10th Street, North as a connecting element with other Community Facilities (i.e., library, Quincy Park) in this area.
— Integrate all development in the Study Area.

RECOMMENDED DESIGN GUIDELINES

— The major focal point for the entire development will be a plaza area, open to the sky, designed in a campus-like manner to serve as the forecourt to the GMU west building.

— The major axis to this plaza will be from the GMU entrance to 10th Street. Subordinate axes will lead from the plaza to the intersection of Monroe and Fairfax Drive, and through the foundation property from the plaza to Washington Blvd.

— All axes will be substantially open to the sky, and of substantial width (at least 50’ wide), incorporating pedestrian walkways, landscaping, bike paths, street furniture, lighting, sculptural elements and other urban design amenities.

— The Virginia Square, Ltd., development will integrate its plaza with the George Mason Foundation plaza.

— All plaza spaces will be designed to permit outdoor performances and/or visual art displays.

— A unified urban design plan will be applied to the entire subject area.

— Heights on Washington Boulevard will be limited to ten stories; but will be reduced to a lower level adjacent to the town houses.

Rationale: The major object of the above design requirements is to emphasize the presence of the University in Virginia Square to relate new development to the University building and the University to the surrounding community and facilities. Little interference with the objectives of the developers is foreseen.

RECOMMENDATION #4: Follow-up on unresolved issues.

Areas Requiring Follow-Up:

1. Status of Lincoln/Monroe connector in the Master Thoroughfare Plan. The Committee’s discussions with the developer and the County staff indicate that this facility may no longer be required.

2. Retention of a major food outlet in the Virginia Square area and the R-B Corridor. In view of the fact that long-term continuance of the existing store is unlikely, the County needs to consider what action can be taken to insure the development of alternative facilities.

3. Provision of cultural facilities in the Virginia Square area. The County needs to consider whether the long-deferred hopes for major cultural facilities in Virginia Square can be realized in conjunction with the pending development.
RECOMMENDATION:

1. County Board should advertise the removal of the Lincoln/Monroe connector from the Master Thoroughfare Plan.

2. County Board should initiate a study to identify possible methods for insuring the continued presence of major food outlets and other service commercial facilities in the Rosslyn-Ballston Corridor. The study should include an assessment of incentives to effect the retention existing facilities after redevelopment; and possible use of special financing mechanisms to acquire a suitable sites for lease as service commercial facilities.

3. County Board should initiate a study to make an assessment of the present and future cultural facilities and programs in Arlington and the feasibility, financially and physically, of locating such facilities in the Virginia Square area. Innovative funding sources such as industrial bonds, developers' contributions, fundraising, and potential developer tax advantages associated with the financing of cultural facilities should be looked at as a method of achieving these facilities.
September 28, 1982

TO: The Arlington County Planning Commission

FROM: Bill Thomas, Executive Secretary

SUBJECT: The Virginia Square-George Mason University Ad Hoc Committee

The County Board at its September 25, 1982 meeting approved the creation of a Virginia Square-George Mason University Ad Hoc Committee. I have attached a copy of the approved County Manager's report which establishes policy guidelines for this committee. In approving this report, the Board made two changes as follows:

— First, a fifth recommendation was added on page one stipulating that the six recommendations, contained in the September 15, 1982 letter from the Economic Development Commission (E.D.C.), be included as part of the policy guidelines for the committee. (see attached E.D.C. letter)

— Second, the committee membership recommendation was changed to include one member of the Economic Development Commission and one member of the Virginia Square business community, instead of the originally proposed two members from the E.D.C.

NOTE: As stated in the Manager's report, the ad hoc committee Chairman and Vice Chairman will be the two representatives chosen from the Planning Commission.
September 15, 1982

TO: The County Board of Arlington, Virginia

FROM: Larry J. Brown, County Manager

SUBJECT: Virginia Square-George Mason University Ad Hoc Committee

RECOMMENDATION: Establish a committee according to the guidelines recommended in this report, to study the potential development of the Virginia Square Shopping Center - George Mason University Site, and recommend to the County Board land use and zoning designations for this “Special Coordinated Mixed-Use District”.

CHARGE TO THE VIRGINIA SQUARE - GEORGE MASON UNIVERSITY AD HOC COMMITTEE: The Virginia Square - George Mason University Ad Hoc Committee is being formed so that the various groups within the community who are particularly interested in the future of these properties may discuss and recommend to the County Board appropriate General Land Use Plan and Zoning designations for the area presently designated “Special Coordinated Mixed-Use District” in the Virginia Square Station Area.

Careful consideration should be given to the adopted Policies expressed by recent changes to the General Land Use Plan for Virginia Square Sector Plan area which include the following:

1. Retain a predominately residential character for the Virginia Square Station Area.

2. Designate Fairfax Drive as the focus of development in the Virginia Square Station Area.

3. Emphasize an east - west pedestrian connection between the Virginia Square Shopping Center - George Mason University Site and Quincy Park/Central Library.

4. Appropriate height tapering toward the townhouse development on the south side of Washington Boulevard and appropriate density tapering toward the Washington Boulevard frontage should be provided.

TIMEFRAME: The committee should begin its work in October, 1982 and make its final recommendations to the County Board by March, 1983. The two major property owners have stated that they would like to have a decision on land use and zoning within approximately four months so that they can begin to plan for development of the parcels. This timeframe will also enable staff to integrate the Committee's report into the final sector plan document for Virginia Square.

COMMITTEE MEMBERSHIP: Suggested membership for the Virginia Square-George Mason University Ad Hoc Committee is as follows:

One representative each from George Mason University and the owners of the Va. Square Retail Shopping Area

Two members of the Planning Commission

Two members of the Economic Development Commission

Two representatives of the Ashton Heights Civic Association

Two representatives of the Ballston-Clarendon Civic Association
The Planning Commission representatives shall act as Chairman and Vice Chairman of this committee.

All owners of parcels in the “Special Coordinated Mixed-Use District” shall be contacted to encourage their participation in the Committee meetings with the community members.

STAFF: E. C. Russell, Planning Division
September 15, 1982

Arlington County Board
Court House
Arlington, VA

Dear County Board Members:

For some time the Economic Development Commission has been anxious to contribute more directly to the creation of a well defined community program for promoting a University character within the Virginia Square Metro Station area. Although the community is fully supportive of the existing educational facilities it is very clear that, in the absence of a well defined program to promote and enhance the University presence, we as a community will unlikely achieve the full range of development and supporting facilities that are clearly warranted in the station area.

It is for this reason that as Chairman of the Economic Development Commission, I appointed on September 14, a special committee of the Commission to study the issue of the role of the University in the Virginia Square area. It is the Commission's opinion that the formation of this special committee is both necessary, if we are to capture the full potential of the station area, and timely in that you are concurrently considering the formation of a special committee to study the land use and the zoning issues related to the George Mason University/Virginia Square site. In this regard we envision the EDC subcommittee and your own special planning committee to be mutually supportive in their efforts to bring about a renewal of the Virginia Square area that is in the best interest of all our citizens.

The EDC Committee, working with leaders of higher education from throughout Northern Virginia and the state, would be charged to ascertain the feasibility of establishing a major educational presence in the Virginia Square area. If, in the committee's opinion, such a program appears viable, the committee would be further charged to develop recommendations to:

- Promote a University character for the Virginia Square area,

- Expand the role of Continuing and Higher Education in the Virginia Square area, through the consolidation of Metro related educational resources,

- Promote the development of University-related resources and activities in the Virginia Square area,

- Promote the realization of ancillary development consistent with both the University character of the area and the land use recommendations resulting from the County Board Virginia Square Committee,

- Promote the expansion of University-related programs within the community.

- Develop a marketing program for the Virginia Square area related to the above objectives.
Arlington has the opportunity in the Virginia Square area to obtain a redevelopment that is both socially and culturally rewarding through the promotion and enhancement of our educational resources. We look forward to working with your special committee on resolving the land use and zoning issues and assure you of our full support in this effort.

Sincerely,

James M. Wright, Chairman
Economic Development Commission
PRELIMINARY DEVELOPMENT SCENARIOS

George Mason Foundation

Site Size - 262,266 sq. ft. or 6.02 acres
Existing Zoning - “C-2” & “C-3”
Existing Land Use Plan Designation - “Low” Office-Apartment-Hotel
Proposed Density
Office/Retail/Recreation:
2.5 F.A.R. (2 Buildings - 14 stories each)
556,000 sq. ft. - office
100,000 sq. ft. - retail/recreation
Residential:
.76 F.A.R. (1 building - 10 stories)
200 units @ approximately 1000 sq. ft./unit

Possible New Zoning:
“C-3” portion rezone to “C-O”, “C-2” portion
rezone to “R-C” or
Rezone entire site to “C-O”

Possible Land Use Designation
“C-3” portion
80% “High” Office-Apartment-Hotel
20% “High” Residential
“C-2” portion “High Medium Residential Mixed Use” or
Entire site 65% “High” Office-Apartment-Hotel 35% “High” Residential

Virginia Square Limited Partnership

Site Size: 130,030 sq. ft. or 2.99 acres
Existing Zoning: “C-3”
Existing Land Use Plan Designation: “Low” Office-Apartment-Hotel
Proposed Density
Office: 3.8 F.A.R. (3 Buildings - 1@16 stories, 2@12 stories
494,000 sq. ft.
Possible New Zoning: “C-O”
Possible Land Use Classification: “High” Office-Apartment-Hotel.
May 10, 1983

TO: Arlington County Board  
Va. Square/GMU Ad Hoc Committee Members  
Arlington County Planning Commission  
County Manager

FROM: Suzanne Fauber, Comprehensive Planning Chief

Attached are two minority reports which address density, service commercial uses and the site plan review process, and the performing arts center which should be added to the Ad Hoc Committee Report dated March 31, 1983 (Agenda Item #18, County Board Meeting of April 9, 1983).

If you have any questions please feel free to call me at 558-2291.
TO: Arlington County Board  
FROM: Tom Leckey  
Chairman, Virginia Square Ad Hoc Committee and  
Larry Blackwood  
President, Ballston-Clarendon Civic Association  
Member, Virginia Square Ad Hoc Committee

SUBJECT: Minority Report on Virginia Square Density, Service Stores, and Site Plan Review

It has been a pleasure to be part of the ad hoc committee designated by the County Board to consider the future of the Virginia Square/George Mason block. The committee discussions have been enlightening; and the members have acted in good faith as each felt best for the community. We completely concur with the committee’s recommended design guidelines, and we agree with the basic approach recommended for the General Land Use Plan and Zoning. In its specific land use plan and zoning recommendations, however, we believe the committee made serious mistakes regarding the value of the C-3 zone and the Giant grocery store which should be corrected in any further action regarding the site. The rationale for these minority recommendations is explained in the remainder of this report. In addition, Mr. Blackwood is submitting a separate minority report on a performing arts center in which Mr. Leckey does not concur.

Our differences from the majority recommendations can be summarized as follow:

- Existing development rights under the C-3 zone should not be valued at more than 3.0 FAR. Their value should be assessed consistently with the forthcoming report of the separate committee which is now considering a “modified C-3” zoning category.

- Increases in density over existing development rights should be allowed at Virginia Square only if the proposed site plans include provision for a full service grocery store and drug store on the Virginia Square block. If such stores are included, the bonus densities for residential or a performing arts center should be allowed.

- The owners of the two major development properties on the Virginia Square block (the Virginia Square Limited Partnership and the George Mason Foundation) should be specifically required to continue to present the aspects of their site plans regarding common elements, the interface between the properties, and provisions for a grocery store and drug store simultaneously.

The Basic Approach to Land Use and Zoning

The committee followed the established Arlington policy of preserving existing development rights, and adding to them in specific, limited ways to encourage desired types of redevelopment. Thus the committee made a judgement as to the development value of the existing C-3 zoning on the site (3.3 FAR of office development); and recommended that that amount of office development be allowed through site plan approval, plus an additional 1.0 FAR as residential or in exchange for a performing arts center.

The Development Value of the C-3 Zone Does Not Exceed 3.0 FAR

The judgment that the existing C-3 zone is worth 3.3 FAR of office development was critical to the committee’s recommendations; because it set the floor of existing development rights. This floor in turn determined the maximum amount of new development rights which could be allowed without overburdening the site. The committee’s decision not to recommend bonus density for a grocery store was a direct result of a discussion to the effect that total density on the site should not exceed 4.3 FAR (or 1.0 FAR bonus density); and that residential development, a performing arts center, and a grocery store could not all be accommodated within a 1.0 FAR bonus. For this and other reasons discussed below, a proposal to allow bonus density for a grocery store was defeated.
We believe 3.3 FAR is an overvaluation of the existing development rights in the C-3 zone. We believe it represents an approximation of the total amount of density which is physically possible to construct within the constraints of the zone.\(^1\) If the goal is to recognize existing development value, however, the proper question is not "how much density can be built?" The question should be "How much is the density which can be built worth to a developer?" The latter question takes into account the value of the reduced parking requirements under the recommended C-O zone, and the value of the increased density for residential development which is recommended. We as a County want to be fair to landowners and developers; but to ignore those factors in evaluating existing development rights is to ignore reality and be unfair to ourselves. The cost of parking, and therefore the value of a reduced parking requirement, is a key issue in every development proposal in the metro corridor; and developers are quick to seize upon that issue in every context except the question of valuation of their existing C-3 development rights. Similarly, we are often told that bonus rights to build residential projects, such as are recommended for Virginia Square, are worthless, at least in the current market. The fallacy of that claim was dramatically demonstrated in the Virginia Square Committee when Mr. John T. Hazel, representing the George Mason Foundation, strongly objected to a proposal by Mr. Leckey to eliminate the residential building proposed by the Foundation.

We believe that 3.0 FAR, in the form of office, is a fair approximation of the value of the development rights existing in the C-3 zone taking into account these factors. However, a separate committee has been studying this question for months, and it seems appropriate that their conclusion on the issue be taken into account. Their report should be ready by the time final action is taken on Virginia Square.

A lower valuation of existing office development rights at Virginia Square will leave more room available for specified types of redevelopment projects. Thus, if the rights to build office projects in the existing C-3 zone are worth 3.0 FAR, 1.3 FAR would be available for residential, arts center bonus, or a grocery store bonus without exceeding the committee recommendation of a 4.3 FAR ceiling density for the site.

No Proposal to Increase the Allowable Density at Virginia Square Should be Approved Unless it Includes Specific Provisions for a Full Service Grocery Store and Drug Store.

No one has seriously disputed the popularity of the existing service stores, particularly the Giant grocery store, at Virginia Square. Any doubt as to the importance of the Giant to the community should have been dispelled by the 6,353 signatures collected in one week on a petition circulated by the Ballston Clarendon Civic Association to demonstrate the level of concern that the store be retained. In addition, the Ballston Clarendon Civic Association has voted overwhelmingly on two separate occasions that a full service grocery store and drug store, with adequate parking, should be part of any plans for Virginia Square.

As important as the Giant is to the existing community, it will be even more important to the residential area planned for Virginia Square in the future. The entire area between Wilson Boulevard and Fairfax Drive is planned for high density, urban residential development. All of those people will need a convenient grocery store and drug store. Many of them will want stores they can walk to. Indeed, one of the key attractions of Virginia Square as a residential area is the possibility if offers to individuals (whether they are elderly, or handicapped, or simply desirous of a more economical, simpler life style) of freedom from dependence upon the automobile.\(^2\) If, and only

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\(^1\) Alternatively, some committee members may have based their judgment on the fact that a site plan has been approved for the other former C-3 site in the Virginia Square area, the Virginia Square Medical Center, at an FAR of approximately 3.3. The attorney for the medical center developers, the Virginia Square Limited Partnership, and the George Mason Foundation has stated repeatedly before a variety of public forums, however, that the medical center project should in no way be regarded as a precedent for the site in question.

\(^2\) The Ballston-Clarendon petition showed that, contrary to the claims of the landowners at Virginia Square, many people already walk to the Giant. Of the 6,352 people who signed the petition, 731, or 11.5% do all their shopping on foot, and a large proportion (2,915, or 45%) walk at least part of the time. Many people, for example, drive to the Giant for major shopping trips; but stop by on foot for incidental items on their way from the subway much more frequently.
if, the Giant or an equivalent store remains, Virginia Square will remain an area where individuals can find everything they need within walking distance (or a Metro ride) from their homes. The Giant is thus a key inducement to help bring about the residential development Arlington wants for Virginia Square.

There were essentially three lines of discussion which in combination, led a majority of the Virginia Square committee to believe that the committee should make no specific recommendation regarding preservation of the Giant:

1. The landowner and developer members of the committee argued that a grocery store is simply not practical for such a valuable site adjacent to the subway, because it brings in less revenue than alternative developments, requires more parking, and is generally incompatible with the office development they prefer. Several of the public representatives were persuaded that this argument is true.

2. Some of the public representatives said that the grocery store is essentially a concern only of the immediate Virginia Square neighborhood, while a performing arts center is a desire and potential benefit for the entire County. They concluded, therefore, that bonus development rights should be reserved for the encouragement of such a center.

3. A number of the public representatives expressed the view that no committee recommendations or County action could make any difference regarding the retention of the Giant. On the one hand in their view, the expressed intent of the Giant chain to remain at Virginia Square, its long term leasehold rights, and the absence of any alternative site for a relocated Giant, should insure its presence for many years. On the other hand, they believe that the financial objectives of the landowners will preclude continuation of the Giant beyond that term in spite of any present public action. They therefore concluded that no action should be recommended beyond a general study of means to retain service stores in the Metro Corridor.

We believe, on the contrary, that the County must now take specific action to insure the continuation of a grocery store at Virginia Square. Responding to the above arguments in turn:

1. The argument that a grocery store is "impractical" adjacent to a Metro station is essentially identical to the argument that residential development is impractical in such a location. It says that such areas should be reserved for their "highest and best", i.e., most profitable, use; which is, and is likely always to be office development. This is a negation of the whole concept and purpose of land use planning. If our concerns were only for property values and potential returns from various possible types of development, we would need no elaborate land use plan. We could much more simply rely upon the economic market to determine the types and locations of development. We go through these elaborate public planning processes instead to insure that other values, equally real but perhaps less quantifiable than economic returns, will be taken into account. These values include the need to preserve existing residential areas, provide for future high density residential development near Metro, and insure the services and facilities that are essential if Arlington is to remain a viable place to live. A grocery store may be prosaic; but it is absolutely essential for life in an urban area such as that projected for Virginia Square.

2. We agree, that a performing arts center would be a good thing for Arlington and the Virginia Square area. Contrary to some committee members, however, We believe retention of essential residential service facilities at Virginia Square, such as a grocery store, is an issue of countywide importance transcending establishment of an arts center.

In many ways, geographically and demographically, Arlington has more in common with center cities than with traditional suburbs. More people work here than can find housing here for themselves and their families. Many people therefore commute here from outlying areas, resulting in increased traffic, a decreased residential tax base, and (perhaps most important over the long term) a divergence of interests between those who live here and those

3Mr. Blackwood has reservations about a performing arts center which are expressed in a separate minority report.
who work here. The discrepancy between available jobs and available housing is likely to dramatically increase in the future, if new commercial development continues to far outstrip new residential development. The central problem for Arlington over the coming decades is therefore to find ways to remain a viable community in which to live. One key facet of this problem is to somehow balance new jobs with new housing.

We have no room for more traditional low density housing. Our only choice is to increase housing density. Not coincidentally, increased density (i.e., smaller units closer together) is apparently what is being called for by the residential development market. The logical place to locate increased housing density is adjacent to metro stations. Such planning can both preserve our established low-density neighborhoods, and maximize use of our expensive subway system. The County board has thus rightly stated that Virginia Square should remain predominantly residential, and has planned extensive high density housing there. As discussed above, retention of a full service grocery store at Virginia Square is a key factor in bringing this planned residential development into reality. The Giant (or its equivalent) is thus more important to Arlington than a new arts center. Retention of the basic services which make the existing and planned future communities viable must take priority over amenities such as an arts center.

3. We agree that the Giant is likely to remain at Virginia Square for some time to come. This is by no means certain, however; and in any event we are planning for the long term future when the Giant's leasehold will expire.

The Giant could be lost in the relatively short term. Its rights to parking on land owned by the George Mason Foundation is the focus of the legal dispute between its landlord, the Virginia Square Limited Partnership, and the Foundation. At the present time the landlord claims to own an easement for parking on that property, while the Foundation insists that parking there is only by its permission and subject to its termination. The Giant claims that its lease extends to the claimed parking easement. Its parking is therefore only as secure as its landlord's legal claim. If that claim, and therefore Giant's parking, were lost, the store would very likely reassess its desire to remain at Virginia Square. Worse still, it would be in the financial interest of the landlord for Giant to terminate its lease and make way for more profitable redevelopment. Conceivably, therefore, the landlord could enter a settlement with the Foundation to give up its claim of an easement. If both landowners were to agree that there is not parking easement, Giant would be in a difficult posture to argue legally that its lease includes an easement. Even without such manipulations, the Giant management could change or could be given an irresistible offer to terminate the lease.

The County can affect the balance of economic forces to insure that a grocery store will remain at Virginia Square. Potential development rights for the site can be structured in such a way as to make retention of a grocery store and drug store financially desirable for the landowner and developer. The balance of legal and economic forces is such that the County should be able to insure continuation of the service stores simply by stating unequivocally that no increased density above existing C-3 rights will be granted at Virginia Square unless the proposed site plans include a full service grocery store and drug store. This would not take any rights away from the landowners; it would simply put a condition on the granting of additional rights. As discussed above, conditions on the granting of increased development rights are a basic tool of land use planning in Arlington. They include, for example, the design conditions already recommended by the Virginia Square committee.

Rezoning and Site Plan Proposals from the Virginia Square Limited Partnership and the George Mason Foundation Should Only be Considered if their Provisions for Common Elements, the Interface between the two Properties, and Service Stores are Presented Simultaneously.

A central problem in the planning of Virginia Square is the division of the site between two major land owners. In addition to the parking dispute discussed above, the division makes it difficult to design the site as a unified whole or to achieve desirable phasing of redevelopment projects. A good solution to the Giant problem, for ex-
ample, would be to construct a new Giant on the present parking lot, closer to Washington Boulevard, while the present store continued to operate. This would allow continuous service to the community and result (after redevelopment of the present store site) in a desirable tapering of heights and uses from Fairfax Drive toward Washington Boulevard. The division of ownership, however, makes such a solution difficult.

The site can be effectively unified for planning purposes if a requirement is imposed that rezoning and site plan proposals for the two major subsites will only be considered if their provisions for common elements, the interface between the two properties, and a grocery store and drug store, are submitted simultaneously. Simultaneous site plan consideration was used effectively to unify, for planning purposes, the Pocahontas Tract. Such a requirement, like the requirements discussed above and the Committee's design recommendations, does not take any existing rights away from the land owner. It merely establishes a condition upon which he may obtain additional rights.

To insure that all of these conditions are carried out, no change should be made in the land use plan or zoning at Virginia Square which would increase existing development rights until site plans are submitted in conformance with the conditions. In the meantime, the Board should simply state clearly, through a resolution, the conditions upon which it will grant increases in development rights at Virginia Square.
TO: Arlington County Board

FROM: Larry Blackwood
President, Ballston-Clarendon Civic Association
Member, Virginia Square Ad Hoc Committee

SUBJECT: Minority Report on Virginia Square Performing Arts Center

The Arlington Community Should Carefully Weigh the Costs and Benefits of a Performing Arts Center in the Virginia Square Area.

Much discussion in the Virginia Square Committee was devoted to the justification, feasibility, and possible location of a performing arts center in the Virginia Square area. I agree that such a center would be a good thing for Arlington, and that it would contribute (along with George Mason University, the existing Arlington Arts Center, the Central Library, WashingtonLee High School, etc.) to a university character for the Virginia Square area. I believe, however, that further objective consideration of the true costs and benefits of such a center is needed before any commitment is made to obtain it through bonus densities or otherwise.

There is no question that, barring substantial and presently unforeseen private philanthropy, such a center would be very expensive for the County. Even if it is paid for, in whole or in part, by a private developer in exchange for bonus density, the costs are real. The County could alternatively use those densities to obtain additional housing or other amenities; or it could forego them and gain additional open space and a less crowded "campus" at Virginia Square. After the center was constructed, there would be substantial continuing operation and maintenance costs.

The potential benefits of a performing arts center are not entirely clear. While it would certainly be an improvement over existing facilities in Arlington for such events, there are existing facilities. According to the presentation to the Committee by Recreation Division, Performing and Visual Arts Section, those facilities are not currently being used at anywhere close to their capacity. And it is not as if those who participate in such events were limited to Arlington facilities: They are in the middle of a metropolitan area which has some of the broadest cultural opportunities in the country. A new facility can therefore be justified, if at all, only by making it responsive to the broadest possible set of needs of the community. This criteria would dictate, for example, designing the facility to accommodate motion pictures as well as performing arts.

If such a center is ever built, it need not be on the Virginia Square Site. Few of the people who use it are likely to come by subway, and those who do are not likely to be deterred by a walk of a block or two. Nor should such a center subtract from the park space which will be needed by the many people planned to live around Virginia Square. It could be built at Washington-Lee High School, making use of the parking already available at that facility and strengthening it as a high school or for other educational uses.
April 19, 1983

To: Arlington County Board
   Va. Square/GMU Ad Hoc Committee Members
   Arlington County Planning Commission
   County Manager

From: Suzanne Fauber, Comprehensive Planning Chief

Attached is the minority report for the Washington Boulevard landowners which should be added to the Ad Hoc Committee Report dated March 31, 1983 (Agenda Item -18, County Board Meeting of April 9, 1983).

If you have any questions please feel free to call me at 558-2291 or Mr. William P. Jackson, Jr., the report preparer, at 525-4050.
VIRGINIA SQUARE/GEORGE MASON UNIVERSITY AD HOC COMMITTEE
MINORITY REPORT FOR WASHINGTON BOULEVARD LANDOWNERS

This minority report is being submitted by William P. Jackson, Jr., owner of property at 3426 Washington Boulevard, who has served on the subject Committee representing the interests of those landowners holding small parcels of property along the South side of Washington Boulevard from Kirkwood Road to the George Mason University Foundation property (hereafter referred to as the Washington Boulevard Strip).

This minority report strongly urges the following:

1. The Washington Boulevard Strip land use designator should be changed to medium office/apartment/hotel.

2. CO 2.5 should be permitted.

Public comments by Committee members at Committee meetings made it clear that a substantial majority of the Committee was not opposed to changing the land use designator for the parcels of land along the South side of Washington Boulevard bounded by George Mason University and the Foundation property from low office/apartment/hotel (OAH) to medium OAH. The minutes clearly reflect this. The inchoate fear that this change would set a precedent in other areas of Arlington County was the only reason why a majority of the Committee did not recommend upgrading the land use designator to medium OAH. There would be no adverse impact on any residential area should the upgrading occur. See Appendix A, extract from Committee minutes.

Because of the unique nature of the Virginia Square Block, which is recognized by everyone, it is difficult to see how upgrading the Washington Boulevard Strip could properly be used as a precedent in another area. Indeed, the very formation of our Committee lends weight to this uniqueness.

The transportation network has been cited by some of the County Planning Staff to justify failing to upgrade the Washington Boulevard Strip land use designator. This is a sham. The subject property is served by one of the finest and most convenient road networks in Northern Virginia, and also is served by two Metrorail stations: both Clarendon and Virginia Square are less than a five minute walk away from the subject properties. Furthermore, Interstate 66 is now open, and serves the involved property. Moreover, Metrorail needs dense development to make it a feasible operation, and the modest increase in development potential requested for the subject properties would support this objective. The County’s tax base would also be enhanced without need for additional public facilities to support the redeveloped area.

Currently, the Washington Boulevard trip properties are not being well used, and a number of them are quite a bit less than desirable from an aesthetic standpoint. There is at least one nonconforming use (an automobile body shop), which cannot be eliminated until there is an economic incentive to do so. In fact, economic incentive is required before redevelopment of any of the properties will take place, but present uses are such that redevelopment (even with increased potential density) will likely not take place for several years to come because of the limited area available for redevelopment, fragmented land ownership, and the fact that all of the businesses located on the Washington Boulevard strip are presently financially viable.

Two of the properties in the Washington Boulevard Strip are currently zoned CO. There is no zoning FAR limitation, contrary to the majority’s erroneous statement in Enclosure 3, Page 1, footnote A. In fact, a site plan having a density greater than the allowable C-2 density was approved for construction in 1968, although construction was never commenced due to economic and other factors. The subject land, which is under the control of Frank R. Thompson, is designated Parcel Nos. 3 and 4 on Appendix B to this minority report. Confirmation of the CO zoning may be obtained by referring to a portion of the present zoning map, attached as Appendix C. Mr. Thompson’s land (part of which is owned by a corporation which he controls, WT&C Corp.) comprises approximately 34,200 square feet of the approximately 111,000 square foot total in the Washington Boulevard Strip. Incidentally, Mr. Thompson has gone to considerable expense to prepare his lot for office building development in the future. This was done in conjunction with advice from the County Staff.
As a practical matter, it can thus be argued that only 76,800 square feet of land are involved in any rezoning that may occur pursuant to a change in the land use designator. The total additional density that would be possible under CO 2.5 zoning, over and above that presently permissible, is an FAR of about 1.0. The recommended zoning which the undersigned proposed to the Committee was CO 2.5, instead of the present C-2 (roughly equivalent to CO 1.5).

The basic complaint is this: No increased density is being allowed to the owners of these small parcels, even though they are located in close proximity to two new Metrorail stations, a new interstate highway, and numerous four lane thoroughfares. Except for fears that a change in the land use designator may be used as a precedent, there is absolutely no reason why the land use plan should not be changed for the subject properties on Washington Boulevard to medium OAH from low OAH. This block has such unique and special characteristics that, if the County Board makes it clear that no precedential value is to be accorded the treatment of the Washington Boulevard strip, upgrading of the land use plan can be accomplished at no risk to keeping density down in other portions of the county.

The subject properties are not owned by speculators. The undersigned purchased the Jackson property in 1975, and occupies a portion of it for law offices. Although the Blanken property was purchased by Dick Blanken in 1976, a body shop had been operated on that site by Dick Blanken Ford for a number of years before that. Other owners obtained their properties before 1975.

At some point in the relatively near future, economic pressure will begin to build up to redevelop the Washington Boulevard strip at a zoning of CO 2.5. Little incentive exists to redevelop at C-2 or CO 1.5. There has been no redevelopment of the subject properties under the existing land use plan and zoning since the Jackson office building was built by a prior owner in approximately 1965, other than some additions to the Blanken body shop. There is no reason to believe that any landowner will take meaningful positive steps to upgrade the neighborhood absent some realistic economic incentive to do so.

It is respectfully submitted that the Arlington County Board should change the land use designator for the subject properties from low OAH to medium OAH. By so doing, all of the County Board policy objectives for development of the Virginia Square Block would be followed. In that regard, it should be pointed out that the criterion given to the Committee by the County Board was to taper development and density towards Washington Boulevard and the Monroe Street townhouses, not to have "no increase in potential for office/commercial development", as erroneously mentioned on Enclosure 3, page 1 to the Majority Report.

Respectfully submitted,

WILLIAM P. JACKSON, JR.
EXTRACT FROM COMMITTEE OFFICIAL MINUTES OF MARCH 2, 1983

It was moved by Mr. Jackson at the committee meeting on March 2, 1983, that the land use of the subject property (the Washington Boulevard Strip) be medium OAH, with zoning of CO 2.5. The motion failed on a six-three vote. It was then moved by Mr. Jackson that the same land use planning designator be applied to the subject property, with a recommended zoning of CO 2.5, with maximum permissible FAR of 2.0. This motion failed five-four. Two members of the committee, Ms. Freshley and Ms. DeScisciolo, publicly stated that the committee meeting on March 2, 1983, that they each voted against Mr. Jackson’s motions solely because they feared the precedent that would be set, rather than because of disagreement with the proposed land use and zoning for this property.
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