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CONCEPT PLAN

This section illustrates the type of environment envisioned in the Court House Station Area. Major elements of the concept, as might be seen by an individual in the station area, are portrayed.
Reflects the approved Master Thoroughfare Plan and programmed improvements to the Wilson Blvd. one-way pair and the Veitch Street connection.
General Land Use Plan

The General Land Use Plan (map 2) establishes the basis for intense urban redevelopment in much of the central core of the Court House Station Area and supports preservation of established neighborhoods and uses on the periphery of the station area. Several land use changes are proposed which should facilitate the development of a cohesive urban environment. The Concept Plan (figure 1) depicts the development patterns as provided for under a revised General Land Use Plan. The Concept Plan emphasizes a central government core surrounded by a balanced mix of high density residential and office uses. The Illustrative Plan (figure 2) is a picture of future development in accord with the General Land Use Plan. While the Illustrative Plan is hypothetical, it helps in understanding the scale of change envisioned within the area.
The Illustrative Plan provides a picture of future Court House Station Area in accord with the General Land Use Plan. The plan is based on the adopted Master Thoroughfare Plan and programmed improvements to the Wilson Boulevard one-way pair and North Veitch Street.
CONCEPT PLAN

Illustrative Aerial
Aerial View of developed Court House area
The Concept Plan provides a general description of the Court House Station Area emphasizing a balance of high density residential and office uses surrounding the central government core. The following illustrations portray major elements of the concept as might be seen by an individual in the Court House area.

**Illustrative View West**

View to the West, looking down the Wilson Boulevard one-way pair, with the Mobil Office Complex to the North.
Illustrative View East

View to the East from the Court House Tower.
Illustrative View West of the Detention Center

Plaza at the Southeast corner of the intersection of Veitch Street and 15th Street, N. (Police Detention is East of the Plaza)
BACKGROUND
BACKGROUND

Throughout most of the 1800's the Court House Station Area was sparsely populated with farmhouses and large country estates. The area remained primarily agricultural until the turn of the century when the County Court House was relocated from the City of Alexandria to its present site and much of the surrounding land was subdivided and subsequently developed.

GOVERNMENT CENTER

In 1896 legislation was adopted by the Virginia General Assembly calling for a public vote on the question of relocating the Court House from the City of Alexandria to a site within Arlington County. Three areas within the County were selected by the Board of Supervisors as possible locations for the Court House: 1) Addison Heights, near Hume School on Arlington Ridge Road; 2) the area surrounding Hunter's Chapel, near the intersection of Columbia Pike and Glebe Road; and 3) Fort Myer Heights, near Wilson Boulevard between Clarendon and Rosslyn. Fort Myer Heights was selected by the electorate as the most desirable location. Following the outcome of the vote, the County advertised for donations of not less than two acres of land within a one-half mile radius of Fort Myer Heights. A two-acre parcel donated by the Fort Myer Heights Land Company was accepted as the site for the Court House. Although the original structure has since been replaced, the site remains a central focus of the government center.

Alexandria became an independent city separate from Alexandria County in 1852. It was not until 1920 that the name of the County was changed from Alexandria to Arlington.

A discussion highlighting development of the government center is presented in the Government Center Section.

SUBDIVISIONS/APARTMENT COMPLEXES

Both the relocation of the government center and the area's convenience to transportation facilities led to development of the first subdivisions by the early 1900's. Three subdivisions and two of the County's larger apartment complexes are located within the Court House Station Area. Map 1 identifies these areas.
SUBDIVISIONS & APARTMENT COMPLEXES*

Includes only those portions of subdivisions and apartment complexes within the station area.
LYON VILLAGE was originally part of Robert Cruitt's estate which was purchased in 1825 as a weekend and holiday retreat. The Cruitt Estate was sold to Frank Lyon in 1923 and subsequently developed into the residential community of Lyon Village. Lyon Village is located north of Wilson Boulevard and west of Veitch Street; it lies within both the Court House and Clarendon Station Areas. That portion within the Court House Station Area was the first to be developed and consists primarily of attractive single-family homes. Although most of these homes are over fifty years old, they are well-maintained and continue to provide highly sought after housing in Arlington.

COURTLANDS was established in 1909 when the owner, Charles G. Mackell, subdivided his property. This residential neighborhood, located west of the Court House between Wilson Boulevard and 10th Street, North, contains a mix of single-family homes, duplexes and a few small apartment buildings. In recent years, two projects have been constructed providing residential infill housing in this area.

LEE GARDENS apartment complex is immediately south of Courtlands. The site was originally part of the Harriet Vinson Estate and was purchased in 1941 by Lee Gardens, Inc. The complex was developed the following year providing some 950 apartment units. Tenth Street, North, divides the complex into two sections; North Lee Gardens is within the Court House Station Area while South Lee Gardens is just outside the station area boundaries. Lee Gardens provides an important low and moderate-income housing resource for the community.

FORT MYER HEIGHTS is located to the east of the Court House, and extends beyond the southern and eastern boundaries of the Court House Station Area. The area was first subdivided in 1891 and many blocks have since been resubdivided. Fort Myer Heights is developed primarily with small mid-rise apartment buildings, most of which were constructed during the 1940’s and 1950’s. Today this area provides a substantial amount of moderate income housing for Arlington residents. According to countywide income data, portions of this neighborhood have the highest percentage of low/moderate-income persons in the County; 70 percent of the residents are classified as low/moderate-income.

Fort Myer Heights is currently being considered for designation as a Community Development Target Neighborhood which, among other things, would afford the County greater leverage in preserving low and moderate-income housing in areas within the R-B Corridor which are not identified for redevelopment. County staff is working with the neighborhood to determine the feasibility of developing workable Community Development programs for the neighborhood. The outcome of this effort and subsequent decision on the Community Development designation will undoubtedly affect the future availability of low and moderate-income housing, both rental and owner-occupied, in Fort Myer Heights. The redevelopment which does occur will also affect the future of the area in terms of housing opportunities and overall character of Fort Myer Heights.
COLONIAL VILLAGE, located north of Wilson Boulevard between North Veitch Street and Queen's Lane, is the other major apartment complex in the Court House Station Area. Colonial Village was the first FHA insured multi-family housing project in the country and is recognized today as one of Arlington's finest garden apartment complexes and a valuable resource of low and moderate-income housing. The complex is located on approximately 56.6 acres of land and provides some 1095 apartment units in a setting designed with particular attention to open space and landscaping.

In 1977 the County Board designated the Colonial Village area as a "Coordinated Preservation and Development District". This designation is intended to ensure preservation of major portions of Colonial Village and at the same time encourage utilization of unused density and development of vacant land compatible with the location of Colonial Village adjacent to the Court House Metro Station. The following year Colonial Village was sold by its original owner and developer, Gustave Ring, to the Mobil Land Development Corporation. Shortly thereafter, the original 276 units along the eastern edge of the complex were designated as a Historic District by the County Board. Mobil has since developed a comprehensive plan for Colonial Village and has submitted a phased development plan to the County Board.

Following several months of meetings between Mobil, citizens and County staff, a development plan was approved by the County Board. The plan will provide 760,000 square feet of office space directly across Wilson Boulevard from the Metro station and a total of 1573 dwelling units, with approximately 900 original units being preserved. Provisions have been made for preserving some of the units as low and moderate-income housing.

COURT HOUSE STATION AREA TODAY

Today the Court House Station Area continues to reflect the land use patterns that have developed over the past eighty years. As shown in Table 1 the area contains a mixture of government, residential, commercial and office development.

<table>
<thead>
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<th>Existing Land Use</th>
<th>Land Area In Acres</th>
<th>Percent of Total</th>
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<tbody>
<tr>
<td>RESIDENTIAL</td>
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<tr>
<td>Single-Family Detached</td>
<td>41.82</td>
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<td>Single-Family Other</td>
<td>4.99</td>
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<tr>
<td>Garden Apartment</td>
<td>63.59</td>
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<td>High-Rise Apartment</td>
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<td>4.7</td>
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<td>COMMERCIAL</td>
<td>10.38</td>
<td>5.8</td>
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<td>OFFICE</td>
<td>8.99</td>
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<td>3.69</td>
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<td>OTHER</td>
<td>18.80</td>
<td>9.8</td>
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<tr>
<td>TOTAL</td>
<td>175.67</td>
<td>100.0</td>
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</table>

* Includes government office and parking facilities, public parks and school property.
* Includes land acquired for street improvements, undeveloped land and other miscellaneous parcels.
* Does not include street rights-of-way other than those noted.

SOURCE: Real estate maps, field surveys and aerial photos.
Residential development is clearly the predominant land use, occupying almost seventy percent of all land in the station area. There are approximately 2900 dwelling units of which seventy-one percent are garden apartment units. Many of the garden apartments provide moderate-income housing for Arlington residents and the County has been committed to preserving some of these units on the periphery of the station area. Most of the single-family detached homes in the station area are found in Lyon Village and Courtlands. Lyon Village has been active in the Neighborhood Conservation Program for the past ten years and in 1978 the County Board adopted the Lyon Village Neighborhood Conservation Plan. Although the plan emphasizes traffic control due to anticipated increases in traffic as a result of redevelopment, the overall purpose of the plan is to maintain and improve the character and physical conditions in this long established neighborhood. Residents of both Lyon Village and Courtlands will continue to participate in the planning activities affecting their respective neighborhoods and the Court House Station Area in general.

Office development occupies slightly less than six percent of the land in the station area and provides approximately 600,000 square feet of office space located primarily around the Court House and along Wilson Boulevard. Most of the existing office buildings were constructed between 1940 and the mid-1960's with the most recent building having been constructed in 1968. Two office building sites have been approved which will provide an additional 1.1 million square feet of office space. Construction is expected to begin on one of the sites in 1981 and on the other site in late 1982. Completion of these two office developments will increase the total amount of office space to 1.7 million square feet.

Commercial development exceeds office development in terms of land area; however, the 320,000 square feet of commercial space is significantly less than the amount of office space. Most of the commercial space is located in one and two-story buildings along Wilson Boulevard providing a variety of stores and services for residents and employees. There is also a small neighborhood shopping center on North Courthouse Road that adds to the commercial activity in the area. Financial institutions and restaurants are the most prevalent commercial uses although a car dealership is the single largest commercial enterprise in terms of land area and gross sales volume. Much of the existing commercial space will likely be redeveloped, however, there should be some opportunity for commercial space in the first floor of new development.

PLANNING FOR THE 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. This planning process resulted in the adoption of a revised General Land Use Plan for the Rosslyn-Ballston Corridor in 1977.
The adopted General Land Use Plan supports major apartment and office development, limited commercial revitalization, expansion of government facilities and neighborhood preservation in the Court House Station Area. Estimates of new construction indicate that office and apartment development may more than double by year 2000. These estimates, shown in Table 2, are derived from several sources. Estimates of net new development were initially calculated from the 1977 revised General Land Use Plan. These estimates have since been modified to incorporate those approved site plans which reflect a departure from the 1977 land use revisions and related assumptions on redevelopment.

The estimated net new development in the Court House Station Area, as shown on Table 2, does not reflect any of the recommended land use changes discussed later in the report.

### Estimated Development in Court House

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<th>Existing as of 1/80</th>
<th>Net New 1980-2000</th>
<th>Total Year 2000</th>
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<tr>
<td>Residential</td>
<td>2,500 units</td>
<td>4,000 units</td>
<td>6,500 units</td>
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<td>Office</td>
<td>600,000 sq. ft.</td>
<td>2,300,000 sq. ft.</td>
<td>2,900,000 sq. ft.</td>
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<tr>
<td>Commercial</td>
<td>220,000 sq. ft.</td>
<td>140,000 sq. ft.</td>
<td>360,000 sq. ft.</td>
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*Current estimates are based on the adopted General Land Use Plan and approved site plans.*
This section presents a description of the existing land use, zoning and General Land Use Plan designations for each subarea in the Court House Station Area. Specific development issues are raised and several recommendations proposed.
The General Land Use Plan, as shown on Map 2, presents the County Board's policy for future development. As a policy tool the General Land Use Plan establishes the overall character, extent, and placement of various land uses. The plan serves as a guide to residents, businessmen, developers, and others interested in the Court House Station Area. The plan also serves as a guide to the County Board in their future decisions and actions concerning development.

The Zoning Ordinance, on the other hand, is a specific implementation device 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 3 displays the present zoning in the Court House area and Appendix B contains a summary of the zoning districts.

Land use and zoning in the Court House Station Area are discussed separately for the three subareas identified on Map 4. North Court House includes the entire area north of the Wilson Boulevard / 17th Street, North alignment; Central Court House includes all County-owned property at the Court House plus several surrounding blocks; and, South Court House includes Courtlands and Fort Myer Heights. Existing zoning, land use and planned development are addressed for each subarea. The discussion also identifies appropriate land use and zoning changes, physical constraints, preservation concerns, and other development issues. In some cases, specific policy and development recommendations are proposed.
GENERAL LAND USE PLAN

RESIDENTIAL

Low  1-10 units/acre
Low  11-15 units/acre
Low Medium 16-30 units/acre
Medium 31-72 units/acre
High Medium 73-80 units/acre
High  81-135 units/acre
136-210 units/acre hotel
211-400 units/acre hotel

COMMERCIAL

Service
General
Public and Semi-Public
Public
Government and Comm. Facilities

OFFICE-APT.-HOTEL

HIGH OFFICE DENSITY
3.5 F.A.R. allowable
APARTMENT DENSITY
up to 135 units
HOTEL DENSITY
up to 210 units/acre

Reflects the approved Master Thoroughfare Plan and programmed improvements to the Wilson Boulevard one-way pair and the Veitch Street connection.

April 1981
subarea 1: NORTH COURT HOUSE

Much of this area is planned for preservation; however, there are some opportunities for infill development and major redevelopment associated with the Coordinated Preservation and Development District. The General Land Use Plan provides for preservation of the Lyon Village community and substantial preservation of the Colonial Village apartment complex. Redevelopment is encouraged near the intersection of North Veitch Street and Wilson Boulevard for those properties fronting on Wilson Boulevard in the immediate vicinity of the Metro station.

Existing Land Use

As shown on Map 6, North Court House includes a mixture of land use. Along Wilson Boulevard there are low density commercial, office and retail uses. The residential neighborhood of Lyon Village and Key Elementary School are located west of Veitch Street and north of the Wilson Boulevard commercial properties. East of Veitch Street lies the Colonial Village apartment complex, a portion of which fronts on Wilson Boulevard.

Existing Zoning

North Court House is zoned primarily for residential uses, except for the commercial frontage along Wilson Boulevard. Lyon Village is zoned “R-6” with a small segment of “RA8-18” zoning along North Barton Street and “S-3A” zoning on the Key School site.

In December of 1979, the Colonial Village apartments were rezoned to reflect the adopted Phased Development Site Plan for the project. The area bounded by North Veitch Street, North Uhle Street, Wilson Boulevard and Key Boulevard was rezoned to “C-O-2.5” to allow for development of 760,000 square feet of office/commercial uses. The remainder of Colonial Village was rezoned to “RA7-16” to reflect existing development and proposed residential development on the vacant parcels associated with the site. Also, a portion of the block fronting on Wilson Boulevard between North Troy Street and North Rhodes Street is designated as a Historic District.

A strip of “C-3” commercial zoning along Wilson Boulevard at the intersection of North Courthouse Road is located within the Coordinated Preservation and Development District, however, it is not owned by Colonial Village, Inc. and not included in the Phased Development Site Plan.
General Land Use Plan and Potential Development

Map 6 displays the General Land Use Plan for North Court House. Discussion of the plan is presented below for the two sections identified on the map.

SECTION 1: NORTH COURT HOUSE

This Section lies within the boundaries of the Lyon Village Neighborhood Conservation Plan, approved in March 1978. The approved plan supports the existing "Low" density residential designation for the majority of Lyon Village. This designation is consistent with the predominate "R-6" zoning and single-family development of the area. This portion of Lyon Village, slated for preservation, is almost fully developed with little opportunity for infill development.

The General Land Use Plan provides for continuation of the low density commercial uses along Wilson Boulevard between North Danville Street and North Adams Street. The “Service Commercial” designation supports retention of the existing “C-2” zoning along this frontage. At present most of these commercial properties are developed with one and two-story structures which are used for small shops and offices. The plan provides little incentive for redevelopment in this area, with the exception of the block immediately south of Key School, and therefore the existing structures are likely to remain. In addressing future policy for the established commercial and residential uses along this section of Wilson Boulevard, the neighborhood conservation plan includes the following recommendations:

a. No commercial uses and/or rezoning be permitted along this line (existing demarcation between commercial and residential zones), except after careful study on a case-by-case basis, and after careful consideration of the Lyon Village Citizens Association position.

b. The County make, in so far as possible, every effort to preserve those older homes vulnerable to speculation and redevelopment in the Village’s eastern end, now zoned “R-6”.

c. Infill single-family housing should be encouraged.

d. The current dividing line between commercial and residential zoning north of Wilson Boulevard from Highland Street to Veitch Street be maintained without significant variation.
In accord with the plan, future County policy in this area should seek to support and improve the existing relationship between commercial properties along Wilson Boulevard and adjacent residential uses. While the existing "C-2" zoning allows commercial development by right, issues such as appropriate traffic patterns, screening, height, and transition should be addressed on a case-by-case basis.

The General Land Use Plan designation for the two block area between Wilson Boulevard, North Adams and North Veitch Streets and 16th Street, North encourages consolidation, rezoning and redevelopment. The area presently has a mixture of "C-2" and "R-6" zoning and is developed with a four-story office building, four smaller office/commercial structures, three single-family dwellings and surface parking. There are thirteen subdivided parcels totaling 2.14 acres of land with control divided among nine different owners.

The General Land Use Plan shows the two blocks as "High Medium" density residential (73-90 units per acre). A rezoning to the "R-C" district would be consistent with the General Land Use Plan designation and would encourage residential development without eliminating the existing "C-2" development rights. The "R-C" district provides for up to 90 dwelling units per acre in combination with office/commercial development up to a density of 1.24 F.A.R.

Given the present fragmentation of ownership, existing improvements and current land values in these two blocks, it appears unlikely that the entire area will redevelop in the near future in accord with the General Land Use Plan. Partial redevelopment to a more intense residential use may be feasible, particularly with the appropriate site consolidation and potential closing of North Custis Road. Any development proposal should pay particular attention to the transition from these blocks to Key School and the Lyon Village neighborhood. Key School serves the Court House Station Area, Rosslyn Station Area and a portion of Clarendon Station Area. During the review of the Colonial Village Phased Development Site Plan, a representative from Key School indicated that this facility is one of the more fully utilized elementary schools in the County and, in all likelihood, this situation would continue into the future.
The Colonial Village Apartment Complex comprises the major portion of Section 2. In addition to the apartment complex, there is a strip of low-rise commercial development along Wilson Boulevard and some multifamily development along North Veitch Street near Lee Highway.

Colonial Village was designated as a "Coordinated Preservation and Development District" in 1977. The purpose of this designation was to insure that future proposals for the project would strive to preserve the nature and character of the complex while accommodating anticipated redevelopment near the Metro station. In December of 1979, the County Board, at the developer's request, rezoned the entire site and approved a Phased Development Site Plan for the area. Map 9 and Tables 3 and 4 identify, in general terms, the approved development package.

<table>
<thead>
<tr>
<th>Parcel</th>
<th>Area (Acres)</th>
<th>Approved Development</th>
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</thead>
<tbody>
<tr>
<td>parcel A</td>
<td>7.7</td>
<td>760,000 sq ft Office</td>
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<tr>
<td>parcel B</td>
<td>11.8</td>
<td>288 Townhouse Units</td>
</tr>
<tr>
<td>parcel C</td>
<td>2.1</td>
<td>Park</td>
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<tr>
<td>parcel D</td>
<td>6.3</td>
<td>468 Apartment Units</td>
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<td>parcel E</td>
<td>33.5</td>
<td>817 Apartment Units</td>
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<tr>
<td>TOTAL</td>
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<td>760,000 sq ft Office</td>
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</table>
Parcel A was rezoned to "C-O-2.5" and 760,000 square feet of office space was approved. In line with the rezoning and approved office development on this site, it is recommended that the General Land Use Plan be amended from "Low Medium" density residential to "Medium" density office-apartment-hotel. The remainder of Colonial Village was rezoned to "RA7-16" which will provide for the development of vacant land along Lee Highway and North Quinn Street under the site plan process. All new residential construction will occur in Parcels B and D; townhouse development will be located in Parcel B and mid-rise apartments will be constructed in Parcel D. Parcel C will remain undeveloped as a park. Under the approved plan, 90% of the existing units in Colonial Village will be preserved. The majority of these units are located in Parcel E. Appendix E provides greater detail for development of the individual parcels within the site and includes the conditions agreed to for providing long-term, moderate income housing.

Prior to the approval of the Phased Development Site Plan, the County Board designated the first 277 apartment units that were constructed at Colonial Village as a Historic District. These units were included in the first loan application to the Federal Housing Administration by the original developer of the Village. With the approval of the Phased Development Site Plan, the Board deferred further consideration of extending the historic designation until the approved construction is completed.

Section 2 also contains several areas not included in the Colonial Village land holdings. There is a segment of commercial property along the north side of Wilson Boulevard that is designated "General Commercial" on the General Land Use Plan, located within the Coordinated Preservation and Development District and zoned "C-3". Existing development includes several one-story structures which house a variety of small offices and commercial establishments. Improvements to Wilson Boulevard, presently programmed for implementation in 1982, will result in the loss of some commercial property along this segment. Upon completion of these improvements, the remaining commercial properties will be candidates for redevelopment in that the existing "C-3" zoning will support substantial density beyond the present development and the properties are located in close proximity to the Metro station. Redevelopment of these uses, however, will likely be constrained by the limited amount of available land, fragmented ownership and the existence of many different, on-going, small businesses. Given these factors, the existing uses may well continue for some time into

### Colonial Village Approved Development

<table>
<thead>
<tr>
<th>Parcel</th>
<th>Area (Acres)</th>
<th>Apartment Units</th>
<th>Office GFA (Sq. Ft.)</th>
<th>Maximum Height (Stories)</th>
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<tr>
<td>1</td>
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<td>760,000</td>
<td>12 Office 1/2</td>
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<td>4</td>
<td>11.8</td>
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<td>(included in Parcel 8)</td>
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<td></td>
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<tr>
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<td>6.5</td>
<td>458</td>
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<td>6</td>
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<tr>
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<tr>
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<td>(included in Resident Parcel 7)</td>
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<tr>
<td>Total</td>
<td>81.6</td>
<td>1,373</td>
<td>760,000</td>
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</tbody>
</table>

1/2 Redevelopment of Parcel 1, special consideration is given to adjacent sites along Wilson Boulevard between new development and adjacent units and commercial establishments.

1/3 Represents buildings 23, 34 & 25 of Colonial Village.
the future in which case the Business Revitalization Program offers an ideal opportunity to upgrade and retain these commercial uses.

Furthermore, the market for retail and service commercial uses like those established may well improve with the commencement of redevelopment in the station area. If development proposals are brought forward for this area, they should be coordinated with established policy for the adjacent Colonial Village property.

Along Lee Highway, there are several acres of land that do not lie within the Coordinated Preservation and Development District. These properties are designated "Low Medium" residential on the General Land Use Plan. At present they are zoned "RAS-18" and developed predominately as garden apartments, although there are some properties developed with single-family dwellings. The existing zoning and land use are generally in accord with adopted policy and should be retained. Some limited apartment construction may occur under existing zoning on the underdeveloped parcels.

Section 2 extends south of Wilson Boulevard to the 16th/17th Street alignment. This area includes approximately 4.5 acres of commercial land which is developed with a variety of low intensity office and service commercial uses. The existing "C-3" and "C-2" zoning allows density substantially beyond that currently in place. The General Land Use Plan designates the portion of this area closest to the Metro station as "General Commercial" consistent with the "C-3" zoning. The eastern portion of this area is designated as "Service Commercial" consistent with the established "C-2" zoning.

Development potential for this area has received rather close attention in the past due to the possible impact that these properties might have on nearby Colonial Village and the lower density commercial uses to the east in the Rosslyn Station Area. Now that the Phased Development Site Plan has been approved for Colonial Village, alternative uses for these properties can be discussed.

The western portion of this area, presently designated for "General Commercial" use, is developed with a service station, an automobile dealership and a relatively new branch bank. Although these uses appear to be rather stable at this time, the fact that most of these properties are under single ownership could have an impact on the long-term stability of the existing uses. Looking to the future, it is recommended that the "General Commercial" designation be changed to "High Medium" density residential in conjunction with a rezoning to the "R-C" district. These changes would provide for a mixed-use transitional area between high density office development to the south and lower density residential development in Colonial Village.

The eastern portion of this area is designated for "Service Commercial" use and is developed with a restaurant, a recreational vehicle dealership, a copy center and a paint/wall covering retail business. One of the buildings was recently renovated indicating a commitment to the area. Physical improvements to the remaining buildings would help reinforce the land use policy of retaining less intense commercial uses here and in the area to the east. Business conservation efforts similar to those implemented in the block immediately to the east might be considered as part of a program to upgrade and retain service commercial uses in these blocks along Wilson Boulevard. Any future proposals for redevelopment in this block should be considered in the context of established policy for Colonial Village and Fort Myer Heights and the policy of tapering density between the Court House and Rosslyn Station Areas.
Central Court House provides the major focus for the station area. The adopted General Land Use Plan provides a basis for the development of a functional and attractive government center, ringed by a mix of high density office and apartment development. Several General Land Use Plan changes are recommended for selected blocks in Central Court House. These changes would afford greater opportunity for achieving development goals for the station area.

**Existing Land Use**

Map 11 identifies existing land use in Central Court House. This area contains a variety of uses ranging from single-family homes in Courtlands to low-density commercial uses and high-rise office buildings, near the Court House. For the most part, commercial office uses frame the frontages of Wilson Boulevard and North Courthouse Road, with the remainder of the subsection being residential.

**Existing Zoning**

Central Court House contains a mixture of zoning which reflects the varied development in the area. The area includes "R-5", "R15-30T", "RA8-18", "R-A-H3.2", "C-1", "C-2", "C-3", and "C-0" zoning. Redevelopment in accord with the General Land Use Plan will bring about a more consolidated zoning pattern. Map 11 shows present zoning in the area.

**General Land Use Plan and Potential Development**

Map 11 displays the General Land Use Plan for Central Court House. Discussion of the plan is presented below for the two sections shown on the map.
LAND USE & ZONING

Existing Land Use
- Commercial Use
- Low-Density Residential
- Government Center and Commercial/Office Development
- Garden Apartments

Existing Zoning
- Residential
  - Low Medium: 16-30 units/acre
  - High Medium: 72-135 units/acre
  - High: 91-135 units/acre
  - 136-210 units/acre hotels

- Public and Semi-Public
  - Public
  - Government and Comm. Facilities
  - Commercial Service
  - Office-Apt.-Hotel
    - High Office Density
      - 3.5 F.A.R. allowable
    - Hotel Density
      - up to 210 units per acre
    - Apartment Density
      - up to 135 units per acre

General Land Use Plan

Map 11

April 1981
The General Land Use Plan supports a variety of land uses within Section 1. Most of this thirteen-block area is zoned under the “C-2” and “R-5” districts; however, there is some “R15-30T” and “RA8-18” zoning. The area is developed primarily with single-family dwellings and low intensity commercial and office uses. A hotel and several blocks of surface parking are also located in this area.

The existing land use designations and zoning provide some opportunity for redevelopment, however, several changes are both desirable and necessary to achieve the coordinated development mix sought in this area. In the following discussion, land use, zoning and development potential are addressed for the five block groups identified on Map 12.

Block Group A supports the development of low intensity personal and business services. This designation provides for a tapering of density between the Court House and Clarendon Metro Stations and is consistent with the treatment along the north side of Wilson Boulevard. These two blocks are largely zoned “C-2” in accord with the plan. Existing development includes several low-rise commercial buildings, a used car lot, a gasoline station and three detached dwelling units. The plan supports continuation of commercial activity in these blocks and the “C-2” zoning will allow more intense development than presently exists. The commercial designation supports rezoning the “R-5” residential properties in these blocks. The residential properties are separated from the Courtlands neighborhood by the future alignment of 15th Street, North. The extension of 15th Street, North through this area will afford these blocks direct access to the Wilson Boulevard one-way pair running between Rosslyn and Clarendon.

The “Service Commercial” designation in Block Group B is designated primarily for “Low Medium” residential development (16-30 units per acre). Slightly more than one-half acre of land at the northeast corner of the Block Group is designated for “Public” use. This designation should be changed to “Low Medium” in accord with the designation for the remainder of the Block Group. While ownership in these blocks is mixed, there are several sites of developable size and consolidation efforts have already taken place. The “Low Medium” designation provides sufficient opportunity for redevelopment at densities greater than presently exist. With appropriate consolidation, a General Land Use Plan designation of “Medium” residential (31-72 units per acre) could be considered for these two blocks. Either designation will maintain the concept of tapering densities between the Court House and Clarendon Metro Stations.
LAND USE & ZONING  
CENTRAL COURT HOUSE

Block Group B is zoned largely for residential purposes under the “R-5” and “R15-30T” districts. There is a small segment of “C-2” zoning at the western tip of the Block Group. The “R-5” zoning represents the regulation of land use in this area prior to approval of the revised General Land Use Plan in 1977; the “R15-30T” district was granted in 1978. A portion of the “Public” area was rezoned to “R15-30T” in response to a private application, after the County Board declined to pursue public acquisition of the property. Older single-family homes and vacant land characterize existing development in the Block Group.

As discussed in the Government Center Section, the “Public” designation on land to the west of the Court House is not seen as a necessary component of the Government Center Master Plan. This raises the issue as to whether the “Public” designation is appropriate for an area in excess of three acres between North Wayne Street and North Cleveland Street given the development potential in these blocks and their close proximity to the Metro station. By amending the General Land Use Plan from “Public” to “Residential”, the County Board can enhance the goal of achieving additional residential population around the Metro station and at the same time pursue an open space goal related to the more urban character of the Court House Station Area.

The land use designation in Block Group C includes a mix of “High Medium” residential (73-90 units per acre; 72-135 hotel units per acre) and “Public”. In line with the above discussion of open space, the “Public” designation should be changed to “High Medium” residential. Given the surrounding patterns of planned and recommended land use, residential development is the logical land use for these blocks and is consistent with the concept of tapering densities between Metro stations.

Block Group C is currently zoned “R-5” except for some “C-2” zoning in the northernmost block adjacent to Wilson Boulevard. Existing development includes several two and three-story office buildings along Wilson Boulevard, one of which provides offices for Korean Embassy personnel, with vacant land and several older single-family dwellings to the south. Existing commercial development on the northern block may postpone redevelopment temporarily, however, application of the “R-C” district may provide a workable incentive for redevelopment. This district provides residential development at a density up to 90 units per acre in combination with commercial/office development at up to 1.24 F.A.R. The value of existing homes, the presence of fragmented ownership and uncertainty of the high-rise residential market are the major impediments to redevelopment of the two southern blocks. The recent approval of a condominium site plan in the station area and the Colonial Village Phased Development Site Plan indicate that the high-rise residential market may be strengthening. Furthermore, a series of discussions between staff and several developers revealed considerable encouragement for the development of high-density residential uses in the area.

Block Group D includes a mix of “High” and “High Medium” residential and “Public” land use designations. In keeping with the planned residential use, the entire Block Group north of 13th Street should appropriately be designated for “High” density residential use (91-135 units per acre; 136-210 hotel units per...
This would require a change in the General Land Use Plan for the two northern blocks which are currently designated for “High Medium” density residential and “Public” use, respectively. Clearly, the “High” density residential designation for these blocks, with the tapering of residential use to the west, will help ensure a strong residential component close to the Metro stations.

Existing zoning in Block Group D includes “C-2” on the northernmost block and “R-5” on the remaining two blocks. The southeast corner of the Block Group is zoned “RA8-18” and is developed with newly constructed townhouse-style units. The remainder of that block is developed with older one and two-family homes. The middle block is in County ownership except for one private dwelling and is used primarily as surface parking for County employees. Two and three-story commercial/office buildings are located along Wilson Boulevard with a strip of vacant land, the future alignment of 15th Street, separating the commercial development from the surface parking area. The County goal of achieving additional residential population around Metro stations would be enhanced by designating some of the County-owned land for high-density residential development.

The land use designations in Block Group E include “High” and “High Medium” residential and “Government”. The “High” and “High Medium” designation for the southernmost block is appropriate to maintain a tapering of residential density to the west and south. The “High” density office-apartment-hotel designation would be more appropriate for the remaining blocks to the north. These two blocks provide approximately 2.8 acres of land for expansion of government facilities, private office development or a combination of both and the high-density office designation would provide a clear indication of the type of development desired.

Block Group E is currently zoned “R-5” except for a segment of “C-2” zoning in the northernmost block adjacent to Wilson Boulevard. Existing development under the “C-2” zoning includes two low-rise commercial buildings and a 48-unit hotel. The remaining two blocks are developed with surface parking for County employees, some duplexes and several single-family dwellings. In order to achieve the office and high density residential development provided for under the proposed land use designations, rezonings would be required for all three blocks.

In summary, Section 1 of Central Court House is planned as a predominantly residential area. Redevelopment of the area will depend to a large extent on the strength of the high-rise residential market in the future. As mentioned previously, the market does appear to be improving although there have not been any firm commitments on residential projects in this specific area. The land use changes recommended for Section 1 are desirable for achieving high density residential development and at the same time ensuring a variety of land use and development.
The adopted General Land Use Plan supports a variety of land use and development opportunities in Section 2 of Central Court House. The land use designations include “Government”, “Public”, “High” density office-apartment-hotel, and “High”, “High Medium” and “Medium” density residential. Existing zoning includes a mix of “C-1”, “C-2”, “C-3”, “C-0”, “R-5”, “RA8-18” and “RA-H3.2”. Some rezonings will be necessary to achieve the densities and uses provided for by the General Land Use Plan. The following discussion references the four block groups identified on Map 13.

The General Land Use Plan designates most of Block Group A for “High” density office-apartment-hotel development. This designation extends east from the Metro Station block to the North Taft Street alignment. The easternmost portion of this Block Group, between North Taft Street and North Scott Street, is designated “High Medium” residential.

The .50+ acre Metro Station block, presently owned by WMATA, is now vacant. The adjacent .90+ acre block is under mixed ownership and developed with a variety of office and retail buildings. These two blocks plus the potential vacation of North Uhle Street offer a total site area in excess of one acre. Consolidation of the overall site, however, may be difficult because of fragmented ownership, existing businesses, and the value of existing improvements. Further development proposals for the Metro block should include redevelopment of this adjacent block to the extent possible. The plan designation supports a variety of uses and thus provides flexibility in terms of development options. At present the properties in these two blocks are zoned “C-3”; rezoning to “C-0” would be appropriate and provide site plan design flexibility.

The block to the east of North Courthouse Road contains a mix of “C-1”, “C-2”, “C-3”, “C-0” and “RA8-18” zoning in that portion designated “High” office-apartment-hotel while the area designated “High Medium” residential is zoned “RA8-18”. Existing development includes several office buildings, commercial uses in converted detached dwellings, garden apartment units and several single-family dwellings.

In 1974 a site plan was approved for the property at the corner of North Courthouse Road and 16th Street, North. This plan included the construction of a new 10-story office building and retention of an existing office building. The plan expired in 1977. Redevelopment of this block may be hampered by the value of existing development; however, plans for redevelopment with retention of some existing structures may prove feasible in the near future.

Block Group B forms the core of the government center complex. Both blocks are designated for “Government” use and include “C-2” and “C-3” zoning.
The western block contains the Court House, Police Detention Center and a private office building. The private office building changed ownership in 1979 and will likely remain in private ownership for the foreseeable future. The eastern block has been shown for government facilities since the General Land Use Plan was first adopted in 1961. The County owns about one-third of the block which is currently used for surface parking. The County can potentially increase its ownership in this block with a pending land exchange. The planned use of these public properties is discussed in greater detail in the Government Center Section.

Block Group C is comprised of a single block which is designated “High” density office-apartment-hotel on the General Land Use Plan. A private office building constructed in 1962 under the existing “C-2” zoning occupies the southern portion of the block and a surface parking lot occupies the northern part of the block. Until recently, this parking lot served the County government; however, the approved site plan will preclude future County use. Under a pending contract, County-owned land in this block will be exchanged for privately-owned land in the block to the west. This will allow greater public consolidation in the latter block and provide for private consolidation and development of the subject block. Through site plan approval, the County Board has sought to secure a public use plaza in the middle portion of this block.

The pending land exchange and subsequent development proposal required a General Land Use Plan amendment from “Public” to “High” density office-apartment-hotel for the northern portion of the block and an appropriate rezoning. The County Board amended the land use designation in September 1980.

Block Group D is designated for “High” density office-apartment-hotel with the exception of a strip of property along North Veitch Street which is shown for “Public” use. Existing zoning includes “R-5”, “C-2”, “C-O”, “C-3”, and “RA-H3.2”. The County owns all but one piece of property within the “Public” designation. The long-term use of this strip will depend to a large extent on future decisions by the County Board regarding County office space and parking facilities.

The remainder of the western block is developed with low-rise office buildings along 14th Street, a County office building at the corner of 14th Street North, and North Veitch Street, surface parking for County employees, two duplexes and a small garden apartment complex. The apartment site was rezoned in 1979 to “C-O” in accord with the General Land Use Plan and a site plan was approved for a twelve-story office building with 358,556 square feet of gross floor area. The low rise private office buildings along 14th Street, North are in mixed ownership and many of these structures have recently been renovated. Because of this, consolidation of these properties for major redevelopment does not appear likely at this time.

The block to the east contains a high-rise office building, a group of one-story retail buildings and a small garden apartment complex. The high-rise office building will likely remain for many years. The apartment complex site was recently rezoned to the “RA-H3.2” district and approved for redevelopment with a 147-unit, sixteen story apartment condominium. In order to maintain consistency between the high-density residential zoning and land use classification and to help achieve a balance between residential and office development in the station area, it is recommended that the land use designation on the southern portion of this block (including the site of the approved condominium project and the existing commercial frontage on North Courthouse Road) be changed from “High” density office-apartment to “High” density residential.
LAND USE & ZONING
CENTRAL COURT HOUSE

Block Group E is designated exclusively for residential use. The area west of Taft Street is shown for "High" density residential and is developed with surface parking in "C-3" zoning and a five-building, fifty-unit garden apartment complex in "RA8-18" zoning.

In March 1980, a portion of the "C-3" land was rezoned to "C-0" and a mixed-use project containing fifty-four residential condominium units, 30,625 square feet of office space and 4,700 square feet of service commercial space was approved. The General Land Use Plan will support redevelopment of the remaining western portion of the block at a density up to 135 apartment units per acre. To achieve this redevelopment, rezoning to "RA-H3.2" will be necessary.

The eastern portion of Block Group E is shown for "High Medium" density residential and is zoned "RA8-18". Existing development includes a twelve building, 170-unit garden apartment complex and a single-family dwelling at the corner of North Taft Street and 14th Street, North. The area contains slightly more than six acres of land and is under single ownership. This portion of Block Group E is clearly within the redevelopment core; however, in order to achieve the density permitted under the land use designation, a change in zoning would be required. The "RA4.8" district would be the most appropriate zoning category for this site. Any redevelopment proposals in this area will require particular consideration for the heights of structures on the northern portion of the site. This area is critical to the preservation of the view from the approved plaza area to the west and should receive special design considerations.
subarea 3:

SOUTH COURT HOUSE

South Court House is substantially developed, lies largely outside the quarter-mile radius from the Metro station, and represents a tapering of densities away from the Metro station. Within these parameters, South Court House is planned for significant preservation with some opportunity for infill development.

Existing Zoning

All of South Court House is zoned for residential purposes, except for the Rocky Run Playground which is zoned "S-3A". Residential zoning includes "R-5", "R15-30T", "RAB-18", "RA-H", and "RA6-15". In general the existing zoning is compatible with the General Land Use Plan. In some areas, primarily the Courtlands neighborhood, the plan clearly supports rezoning to a more intense residential use. Map 15 displays the existing zoning.

General Land Use Plan and Potential Development

Map 15 shows the General Land Use Plan for South Court House. Discussion of the plan is presented below for the two sections shown on the map.

Existing Land Use

As shown on Map 15, South Court House is a residential area with a mixture of dwelling unit types and densities ranging from single-family detached dwellings to high-rise apartment buildings. The area also includes a 174-unit hotel and the Rocky Run Playground.
SECTION 1:
SOUTH COURT HOUSE

Section 1 is located west of North Courthouse Road and south of the major redevelopment opportunities planned around the Court House Metro Station. The adopted General Land Use Plan clearly supports continuation of the residential character of this area. Section 1 is discussed below for the block groups identified on Map 16.

Block Group A lies within the Courtlands Civic Association boundaries. The properties are developed almost entirely with older single-family dwellings which is consistent with the “Low” density residential (11-15 units per acre) designation and the “R-5” zoning. The area’s one high-rise apartment project, the Barton House, is located at the corner of North Barton Street and 10th Street. North. The land use designation for this block is “Low Medium” residential (16-30 units per acre) and the Barton House site is zoned “RA6-15”.

Barton House was zoned and constructed prior to the 1977 revision of the General Land Use Plan and therefore this site was recognized in the revised plan as having pre-existing, multi-family development. The revised plan provides no policy for additional apartment development beyond the Barton House block.

Subsequent to the 1977 General Land Use Plan revisions, two sites were rezoned to “R15-30T” and a residential infill project at fifteen units per acre is complete on one of the sites. As demonstrated by this project, there are infill housing opportunities in this area. However, by retaining the “Low” density residential designation, infill development constructed under the “R15-30T” district cannot exceed fifteen dwelling units per acre. This density is more compatible with the existing single-family development and supports the retention of well-established uses.

Block Group B is designated “Medium” density residential except for the “Public” designation for the westernmost segment of the Block Group. North Lee Gardens occupies most of the land in this Block Group. The “RA6-15” zoning is consistent with both the land use designation and existing density of the apartment complex. This property lies outside the one-fourth mile radius of the Metro station and is not seen as an intense Metro-related redevelopment opportunity. In 1976 the County Board denied an application for rezoning of the Lee Gardens site to “RA-H3.2”. At that time the site was rezoned from “RA8-18” to the present “RA6-15” in order to validate the existing density. Based on past decisions affecting this site and current land use policy for the station area, it appears that Lee Gardens will continue as a viable long term use for this site.

Rocky Run Playground and the properties along North Barton Street extending to 10th Street, North are shown as “Public” on the General Land Use Plan and
LAND USE & ZONING
SOUTH COURT HOUSE

zoned "S-3A", "R-5" and "RA6-15". Rocky Run Playground is County-owned and public use has been secured through a lease agreement for the parcel at the corner of North Barton Street and 10th Street, North. This parcel is presently used for garden plots and passive open space. The General Land Use Plan supports public acquisition of three privately-owned parcels between the playground and leased property. These parcels are currently improved with well-maintained dwellings. The properties should be considered for purchase as they become available and as funds permit.

Block Group C is designated "Medium" density residential (31-72 units per acre) on the General Land Use Plan and includes "RA-H" and "R-5" zoning. The Quality Courts Hotel and Park Arlington apartments are located within the "RA-H" zoning which allows hotel and apartment development by site plan at 72 units per acre. These uses appear to be stable and are likely to remain for some time. A single-family dwelling and three brick triplexes are located along North Veitch Street immediately west of the apartment building. This strip of land is in mixed ownership, zoned "R-5" and includes approximately two-thirds of an acre. The "Medium" density residential designation for this strip of land would support more intense residential development with appropriate rezoning.
SECTION 2:
SOUTH COURT HOUSE

All of Section 2 is zoned for multi-family development under the “RA8-18” and “RA6-15” zoning districts. Existing land use is comprised of a mixture of residential development, including single-family homes, duplexes, garden apartments, and mid-rise apartment buildings. Apartment development is the predominate land use.

The “Medium” density residential land use designation for this area recognizes and supports the existing “RA8-18” and “RA6-15” zoning and established multi-family development. While the “Medium” density residential designation provides for some infill and redevelopment at higher densities, the preservation of existing apartment units is a primary objective in this area. The current Community Development planning effort is exploring ways to achieve upgrading and preservation in this area as a mechanism for retaining some existing apartment units as low and moderate-income housing. There are a variety of potential mechanisms such as Section 8 rehabilitation of existing units, acquisition of projects by cooperative groups, acquisition by not-for-profit housing organizations, and possible new construction projects within the existing zoning. At present the Arlington Housing Corporation is moving forward on construction of a 14-unit cooperative townhouse project on North Rolfe Street.

The future of this area in terms of physical development will of course depend on many factors, including the feasibility of the above programs. In order to encourage a variety of housing opportunities in the station area, the County Board should encourage retention of the existing zoning and multi-family development by continuing to support the adopted General Land Use Plan. Within this policy, there are still opportunities for redevelopment in this area, especially on properties now developed with substantially deteriorated apartment buildings and older single-family homes.
GENERAL LAND USE PLAN AMENDMENTS

The previous discussion has identified several recommended changes to the General Land Use Plan in the Court House Station Area. These changes are summarized below.

Maps 19 and 20 compare the estimated development potential in the station area under the existing and recommended General Land Use Plan.

General Land Use Plan Amendments

<table>
<thead>
<tr>
<th>Block</th>
<th>From</th>
<th>To</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>&quot;Low Medium&quot; Residential</td>
<td>&quot;Medium&quot; Office-Apt.-Hotel</td>
</tr>
<tr>
<td>2</td>
<td>&quot;High Medium&quot; Residential</td>
<td>&quot;High&quot; Office-Apt.-Hotel</td>
</tr>
<tr>
<td>3</td>
<td>&quot;High Medium&quot; Residential</td>
<td>&quot;High&quot; Residential</td>
</tr>
<tr>
<td>4</td>
<td>&quot;Gov't. Facilities&quot;</td>
<td>&quot;High&quot; Office-Apt.-Hotel</td>
</tr>
<tr>
<td>5</td>
<td>&quot;Public&quot;</td>
<td>&quot;High&quot; Residential</td>
</tr>
<tr>
<td>6</td>
<td>&quot;Public&quot;</td>
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<td>&quot;Public&quot;</td>
<td>&quot;Low Medium&quot; Residential</td>
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<td>8</td>
<td>&quot;High&quot; Office-Apt.-Hotel</td>
<td>&quot;High&quot; Residential</td>
</tr>
<tr>
<td>9</td>
<td>&quot;General Comm'l.&quot;</td>
<td>&quot;High Medium&quot; Residential</td>
</tr>
</tbody>
</table>
GENERAL LAND USE PLAN

RESIDENTIAL
Low: 1-10 units/acre
Low: 11-15 units/acre
Low Medium: 16-30 units/acre
Medium: 31-72 units/acre
High Medium: 73-90 units/acre
High: 91-135 units/acre
High: 136-210 units/acre

COMMERCIAL
Service
General

PUBLIC AND SEMI-PUBLIC
Public
Government and Com. Facilities

OFFICE-APT.-HOTEL
HIGH OFFICE DENSITY
3.5 F.A.R. allowable
APARTMENT DENSITY
up to 135 units
HOTEL DENSITY
up to 210 units per acre

April 1981

Existing as of 1/80
Residential 2000 units
Office 800,000 sq. ft.
Commercial 300,000 sq. ft.

Net New
1980-1980
3000 units
1,600,000 sq. ft.
185,000 sq. ft.

Total
Year 1980
6000 units
2,200,000 sq. ft.
485,000 sq. ft.

April 1981

Map 19

180 0 300 900
RECOMMENDED GENERAL LAND USE PLAN

RESIDENTIAL

Low 1-10 units/acre
Low 11-15 units/acre
Low Medium 16-30 units/acre
Medium 31-72 units/acre
High Medium 73-90 units/acre
High 91-135 units/acre hotel
High 136-210 units/acre hotel

COMMERCIAL

Service
General

PUBLIC AND SEMI-PUBLIC

Public
Government and Com. Facilities

OFFICE-APT.-HOTEL

HIGH OFFICE DENSITY
3.5 F.A.R. allowable
APARTMENT DENSITY
up to 135 units
HOTEL DENSITY
up to 210 units per acre

MEDIUM OFFICE DENSITY
2.5 F.A.R. allowable
APARTMENT DENSITY
up to 110 units per acre
HOTEL DENSITY
up to 180 units per acre

April 1981

<table>
<thead>
<tr>
<th>Existing as of 1/80</th>
<th>Net New* 1980-2000</th>
<th>Total Year 2000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential 4850 units</td>
<td>2000 units</td>
<td>6850 units</td>
</tr>
<tr>
<td>Office 650,000 sq. ft.</td>
<td>2,300,000 sq. ft.</td>
<td>2,950,000 sq. ft.</td>
</tr>
<tr>
<td>Commercial 320,000 sq. ft.</td>
<td>140,000 sq. ft.</td>
<td>460,000 sq. ft.</td>
</tr>
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</table>
This section traces the historical development of the government center, describes the current status of government facilities, establishes goals for the government center complex, examines alternative design plans and implementation strategies and recommends an overall development program for the government center complex.
GOVERNMENT CENTER

HISTORICAL DEVELOPMENT OF THE GOVERNMENT CENTER

The original Court House was constructed at the present site in 1898. This facility was later expanded, modified and eventually replaced as conditions in the County changed over the years. The government center that began with a single structure located on two acres of land has grown to include some six buildings and approximately ten and one-half acres of land. While the County Board has never adopted a formal master plan for the government center, several plans have been developed over the years and served as guides during periods of expansion and construction.

1900-1949

The first five decades of the 1900's were relatively stable in terms of the physical development of government facilities. Despite the fact that the County population increased twenty-fold between 1900 and 1950, the County was able to provide adequate government services simply by enlarging the original Court House. A two-story south wing was constructed in 1936 and the north wing was added in 1950.

In 1941, the Dieter Plan was developed, representing the first master plan for government facilities. The Dieter Plan, however, did not receive extensive consideration for several years since the County was able to provide needed space for government operations by enlarging the Court House rather than acquiring additional land.

This situation changed after the north wing was added in 1950 and the original two-acre site was fully occupied by the Court House and surface parking facilities.

1950-1959

By 1950 government operations had outgrown the existing facilities. In order to provide needed space the County had to purchase additional land. This led to greater emphasis on developing a master plan for government facilities. The Planning Commission and Citizen Advisory Committee on Administrative Buildings reviewed and subsequently endorsed the principles of the Dieter Plan. These groups also supported the acquisition of additional land for parking and a new court building but the bond referendum to finance this program failed.

Between 1954 and 1958 three plans, incorporating many principles of the Dieter Plan, were presented to the County Board. Two of the plans included specific development programs to provide needed government office space and the third plan addressed the general development of the Court House area. Although these plans were not formally adopted, the County Board en-
dorsed one plan as a tentative guide and approved key elements of another plan. After a second unsuccessful bond referendum in 1954, a $2,000,000 bond issue was approved in 1956 for the reconstruction and enlargement of government facilities. This money financed construction of the center tower and third floor addition to the south wing. Both were completed in 1960.

Prior to contracting for design work under the 1956 bond issue, staff further examined expansion opportunities for government facilities. Staff conclusion reinforced previous recommendations for expanding the government center along an east/west axis. The report noted that while expansion to the east provided adequate space for parking and offices, government facilities would be divided by North Courthouse Road. Therefore, the staff favored expansion primarily to the west where more land was available, land costs were less and there was good accessibility.

1960-1969

The 1960's were characterized by a continued need for additional land and facilities. This led to a rather extensive land acquisition program. In 1961 the County Board adopted Arlington's first General Land Use Plan. This document, in setting forth the Board's overall policy for physical development in the County, provided general policy for land use in the Court House area. The 1961 General Land Use Plan designated four blocks in the Court House area for government facilities. These included two blocks west of the Court House, the original Court House block, and the block to the immediate east. For the most part, land was acquired in accord with this Plan. Map 21 identifies the properties under County ownership and the dates acquired.

In the early 1960's land was needed primarily for employee parking but by the end of the decade government facilities were again at capacity and the County needed additional office space. Two functions in particular had experienced significant growth and required immediate space improvement - the Police Department and County jail. A 1969 bond referendum was approved to fund improvements for these facilities.

1970-1979

The County commissioned the firm of Vosbeck, Vosbeck, Kendrick & Hedinger (VVKR) to study and program the immediate and long-range needs of the Police Department and jail and to integrate these requirements with the ultimate needs of the entire government complex. The consultant's master plan concept and implementation scheme were presented to the County Board in late 1970. Formal Board action was never taken on the master plan concept; however, the Board did authorize construction of the Police Detention Center. This facility was completed in September 1974.
Between 1974 and 1977 the County completed several studies dealing with the government center as part of the overall examination of alternative land use patterns for the Rosslyn-Ballston Corridor. In general, these studies concluded that government facilities were currently adequate but the County was approaching a point where additional facilities would be required. Also during this time period the County Board adopted the Long Range County Improvement Program (LRCIP). As part of the overall evaluation of growth alternatives, this program established a broad spectrum of goals for Arlington's future. One portion of the LRCIP statement placed priority on the development of a design program for the Court House complex, including implementation strategies.

County-Owned Property

Map 21

In 1977 the County Board adopted a revised General Land Use Plan. The approved plan designates a three-block area between 14th Street, North, 15th Street, North, North Troy Street, and North Wayne Street as “Government and Community Facilities.” Several blocks flanking this core area are designated as “Public,” stressing the need for additional park space in the Court House Station Area. Some of the properties designated “Public” are County-owned and others are in private ownership. While the General Land Use Plan provides a framework for the government center, the sector plan moves toward the development of a more definitive government center master plan and establishes the necessary land use and zoning changes for an effective relationship between the Government Center and adjacent areas.

EXISTING SITUATION

The General Land Use Plan provides a framework for development of a government center master plan. Three blocks between North Wayne Street, North Troy Street, and 14th and 15th Streets, North are designated for “Government and Community Facilities.” This area has and will continue to serve as the government center core and will be referred to as the government center complex throughout this section of the sector plan.

The County presently owns approximately ten and one-half acres of land surrounding the Court House. Over six acres remain undeveloped and are used for surface parking, providing some 690 spaces for County employees and persons conducting business at the Court House. Government buildings occupy the remaining land. Map 22 locates the office buildings and surface parking lots. The County government operates out of six buildings. The gross floor area of these buildings is approximately 307,720 square feet with slightly less than seven percent currently vacant. Most of the vacant space is located in the two buildings on North Veitch Street, one of which has been demolished and the other is scheduled for removal in FY 1981. Appendix D provides a breakdown of each floor area and use for County-owned structures in the Court House area.
ON-GOING ACTIVITIES

As part of the Fiscal Year 1979 Capital Improvements Program, the County Board appropriated $25,000 for a consultant design/feasibility study for a parking garage in the Court House complex. This project originated from (1) the recognized need for considering alternatives to the unsightly and poor use of public land for surface parking, (2) the Board's policy for additional open space in the Court House Station Area as shown in the adopted General Land Use Plan and (3) the County Board's air quality goals which stress the need to encourage the use of Metro through regulating employee parking.

The board's purpose for the study was to provide sufficient information and analysis to enable the County Board to consider various alternatives to surface parking at the Court House. The study addressed alternative master plans for Court House properties, parking demand, preliminary engineering design for a parking structure, construct and operation cost estimates, funding mechanisms and implementation procedures.

The consultant evaluated a series of physical alternatives in order to develop an overall master plan concept for properties in the Court House area. Emphasis was placed on identifying a preferred location for a parking structure. The analysis also took into consideration the need to provide site area for additional government office space which might be needed in the future. Based on the adopted General Land Use Plan and discussions with staff, the blocks adjacent to the Court House on the east and west were seen as the most logical candidates for expansion of County facilities.

Working within this framework, four design concepts were prepared, two provided for expansion to the east and two provided for expansion to the west. The consultant and County staff favored expansion to the west for several reasons. The site to the west is owned exclusively by the County except for one residential property and thus consolidation problems are minimized; the topography is such that the height impact of a parking structure can be minimized, and, the site provides better opportunities to take advantage of the Metro orientation.

Government Facilities

Two approaches to construction of a parking structure were examined, a public approach and a joint public/private approach. Under the public approach, the consultant's design provides for construction of a 615-space parking structure in the southern half of the block bounded by North Wayne Street, North Veitch Street, 14th Street, North, and 15th Street, North, and landscaping for the remainder of the block, plus the two blocks to the west. The design also provides for the possible construction of a new County office building in a portion of the landscaped area at some time in the future. This approach proposes that the parking structure be financed by General Obligation bonds, requiring a bond referendum. Although this approach offers the
alternative which could perhaps be implemented most quickly, it has the disadvantage that potential revenue (assuming employees are charged for parking) will not be sufficient to pay for debt service and operating expenses.

The design plan for the joint public/private approach provides for construction of a 615-space garage in the same location as the public approach, a private office building at the northwest portion of the same block, and a plaza and future County office building adjacent to the Police Detention Center. Under the joint development proposal, a developer would be willing to do one of the following in order to secure the right to build a private office building: (1) buy the land and pay the County for it; (2) buy the land and agree to build a garage for the County in lieu of paying for the land; or, (3) lease the land under a long-term lease and either pay the County for the lease, build a garage, or a combination thereof. The joint development approach has the advantage of possibly requiring no public funding for construction of the parking facility. On the other hand, a disadvantage of this approach is that timing and feasibility are dependent upon market conditions.

The consultant also considered the option of retaining the existing surface parking lots. Although this alternative has the advantage of requiring no immediate capital expense, the present policy represents an inefficient use of County-owned property. The parking is unsightly and scattered throughout the Court House area. This situation makes development of a cohesive master plan for the Court House difficult, if not impossible.

In addition to investigating alternatives to the existing surface parking at the Court House, the County is involved in a land trade which may also have an impact on the use of land in the Court House Station Area. The County Board has tentatively approved a land exchange affecting the two blocks immediately east of the Court House. Map 23 identifies the subject properties and approved exchange. This land trade has been approved by the Board subject to (1) a change in the General Land Use Plan designation and zoning to permit construction of a high-density office building on the land presently owned by the County and (2) the approval of an office building site plan for the same property. The land use changes and subsequent approval of rezoning and a site plan took place in late 1980; however, completion of the land exchange has not been finalized. This land transaction will increase development opportunities in the Court House Station Area by consolidating County holdings east of North Courthouse Road into a single block immediately adjacent to existing facilities and by placing all of the adjacent block under single private ownership.

These on-going activities will undoubtedly have an impact on the development potential of the entire Court House Station Area. Therefore, their status will be monitored and all changes will be reflected in the discussions and recommendations for the station area, particularly as they relate to development of the government center complex.

Land Exchange

<table>
<thead>
<tr>
<th>EXISTING</th>
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</thead>
<tbody>
<tr>
<td>County-owned</td>
</tr>
<tr>
<td>Herbert Morgan owned</td>
</tr>
</tbody>
</table>

| APPROVED TRADE |

Map 23
The Concept Plan (figure 9) presented below provides a general description of the government center master plan which is recommended for further study.

This plan incorporates the major elements of the government center complex in a configuration which provides for the activities and functions generally associated with the County government.
GOVERNMENT CENTER

DEVELOPMENT OF A GOVERNMENT CENTER MASTER PLAN

The following discussion identifies an overall goal for planning the government center, lists objectives that the County should seek to achieve in the Court House area, and discusses policy objectives for addressing future public office space needs, parking facilities, and the provision of urban open space.

GOAL

THE DEVELOPMENT OF A GOVERNMENT CENTER WHICH IS VISUALLY UNIFIED, COORDINATED AND IDENTIFIABLE AS AN AREA OF PARTICULAR SIGNIFICANCE TO THE COMMUNITY.

OBJECTIVES

- Consolidate County land holdings in the government center core area. (4-block area bounded by 14th Street, North and 15th Street, North, North Wayne Street and North Troy Street)
- Preserve the option of providing additional public office space in the future.
- Provide structured parking facilities for County employees and persons conducting business at the courts and County offices.
- Develop an open space system of connecting plazas and small parks throughout the government center and surrounding high density redevelopment area.
- Provide a comprehensive circulation system which links activity areas within the government center, provides connections to surrounding development and Metro and minimizes pedestrian and vehicular conflicts.
- Preserve the view toward the District of Columbia from the Court House Tower.

Master Plan Background

Several policy and design objectives of the government center are identified. The policy objectives respond to the need for specific facilities while the design objectives address the integration of the various facilities and the overall configuration of the government center complex.

POLICY OBJECTIVES

The government center must be responsive to several articulated needs which are presented here as the policy objectives considered in the development of the master plan concept. In order to increase the options in designing and implementing the government center complex, the County should control all of the property in the four blocks between 14th Street, North, 15th Street, North, North Wayne Street and North Troy Street. This requires that the County continue present negotiations for the two privately-owned properties in the westernmost blocks, continue to negotiate the land "swap" involving property in the eastern block and eventually move to acquire the remaining land in the eastern block. Map 24 identifies the parcels needed to complete consolidation of the four blocks. Public control of all land within these clearly defined physical parameters of the government center is a prerequisite to full implementation of the master plan concept.
Provision of additional PUBLIC OFFICE SPACE is a major component of the government center plan. While existing facilities are generally adequate, they are fully utilized and afford little opportunity for expansion. No attempt has been made at this time to identify specific space needs; however, the potential demand for additional government services suggests that the County should preserve the option of providing additional space in the future. Ideally, the judicial system and related functions should be separated from the general administration and operation of the County government. By using the Court House building primarily for judicial functions there would be ample space to eliminate existing crowded conditions, to improve the locational relationship among the various offices and to accommodate future space needs created by the potential reorganization of the courts. Furthermore, this situation would support consolidation of all administrative and legislative functions of the County government.

The provision of a STRUCTURED PARKING FACILITY is also a major component of the government center plan. Currently, there is generally adequate parking available at the Court House; however, this parking is provided in scattered surface lots which represent a poor use of public land. In order to eliminate these unsightly surface lots, parking should be consolidated into a structured facility. It is estimated that approximately 600-700 spaces are necessary for County employees and persons conducting business at the courts and County offices. A parking garage would not only respond to the need for consolidated facilities but also would make a significant amount of land available for alternative uses including office space, open space and private development.

The development of an OPEN SPACE SYSTEM is another major component of the government center plan. As part of the 1977 revision of the General Land Use Plan in the R-B Corridor, the County Board designated slightly more than four acres of land surrounding the Metro station as "Public", indicating the Board’s intent to acquire this land for public open space. While there is clearly a need for open space in the government center complex and surrounding high density area, the County Board should reconsider both the present open space goal of 6.5 acres for the Court House Station Area and the most appropriate type and location of open space for the government center. From the standpoint of urban open space planning, a system of connecting plazas and small parks throughout the government center and surrounding high density redevelopment core which is more oriented to an urban area may provide a more effective way of meeting open space needs than establishing a single large park as the focal point for the area. Development of a large park adjacent to the government center and in the middle of the redevelopment core is inconsistent with the policy of concentrating high density development on prime sites in the immediate vicinity of the Metro station.
DESIGN OBJECTIVES

Each of the design objectives is supported by a series of design guidelines. The guidelines respond to the opportunities and constraints that have been identified with the current situation and provide direction for achieving the stated objectives and overall goal of the government center complex.
Circulation

Provide a comprehensive system which serves the individual building activities within the government center and links the activity areas, provides connections to surrounding development and Metro and minimizes pedestrian and vehicular conflicts.

Circulation: Opportunities and Constraints

- Vehicular Conflicts
- Pedestrian Conflicts
- Parking
- Metro Tunnels & Access
- Seldom-Used Streets
- Loading Areas

Figure 10
GOVERNMENT CENTER

DESIGN GUIDELINES

Circulation

1. Channel traffic onto major and secondary thoroughfares and distributor streets and discourage vehicular traffic in the government center core by closing internal streets which are not essential for access.

2. Define the major pedestrian connections into and around the government center through use of alternative paving materials which coordinate with standard concrete sidewalks.

3. Consolidate parking for the government center into a structured facility which is designed to minimize the impact of vehicles on pedestrian circulation yet retain easy access from thoroughfares and distributor streets.

4. Locate loading docks and delivery entrances away from major pedestrian areas and high traffic volume streets.

5. Incorporate facilities for the handicapped into all public buildings.

6. Channel pedestrian movement away from hazardous areas and objects through the placement of street furniture, planters and signs.
Open Space

Provide a system of connecting plazas and small parks throughout the government center and surrounding high density redevelopment core which provides continuity and links the major activity areas.

Open Space: Opportunities and Constraints
DESIGN GUIDELINES

Open Space

1. Develop a large, centrally-located plaza designed to fulfill urban open space needs and to serve as a focus for public functions.

2. Establish an entrance plaza to the Court House and County offices which provides a link with Metro and other points of access to the government complex.

3. Provide continuous pedestrian connections between the various open space areas.

4. Provide open space on sites with good accessibility and high visibility to provide interest and variation in the streetscape.

5. Extend plaza pavement areas into the public sidewalk area in order to ensure that plazas are integrated with the public right-of-way.

6. Provide numerous small seating areas in both sunny and shady areas on the government center grounds. All street furniture should be coordinated, designed for durability and easy maintenance, and relate to the surroundings within the government center.
**Character**
Provide architectural compatibility and balance through the placement of facilities, use of materials and color, attention to detail and the consistent application of a design theme.

**Vista**
Preserve the view toward the District of Columbia from the Court House Tower through use of easements, site plan review and covenants.

**Character/Vista: Opportunities and Constraints**

- **Steep Hillsides**
- **Focal Point**
- **Vista**
- **Parking**
- **Major Trees**
DESIGN GUIDELINES

Character / Vistas

1. Continue efforts to landscape the government center in a traditional, formal manner that will emphasize the public information and integrity of the area.

2. Provide special treatment at the entrances to the Court House and County offices so that they are easily identifiable and inviting to the public.

3. Design a coordinated system of orientation signs for the interior and exterior of the government center.

4. Display public art throughout the government center to emphasize civic pride and the importance of the area.

5. Place existing overhead utility services underground. When this is not possible, aerial utilities should be located in areas with low visibility.

6. Consolidate public utilities, poles, signs and street furniture to minimize physical and visual obstructions at the pedestrian level.

7. Coordinate new structures in the high density redevelopment core with the surrounding environment, particularly the government center complex, through use of architectural detailing and style, color coordination, scale, plant materials, street furniture and signs.
MASTER PLAN ALTERNATIVES

Most government facilities in the Court House Station Area are operating at capacity and additional space eventually will be needed. Other facilities (most notably parking) are currently adequate; however, shortages will occur in the immediate future. At the same time, the County must respond to redevelopment pressures from the private sector. Decisions regarding the future use of County-owned property will undoubtedly affect the redevelopment opportunities in the Court House Station Area. While the County owns sufficient land to provide additional government facilities, this land also represents a valuable resource in terms of development potential. In order to respond to both demands in the most advantageous manner, a master plan for County-owned property in the Court House Station Area must be developed.

To this end the following master plan has been developed. The plan is presented graphically and discussed in terms of the advantages and disadvantages, impact on future development and implementation strategies. Although the plan identifies specific locations for the various government facilities, the primary purpose of the plan is to define the physical boundaries and general configuration of the government center complex so that the County can both initiate and respond to development proposals from the private sector. The plan is supportive of the government center goal and addresses the objectives discussed previously.

This plan achieves a consolidated government complex within the framework of the adopted Master Thoroughfare Plan, programmed improvements to the existing rights-of-way, and studies of parking structure alternatives. The existing alignment of North Veitch Street south of the Wilson Boulevard one-way pair provides maximum site area for future consideration of joint development to the west of the Court House. Also, this plan provides excellent vehicular access to existing development and potential development west of North Veitch Street. The plan offers the opportunity to achieve a landscaped plaza area directly south of the Metro Station. By making use of existing right-of-way, this Plan will not require any cost to the County for acquiring additional land. In analyzing this Plan certain key issues were identified: 1) potential circulation problems which may occur at the intersection of North Veitch Street and the Wilson Boulevard one-way pair; 2) limited opportunities for locating all government facilities within a single consolidated block; 3) limited site area for a landscaped plaza adjacent to the Police Detention Center; and 4) severe grade problems at the intersection of North Veitch Street and 14th Street, North.
GOVERNMENT CENTER

The Illustrative Plan provides a picture of future Court House in accord with the General Land Use Plan. The plan is based on the adopted Master Thoroughfare Plan and programmed improvements to the Wilson Boulevard one-way pair and North Veitch Street.
Implementation of the master plan should be pursued under a joint public/private partnership. The appreciated value of County-owned land affords the opportunity to achieve required government facilities at a minimal cost to the County and at the same time supports additional private development in the Court House Station Area. Under this approach, the County would retain control over the development package including the type of use and density, height, bulk, infrastructure requirements and the relationship of the project to surrounding development and government facilities. The specific requirements of the developer would be detailed as part of the development prospectus. This recommendation is seen as a critical first step toward developing an overall master plan for the Court House government complex.
This section defines basic goals and objectives of urban design in the coordination of planning for the Court House area. Based upon these goals and objectives, this section also defines guidelines for the development of a coordinated and attractive streetscape surrounding the Court House.
URBAN DESIGN

In order that the environment of 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 will largely determine the overall character of the Court House and its surroundings.

The design of the visual and physical character of the Court House area must be organized and coordinated, therefore the guidelines deal specifically with the relationships between the streetscape and adjacent building, 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 the Government Center and are presented in the section entitled "Government Center".

The objectives and guidelines for Court House are organized into four categories: (1) circulation systems (2) public utilities/public facilities (3) urban plazas/open space (4) structural elements. The guidelines are presented in a practical and sometimes visual format for use by residents, developers, businessmen, 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

Although one of the basic purposes of design is to help 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 the goal, the following specific objectives are identified to outline the policies regarding the design of all physical features and systems.

1. Create a neighborhood identity for the individual areas around the Court House.
2. Establish a coordinated, visible open space system throughout the Court House area that reflects the character of the area which it serves.
3. Provide separation of the pedestrian and vehicular traffic by establishing distinct pedestrian pathways and vehicular-free areas.
4. Coordinate the pedestrian system as well as the bikeway system throughout the entire Court House area.
5. Improve the vehicular system to function efficiently and make it easily understood by the motorist.
6. Reduce the visual impact of utility and service functions by placing these elements away from highly active pedestrian and vehicular areas.
7. Establish a separate visual identity for the Court House 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) Circulation systems
(2) Public utilities/public facilities
(3) Urban plazas/open space
(4) Structural elements

For each of these four categories, separate guidelines could be listed to relate to each of the seven design objectives, however, the function of the guideline is more easily understood if it is referenced to a physical element of the environment.
Circulation Systems

The many different types of transportation systems include walking, biking and riding in automobiles, buses and the Metro. These systems have a great effect on the character of any area in the urban environment. In the Court House area, one of the major considerations is to assure that the different systems can function without conflict and as a coordinated unit. Methods to provide for the efficient parking of passenger vehicles should also be considered. The following guidelines aim toward achieving a safe and coordinated circulation system.

VEHICULAR

1. Parking garages should be encouraged in order to provide adequate parking and reduce the demand for on-street parking, thereby minimizing the conflicts encountered by two different kinds of uses in the same area (through-traffic/local traffic).

2. Where feasible, short-term convenience parking and loading activities should be discouraged during rush-hour time periods.

3. Private parking facilities for apartment buildings should be designed to minimize interruption to block faces and street frontages.

4. All service entrances should be located away from major pedestrian areas and high traffic volume streets.

5. The design of vehicular traffic routes should reduce existing conflicts and organize the proposed intersections.

PEDESTRIAN

6. 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.

7. Crosswalks should be marked at intersections where there is substantial conflict between vehicles and pedestrian movement.

8. Interruption of walkways by driveways and alleys should be discouraged.

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 disguise their appearance. Some of the items included in this category include electrical and telephone lines as well as sidewalks and street furniture. 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 preferred placement of electric, telephone and other utility services would be underground. When this is not feasible, aerial utilities should be placed along rear lot lines 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. In low density residential areas, the standard coach-style lighting fixture mounted on concrete poles should be used to maintain a residential character. This should provide distinction between the residential and other more intense land uses. 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.

4. Arcades should be carefully coordinated with adjacent sidewalk plazas, or other interest areas, and should not interfere with the pedestrian traffic flow.

Figure 16
5. Planting strips along sidewalks in high-use pedestrian areas should be treated with pavers or other durable materials.

6. Street trees on the public right-of-way should be planted in accord with "Administrative Regulation 4.3: Tree Planting Program of Public and Private Property." Street trees should be placed in accord with the following plan in order to insure variety in bloom, color, size and intensity of shade, and to reduce the possibility of disease which might afflict one particular species, thus devasting the entire area. Table 6

<table>
<thead>
<tr>
<th>STREET TREES</th>
<th>LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Willow Oak (Quercus phellos)</td>
<td>Lee Highway</td>
</tr>
<tr>
<td></td>
<td>Key Blvd.</td>
</tr>
<tr>
<td></td>
<td>Wilson Blvd.</td>
</tr>
<tr>
<td></td>
<td>13th Street N.</td>
</tr>
<tr>
<td></td>
<td>Fairfax Drive</td>
</tr>
<tr>
<td></td>
<td>10th Street N.</td>
</tr>
</tbody>
</table>

**ADDITIONAL STREET TREES**

- Pin Oak (Quercus palustris) all other study area streets
- Japanese Zelkova (Zelkova serrata)
- Bradford Pear (Pyrus calleryana 'bradford')
- Littleleaf Linden (Tilia cordata)
- Northern Red Oak (Quercus borealis)

7. Tree grates should be used along North Courthouse Road, 10th Street, North, North Barton Street, 15th Street, North, Wilson Boulevard, Fairfax Drive, and Lee Highway and all high-rise pedestrian areas. The following guidelines should be used.
TYPICAL TREE
GRADE DETAIL
180° SECTION - 2 PER
TREE - CAST IRON

TYPICAL SHRUB PLANTING
DETAIL

CUT BURLAP FROM TOP 1/2 OF WALL
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
TAP TO PREVENT SETTLEMENT
LOOSEMED SUBGRADE
8. 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 should extend for an entire block face. Unique treatments of sidewalks should be discouraged in areas of less than 100 feet of street frontage.

9. 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.

10. Street furniture, utility fixtures, and mounting materials and equipment, to the extent feasible, should be painted a coordinated color, preferably dark non-gloss brown.

11. Large, unmovable planters should be used to channel pedestrian movement away from hazardous areas and objects.

12. Small neighborhood businesses should be grouped in location to provide neighborhood identity. These businesses should use shared parking facilities, joint-access curb cuts, uniform sign treatment, and center name designation to maximize their neighborhood compatibility and identity while minimizing their functional impact.
Urban Plazas / Open Space

Urban open space is 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 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 areas should be pedestrian-oriented and therefore, the appropriate facilities such as interior pathways, seating areas, and the necessary street furniture should be provided.

2. There should be continuous pedestrian connections between the various open space areas.

3. To provide visual relief from the enclosure of many tall buildings, open areas should be highly visible.

4. Plazas should be approved at locations which are visible from the street in order to provide interest and variation in the streetscape.

5. Where plazas are designed for public use they should be located at-grade with convenient access to public sidewalks.

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

7. Plazas should contain a minimum of one tree per 500 square feet, one linear foot of seating per 50 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.
8. Furniture used in plazas should be of simplified design, constructed with durable materials and coordinated with nearby street furniture.
URBAN DESIGN

9. A special public feature, such as a clock, should be constructed adjacent to the Metro station to aid in identification of the Court House Station Area.

Figure 22
10. Seating areas should be located in both sunny and shady locations to meet the needs of all users.

11. Public art should be used to emphasize civic pride and the importance of the Court House area, as well as provide major focal points.
12. Sidewalk cafes, attractive signing, kiosks, street vendors, and special lighting arrangements should be encouraged to provide activity and interest within the various plazas of the Court House area.

13. High density commercial and residential projects adjacent to low-rise residential areas should include effective transition through the use of plant materials and open space, topography, tapering of building heights, balconies, walls, and fencing.
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 and walls. The following guidelines aim toward assuring a coordinated and unified urban environment.

1. There should be coordination of new structures with the surrounding environment by utilizing style, architectural detailing, color coordination, plant materials, street furniture and signs.

2. New high-rise structures with their immense scale, should attempt to relate to the pedestrian scale at the street level through the various urban design elements.

3. Architectural facades, and other details in conflict with the style of the building, should be minimized.

4. Architectural detailing that provides interest and is part of the building’s character should be emphasized.
URBAN DESIGN

5. Infill housing should be compatible in architectural character, material, and detailing with existing residential development.

6. Mechanical equipment should be screened and placed in a way that will not disrupt the sidewalk area.

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

8. At-grade parking facilities should be screened from adjacent residential areas by use of dense plant materials, topography, and walls.

9. Coordinated signs, lights, windows, paving, and planting materials should be used along entire block faces.
10. Signs for shops and businesses should be placed within a 3-foot wide band, 15 feet above sidewalk grade. In order to create visual interest, a variety of colors and designs should be encouraged.

11. At least 50 percent of all building facades at street grade should be designed with storefront windows, open glass or other transparent treatment.

12. International street signs should be used, and parking signs should be minimized to the extent feasible.

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

14. Directions for vehicular traffic to public and semi-public places and events should be indicated by trailblazers. These should be coordinated with other information on existing poles or incorporated into a new pole standard.
15. Identify neighborhoods by name, and provide appropriate symbols to designate them to the public.

16. Use gateways and natural edges to define neighborhoods.

Figure 34
TRANSPORTATION

This section describes the existing and planned transportation system including mass transit, thoroughfares, walkways and bikeways.
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. For the most part 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 facilities in the Court House area. In general, the approved plans envision retention of much of the street system. Modifications to the system including new streets, street widenings, operational changes, construction of curb and gutter, and walkway improvements are planned. Many changes can be achieved as redevelopment occurs; however, several projects are recommended for implementation by the County.

TRANSPORTATION SYSTEM

The Washington Metropolitan Area Transit Authority 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 Ballston station is a temporary terminus for the Orange Line of the rapid rail system which will eventually extend to Vienna.

The Court House Metro Station has been designed as an urban station with "kiss & ride" provided along Uhle Street adjacent to the station. Escalator access to the station is provided at Wilson Boulevard mid-block between North Veitch and North Uhle Streets. Handicapped access is located along the future alignment of 15th Street, North between North Veitch and North Wayne Streets.

The first sub-surface platform level (see figure 35) in the Metro station was constructed with panels which may be connected to future pedestrian tunnels as redevelopment occurs. Access will be provided to the north side of Wilson Boulevard by a tunnel to be constructed as part of the approved phased redevelopment of Colonial Village. Arlington County shall fund twenty-five percent (25%) of the cost of constructing that portion of the tunnel from the knock-out panel of the intermediate landing of the Court House Metro Station to the north side of the existing Wilson Boulevard right-of-way. Escalator access may also be provided to the south side of 15th Street, North adjacent to the Police Department. Access will be provided into the Court House by completing the existing tunnel located adjacent to the Police Department. The connection from the Metro station to the existing segment will receive WMATA and Federal funding. The remainder of the construction, from the existing tunnel to the basement of the Court House, will be provided by the County. This passageway may be extended in the future to the east across North Courthouse Road and to the west across Veitch Street as new development occurs.

Over 1,700 rail passengers are expected to enter the Court House Station during the weekday morning peak hour in 1990. The two-way design capacity of the station is 7,400 persons per hour, based on capacity of the fare gates. About 1,500 rail users will walk from the adjacent neighborhoods of Fort Myer Heights, Lyon Village, Courtlands and Colonial Village. Less than 200 Metrorail passengers are expected to arrive by bus, coming from areas to the south along Arlington Boulevard. Many transit passengers living north of the Station near Lee Highway and south of the Station near 10th Street, North, will find it more convenient to go by bus to the Rosslyn Station than to come to the Court House Station.
COURT HOUSE METRO STATION AREA

Plan View

Section (looking north)
THOROUGHFARE SYSTEM

Existing Conditions

The Court House Station Area has good accessibility and is well-served by the existing street network. Lee Highway, Wilson Boulevard and Arlington Boulevard are the major east/west routes providing good access to Rosslyn and the District of Columbia to the east, and Clarendon to the west. North Courthouse Road and North Veitch Street are the major north/south connecting streets. Map 25 presents the existing street system and Map 26 presents current and projected average daily traffic volumes for the Court House Station Area.

Approved Plan

Master Thoroughfare Plan

The Master Thoroughfare Plan underwent major revision in 1975 in response to changing needs and conditions in the County. The adopted plan provides an inventory of existing facilities, establishes goals for the future and chronicles the changes required to accommodate intra-County, regional and interstate multimodal travel. The location of five Metrorail stations in the Rosslyn-Ballston Corridor and the subsequent "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 was prepared under separate cover and issued as a supplement to the Master Thoroughfare Plan. This plan defines the street system planned in the Rosslyn-Ballston Corridor and identifies the improvements necessary to complete the thoroughfare system.

Map 26 presents the Master Thoroughfare Plan for the Court House Station Area. With completion of I-66 and reconstruction of Wilson Boulevard, the street system will generally reflect the approved plan for the station area. Arlington Boulevard and I-66 are controlled-access facilities located along the southern and northern boundaries of the station area. In addition to providing good automobile access to the Court House area, these facilities will serve commuter traffic traveling from the west into Rosslyn and the District of Columbia thereby decreasing congestion on the primary arterials of Lee Highway and Wilson Boulevard. Wilson Boulevard, a major urban street, runs through the center of the station area providing access to commercial establishments along its frontage and adjacent residential neighborhoods. Several collector and distributor streets connect the major routes.
TRANSPORTATION

MASTER THOROUGHFARE PLAN

- Controlled-Access Facility
- Primary Arterial
- Secondary Arterial
- Distributor Street
- Collector Street

3 Number of Travel Lanes
IMPLEMENTATION

Many street improvements can be implemented as part of the redevelopment process. There are, however, some improvements which require County implementation. These Capital Improvement Projects (C.I.P.) are discussed below and identified on Map 26:

1. 15th Street, North extended between North Veitch Street and North Barton Street to be constructed in FY 1981 for $256,000 (1973 bond).

2. 15th Street, North extended from North Barton Street to North Danville Street at Fairfax Drive, to be constructed in FY 1981 for $175,000 (1979 bond/1981 budget).

3. A connection from 15th Street, North, west of Veitch Street passing north of the Courthouse Metro Station, over the existing Wilson Boulevard to 16th Street, North, with Wilson Boulevard relocated to the north, from Wayne Street to east of North Courthouse Road, to be constructed for $397,000 (1979 bond) in coordination with the development of Colonial Village.

4. I-66, Lee Highway and North Veitch Street interchange to be completed in 1982 by the Virginia Department of Highways and Transportation.

5. Improvement of the interchange at Arlington Boulevard, North Courthouse Road and 10th Street, North is not presently funded but is included in the County's adopted Thoroughfare Plan of 1975.

Construction of the Wilson Boulevard one-way pair is the most significant project programmed at this time for implementation by the County. The present design and operation of Wilson Boulevard provides three westbound travel lanes and one parking lane from Rosslyn to North Courthouse Road and four travel lanes (two eastbound and two westbound) with limited on-street parking from North Courthouse Road to Clarendon. The Master Thoroughfare Plan provides for a one-way pair of thoroughfares between Court House and Clarendon. Existing Wilson Boulevard will become a three-lane road carrying westbound traffic while the eastbound movement will be handled on a three-lane right-of-way and on portions of existing Fairfax Drive. The two roads will converge at North Veitch Street for one block and split again at North Courthouse Road as in the existing configuration. These improvements are programmed for construction in FY 1981 and in coordination with the development of Colonial Village. Some alterations to the planned thoroughfare system in the Court House Station Area relating to alternative plans for the Government Center are discussed in the Government Center Section.
TRANSPORTATION

THOROUGHFARE IMPROVEMENT PROJECTS
Lyon Village and Colonial Village

Lyon Village, located west of North Veitch Street between Wilson Boulevard and Lee Highway lies in both the Court House Station Area and the Clarendon Station Area. Because of its location between two major commuter streets, Lyon Village has historically experienced heavy street traffic during peak travel times as commuters attempt to short-cut through the neighborhood. The Lyon Village Neighborhood Conservation Plan provided that alterations be made to the existing street pattern to reduce traffic levels on Village streets. Alterations include the narrowing of intersections by the construction of curb-extending nubs, rerouting of traffic through existing intersections by altering curbs, the closing of some streets to "thru" traffic and redirection of particular streets during peak travel times by the use of signage. These improvements were funded with Neighborhood Conservation Funds and have now been completed. Map 28 presents the improvements planned for the section of Lyon Village which is within the Court House Station Area.

Colonial Village located east of Veitch Street between Wilson Boulevard and Lee Highway will be redeveloped by its owner, the Mobil Land Development Corporation, subject to its Phased Development Site Plan approved by the County Board in December, 1979. Several alterations to the transportation system were specified in this plan. In order to allow Arlington County to construct the Wilson Boulevard one-way pair project along the frontage of Colonial Village, the developer will grant the necessary easements to the County at no cost and will pay for demolition of structures. The developer will design, fund and construct a pedestrian tunnel between the intermediate landing of the Court House Metro Station and the north side of...
TRANSPORTATION

Wilson Boulevard at Colonial Village. Arlington County will fund twenty-five percent of the cost of constructing that portion of the tunnel from the knock-out panel of the intermediate landing of the Station to the north side of the presently existing Wilson Boulevard right-of-way. At the time of commencement of construction of the office buildings, the developer will fund the certified capital and installation costs of the traffic signal for the intersection of Wilson Boulevard and North Uhle Street (private street) between 16th Street, North and Key Boulevard and 16th Street, North (private street) between North Veitch Street and North Uhle Street either completely or partially with the redevelopment of this area. In addition, the County will vacate the extension of 19th Street, North right-of-way east of North Uhle Street with actual vacation accomplished at the time of final site plan approval, and will consider vacating a portion of Key Boulevard in the vicinity of its intersection with 18th Street, North and North Uhle Street. The design of the access to the office and commercial area will be via Wilson Boulevard in order to provide direct access to this area and discourage through traffic on Key Boulevard.

BIKEWAYS

Arlington County has an extensive system of bikeways serving both commuter and recreation purposes. Through the Master Bikeway Plan, the Board has approved the extension of the bikeway system to most of the Metro stations. In the Court House Station Area the plan shows the extension of the bikeway system from the Metro station, north along Veitch Street and intersecting the bikeway being constructed along I-66. Also planned is an extension along Key Boulevard through Lyon Village and Colonial Village, and from Key Boulevard to Arlington Boulevard along North Rhodes Street. There is an existing bikeway at Arlington Boulevard. It is recommended that the proposed bikeway system be extended to connect the Metro Station to North Rhodes Street along 15th Street, North. In addition, a bikeway could be provided from the Metro station south along North Veitch Street, west along 14th Street, North, south along North Barton Street to Fairfax Drive and east along Fairfax Drive to Arlington Boulevard. The segment along Fairfax Drive should be an offstreet trail of an 8-foot width. These additions to the bikeway system help to provide more adequate bikeways through the Courlands and Fort Myer Heights neighborhoods. Map 29 presents the bikeway system in the Court House Station Area. Bicycle storage will be provided at the Metro station.

WALKWAYS

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

POTENTIAL STREET CLOSINGS

Local street closings can provide flexibility for site consolidation and development in that the right-of-way from closed streets may be vacated and conveyed to private ownership. The actual street closing design and the 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.
Existing Conditions

Map 30 identifies the existing walkways in Court House. Most of the existing sidewalks are functional, but substandard. There are many gaps in the walkway system with few blocks completely served.

Walkway Policy

In 1977, the County Board adopted the Master Walkways Policy Plan which established 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.

Sidewalk Width Standards

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Sidewalk</th>
<th>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, Low-Rise Apt. local Commercial and Service Districts)</td>
<td>4 feet</td>
<td>6 feet</td>
</tr>
<tr>
<td>High Density (High-Rise Apt., Commercial and Office)</td>
<td>10-20 feet</td>
<td>4 feet</td>
</tr>
</tbody>
</table>

Although the County has adopted sidewalk width standards, there is no long-range list of projects for upgrading the County walkway system. Implementation of sidewalk improvements is, however, achieved on an incremental basis through several mechanisms. In areas planned for redevelopment, it is intended that the sidewalks be rebuilt to the adopted standards by the developer. Some street widenings are also planned to coincide with redevelopment, in which case the sidewalks will generally be rebuilt on the new alignment.

There are various elements of the Capital Improvement Program (C.I.P.) that provide direct funding for sidewalk construction. Sidewalk improvements can be made as part of a C.I.P. using Community Development Block Grant funds in areas designated as Community Development Target Neighborhoods. Neighborhood Conservation Areas may allocate funds at their disposal for the construction of sidewalks. The County may initiate a sidewalk improvement as part of a capital project, such as thoroughfares or Metro station access, for any area in the County. As a policy the County bears half the cost for such projects from general revenues and assesses the owners of adjacent property for the remainder. Another option is for the owners of fifty-five percent (55%) of the frontage of a block to petition for a sidewalk under the Block Assessment Program. Residents agree to pay 100% of the cost of curb, gutter and sidewalk, but not related street work and drainage.

In an effort to improve the circulation of pedestrians in the Court House Station Area and to provide safe and convenient access to the Court House Metro Station, several sidewalk improvements were added to the 1980-1985 Capital Improvement Program to be funded with monies set aside for Metro access. These sidewalks are to be constructed or reconstructed along North Veitch Street from Lee Highway to Wilson Boulevard, North Adams Street from 14th Street, North to Wilson Boulevard, and North Barton Street from 18th Street, North to Key Boulevard. Required funding for these improvements is $82,500.
EXISTING WALKWAYS & PROPOSED IMPROVEMENTS

- **Existing Walkways**

- **Walkways to be provided with Metro access funding**

- **Walkways to be provided during construction of the Wilson Boulevard one-way pairs (developers will be required to widen sidewalks to meet the walkway standards)**

- **Walkways to be provided by private developers as part of approved site plans**
Additionally, sidewalks will be provided along the new 15th Street, North as part of the construction of this street. These sidewalks will not be constructed to the width standards specified in the *Master Walkways Policy Plan*. Developers, however, will be required to meet such standards when developing along this frontage. Map 30 identifies existing and planned sidewalk improvements.

The planned transportation system as adopted by the County Board is based on several studies and plans developed in recent years. These include the *Rosslyn-Ballston Corridor Thoroughfare Plan* of 1975, the *Master Transit Plan* of 1976, and the *Master Walkways Policy Plan and Master Bikeways Plan* of 1977. Projections of households, population and employment used in most of these analyses were developed as part of Round I Cooperative Forecasts of the Metropolitan Washington Council of Governments. The major existing and planned streets in the Court House Station Area should adequately support projected future development. Alterations and improvements to local vehicular and pedestrian facilities in the station area can be achieved through the site plan process as redevelopment occurs. Effects of new site plans on the transportation system should consider policies and analyses developed since the aforementioned plans. These include Round II Cooperative Forecasts developed in 1979 based on present plans and policies of Washington area local governments, the recommendations of *Access to the Metrorail Stations in the Rosslyn-Ballston Corridor, 1979*, and changes in the General Land Use Plan, such as the Colonial Village Coordinated Preservation and Development District. In addition, Metro’s Orange Line has now opened and may be observed and analyzed in service.
This section provides a summary of the water distribution, sanitary sewer and storm drainage facilities serving the Court House Station Area. Improvements needed to support planned growth are recommended for timely funding as part of the County's Capital Improvement Program or the site plan process.
While utility services in the Court House Station Area are generally adequate for existing development, some improvements will be needed to serve forecasted development. The condition and capacity of the water and sewer systems serving Colonial Village are discussed briefly below and will be addressed in greater detail as part of the site plan process. A preliminary Phased Development Site Plan for Colonial Village was approved in December 1979 subject to the developer complying with several additional conditions in the Final Site Plan. One such condition is the preparation of a utility network master plan for sanitary sewers, water and stormwater management.

The on-site water and sewer systems for Colonial Village are privately-owned and maintained with the exception of a 16-inch water main in Key Boulevard serving Rosslyn. Existing water service should be able to accommodate the proposed residential development; new water mains may be needed to provide adequate service to the proposed office development. The water distribution master plan shall identify specific improvements necessary to serve future needs for both water supply and fire protection. The sanitary sewers, on the other hand, are old and present operating conditions are unknown. The sanitary sewer master plan shall provide plan and profile information on the existing system including capacity information required of the sewers, necessary corrective actions to deficient elements of the system, in-flow of surface water drainage, corrective action necessary to eliminate infiltration, and improvements necessary to provide adequate capacity for proposed development. The developer is also required to submit a stormwater management plan for Colonial Village as part of the utility network master plan.

The water and sewer improvements discussed below will be implemented either by the County or through the site plan process. Most of the projects recommended for public implementation are addressed in the current FY 1981-1986 Capital Improvement Program (C.I.P.), although only those projects included in the adopted FY 1981 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 31.

Five projects are identified for the Court House Station Area. One project, I-66 Betterments, was funded as part of the FY 1980 Capital Budget and is being constructed in conjunction with I-66. A second related project provides a link in the main along 21st Street, North from North Courthouse Road to North Scott Street. This project is recommended for funding of $179,000 in FY 1986. The three remaining projects are not recommended for implementation at this time, however, they will be necessary to serve redevelopment in adjacent blocks. One project is the construction of a 12-inch main in North Veitch Street from Wilson Boulevard to 15th Street, North. This project should be implemented with the redevelopment of the block to the west. Another project is the construction of a 12-inch main in the street along the perimeter of a three-block area between North Courthouse Road, 15th Street, North, North Taft Street, North Troy Street, and 13th...
Street, North. Most of this main will be provided with development of the adjacent properties although some funding may be required from the County to complete those segments where redevelopment does not occur. The third project is recommended in the Arlington County Water Study (March 1980) and involves the construction of 3,200 feet of 12-inch line on Wilson Boulevard from North Veitch Street west to Irving Street in Clarendon; however, the actual location of this line will be determined in the final design plans. The purpose of this line is to provide fire protection and increase reliability of the water system. Also, it could be used to interconnect potential future lines in the Ballston area with the existing 20-inch line on the western side of the County. This line may be partially constructed through redevelopment, however, some County funding may be required to complete the entire segment.

SANITARY SEWER SYSTEM

The existing sanitary trunk sewer serving the Court House Station Area includes a 12 to 15-inch line extending along Fairfax Drive from North Wayne Street to Arlington Boulevard and east along Arlington Boulevard to Rosslyn. A 13-inch sanitary sewer extends east along Lee Highway from North Rhodes Street. In order to ensure adequate service for the area in the future, several sanitary sewer improvements are recommended in the C.I.P. for funding by the County Board. These include:

1. Rocky Run — (North Fort Myer Drive to North Courthouse Road): This is an 18-inch relief sewer to be constructed in Fairfax Drive between Rosslyn and the Court House Area. It is recommended that this project be funded at $931,000 in FY 1983.

2. Court House Area — (North Fairfax Drive to North Wayne Street): This 12 to 15-inch line is designed to serve future high density development expected to occur near the Metro station and the government center. Funding of $470,000 is recommended for FY 1985.

3. Fairfax Drive — (North Wayne Street to North Danville Street): This project will extend the 12-inch sanitary sewer line in Fairfax Drive to the intersection of North Danville Street and the new 15th Street, North. It is recommended for funding of $278,000 in FY 1985.

4. 10th Street, North — (Arlington Boulevard to North Barton Street): This sewer will extend 15-inch service in 10th Street, North. It is recommended for funding of $263,000 in FY 1986.

In addition, to the specific projects identified above, improvements may be required in local sewers as redevelopment occurs. While not recommended at this time, it may be necessary to construct a sewer in North Rhodes Street between Lee Highway and Key Boulevard to serve potential growth in Colonial Village. The final recommendation on this project will depend on the findings of the analysis the owner will be presenting in the Colonial Village sanitary sewer master plan. Most of the improvements necessitated by redevelopment will be the responsibility of the developer. The existing and planned facilities are shown on Map 32.
STORM SEWER SYSTEM

The storm drainage trunk system in the Court House Station Area is generally adequate for planned growth. The major facilities of the existing system are shown on Map 33. Given that the basic infrastructure is in place, improvements necessary to serve new development such as the upgrading or relocation of existing sewers and the construction of laterals will be provided by future developers with little or no cost to the County. However, it is recommended that the C.I.P. be amended to include an extension of the 48-inch line in Wilson Boulevard west from North Courthouse Road to connect with the storm sewer line at Adams Street in order to serve the drainage shed in the western part of the station area.
WATER DISTRIBUTION SYSTEM

- Existing water mains 12" & larger
- Planned water mains 12" & larger
- Recommended water mains 18" & larger

Map 31

110
STORM SEWER SYSTEM

- Existing lines 24" & larger
- Recommended lines 24" & larger
COMMUNITY FACILITIES

This section describes the community facilities which serve Court House. The categories of facilities include police, fire-rescue, libraries, human resources, education, and open space.
COMMUNITY FACILITIES

The term “community facilities” is used in this section to refer primarily to the space and facility needs which are necessary to provide certain County services. The facility categories addressed include police, fire-rescue, libraries, human resources, education, and open space. For the most part, the existing facilities are adequate to serve planned development.

POLICE

Police services for Arlington are administered from the Police Department and Detention Center, adjacent to the Court House at the Government Center. This facility, completed in 1974, has experienced overcrowding since its opening, primarily due to the housing of felons for the State of Virginia. Presently fifty percent (50%) of the space is used for maximum security detention. Seventy percent (70%) minimum security and thirty percent (30%) maximum security space would better serve local needs. Space adjustments will most likely be necessary within the next five to seven years in order to resolve existing overcrowding and respond to increases in both resident and daytime population.

FIRE-RESCUE

Fire Station #10, located on Wilson Boulevard next to the Wilson Center, was constructed in 1959. Fire Station #4, also located just outside the Court House Station Area in Clarendon, was constructed in 1964. Both stations service the Court House 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 Court House are provided out of these two stations.

LIBRARY

The Central Library facility for Arlington County is located just east of Ballston, adjacent to Central Park (formerly Quincy Street Playfield). 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.

HUMAN RESOURCES

The Department of Human Resources (DHR) provides a variety of physical and mental health-related services, many of which are provided from service centers located throughout the County.

Several facilities are located within close proximity to the R-B Corridor while two service centers are located within the Court House complex. These are the Argus House, a home for juvenile delinquents, located on North Courthouse Road and the Alcoholism and Drug Abuse Center in the Holmes Building. In addition to DHR Services, there are three private hospitals and three nursing homes in Arlington.

EDUCATION

The Court House Station Area is adequately served by elementary and secondary school facilities. There is one elementary school serving the area (Key). One intermediate school and one senior high school serve Court House (Swanson and Washington-Lee, respectively) and they are underutilized. Further development in the Court House area is expected to provide predominantly high-rise, multi-family units which...
characteristically provide few school-age children. Future need for expansion of the school facilities is not anticipated.

Adult education programs are offered on a countywide basis. These include 1) the adult basic education program for those who terminate formal education at an early age, 2) the high school credit program, and 3) vocational programs where the course offerings respond to community interests. The adult education courses are held at public schools throughout the County.

The George Mason University Law School is located in the R-B Corridor on Fairfax Drive. Although the facility is not located in the immediate vicinity of the Court House Station Area, it does have good accessibility via the Metro-rail system and provides a specialized educational facility in the County.

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. The Court House area is centrally located and has convenient access to the many facilities within the County.

EXISTING OPEN SPACE

Table 8 identifies the open space sites within and on the fringe of Court House. Rocky Run Park, with a total of 2.3 acres, is the major open space site in the station area. Just north of the Court House Station Area, serving as a link from Rosslyn to Spout Run Parkway, is a County Hike/Bike Trail. In conjunction with I-66 construction, a new Hike/Bike Trail will be provided with major landscaping, surface, direction and lighting improvements.

FUTURE OPEN SPACE

At present, there is no anticipated renovation of existing open space facilities in the Court House Area. With the anticipated increase in density in the Court House Station Area it is recommended that the County Board pursue a renovation of the Rocky Run Park facilities within the next five years.

This facility, although presently adequate, may not serve the particular needs of the population anticipated.
in the future. It is recommended that the renovation of Rocky Run Park be directed toward upgrading and expanding the active recreational facilities. It is anticipated that the majority of additional open space acquired throughout the rest of the station area will take the form of urban plazas in conjunction with office and residential construction and with the new Government Center Master Plan.

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

In the past, a variety of open space facilities have been provided through the site plan process. Unfortunately, open space has sometimes been designed in secluded areas with too few facilities. As a result, many open space sites receive limited use and contribute little to improve the character of the surrounding community. While the site plan process can be seen as an effective means for achieving open space, it is clear that more emphasis must be placed on quality of design.

Urban park space should be designed to serve differing, yet specific needs. In some cases, private and secure recreational space may be desirable for exclusive use by certain groups, such as residents of a high-rise apartment complex. 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 well serve as an amenity for lunch time 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 material, furniture, and landscaping can blend open space into the architecture and treatment of nearby buildings. From a design standpoint, public open space should be visible and easily accessible. Plazas should be designed at sunny, pleasant locations. Urban plazas are discussed further in the Government Center Section.
Appendices & Bibliography
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APPENDIX B

SUMMARY OF THE ARLINGTON COUNTY ZONING ORDINANCE
AS OF APRIL 1981

This summary is to be used only as a guide and is in no way intended to be a complete statement of the official text of the Arlington County Zoning Ordinance. Full explanation and interpretation of specific sections of the Zoning Ordinance as they apply to individual properties should be obtained from the Office of the Zoning Administrator, phone 558-2414.

SECTION 3 “S-3A” SPECIAL DISTRICT

Primarily for institutional and recreational uses such as schools, parks and government buildings. Also single-family homes on lots containing three (3) acres or more.

SECTION 4 “S-D” SPECIAL DEVELOPMENT DISTRICT

Primarily for development of public institutions or facilities serving the public welfare.

SECTION 5 “R-20” ONE-FAMILY DWELLING DISTRICT

Single-family homes on lots of 20,000 square feet, or larger, with a minimum average width of 100 feet. Also several semi-public uses by Use Permit, which also apply to all other residential districts. Clustering of single-family units is permitted on sites of 1½ acres or larger by Use Permit and Site Plan approval (Section 31).

SECTION 6 “R-10” ONE-FAMILY DWELLING DISTRICT

Single-family homes on lots of 10,000 square feet, or larger, with a minimum average width of 80 feet. Clustering as permitted in Section 31.

SECTION 7 “R-10T” ONE-FAMILY RESIDENTIAL-TOWNHOUSE DWELLING DISTRICT

Single-family homes on 10,000 square foot lots; also townhouses, semi-detached and existing single-family detached units where a site plan is submitted to, and approved by the County Board. Such a project must contain a minimum of 12 townhouses.

SECTION 8 “R-8” ONE-FAMILY DWELLING DISTRICT

Single-family homes on lots of 8,000 square feet or larger with a minimum average width of 70 feet. Clustering as permitted in Section 31.

SECTION 9 “R-6” ONE-FAMILY DWELLING DISTRICT

Single-family homes on lots of 6,000 square feet or larger and a minimum average width of 60 feet. Also, two-family dwellings, by Use Permit, on transitional sites adjacent to other than “C-1” or “C-1-0” Districts, with a lot area of 7,000 square feet and a minimum average of 70 feet; also 56-foot lots with Site Plan approval and Use Permit. Also, with Site Plan approval, medical offices where the structures retain the appearance of and meet the bulk, placement and coverage requirements of a single-family residence.

SECTION 10 “R-5” ONE-FAMILY RESTRICTED TWO-FAMILY DWELLING DISTRICT

Single-family homes on lots of 5,000 square feet or larger with a minimum average width of 50 feet. Also, by Use Permit, two-family homes on lots of 7,000 square feet with a minimum average width of 70 feet (by site plan minimum average width may be reduced to 56 feet).
SECTION 10A "R15-30T" RESIDENTIAL-TOWNHOUSE DWELLING DISTRICT.
Single-family homes on lots of 5,000 square feet; also townhouse, semi-detached and single-family dwellings at 15 units per acre on sites of at least 8,712 square feet; and up to 30 units per acre with site plan approval on site of 17,424 square feet or larger. Site Plans may include a variety of dwelling styles including stacked units. Other uses permitted in "R-5".

SECTION 11 "R2-7" TWO-FAMILY DWELLING DISTRICT
Two-family dwellings on lots of 7,000 square feet or larger with a minimum average width of 70 feet (without a Use Permit) and 56-foot lots with site plan approval.

SECTION 12 "RA14-26" APARTMENT DWELLING DISTRICT
Primarily garden apartments at a density up to 24 units per acre. Height limit: between 3½ and 6 stories depending on size of the site. The minimum lot size is 7,500 square feet. Apartments can be of a townhouse design. The principal offices of physicians, surgeons or dentists. Mortuary or funeral homes are also permitted by Use Permit.

SECTION 13 "RA8-18" APARTMENT DWELLING DISTRICT
Apartment buildings at a density of up to 36 units per acre. Height limit is 4 stories with a minimum lot area of 7,500 square feet. By Site Plan approval, 8 stories; on site of 20 acres or more, 10 stories. Other uses as permitted in "RA14-26". Apartments can be of a townhouse design.

SECTION 14 "RA7-16" APARTMENT DWELLING DISTRICT
The basic use permitted in this district is the same as that permitted in the "RA14-26" district; however, on sites with 100,000 square feet or more, apartment buildings up to a density of 43 units per acre may be approved by Site Plan. Other uses as permitted in "RA14-26".

SECTION 15 "RA6-15" APARTMENT DWELLING DISTRICT
The basic use permitted in this district is apartment buildings, 6 stories in height. Apartments with up to 12 stories may be built with Site Plan approval. The density in this district is up to 48 units per acre. Other uses as permitted in "RA14-26". Apartments can be of a townhouse design.

SECTION 16 "RA4.8" APARTMENT DWELLING DISTRICT
Apartments are permitted without Site Plan approval as regulated in "RA14-26". With Site Plan approval, apartments may be built to a height of 12 stories with a density of 90 units per acre; hotels may be built with a density of 135 units per acre. The minimum lot area required is 30,000 square feet. Other uses as permitted in "RA14-26".

SECTION 16A "R-C" APARTMENT DWELLING AND COMMERCIAL DISTRICT
Most uses as permitted and regulated in the "RA14-26" and "C-2" districts. Designed for sites located within a ¼ mile radius of Metro-rail station entrances. By site plan approval apartment buildings at a maximum density of 90 units per acre plus retail and service commercial uses (restricted to the first floor) at 1.24 FAR*. Minimum 20,000 square foot lot and height limit of 65 feet.

SECTION 17 "RA-H" HOTEL DISTRICT
Apartments are permitted in this district as regulated in "RA7-16" districts. Twelve-story hotels and apartments are permitted with Site Plan approval on sites of 100,000 square feet at a density of 72 units per acre.

* FAR - Ratio of gross floor area to lot area.
SECTION 18 "RAH-3.2" HOTEL AND APARTMENT DISTRICT

Apartments are permitted as regulated in the "RAH-16" District. By Site Plan approval 16-story apartments at 135 units per acre, and hotels at 210 units per acre are permitted.

SECTION 19 "C-1" LOCAL COMMERCIAL DISTRICT

Local commercial district, restricted to low intensity commercial uses intended to serve a surrounding residential neighborhood. A list of the permitted uses is included in the Ordinance. Ten (10) percent of the site must be landscaped. The FAR* is 1.0 to 1.

SECTION 20 "C-S-C" CONVENIENCE SERVICE COMMERCIAL DISTRICT

Repealed

SECTION 21 "C-H" COMMERCIAL HIGHWAY DISTRICT

Repealed

SECTION 22 "C-1-0" LIMITED COMMERCIAL - PROFESSIONAL OFFICE BUILDING DISTRICT

The uses permitted in this district are business and professional offices. Height limit, 35 feet; minimum lot area, 20,000 square feet. The building type must be of residential appearance. Twenty percent of the site must be landscaped. The FAR* is 1.0 to 1.

SECTION 23 "C-O-1.0" COMMERCIAL OFFICE BUILDING, HOTEL AND APARTMENT DISTRICT

Uses are permitted as regulated in the "C-1-0" District. By Site Plan approval five-story office buildings at 1.0 FAR*, and six-story apartment buildings at 40 units per acre, and hotels at 60 units per acre are permitted.

SECTION 23A "C-O-1.5" COMMERCIAL OFFICE BUILDING, HOTEL AND APARTMENT DISTRICT

Uses are permitted as regulated in the "C-1-0" District. By Site Plan approval on sites of less than 20 acres, eight-story office buildings at 1.5 FAR* and ten-story apartment buildings at 72 units per acre, and hotels at 110 units per acre. On more than 20 acres, heights may vary.

SECTION 24 "C-O-2.5" OFFICE BUILDING, HOTEL AND APARTMENT DISTRICT

Uses are permitted as regulated in the "C-1-0" District. By Site Plan approval 12-story office buildings at 2.5 FAR*, 16-story apartment buildings at 115 units per acre, and hotels at 180 units per acre are permitted.

SECTION 25 "C-O" OFFICE BUILDING DISTRICT

Uses are permitted as regulated in the "C-1-0" District. By Site Plan approval 12-story office buildings at 3.5 FAR*, 16-story apartment buildings at 135 units per acre, and hotels at 210 units per acre are permitted.

*FAR - Ratio of gross floor area to lot area.
SECTION 25A “C-O-A” COMMERCIAL, OFFICE AND APARTMENT DISTRICT.

Most uses as permitted and regulated in the “C-2” District. Designed for a coordinated mixed-use development of office, apartment and hotel use. Height and density varies according to use and site area. By site plan approval density ranges from 1.0 F.A.R. to 6.0 F.A.R.; only half of the total density may be developed as office, hotel and commercial with the remainder developed as residential. Residential height limit: 151 feet to 216 feet. Office and hotel height limit: 100 feet to 170 feet.

SECTION 26 “C-2” GENERAL COMMERCIAL DISTRICT

Primarily retail sales with many specifically enumerated permitted uses. Height limit: forty-five feet. Ten (10) percent of the site must be landscaped. The FAR* is 1.5 to 1.

SECTION 27 “C-3” GENERAL COMMERCIAL DISTRICT

Same uses as “C-2” but height limit is seventy-five feet. Ten (10) percent of the site must be landscaped. No FAR* limit.

SECTION 28 “C-M” LIMITED INDUSTRIAL DISTRICT

General commercial uses plus specifically enumerated light manufacturing. Height limit: forty-five feet. Dwelling units are not permitted. Ten (10) percent of the site must be landscaped. The FAR* is 1.5 to 1.

SECTION 29 “M-1” LIGHT INDUSTRIAL DISTRICT

Same uses as “C-M”, but height limit of seventy-five feet. The F.A.R. is 1.5 to 1. Dwelling units are not permitted.

SECTION 30 HEAVY INDUSTRIAL DISTRICT

Uses in “M-1” and specifically enumerated heavy industrial uses. Building height limit: seventy-five feet. The FAR* is 1.5 to 1. Dwelling units and hotel units are not permitted.

SECTION 31 SPECIAL PROVISIONS

This section contains miscellaneous provisions not covered elsewhere in the Ordinance.

SECTION 32 BULK, COVERAGE & PLACEMENT REQUIREMENTS

This section provides requirements regarding percentage of the lot a building and parking may cover, setback from center lines of streets and side and rear yard requirements for all district classifications.

SECTION 33 AUTOMOBILE PARKING, STANDING AND LOADING SPACE

This section dictates general parking regulations and specific parking requirements for uses in all districts.

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

General and specific requirements for signs in all districts.

*FAR - Ratio of gross floor area to lot area.
SECTION 35 NONCONFORMING BUILDINGS AND USES
This section provides the definition of rights and liabilities regarding nonconforming buildings and uses.

SECTION 36 ADMINISTRATION AND PROCEDURES
Describes all Zoning Ordinance procedures, including requests for Variances, Use Permits, Rezonings, and Site Plan approval.

SECTION 37 VIOLATIONS AND PENALTIES

SECTION 38 CONSTITUTIONALITY: REPEAL OF CONFLICTING PROVISIONS
APPENDIX C

HISTORICAL DEVELOPMENT OF THE GOVERNMENT CENTER

- **1898** Original Court House constructed

- **1936** Two-story south wing addition

- **1941** "Dieter Plan" (Planning Division)
  
  This was the first plan for the Court House and adjacent properties. It envisioned the creation of a wide city park from the Court House east to North Scott Street, bounded by 14th and 15th streets. The mall concept was to serve the dual purpose of providing a stately plaza for the Court House and a vista overlooking the District of Columbia. This plan was never adopted by the County Board.

- **1950** North wing added to Court House

- **1954** "Government Center Development Program" (Planning Division)
  
  The development program provided office space and parking facilities for a County population between 180,000 and 200,000. Specific recommendations included construction of a new court building over a multi-level parking structure in the block between North Taft St., North Troy St., 15th St., North and 14th St., North and replacement of the center section of the existing Court House. This plan was not formally adopted.

- **1957** "Schemes for Improvements to Arlington County Court House".  
  
  (John Walton & Associates and Albert E. Lueders)
  
  The recommended scheme utilized existing space in the center section of the Court House, called for a lease-purchase agreement for additional office space in privately-owned buildings, constructed a seven-story tower at the rear of the Court House, and added a third floor on the south wing. The County Board approved construction of the tower and south wing addition.

- **1958** "Court House Area Land Use Plan" (Planning Division)
  
  The plan located the government center between North Barton Street and North Court House Road from 14th St., North to 15th St., North, extended. The existing Court House served as the eastern anchor of the complex and a future government office building would be located at the western end with surface parking between the two buildings. A proposed mall extended east from the Court House to North Taft Street maintaining the view toward the District of Columbia. The County Board did not formally adopt the plan as a portion of the master plan but rather approved it as a tentative guide for development of the Court House complex and surrounding area.
• 1960  Court House tower constructed and third floor added to south wing

• 1961  Arlington’s first General Land Use Plan adopted

• 1970  “Arlington County Government Center” (Vosbeck, Vosbeck, Kendrick & Redinger)

  Government center master plan concept and phased implementation scheme

  Phase I: Construction of a new detention center adjacent to the Court House

  Phase II: Construction of a combined court and administrative office building directly west of the Court House tower with a connection between the two buildings

  Phase III: Extend the government center further west with construction of a second administrative building and arts center

  Formal County Board action was not taken on the master plan concept but the Board did authorize construction of the Police Detention Center as modified from Phase I of the implementation scheme.

• 1975  “Long Range County Improvement Program”

  The County Board adopted a set of goals and objectives to guide new development in the County. The following goals related to desired characteristics for the Court House Station Area:

  • High density development should be concentrated within one-quarter mile of the Metro station entrances

  • Office development should be coordinated with residential development to provide a balanced station area

  • Housing opportunities should be increased particularly within walking distance of the Metro station

  • A Court House area design plan to preserve and enhance this area should be adopted and made an integral part of the planning process

  • The development of an auto-free zone should be explored particularly to integrate new development with what is already there

  • Preservation of existing single-family and apartment neighborhoods (i.e., Lyon Village, Courtlands, Colonial Village and Lee Gardens)

  • Minimize commuter traffic through neighborhoods

• 1977  The County Board adopted a revised General Land Use Plan for the Rosslyn-Ballston Corridor.
APPENDIX D
COUNTY-OWNED PROPERTY IN THE COURT HOUSE AREA

1. **2049 15th Street, North**

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<td><strong>TOTAL FOR BUILDING</strong></td>
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2. **1435 North Veitch Street**

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<td>WREST</td>
<td>400</td>
</tr>
<tr>
<td>OARA</td>
<td>400</td>
</tr>
<tr>
<td>Storage (Treasurer records) Clerk</td>
<td>1,000</td>
</tr>
<tr>
<td><strong>TOTAL FOR BUILDING</strong></td>
<td>13,350 sq. ft.</td>
</tr>
</tbody>
</table>

3. **1425 North Veitch Street**

<table>
<thead>
<tr>
<th>USE</th>
<th>N.F.A.</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Arlington Parish (storage)</td>
<td>3,800</td>
</tr>
<tr>
<td>Vacant</td>
<td>9,550</td>
</tr>
<tr>
<td><strong>TOTAL FOR BUILDING</strong></td>
<td>13,350 sq. ft.</td>
</tr>
</tbody>
</table>

4. **2100 15th Street, North**

<table>
<thead>
<tr>
<th>USE</th>
<th>N.F.A.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Police (4 floors) offices</td>
<td>32,300</td>
</tr>
<tr>
<td>violations</td>
<td></td>
</tr>
<tr>
<td>classrooms</td>
<td></td>
</tr>
<tr>
<td>writing room</td>
<td></td>
</tr>
<tr>
<td>Sheriff's (3 floors &amp; booking) Jail</td>
<td>28,800</td>
</tr>
<tr>
<td>Storage (police)</td>
<td>4,300</td>
</tr>
<tr>
<td><strong>TOTAL FOR BUILDING</strong></td>
<td>65,400 sq. ft.</td>
</tr>
</tbody>
</table>
5. Holmes Building

USE

<table>
<thead>
<tr>
<th>Planning Division</th>
<th>Community Affairs</th>
<th>Personnel</th>
<th>Data Analysis</th>
<th>Human Resources (Alcohol Unit)</th>
<th>Spanish Speaking Committee</th>
<th>Vacant</th>
<th>Storage (Prop. Mgt. &amp; Car Pool)</th>
<th>Parking</th>
<th>TOTAL FOR BUILDING</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>38,850 sq. ft.</td>
</tr>
</tbody>
</table>

6. Court House

USE

<table>
<thead>
<tr>
<th>Courts (County &amp; Civil, Judges Chambers, Conference rooms, Offices, Law Library and Clerk of the Courts)</th>
<th>Department of Transportation</th>
<th>Juvenile &amp; Domestic Court Offices</th>
<th>Vacant</th>
<th>Treasurer's Office</th>
<th>Print Shop</th>
<th>Inspections</th>
<th>Utilities</th>
<th>Commissioner of Revenue</th>
<th>Fiscal Analysis</th>
<th>Real Estate</th>
<th>County Board</th>
<th>County Manager</th>
<th>Sheriff's Office</th>
<th>Property Mgt.</th>
<th>Storage</th>
<th>Zoning</th>
<th>Insurance</th>
<th>Voter Registration</th>
<th>Press Room</th>
<th>Information Desk</th>
<th>Commonwealth Attorney</th>
<th>County Attorney</th>
<th>State Offices</th>
<th>Health</th>
<th>Environmental Monitoring Station</th>
<th>Snack Bar</th>
<th>Building Maintenance</th>
<th>TOTAL FOR BUILDING</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>126,500 sq. ft.</td>
</tr>
</tbody>
</table>
### Summary Total

<table>
<thead>
<tr>
<th>Building</th>
<th>Square Footage</th>
</tr>
</thead>
<tbody>
<tr>
<td>2049 15th Street, North</td>
<td>7,400</td>
</tr>
<tr>
<td>1435 North Veitch Street</td>
<td>13,350</td>
</tr>
<tr>
<td>1425 North Veitch Street</td>
<td>13,350</td>
</tr>
<tr>
<td>2100 15th Street, North</td>
<td>65,400</td>
</tr>
<tr>
<td>Holmes Building</td>
<td>38,850</td>
</tr>
<tr>
<td>Court House</td>
<td>126,500</td>
</tr>
</tbody>
</table>

**TOTAL FOR COURT HOUSE AREA** 264,850 sq. ft.

*April 1981*
**Court House**

<table>
<thead>
<tr>
<th>Floor</th>
<th>Sq. ft.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Basement</td>
<td>26,540</td>
</tr>
<tr>
<td>1st</td>
<td>29,880</td>
</tr>
<tr>
<td>2nd</td>
<td>29,880</td>
</tr>
<tr>
<td>3rd</td>
<td>29,880</td>
</tr>
<tr>
<td>4th</td>
<td>8,240</td>
</tr>
<tr>
<td>5th</td>
<td>8,240</td>
</tr>
<tr>
<td>6th</td>
<td>8,240</td>
</tr>
<tr>
<td>7th</td>
<td>8,240</td>
</tr>
</tbody>
</table>

TOTAL FOR BUILDING
G.F.A. 149,140 sq. ft.
N.F.A. 126,500 sq. ft.

**Holmes Building**

7 floors @ 6,540 sq. ft. per floor

TOTAL FOR BUILDING
G.F.A. 45,730 sq. ft.
N.F.A. 38,850 sq. ft.

**Police Detention Facility**

<table>
<thead>
<tr>
<th>Floor</th>
<th>Sq. ft.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Basement</td>
<td>12,200</td>
</tr>
<tr>
<td>1st</td>
<td>7,900</td>
</tr>
<tr>
<td>2nd</td>
<td>11,200</td>
</tr>
<tr>
<td>3rd</td>
<td>11,450</td>
</tr>
<tr>
<td>4th</td>
<td>11,450</td>
</tr>
<tr>
<td>5th</td>
<td>11,450</td>
</tr>
<tr>
<td>6th</td>
<td>8,750</td>
</tr>
</tbody>
</table>

TOTAL FOR BUILDING
G.F.A. 74,400 sq. ft.
N.F.A. 65,400 sq. ft.

**1435 North Veitch Street & 1425 North Veitch Street**

TOTAL FOR BUILDING
G.F.A. 15,340 sq. ft. - Each Building
N.F.A. 13,350 sq. ft. - Each Building

**2049 15th Street, North**

TOTAL FOR BUILDING
G.F.A. 7,770 sq. ft.
N.F.A. 7,400 sq. ft.

April 1981

131
COURTHOUSE
FLOOR PLANS

BASEMENT

FIRST FLOOR

Figure 36
APPENDIX E

COLONIAL VILLAGE SITE PLAN CONDITIONS FOR MODERATE-INCOME HOUSING
AS OF APRIL 1981

As a condition of the site plan approval, the developer agreed to provide long-term moderate-income housing opportunities under the following conditions:

1) Approximately 75 units to be sold to Arlington Housing Corporation, Wesley Foundation, or a similar moderate-income rental housing organization.

Sales prices will be a below-market, base price per unit plus the cost of rehabilitation in the unit or the various systems serving the unit (sewer, heat, water, electrical, etc.) required by Arlington County and an inspection by Colonial Village staff or consultants.

Within five years of the approval by the Arlington County Board of the Phased Development Site Plan, CV, Inc., will make this offer of sale. If accepted, the purchaser will have sufficient time, up to one year from the date of the offer, to obtain financing and complete the purchase. The base price will be increased by 11 percent on January 1, 1982, with no further increase thereafter. If these units are not purchased as offered, then this obligation is ended.

The new owner must offer all units first to existing Colonial Village residents in the following order: residents of the units acquired, residents displaced from other units due to redevelopment activities, any other Colonial Village resident. Residents will not be required to accept such an offer; and if they do not, they will still have the rental rights previously committed.

An equivalent number of units will be released from the Colonial Village five-year commitment when title passes on the units sold to the moderate-income housing corporation. The released units will still be kept as rental units as long as needed to fulfill the rental commitment.

2) Approximately 75 units to be sold to a tenant-controlled, limited-appreciation Cooperative.

Sales price will be a below-market, base price per unit plus the cost of rehabilitation in the unit or the various systems serving the unit (sewer, heat, water, electrical, etc.) required by Arlington County and an inspection by Colonial Village staff or consultants.

Within five years of the approval by the Arlington County Board of the Phased Development Site Plan, CV, Inc., will make this offer of sale. If accepted, the purchaser will have sufficient time, up to one year from the date of the offer to obtain financing and complete the purchase. The base price will be increased by 11 percent on January 1, 1982, with no further increase thereafter. If these units are not purchased as offered, then this obligation is ended.

The cooperative must offer all units to existing Colonial Village residents in the following order: residents of the units acquired, residents displaced from other units due to redevelopment activities, any other Colonial Village resident. Residents will not be required to accept such an offer; and if they do not, they will still have the rental rights previously committed.
The Cooperative will be structured to provide limited appreciation in price upon the sale of any unit back to the Cooperative, to another resident of Colonial Village, or the general public.

The Cooperative will be structured to limit the rights of owners to rent to others.

All purchasers of shares in Cooperative must certify that they are owner/occupants and not investors.

An equivalent number of units will be released from the Colonial Village five-year rental commitment when title passes on the units sold to the moderate-income housing cooperative. The released units will still be kept as rental units as long as needed to fulfill the rental commitment.

3) Approximately 100 units will be kept in an un-refurbished rental program.

Rental program to continue for 10 years beyond the existing Colonial Village five-year commitment. At the end of this 10-year period, these units will be offered for sale, at fair market value, to a non-profit housing organization.

Units to be maintained but not extensively renovated to place the units in a significantly higher rental market.

Rents to be increased annually based on costs of maintaining the units in good condition as well as a recognition of the market for a similar un-refurbished rental unit in the Rosslyn/Court House area.

Tenants of those units will be permitted to use any subsidy program available for existing rental apartments (i.e., Federal Section 8). However, if subsidies are used, no more than 25 percent of such subsidies will be for other than senior citizens.

These units may or may not be owned by Colonial Village, Inc., for the entire 10-year period. They may be sold to another owner who would be required to maintain the same commitments.
APPENDIX F
Summary of the GENERAL LAND USE PLAN AMENDMENTS & ZONING CHANGES

This appendix to the Court House Sector Plan is offered as a summary of the changes made since its adoption in April 1981. These changes are reflected in both the General Land Use Plan and the zoning map on the following pages.

### GENERAL LAND USE PLAN AMENDMENTS through July 1982

<table>
<thead>
<tr>
<th>AREA</th>
<th>FROM</th>
<th>TO</th>
<th>DATE OF APPROVAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>&quot;PUBLIC&quot;</td>
<td>&quot;HIGH&quot; Office-Apartment-Hotel</td>
<td>September 13, 1980</td>
</tr>
<tr>
<td>2</td>
<td>&quot;GOVERNMENT FACILITIES&quot;</td>
<td>Striped pattern</td>
<td>August 25, 1981</td>
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<tr>
<td></td>
<td></td>
<td>50% &quot;HIGH&quot; Office-Apartment-Hotel</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>50% &quot;HIGH&quot; Residential</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>&quot;PUBLIC&quot;</td>
<td>Striped pattern</td>
<td>August 25, 1981</td>
</tr>
<tr>
<td></td>
<td></td>
<td>50% &quot;HIGH&quot; Office-Apartment-Hotel</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>50% &quot;HIGH&quot; Residential</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>&quot;HIGH MEDIUM&quot; Residential</td>
<td>&quot;HIGH&quot; Residential</td>
<td>June 25, 1981</td>
</tr>
<tr>
<td>5</td>
<td>&quot;HIGH MEDIUM&quot;</td>
<td>&quot;HIGH&quot; Residential Residential</td>
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</tr>
<tr>
<td>6</td>
<td>&quot;HIGH MEDIUM&quot; Residential</td>
<td>&quot;HIGH&quot; Residential</td>
<td>June 1, 1982</td>
</tr>
<tr>
<td>7</td>
<td>&quot;PUBLIC&quot; and &quot;LOW MEDIUM&quot; Residential</td>
<td>&quot;HIGH MEDIUM&quot; Residential Mixed Use</td>
<td>December 12, 1981</td>
</tr>
<tr>
<td>8</td>
<td>&quot;HIGH MEDIUM&quot; Residential</td>
<td>&quot;HIGH&quot; Office-Apartment-Hotel</td>
<td>January 9, 1982</td>
</tr>
<tr>
<td>9</td>
<td>&quot;GENERAL COMMERCIAL&quot; and &quot;LOW MEDIUM&quot; Residential</td>
<td>&quot;MEDIUM&quot; Office-Apartment-Hotel</td>
<td>January 9, 1982</td>
</tr>
<tr>
<td></td>
<td>&quot;GENERAL COMMERCIAL&quot;</td>
<td>&quot;HIGH MEDIUM&quot; Residential</td>
<td>Denied</td>
</tr>
<tr>
<td></td>
<td>&quot;HIGH MEDIUM&quot; Residential Mixed Use</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>&quot;LOW MEDIUM&quot; Residential</td>
<td>&quot;HIGH MEDIUM&quot; Residential</td>
<td>January 9, 1982</td>
</tr>
<tr>
<td>11</td>
<td>&quot;LOW MEDIUM&quot; Residential</td>
<td>&quot;HIGH MEDIUM&quot; Residential</td>
<td>Denied</td>
</tr>
<tr>
<td>12</td>
<td>&quot;LOW MEDIUM&quot; Residential</td>
<td>&quot;HIGH MEDIUM&quot; Residential</td>
<td>March 20, 1982</td>
</tr>
</tbody>
</table>
ZONING CHANGES
through July 1982
BIBLIOGRAPHY


ACKNOWLEDGEMENTS

Arlington County Department of Community Affairs, Planning Division

William Hughes, Director
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Suzanne Fauber, Comprehensive Planning Chief
Carolyn Blevins, Planner II
Susan Flanigan, Planner II
Emory C. Russell, Jr., Planner II
Robert Klute, Report Paste-up

Arlington County Department of Public Works, Planning and Engineering Division