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EXECUTIVE SUMMARY
Summary
This revision of the first Virginia Square Sector Plan adopted nearly two decades ago in essence affirms and strengthens the original concept for this Metro corridor area as a residential community and a center for cultural, educational, and recreational activities, and adds several significant changes and refinements to the original plan. These include:

- A focal place in the station area which will include a community cultural/performing arts facility.
- Implementation of numerous improvements for pedestrian circulation near the station and throughout.
- Special emphasis on inclusion of affordable on-site housing units in new residential construction (at least 5 percent of the base density for the east end of Virginia Square) and retention of existing affordable housing units.
- Establishment of a Special Coordinated Development District for the east end of Virginia Square to create a vital urban village environment.
- Specification of the steps necessary for the Sector Plan recommendations to be implemented.

Background
In 1983, Arlington County adopted a Virginia Square Sector Plan setting forth a concept for this vital and unique place along the Metro line. “In contrast to other Rosslyn-Ballston Corridor Station areas which are employment oriented,” the 1983 sector plan said, “Virginia Square is planned as a residential community and a center for cultural, educational, and recreational activities.”

Virginia Square is bordered by Clarendon on the east and Ballston on the west. It is defined technically as the roughly triangular area starting with 10th Street North and North Kirkwood Road on the east, extending westward bounded by Washington Boulevard on the north and Wilson Boulevard on the south, and ending at North Quincy Street in the west. The Sector Plan covers both sides of the two Boulevards, and recommendations are made concerning both.
Important elements of Virginia Square’s educational, cultural and recreational orientation were already in place or planned at the time the original Plan was adopted. These included the George Mason University campus, the Arlington Central Library, and the Arlington Arts Center at Maury Park. Since 1983, each of these institutions has expanded or is in the process of expansion. In addition, the large Federal Deposit Insurance Corporation campus is about to undergo further significant development. Quincy Park remains the largest recreational open space in the corridor. St. Charles and St. George’s churches at the eastern and western ends of Virginia Square are also expanding.

Residential and commercial development over the past twenty years has generated mostly high-rise buildings. Less than one third of the area, mainly a portion in the eastern end and several sites along Fairfax Drive and Wilson Boulevard, remains available for build-out.

While much of the development has been in accord with the 1983 vision, the pattern has been uneven. In its current form, Virginia Square does not evoke a sense of identity. The current mix of new and old residential and commercial buildings and vacant lots lacks cohesion or continuity. Furthermore, important ingredients for a high quality of life in an urban environment are impaired or missing. The core area near the Metro station lacks a community focal point. Much-used pedestrian routes are unfriendly or dangerous. The availability of short-term parking has not kept pace with build-out.

In January 2000 concerned citizens from the area formed a Committee to assess the situation. With remaining developable space rapidly diminishing, they believed that action was needed immediately if it were to have a significant impact on the character of the community. In a preliminary review and report, the Committee strongly affirmed the 1983 Plan’s emphasis on Virginia Square’s cultural, educational and recreational character, and it suggested a number of recommendations to ensure realization of its concept in the future. In the fall of 2000, in response to the Committee’s initiative, the County initiated a public review of the sector plan. The Committee and other community groups made significant and sustained contributions to the review process. The result is the revised sector plan presented in this document.

The Virginia Square Vision

The vision in this sector plan fits well with the County Board’s vision for the County as a whole. The County Board’s adopted vision states: “Arlington will be a diverse and inclusive world-class urban community with secure, attractive residential and commercial neighborhoods where people unite to form a caring, learning, participating, sustainable community in which each person is important.” For Virginia Square, this sector plan envisions:

- A community featuring cultural, educational and recreational facilities in a secure, attractive urban village setting which provides a quality of life to all who live, work, or visit there.

- A focal point near the station will be a community cultural/performing arts facility with space for music and theater groups and other cultural
Besides convenient access to Metro, there will be short-term parking in the facility or nearby for patrons who must drive and for other needed public uses.

- Well-designed walkways will encourage pedestrian circulation and will permit convenient and safe pedestrian-friendly travel within Virginia Square and to adjacent neighborhoods, Clarendon and Ballston. The Metro station will be the transportation hub of the area, linked to convenient bus service.

- A mix of residential, office, retail, and service commercial development along with the cultural/educational/recreational facilities and sufficient parking for their viability will ensure an active core area both day and evening. Retail stores will be available conveniently at ground level.

- Residential buildings will provide for diversity, with new affordable housing units accounting for at least 5 percent of all new residential dwelling units in Virginia Square. Conservation efforts will facilitate retention of existing affordable dwelling units in the Virginia Square area.

- A Special Coordinated Development District for the East End with urban overlay guidelines will provide distinctive quality architecture with tapering building heights from the Metro station and street-level retail as this portion of the station area blends into the “Clarendon Circle” area.

- George Mason University and the community will enjoy increasingly beneficial interaction, including community use of GMU facilities and shared parking.
• **Retention of medical offices will be encouraged, including sufficient access for patients who must come by car.**

In its current form, Virginia Square does not evoke a memorable experience or an identifiable “collection” of premier spaces and/or architecture. Further, the area does not serve well as a major urban residential neighborhood in the Rosslyn-Ballston corridor because intersections and sidewalks between Virginia Square and the neighboring retail and entertainment destination of Clarendon are poorly suited for pedestrian travel.

Improving the quality of the built environment is a major goal of this sector plan so that with time the entire Virginia Square area will be known for its lasting, high-quality architecture and its well-designed, open public spaces. The plan seeks to improve pedestrian and bicycle access throughout Virginia Square and to the Clarendon and Ballston station areas, to encourage transit ridership, and to balance vehicular traffic with pedestrian circulation. Recommendations for physical improvements to walkways—not only how walkways can offer a convenient and safe route to destinations, but how they can be designed as enjoyable, interesting and desirable connections to destinations—are included in this plan. This plan also includes a companion set of diagrams and urban design guidelines to shape new development projects as they move forward. These urban design guidelines are intended to be rigorously implemented to ensure that the community’s expectations are realized.

This plan also continues to highlight the cultural, educational and recreational aspect of the station area. The existing resources certainly contribute to Virginia Square and County resources. However, improvements to existing resources and expansion are justified to improve the identity of the Virginia Square station area. This plan seeks to build upon these existing cultural, educational and recreational resources in a two-fold method. First, this plan recommends improvements to existing resources related to access, programming, and overall visibility. Second, this plan recommends adding new cultural, educational and recreational use venues and identifies several properties that would offer ideal locations to expand community uses. Public and private partnerships are envisioned to bring these venues to fruition. Virginia Square is fortunate to have two major institutions located within its boundaries—George Mason University and the Federal Deposit Insurance Corporation (FDIC)—that could offer assistance to the County or developers in providing these community amenities. Both sets of recommendations are critical to improving the quality of life in the area and an affirmation of Virginia Square’s identity in the Rosslyn-Ballston Corridor as a “cultural, educational, and recreational center.”

In addition to the cultural, educational and recreational amenities desired in Virginia Square, neighborhood-serving commercial uses are also sought to serve the area’s many residents. Existing businesses along the periphery of Virginia Square are welcomed resources for this community. The plan recommends revitalization efforts along Wilson Boulevard and Washington Boulevard to improve pedestrian access across these arterial streets and on approaches to Clarendon and Ballston. Other recommendations suggest follow-up planning initiatives with business/property owners and the community to improve private properties, facades, and parking areas.
As build out progresses in Virginia Square the community desires a mix of housing options with varied types, price ranges, and ownership options. The range of housing options currently offered in Virginia Square includes single-family attached and detached units, primarily in the adjacent neighborhoods; garden-style apartments; and mid- and high-rise apartment buildings. Several high-rise residential buildings offer condominium ownership options. As part of several recent redevelopment projects, affordable dwelling units for moderate-income residents have developed. This is an important aspect to this residential-based station area and its community. This plan seeks to facilitate a mix of housing types including units affordable to a range of County residents within convenient walking distance to the Metro station. This plan also seeks to preserve existing housing within the station area, especially those dwelling units that offer market-rate affordable units, such as the garden apartments along the south edge of Wilson Boulevard. This plan recommends utilizing the Affordable Housing Fund within targeted areas of Virginia Square to facilitate conservation of existing affordable housing and the creation of new affordable housing units.

**Implementation**

An implementation matrix provided at the end of this document lists all the Sector Plan recommendations. The matrix identifies the County agencies responsible for implementation of each recommendation, the required actions, and the anticipated timing of the actions. The recommendations are grouped in the following categories: Land Use; Transportation; Cultural, Educational and Historical; Urban Design; Housing; and, Parks and Recreation.
INTRODUCTION

The County Board’s Adopted Vision for Arlington County

“Arlington will be a diverse and inclusive world-class urban community with secure, attractive residential and commercial neighborhoods where people unite to form a caring, learning, participating, sustainable community in which each person is important.”

Virginia Square Vision

Virginia Square is planned as a residential community and a center for cultural, educational, and recreational activities. – Virginia Square Sector Plan adopted by the County Board in 1983

The Virginia Square community envisions a station area featuring cultural, educational, and recreational facilities in an attractive urban village setting which provides a quality of life to all who live, work, or visit there.
INTRODUCTION

Background

In the early 1960s, Arlington County evaluated the possibility of a transit line within the County limits to rapidly move commuters into Washington, D.C. The County determined that such a line was desired and feasible. The preexisting Wilson Boulevard corridor was determined a logical alignment and five stations were proposed: Rosslyn, Courthouse, Clarendon, Ballston (now called Virginia Square/GMU), and Glebe (now called Ballston/Marymount University). During the early planning efforts the County and its citizens wanted to achieve pedestrian-oriented and dense developments near these transit stations, encourage commercial revitalization, and preserve the surrounding streetcar neighborhoods.

Planning goals developed from the 1960s to the 1980s have guided the Rosslyn-Ballston Corridor’s development. The County sought to:

- Achieve a unified visual image and create attractive urban public and private spaces that would invite maximum use.
- Improve the corridor’s image through design guidelines and create individual identities for each station area.
- Provide places (with urban character) for living, working, and shopping.
- Offer high-quality architecture and open spaces with diverse entertainment, cultural and restaurant destinations that would energize each station area.
- Create accessible places for all modes of transportation including walking, biking, transit and automobile.

The County accomplished this by concentrating high-density, mixed-use development within each station area to support transit ridership. The General Land Use Plan was reviewed and amended for each station area in 1977, and the County began to implement the General Land Use Plan as the basis for each station area’s physical change. However, it was not until the first sector plan¹ for each station area was drafted and adopted in the early

¹ Sector Plans are documents generated with community input that guide future development activities and suggest mechanisms to achieve high-quality development patterns in specific areas of Arlington County. Sector plans are formally adopted by the County Board and support the General Land Use Plan, a component of the County’s Comprehensive Plan. These plans analyze existing conditions including land uses, infrastructure, open space, urban design, and zoning. Recommendations are developed based on this analysis and other issues, visions, concepts, and objectives generated through the community participation process. They generally focus on the land area within one-quarter mile radius of a Metro station. Sector Plans have been completed for each station area: Virginia Square (1983), Ballston (1980), Courthouse (1981), Clarendon (1990), and Rosslyn (1977). Addendum reports for the Clarendon (1990), Rosslyn (1992), and Courthouse (1993) areas have been adopted.
1980s that refined land use concepts and implementation measures were specified. This happened in 1983 when the first sector plan in Virginia Square was formed through a community participation process and the County Board adopted the plan.

The 1983 Virginia Square Sector Plan outlined a concept plan, described the desired land uses, and provided detailed guidance for future development on properties surrounding the Virginia Square Metro station. Since 1983, the sector plan has been used to guide private redevelopment, although almost no redevelopment occurred until the late 1990s. The most significant development during the 1980s was George Mason University expanding its campuses to Arlington and the construction of the FDIC office buildings. However, several of the original concepts for public spaces or facilities have not been realized, and some goals of the early 1980s now seem outdated based on current practices.

Over time, the transit system and long-term planning initiatives have effectively attracted people and businesses to the multi-modal R-B Corridor. Redevelopment activities have revived a series of declining shopping centers, industrial areas, and streetcar neighborhoods into a series of bustling office, shopping, residential, and entertainment destinations. The resulting urban development patterns have increased transit use and pedestrian circulation and preserved the older residential neighborhoods. As time passes, continuous evaluation of development activities and planning actions will sustain the desired physical characteristics along the corridor. However, reiterating these underlying corridor-wide goals is still suitable and desired today and is essential to ensure that development and redevelopment continues with the same high quality, pedestrian-oriented character.

Community Process

In January 2000 a group of citizens from the Virginia Square area concerned about the future of the station area formed a committee—the Virginia Square Sector Plan Review Committee—to assess the current situation and recommend steps for future improvement. The citizens met with a sense of urgency spurred by a surge in building in the diminishing remaining developable space in the station area. The sector plan had not been updated since its inception nearly two decades earlier. They believed that what would be done in the near future would stamp a lasting imprint on the character of the station area as a whole.

In the fall of 2000, neighborhood groups in the Virginia Square area requested the County Board and staff to initiate a public review of the 1983 sector plan. A process was developed to analyze current and future redevelopment activities, evaluate, and/or verify recommendations set forth in 1983, and produce a revised sector plan based on community and staff findings.

The committee included representatives of a broad array of interests within the community. In addition to the Ballston-Virginia Square and Ashton Heights neighborhood citizens associations, Committee participants came from St. George’s and St. Charles churches, the Virginia Square Condominium, Tower Villas, the Ballston Partnership, the Virginia Square Medical/Dental Building, the Lynnbrook community, and American Legion...
Post 139. Citizen advisory commissions such as the Pedestrian Advisory Committee of the Transportation Commission, the Arts Commission, and the Planning Commission were also represented. George Mason University participated as an active Committee member.

In an intensive series of meetings over the ensuing months, the Committee heard presentations from County staff and others who helped to identify and explain issues related to development in the station area. In a Preliminary Report issued in September 2000, the Committee expressed support for the County’s 1983 concept of Virginia Square as Arlington’s “center for cultural, educational, and recreational activities.” The Report recommended steps intended to further this goal and improve the quality of life for station area residents, visitors, and workers, while avoiding certain weaknesses that marked implementation of the original plan.

A “21st Century Vision for Virginia Square” in the Committee report envisioned a lively community atmosphere with a focal area as close as possible to the Metro station—easily accessible to those who come by foot, public transit, and wheeled conveyances. There would be a community cultural/performing arts center nearby, along with educational/cultural/recreational facilities, such as GMU, the Central Library, the Arts Center/Maury Park, and St. George's and St. Charles’ churches. Pedestrian circulation would be enhanced, multifamily residential development would include affordable living units on site, the medical offices would be retained, and parking would be sufficient for viability of the station area’s commercial and public facilities.

In the fall of 2000, the County instituted a Virginia Square Sector Plan review with the intent to update the 1983 plan. Staff assigned to this task worked with the Committee as well as other interested parties. In its subsequent meetings with the Committee, the community and staff generally supported the concepts and land uses laid out in the 1983 plan. However, in addition to the need for a cultural center/focal point for the station area, issues raised included development densities, traffic, pedestrian circulation, inadequate parking, affordable housing, and development transitions.

This sector plan in various respects reflects discussions and recommendations ensuing from numerous meetings involving County staff and the Committee. The Committee also cosponsored with the County several public meetings to engage the broader community in the sector plan review process.

About this Document

The Virginia Square Sector Plan will serve as a policy guide for both short- and long-term development and/or revitalization in the Virginia Square area. It is anticipated that this document will guide physical development activities for the next 15 to 20 years, with interim reviews and possible amendments for evolving market conditions and community goals. The plan suggests mechanisms to implement the community vision and purposefully create a preeminent residential environment.
The Virginia Square Sector Plan includes:
- A Vision, Goals, and Objectives
- A Concept Plan
- Recommendations
- An Action Plan
- Urban Design Guidelines for the entire station area, Key Redevelopment Sites, County-owned properties, and other special areas
- Interim Urban Design Guidelines for properties less likely to redevelop in the near or mid-term future (included with Key Redevelopment Sites)

These elements cohesively work together to define and shape the physical environment of Virginia Square. The Goals, Objectives, and Concept Plan are recommended for County Board adoption with implementation through the Recommendations, Urban Design Guidelines, and Action Plan.

The **Vision** provides an overarching description of the Virginia Square station area, its future development, and character in visionary terms.

Overarching **Goals and Objectives** are statements that set or describe a policy direction and shape the plan’s Recommendations.

The Plan also includes a **Concept Plan** with four critical overlays:
- Land Use
- Building Envelope
- Proposed Connections
- Streetscape Hierarchy

Each element provides illustrations and text that describe aspects of the physical development of the Virginia Square Plan.

**Recommendations** guide or direct planning and development decisions regarding land use, the provision of public services and/or funding, as well as community-based improvements. Recommendations identify future actions by the County, private developers, or others to implement the Concept Plan and Objectives. Recommendations are included for major elements encompassing:
- Land Use and Zoning
- Cultural, Educational, and Historic Resources
- Transportation and Circulation
- Urban Design, including streetscape, public art, gateway treatments, and activity nodes
- Housing
- Parks and Open Space

The **Action Plan** identifies strategies that can implement the Concept Plan and Recommendations. The Action Plan prioritizes recommendations by identifying timeframes for implementation and a list of likely implementation participants. The Action Plan and actions described in them are **advisory** and depend on the ability of the identified implementers to secure funding and/or participate in completing the desired action. In some instances County funding will be necessary. In most instances, implementation will require outside participation and funding.
The proposed **General Land Use Plan and Zoning Ordinance Amendments** recommend changes to the existing land use designations and the base zoning as subsequent County Board actions after adoption of the Sector Plan. Some properties, in the eastern end of Virginia Square, may have an additional overlay zone with specific urban design requirements.

The plan also includes **Urban Design Guidelines**. Urban design guidelines provide further advisory and/or required elements to shape the physical evolution of properties. These areas/properties are both privately and publicly owned. These guidelines should be followed during the established review processes described in the Zoning Ordinance. These guidelines are intended for use station-wide, and for the Key Redevelopment Sites, for County-owned sites such as parks, and for County rights-of-way.

**Key Redevelopment Sites** were selected based on their size, location, potential density, and their potential for change in the immediate and long-term horizon (see **Site Specific Guidelines**). Long-term recommendations and urban design guidelines are provided for these sites and should guide total site area redevelopment when it occurs. Long-term guidelines relate to an entire property or to several properties and are comprehensive. Urban design guidelines cover many aspects of redevelopment ranging from streetscape and site design to architectural design.

In some instances, Key Redevelopment Sites may have some properties with uses that will likely remain in the near future. In these instances, interim recommendations and urban design guidelines are provided to guide aesthetic and functional improvements and to facilitate a better environment for those living, working, and visiting the Virginia Square area.

The document strongly emphasizes the **Urban Design Guidelines** and **Action Plan** that should be considered prior to any development activity within this Metro station area. The County and community strongly desire to achieve a high quality environment—via the architecture, connections, services, and public spaces—surrounding each Metro station and throughout the County. The County and its citizens will be seeking this level of quality and lasting design on all development projects that occur in Virginia Square. Implementation of new community facilities, open spaces, public art, and walkable sidewalks with connections to a diverse mix of destinations, is a critical component to the final build-out of the Virginia Square station area.
EXISTING CONDITIONS AND ISSUES
Existing Conditions and Issues

The following information provides a summary of existing conditions in Virginia Square. The characteristics described in this analysis play an integral role in the shaping of the Concept Plan. This analysis covers:

- A Brief History
- Virginia Square Today
  - Boundary and Context
  - Residential Development
  - Commercial Development
  - Transportation and Parking
  - Urban Design
  - Public/Institutional Facilities, Parks, and Open Spaces
  - Places of Worship
  - Selected Demographics
  - Environmental Features
  - General Land Use Plan
  - Zoning
- Implementation of the 1983 Concept Plan

Brief History

Virginia Square developed in the late 1940s as a residential community and one of Arlington’s commercial districts. The Virginia Square area, once home to the Kann’s department store and Virginia Square Shopping Center, was one element of the Clarendon-Virginia Square-Ballston trio of retail centers along the streetcar line in Northern Virginia that thrived during the 1950s and 1960s. When evaluating the greater Washington region, Kann’s selected Virginia for expansion of its department store because of the “excellent site location, good roads, and the growth and progressiveness of the area.”

2 1983 Virginia Square Sector Plan with a reference to a 1950s era newspaper article.

In its heyday, Ashton Heights was advertised in local newspapers as a wonderful place to live. (Source unknown).

The former Virginia Square shopping center was a major shopping destination during the 1950s and 1960s. The property is now occupied by the FDIC.
The Ashton Heights community, part of Virginia Square, was first platted in 1921 by Ashton C. Jones, who had acquired 61 acres of land in 1919. Ashton Heights originally developed with a collection of single-family detached residences, primarily in the Bungalow/Craftsman and Colonial Revival building styles, although other fashionable, second quarter of the 20th century architectural styles are also present. Later multi-family garden apartment buildings were developed at the northern edges of the community. Ashton Heights had convenient access to Washington, D.C. as a result of the streetcar, which once traveled along Arlington's arterial roadways, including Wilson Boulevard. However, the growing community needed convenient retail establishments, which prompted development of the Virginia Square Shopping Center. A nomination to the National Register of Historic Places is currently underway for the Ashton Heights neighborhood.

With time, outlying suburbs began attracting residential, retail, and office populations away from Washington, D.C. and its close-in suburbs like Arlington County and the City of Alexandria. The Clarendon, Virginia Square, and Ballston areas began to lose their commercial vitality as new shopping centers were built in the outlying suburbs such as Fairfax County. Eventually, this shift to the suburbs prompted the County Board to seek solutions that could revive Arlington's commercial corridors. The County Board and staff determined the Metrorail system's Orange Line could possibly revive the Wilson Boulevard commercial corridor. Construction of the transit line proceeded from Rosslyn to Ballston and redevelopment commenced.

The competition from newer shopping centers and the construction of the transit line ultimately disrupted the commercial vitality of the Virginia Square Shopping Center. In the 1980s the Virginia Square Shopping Center was demolished and the Kann's department store closed. The residential communities remained, but they have waited for redevelopment activities to rejuvenate their surroundings.

**Virginia Square Today**

**Boundary and Context**

The Virginia Square Metro station area is one of five station areas along the Rosslyn-Ballston Corridor. The station is positioned between Ballston and Clarendon and is traversed by the Metrorail Orange Line, Wilson Boulevard, Washington Boulevard, and Fairfax Drive. The Virginia Square station area significantly differs from the Clarendon and Courthouse station areas in that it has major pedestrian obstacles between it and one of its neighboring station areas, Clarendon. From a pedestrian perspective, Virginia Square represents a break in the otherwise continuous Rosslyn-Ballston Corridor as it is only connected to Ballston.

The boundary of Virginia Square generally encompasses the land area within a one-quarter mile radius of the Virginia Square Metro station and a portion of the Ashton Heights neighborhood to the south. The station area is defined by four roadways, Washington Boulevard to the north; North Kirkwood Road and 10th Street North to the east; North Quincy Street to the
west; and, Wilson Boulevard to the south. The Ballston-Virginia Square neighborhood borders this area to the north. The total area is approximately 180 acres.

A central area of Virginia Square, referred to as the “Core Area” in this document, contains approximately 92 acres and includes mostly commercial and high-density residential uses. The Core Area generally includes the properties between Washington Boulevard and Wilson Boulevard.

“Transition Areas” abut the Core Area to the north and south and include properties that connect the dense Core Area with the surrounding low-density residential neighborhoods. The Transition Areas are located along Washington Boulevard and Wilson Boulevard. The Ballston-Virginia Square neighborhood, located north of Washington Boulevard, is not directly included within the Virginia Square boundary; however, part of the neighborhood is categorized in the Transition Area due to its proximity to the station area.

Residential Development
Residential uses have existed in Virginia Square since the area began to develop, and they have steadily begun to increase within the last five years in the Core Area. The influx of residents and dwelling units has stemmed from the high- and medium-density residential land use designations applied to the General Land Use Plan in 1983 resulting in redevelopment near the Metro station. The central Core Area has nine existing high- and/or medium-density residential projects that have been built or approved through the site plan process, with approximately 2,300 dwelling units and 3,700 residents (including FDIC employees at their campus residency). The stable, low-density residential neighborhoods, Ashton Heights and Ballston-Virginia Square, still frame the north and south sides of the Virginia Square station area. Approximately 290 dwelling units in Virginia Square are considered affordable, with rental rates ranging from $600 to $1000 for efficiency, one- and two-bedroom units. Most of the units are located south of Wilson Boulevard in garden-style apartments.

Commercial Development
As the first sector plan specified, residential uses are most prevalent in Virginia Square; however, office uses also continue to locate in this station area, mostly along Fairfax Drive and Wilson Boulevard. Since the 1960s office development has catered to medical uses and today several office buildings provide doctors offices. These medical uses provide a welcomed convenience in this station area and generate a constant flow of people during the daytime hours. More recent office tenants in Virginia Square have consisted of government contractors. Since 1983 office construction has included the large FDIC complex and several smaller office buildings along Washington Boulevard and Fairfax Drive. New office buildings are developing in the western end of Virginia Square along Wilson Boulevard consistent with the General Land Use Plan that specifies a mixed-use development pattern. The current workforce in Virginia Square is approximately 4,100 employees. This number is expected to increase to 6,400 with the completion of the Ballston Gateway and GMU Foundation projects and build out of the FDIC campus.

The influx of government tenants in many of the office buildings has posed several issues in the community. These tenants limit parking access to their own employees and visitors, which restricts shared parking opportunities for
In its current condition, 9th Street does not provide an intimate, landscaped walkway. Modifications to the street section could be made to offer a more pleasant and interesting walkway along this central street in Virginia Square.

Ashton Heights’ northern edge along Wilson Boulevard has subsequently evolved with additional commercial businesses. Similar to Ashton Heights, a commercial edge is apparent at the Washington Boulevard edge of Ballston-Virginia Square. Compared to Wilson Boulevard, commercial properties are larger and deeper along this roadway. However, a similar, one- to two-story building form with surface parking is prevalent. Everyday services such as restaurants, delis, auto repair shops, insurance service, and dry cleaners are provided in both commercial areas.

Sidewalks are narrow and obstructed along portions of Wilson Boulevard.

These commercial properties along the south edge of Wilson Boulevard and the north edge of Washington Boulevard are currently zoned C-2. This zoning is consistent with the General Land Use Plan designation (“Service Commercial”) and the desire to maintain service and retail establishments within the Virginia Square community. However, the development pattern permitted as a matter of right in the C-2 zoning district, related to development capacity, parking, and building heights, are constraints to achieving the desired low-scaled, “main street” character of development along these arterial roads.

**Transportation and Parking**

General transit use and pedestrian circulation is not as common in this station area as in Clarendon and Ballston. Although the station area is roughly 70 percent developed according to the current General Land Use Plan, several street blocks and infill sites remain well below their development potential. The surface parking lots on these blocks, coupled with the construction sites in the Core Area and new development that is yet to fully mature, has yielded sparse transit ridership and minimal pedestrian circulation when compared to other station areas. Low pedestrian volumes and ridership numbers may also be in part due to the difficulty for residents of the Virginia Square area to walk to neighboring Clarendon, the retiree population who may use the transit system on an irregular schedule, and the limited office development in the station area. The Virginia Square Metro station records the lowest ridership numbers of the five stations along the Orange Line. Redevelopment activities have only recently generated a considerable population in this station area with an increase of approximately 2,700 residents. Transit ridership and pedestrian circulation will likely increase as redevelopment continues and new workers and residents come to Virginia Square.

Small and cluttered walkways also contribute to the decreased pedestrian numbers in this station area. The fragmented redevelopment and existing obstacles, such as utility poles, overgrown vegetation, and narrow sidewalks, have resulted in poor accessibility to some of Virginia Square’s existing destinations. Utility poles and cables are prevalent in Virginia Square particularly in the eastern end along secondary streets, in Transition Areas and in the neighborhoods. In other areas, transformer/traffic signal boxes are located along sidewalks impeding pedestrian traffic. Relocating utility lines...
underground could enormously improve the appearance of Virginia Square by reducing visual clutter and improving pedestrian mobility.

Pedestrian street crossings are also often dangerous, particularly at the intersections between Virginia Square and Clarendon and across Wilson Boulevard and Washington Boulevard. The intersections of 10th Street and Wilson Boulevard, Fairfax Drive and 10th Street, and Washington Boulevard and Wilson Boulevard ("Clarendon Circle") are all major intersections with tight angles, large expanses of pavement, and high-speed traffic. The "Clarendon Circle" intersection is particularly unattractive for pedestrians. To cross Wilson or Washington Boulevard, pedestrians must cope with dispersed traffic signals and vehicles traveling at higher speeds. The fast-paced traffic and lack of pedestrian signals do not create a pedestrian-conducive environment and likely reduce potential pedestrian trips. As private redevelopment continues and County funding is made available in selected areas, improvements to walkways will enhance the walking environment in Virginia Square and encourage people to travel on foot.

Road access to Virginia Square is convenient. The station area is approximately one mile from Interstate 66 and has three arterial roadways traversing its boundaries. These arterial roadways are bisected north and south by neighborhood collector streets. The streets are generally laid out in a grid orientation; however, several streets in the eastern end of the station area do not align across intersections making it difficult for motorists, and pedestrians, to cross Wilson Boulevard and Washington Boulevard.

Fairfax Drive has been designed as a boulevard with a center median and on-street parking. The medians have been planted with street trees in most places, although the landscape plantings are not as lush and full as desired. Wilson and Washington Boulevards are heavily traveled roadways, carrying motorists to and through Virginia Square. Both streets are currently planned as four-lane roadways and require improvements for pedestrian movement along and across these streets. On-street parking is prevalent on most streets in Virginia Square, which will provide convenient short-term parking for the desired commercial, cultural and educational activities.

Four Metro bus routes currently pass through Virginia Square. Also, the Arlington Transit, ART 67 - Lunch Loop, has recently started service with roundtrip shuttles through Virginia Square to and from the Ballston Mall.

<table>
<thead>
<tr>
<th>Bus</th>
<th>Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>#38 Ballston-Farragut Line (east/west)</td>
<td>Washington Boulevard and Fairfax Drive; east to Farragut North Metro Station, west to Ballston Metro Station</td>
</tr>
<tr>
<td>#1 Wilson Boulevard-Fairfax Line (east/west)</td>
<td>Washington Boulevard; east to Rosslyn Metro Station, west to Fairfax Hospital</td>
</tr>
<tr>
<td>#24 Ballston-Pentagon Line (east/west)</td>
<td>Wilson Boulevard; east to the Pentagon, west to Ballston Metro Station</td>
</tr>
<tr>
<td>#22 Walker Chapel Line (north/south)</td>
<td>Quincy Street; north to Military Rd./Glebe Rd. and East Falls Church, south to Shirlington and the Pentagon</td>
</tr>
<tr>
<td>ART 67 (Lunch Loop)</td>
<td>To and from the Ballston Mall along Wilson Boulevard and Fairfax Drive</td>
</tr>
</tbody>
</table>

Table 1 identifies each existing bus route.
Generally parking is limited in the Rosslyn-Ballston Corridor as a method of encouraging transit ridership and pedestrian circulation. Approximately 3,600 parking spaces are available in Virginia Square, in both underground and surface parking lots. Underground parking garages have occurred as a result of dense development activities and are a component of many high- and medium-density residential and office developments in Virginia Square. For the most part, these spaces are only accessible to the building tenants. Very few parking spaces in Virginia Square are available for shared parking in off-peak hours to residents, visitors, churches, and shoppers. Surface parking lots are common in the commercial areas along Wilson and Washington Boulevards, at Quincy Park, and at the properties that have not redeveloped. St. George’s Episcopal Church and the Wilson Boulevard Christian Church have limited surface parking spaces and their parishioners must frequently park on nearby streets.

**Urban Design**

Until recently when redevelopment began to occur, the station area lacked a “sense of place.” Even though several redevelopment projects have occurred in the past five years, the station area is still perceived as merely a collection of many different elements: new and old development; renovated buildings; residential, educational and office building types; parks; construction sites; sidewalks; missing sidewalks; parking lots; and, vacant lots. However, as build out continues and the day and evening population increases, the identity of Virginia Square will improve. In some locations, the urban design is fragmented, resulting in a place that is difficult to identify and does not encourage pedestrian circulation.

Since the Orange Line came to Virginia Square, approximately two-thirds of the properties in the Core Area have redeveloped. Most of the remaining properties in the Core Area are likely to redevelop, but until that happens, opportunities exist for aesthetic and functional improvements, particularly to the streetscape.

In general redeveloped properties provide clean, maintained, and well-lit developments. The County has facilitated sidewalk improvements through site plan approvals, developer contributions, and County initiatives. These include street tree plantings, pedestrian-scaled lighting, enhanced paving materials, underground utilities, and street furniture. Also, rights-of-way have been reconfigured to accommodate curb-and-gutter, on-street parking, widened sidewalks and bike lanes where feasible. Properties that have not redeveloped do not typically provide as many pedestrian-oriented and aesthetic features.

Most entryways at Virginia Square’s boundaries are neither pronounced nor formally recognized. People may not realize they are entering or exiting the area. Numerous vehicular, pedestrian, and transit routes enter Virginia Square; however, very little indication exists to highlight that one has entered into a special place with a concentration of residential buildings, parks, and cultural and educational facilities, with the exception of the GMU Law School Library. The Virginia Square area offers several sites that can serve as focal points including the GMU Law Library, Central Library, Arlington Arts Center, and the Metro plaza and adjacent building. Their location, architecture, and activities will define these potential focal points.

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3 2002 Parking Study
ENTRY STREET
NO SIDEWALK/ INADEQUATE SIDEWALK/
STREETSCAPE NOT IMPLEMENTED
UTILITY POLES/ OVERHEAD WIRES
VEHICULAR/ PEDESTRIAN CONFLICTS
PEDESTRIAN LINKAGE
EXISTING BUILDING LINE
EXISTING OPEN SPACE
POOR EDGE TREATMENT
GATEWAY LOCATIONS WHICH LACK DEFINING ELEMENTS
POOR TRANSITIONS
PARKING
METRO STATION
VIEW CORRIDOR
ACTIVITY NODE
ENTRY STREET  
NO SIDEWALK/ INADEQUATE SIDEWALK/ STREETSCAPE NOT IMPLEMENTED  
UTILITY POLES/ OVERHEAD WIRES  
VEHICULAR/ PEDESTRIAN CONFLICTS  
PEDESTRIAN LINKAGE

EXISTING BUILDING LINE  
POOR EDGE TREATMENT  
GATEWAY LOCATIONS WHICH LACK DEFINING ELEMENTS  
EXISTING OPEN SPACE  
POOR TRANSITIONS

PARKING  
METRO STATION  
VIEW CORRIDOR  
ACTIVITY NODE
EXISTING CONDITIONS

URBAN DESIGN ANALYSIS (Southwest Quadrant)

ENTRY STREET
NO SIDEWALK/INADEQUATE SIDEWALK/STREETSCAPE NOT IMPLEMENTED
UTILITY POLES/OVERHEAD WIRES
VEHICULAR/PEDESTRIAN CONFLICTS
PEDESTRIAN LINKAGE
EXISTING BUILDING LINE
POOR EDGE TREATMENT
GATEWAY LOCATIONS WHICH LACK DEFINING ELEMENTS
EXISTING OPEN SPACE
POOR TRANSITIONS
PARKING
METRO STATION
VIEW CORRIDOR
ACTIVITY NODE
Architectural styles and designs are also mixed in Virginia Square. In many instances, the buildings are “background” buildings that do not evoke memorable architecture. Very few unique architectural features exist, with the exception of the GMU Law School Library, the FDIC buildings, and the National Register of Historic Places resources (i.e. St. George’s Episcopal Church and Maury School/Arlington Arts Center). The GMU Law Library offers a distinct structure at one of Virginia Square’s gateways with a white, curved façade. The FDIC buildings are generally identifiable due to their total size, façades, reflective windows, roofline, and existing open space (although approved for redevelopment).

The recently constructed residential towers display repetitive red- and brown-toned brick façades with punched windows. Several residential buildings do not provide a clear distinction between the base, middle, and top levels of the building. Also, the lack of commercial uses on the ground floor has created blank walls or windows commonly blocked with curtains and blinds. This negatively affects the street-level activity and discourages pedestrian traffic.

**Public/Institutional Facilities, Parks, and Open Spaces**

Virginia Square contains several facilities and open spaces that emphasize the educational, cultural, and recreational diversity of the area.

Central Library houses Arlington’s main library branch and its largest collection of books. The Arlington Arts Center at Maury Park provides exhibitions and arts education programs for the community and studios for visual artists. The Arts Center is located in the Maury School, a resource listed on the National Register of Historic Places. Expansion of this facility is underway nearly doubling the size of the current was approved building.

The George Mason University Arlington Campus comprises a large land area in Virginia Square and emphasizes the educational character of the station area. The local Metrorail station’s name also recognizes the campus: Virginia Square/GMU. The Arlington Campus has continued to grow since its inception in Arlington in the building that housed Kann’s Department Store. The University recently constructed Phase One of the total campus redevelopment anchoring the eastern end of Fairfax Drive. This building houses the Law School. A master plan was completed for this campus in the early 1990s and includes two additional phases of development. A large urban plaza and two additional buildings are projected to round out this campus, one of which will replace the Kann’s store building. The Arlington Campus is projected to consist of approximately 750,000 square feet of gross floor area and approximately 10,000 full-time and part-time students. This campus currently offers a graduate degree program with approximately 2,100 students. However, the University is beginning to offer undergraduate courses. The GMU Arlington Campus has begun and will continue to provide activities and spaces for community use, including classrooms and parking facilities, which will improve the University’s ties with the Arlington community.

Virginia Square is also home to Quincy Park, the largest recreational open space in the Rosslyn-Ballston Corridor. The park, approximately 16 acres in size, provides a substantial amount of open space in this station area. Numerous active-recreation fields, courts and picnic facilities are provided at this park. Other significant open spaces in Virginia Square include Maury...
Park and Oakland Park. In Ashton Heights, Maury Park provides active-recreation courts that are primarily used by Ashton Heights’ residents and a setting for the Arlington Arts Center. The Art Center’s expansion plans will impact this recreation space and additional space will be necessary to mitigate the loss. Oakland Park, located between 9th Street and Wilson Boulevard, is currently a lawn area with minimal landscape plantings. While small in size it nonetheless provides a comfortable open space bordering the historic St. George’s Episcopal Church. The importance of Oakland Park will be further increased following the FDIC’s removal of a significant amount of open space by its imminent development. Smaller parks such as Gumball Park and Herselle Milliken Park exist in the Ashton Heights neighborhood and offer passive uses. A new park, referred to as the Quincy Street Extension Park, is planned and will be located on Quincy Street near 5th Road North.

Places of Worship

Two churches exist within Virginia Square’s boundaries. They are St. George’s Episcopal Church on Fairfax Drive, and the Wilson Boulevard Christian Church on Wilson Boulevard. St. George’s Episcopal Church is eligible for listing on the National Register of Historic Places. High-rise residential and office developments now surround this church, which once sat amid low-scale garden apartments. St. Charles Catholic Church is located just outside of the station area across N. Kirkwood Road from the GMU Arlington Campus.

Selected Demographics

The demographics of people who live in the Virginia Square station area are fairly similar to that of other station areas and the County as a whole, with a few notable differences.

The population of Virginia Square increased 12.7 percent between 1990 and 2000, from 2,386 to 2,688. From 1990 to 2000, a significant increase (61.5%) occurred in the number of non-family households\(^4\) in Virginia Square. The major factor to which the high increase in the number of non-family households in Virginia Square can be attributed is the construction of a number of high-rise apartment buildings between 1990 and 2000. These buildings include mostly one- and two-bedroom units, which are generally occupied by single professionals and retirees. This shift is also demonstrated by a 60.9 percent increase in the number of one-person households between 1990 and 2000.

Compared to the County as a whole, residents of Virginia Square tend to be older. In 2000, only 10.7 percent of Virginia Square residents were aged 17 and under, compared to 16.5 percent of the County as a whole. Approximately 68 percent of Virginia Square residents fall into the age group between 18 and 54 years, the prime employment age range, as opposed to approximately 66 percent for the entire County. The 2000 Census shows 23.1 percent of Virginia Square residents as being 55 years and older. This compares to just 17 percent of residents throughout Arlington County. The population make up is comparatively split between females and males.

\(^4\) The U.S. Census Bureau defines a family household as one in which at least two persons are related by birth, marriage, or adoption. Thus, a non-family household includes both one-person households and households with two or more persons where no one is related.
Environmental Features

Virginia Square is an urban area with few environmental or natural resources. Other than the park areas and the road corridors, very little open space exists. Tree cover is insignificant in the Core Area although developer initiatives are increasing street tree plantings along all streets where redevelopment occurs. Adjacent neighborhoods and parks have more substantial and mature tree coverage.

General Land Use Plan

Several distinct development patterns exist within the boundaries of Virginia Square. High-density residential and office uses are generally located in the Core Area between Washington Boulevard and Wilson Boulevard. Smaller, commercial properties are commonly located along the outer edges of these arterial roadways. Low-density residential properties with single-family detached, townhouse, and low-rise multi-family dwelling building types are located beyond these commercial uses south of Wilson Boulevard and north of Washington Boulevard.5

Since 1990, development has progressed consistent with the General Land Use Plan (GLUP). Approximately 1.2 million square feet of office space, 100,000 square feet of retail space, and 2,200 residential dwelling units have

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5 This land use pattern concentrating higher density uses near Metro stations and tapering development down from the station area is typical in Arlington and other transit-oriented communities. The highest density uses radiate around the metro station primarily to obtain a critical mass of transit patrons within a close walking distance (¼ mile or 5 to 10 minute walk) of the station. Development density transitions down toward the existing suburban neighborhoods to preserve their character and because the general population is less likely to use transit if they are required to walk more than ¼ to ½ mile distance to a transit destination, thereby increasing the potential of increased vehicular traffic.
EXISTING GENERAL LAND USE PLAN

Residential
- Low 1-10 u/a
- Low 11-15 u/a
- Low-Medium
- Medium
- High

Commercial and Industrial
- Service Commercial
- Public
- Semi-Public
- Government and Community Facilities
- Office-Apartment-Hotel

Mixed Use
- High-Medium Residential Mixed-Use

NOTES:
3. This area shall be part of a "Special Coordinated Mixed-Use District" (7/13/82) (8/7/82). The area designated "High" Office-Apartment-Hotel allows a base F.A.R. of 3.0 Office/Hotel; and up to total 4.3 F.A.R. in consideration of residential development, community services and cultural facilities (7/11/83).

13. This area was designated as a "Special Affordable Housing Protection District" by the County Board action on 11/17/90.

14. This area was designated as the "North Quincy Street Coordinated Mixed-Use District" on 2/4/96.

▲ General location for open space.

Stippled areas indicate current public ownership.
Table 3 shows the total areas of the various land use categories in Virginia Square and the General Land Use Plan.

Table 4 demonstrates potential development capacity for office and residential land use designations found in Virginia Square. Development potential is shown either by Gross Floor Area (GFA) for commercial development or units per acre for residential development. These totals assume each property would be rezoned to the highest category that is consistent with the GLUP designation and developed by site plan approval, which will not always be the case.

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>GLUP Designations</th>
<th>Area Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low/Medium Density Residential</td>
<td>Low Residential (1-10 du/ac)</td>
<td>43.6%</td>
</tr>
<tr>
<td></td>
<td>Low Residential (11-15 du/ac)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Low-Medium Residential (16-36 du/ac)</td>
<td></td>
</tr>
<tr>
<td>Medium/High Density Residential</td>
<td>Medium Residential (37-72 du/ac)</td>
<td>12.1%</td>
</tr>
<tr>
<td></td>
<td>High Residential (4.8 FAR)</td>
<td></td>
</tr>
<tr>
<td>General Commercial/Commercial Industrial</td>
<td>Service Commercial</td>
<td>2.3%</td>
</tr>
<tr>
<td>Mixed Use Commercial/Residential</td>
<td>Low Office-Apartment-Hotel (1.5 FAR)</td>
<td>20.4%</td>
</tr>
<tr>
<td></td>
<td>High Office-Apartment-Hotel</td>
<td></td>
</tr>
<tr>
<td></td>
<td>High-Medium Residential Mixed Use</td>
<td></td>
</tr>
<tr>
<td>Public and Semi-Public</td>
<td>Public</td>
<td>21.6%</td>
</tr>
<tr>
<td></td>
<td>Semi-Public</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Government and Community Facilities</td>
<td></td>
</tr>
</tbody>
</table>

Notes: Calculations were made based on property boundaries as of Jan 2002. Street areas were excluded from these area calculations. Du/ac Dwelling Units per Acre FAR Floor Area Ratio is defined as the gross floor area of all buildings on a property divided by the area.

Zoning
The existing zoning is partially consistent with the GLUP. The County Board has rezoned properties through the special exception site plan process when proposed redevelopment had been consistent with the GLUP designations. These properties include medium- and high-density residential and office buildings along Fairfax Drive and Wilson Boulevard. Additionally, the GMU campus properties have been rezoned consistent with the GLUP. Public property, including Quincy Park, Maury Park, and the Dominion Virginia Power substation, are zoned consistently with the GLUP. Existing areas zoned for low-density residential uses (44.8%) are consistent with the planned land use vision (43.6%). The majority of properties in Virginia Square zoned and planned for low-density residential uses are south of Wilson Boulevard in the Ashton Heights neighborhood.
Table 5 compares the areas for existing zoning districts in Virginia Square with approximate areas of compatible existing General Land Use designations. This table demonstrates the approximate extent that existing zoning patterns in Virginia Square relate to the planned land use vision as adopted in the current General Land Use Plan. Note: Calculations were made based on property boundaries. Street areas were excluded from these calculations.

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Zoning Districts</th>
<th>Area (%)</th>
<th>Compatible GLUP Designations</th>
<th>Area (approx.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low-Density Residential</td>
<td>R-5, R-6, R2-7, RAB-18</td>
<td>44.8</td>
<td>Low Residential (1-10 du/a)</td>
<td>43.6</td>
</tr>
<tr>
<td>Medium/High Density Residential</td>
<td>RA6-15, RAH-3.2</td>
<td>5.7</td>
<td>Medium Residential (37-72 du/a)</td>
<td>12.1</td>
</tr>
<tr>
<td>General Comm., Comm. Industrial</td>
<td>C-2, C-3, CM</td>
<td>19.2</td>
<td>Service Commercial</td>
<td>2.3</td>
</tr>
<tr>
<td>Mixed Use: Commercial/Residential</td>
<td>C-O-1.0, C-O-1.5, C-O, R-C</td>
<td>16.2</td>
<td>Low Office-Apartment-Hotel High Office-Apartment-Hotel High-Medium Residential Mixed Use</td>
<td>20.4</td>
</tr>
<tr>
<td>Open Space</td>
<td>S-3A</td>
<td>14.1</td>
<td>Public Semi-Public Government and Community Facilities</td>
<td>21.6</td>
</tr>
</tbody>
</table>

Table 6 presents a summary of the various zoning districts found in Virginia Square comparing the total amount of property in the area for each zoning district.

<table>
<thead>
<tr>
<th>Zoning Designation</th>
<th>Lot Area (Acres)</th>
<th>Lot Area (SF)</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-2</td>
<td>21.1</td>
<td>919,904</td>
<td>14.2%</td>
</tr>
<tr>
<td>C-3</td>
<td>5.4</td>
<td>236,794</td>
<td>3.7%</td>
</tr>
<tr>
<td>C-O</td>
<td>10.1</td>
<td>441,813</td>
<td>6.8%</td>
</tr>
<tr>
<td>CM</td>
<td>1.9</td>
<td>84,939</td>
<td>1.3%</td>
</tr>
<tr>
<td>CO1.0</td>
<td>2.2</td>
<td>93,927</td>
<td>1.5%</td>
</tr>
<tr>
<td>CO1.5</td>
<td>3.3</td>
<td>144,719</td>
<td>2.2%</td>
</tr>
<tr>
<td>R-5</td>
<td>1.9</td>
<td>80,674</td>
<td>1.2%</td>
</tr>
<tr>
<td>R-6</td>
<td>39.8</td>
<td>1,731,900</td>
<td>26.8%</td>
</tr>
<tr>
<td>R2-7</td>
<td>7.0</td>
<td>305,661</td>
<td>4.7%</td>
</tr>
<tr>
<td>RA6-15</td>
<td>1.6</td>
<td>71,738</td>
<td>1.1%</td>
</tr>
<tr>
<td>RA8-18</td>
<td>17.9</td>
<td>780,578</td>
<td>12.1%</td>
</tr>
<tr>
<td>RAH3.2</td>
<td>6.8</td>
<td>295,620</td>
<td>4.6%</td>
</tr>
<tr>
<td>RC</td>
<td>8.5</td>
<td>3,691,756</td>
<td>5.7%</td>
</tr>
<tr>
<td>S-3A</td>
<td>21.0</td>
<td>913,646</td>
<td>14.1%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>148.6</strong></td>
<td><strong>6,471,089</strong></td>
<td><strong>100.0%</strong></td>
</tr>
</tbody>
</table>

Notes: See Appendix for description of Zoning Districts. Calculations were made based on property boundaries. Street areas were excluded from these area calculations.
Several properties exist with zoning inconsistent with the GLUP designations. These properties are primarily located between Fairfax Drive and Wilson Boulevard and are those properties that have not pursued major redevelopment. These properties typically have C-2 zoning in place and are currently occupied by commercial uses. Typically, the County Board does not approve a rezoning for a property unless redevelopment plans are envisioned and site plans are formally submitted and reviewed by the County. The areas currently planned for medium- and high-density residential uses, 12 percent of the Virginia Square area, is more than double that of properties with consistent zoning.

Virginia Square has significantly more area zoned for general commercial, “C-2,” “C-3,” and commercial industrial, “CM” use (19.2%), than area planned for “Service Commercial” (2.3%) in the long term. Once again, properties between Fairfax Drive and Wilson Boulevard that have yet to redevelop and remain zoned “C-2,” account for the disparity in zoning and land use.

**Implementation of the 1983 Concept Plan**

The concept plan included in the 1983 sector plan stated that “in contrast to other Rosslyn-Ballston Corridor Station Areas, which are employment oriented, Virginia Square is planned as a residential community and a center for cultural, educational and recreational activities.” The 1983 sector plan included further recommendations and urban design guidelines to implement this vision. Subsequently, the General Land Use Plan was revised to reflect the emphasis of residential uses with limited office, service commercial, public, and, open space uses to maintain activity both day and evening.
Table 7 indicates the 1983 Concept Plan elements and their level of completion.

<table>
<thead>
<tr>
<th>1983 Concept Plan Elements</th>
<th>Level of Implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>A university orientation</td>
<td>GMU Arlington Campus has established a presence in Virginia Square and is continuing to expand based on the 1994 master plan.</td>
</tr>
<tr>
<td>A cultural and recreational center</td>
<td>The Arlington Arts Center is presently expanding. Quincy Park, Oakland Park, Quincy Street Extension Park, Herselle Milliken, and Gumball Park are present and some are expanding. GMU and Central Library contribute to the cultural identity of this station area.</td>
</tr>
<tr>
<td>An emphasis on residential development</td>
<td>Redevelopment consists primarily of residential uses</td>
</tr>
<tr>
<td>Coordinated community facilities</td>
<td>Central Library exists in the station area and was renovated in the late 1980s. Planning initiatives to develop master plans for five parks in Virginia Square are scheduled for FY2004.</td>
</tr>
<tr>
<td>Concentration of density and building height near the Metro and along Fairfax Drive</td>
<td>The GLUP has been used to guide redevelopment projects and has resulted in higher density development surrounding the Metro station, primarily west of the station entrance.</td>
</tr>
<tr>
<td>A development pattern that transitions up in density and building height from the surrounding neighborhoods</td>
<td>Building heights that taper up from Wilson Boulevard toward the Metro station and Fairfax Drive have been constructed. Redevelopment at the edges of the higher density areas near the neighborhoods has not occurred to date.</td>
</tr>
<tr>
<td>Fairfax Drive as a boulevard with a median and special landscape plantings</td>
<td>Fairfax Drive has medians with street tree plantings; however, the medians are not as heavily landscaped as the medians in the Ballston station area. Street trees do not exist throughout every median area and additional plantings have not been planted.</td>
</tr>
<tr>
<td>Identification and use of the Metrorail system</td>
<td>A single Metrorail station entrance exists and the site above grade is currently under construction.</td>
</tr>
<tr>
<td>A diverse urban environment</td>
<td>The Core Area of Virginia Square has seen a considerable amount of redevelopment in the previous five to ten years with a mix of office, residential, and campus development.</td>
</tr>
<tr>
<td>Convenient automobile access</td>
<td>Streets have been widened and improved during redevelopment, including installation of curb and gutter.</td>
</tr>
<tr>
<td>Coordinated community facilities</td>
<td>Central Library exists in the station area and was renovated in the late 1980s. Planning initiatives to develop master plans for five parks in Virginia Square are scheduled for FY 2004. The Arlington Arts Center is undergoing renovation and expansion.</td>
</tr>
<tr>
<td>Neighborhood service facilities such as grocery and drug stores</td>
<td>A grocery store was replaced as part of the FDIC campus redevelopment. A Giant grocery store exists on Washington Boulevard. Additional neighborhood-serving retail has been limited to date. Small businesses have remained along Wilson and Washington Boulevards; smaller and older buildings provide space for small businesses in the east end of Virginia Square.</td>
</tr>
<tr>
<td>Special streetscape walkways</td>
<td>The 9th Street Greenway, Monroe Street Walkway and 10th Street Walkway have not developed to date, with the exception of one segment of the 9th Street Greenway between N. Monroe St. and N. Lincoln St. The Walk Arlington Report made specific recommendations for the redesign of N. 9th St. and a focused study of its place in the overall Ballston/Virginia Square sector plan process is about to be undertaken.</td>
</tr>
<tr>
<td>Bikeways</td>
<td>Dedicated bike lanes do not currently exist in Virginia Square; however, bike lanes are programmed and budgeted for Fairfax Drive and Quincy Street.</td>
</tr>
<tr>
<td>Plazas</td>
<td>A plaza is under construction at the Virginia Square Metro station. No other new plazas have developed since 1983. An urban plaza is planned for the GMU campus.</td>
</tr>
</tbody>
</table>
THE VIRGINIA SQUARE PLAN
Vision, Goals, and Objectives

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

- A station area featuring cultural, educational, and recreational facilities in a secure attractive urban village setting which provides a quality of life to all who live, work, or visit there. Its transportation hub is the Metro station, which is also linked to bus service. Pedestrian-friendliness will be facilitated throughout the station area.

- A focal point near the station will be a community cultural/performing arts facility with space for music and theater groups and other cultural activities. Besides being close to Metro, there will be short-term parking in the center or nearby for patrons who must drive and for other needed public uses.

- Well-designed walkways will encourage pedestrian circulation and will permit convenient and safe travel within Virginia Square and to Metro, adjacent neighborhoods, Clarendon, and Ballston.

- A mix of residential, office, retail, and service commercial development along with the cultural/educational/recreational facilities and sufficient parking for their viability will ensure an active core area both day and evening. Retail will be available conveniently at ground level.
Residential units will provide for diversity, with at least five percent of new dwelling units in the affordable housing category. Conservation efforts will retain the existing affordable dwelling units in the station area.

A Special Coordinated Development District for the East End with urban overlay guidelines will provide distinctive quality architecture with tapering building heights from the Metro and street-level retail as this portion of the Sector melds into the “Clarendon Circle” area.

George Mason University and the community will enjoy increasingly beneficial interaction, including use of GMU performance facilities and shared parking.

Retention of medical offices will be encouraged, along with sufficient access for patients, including those who must come by wheeled conveyances.

Open spaces for active and passive activities will be dispersed throughout the station area and provide a break between the buildings. Open spaces will have an urban character, although landscape materials such as street trees will be present to provide shade and create a greener environment when desired.

High-quality materials and finishes will be used on new architecture and open spaces, including streetscape areas. Public art will be integrated into the site and architecture design, especially at prominent locations including gateways and community facilities.

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

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

Goal 2: To improve pedestrian access to Clarendon
Objectives:
● Resolve pedestrian obstacles at the intersections of Wilson Boulevard, 10th Street, and Washington Boulevard.
● Redesign 9th Street west of North Nelson Street and leading into Ballston to create a more pedestrian-oriented, quiet, and landscaped street with generous sidewalks.

Goal 3: To improve pedestrian mobility, visibility, and connectivity; increase transit use; and, provide efficient circulation for all modes of transportation
Objectives:
● Create a safe, comfortable, interesting, and walkable environment whereby residents, workers, shoppers, and others can reach destinations on foot. Connect destinations such as buildings, parks, plazas, cultural/educational facilities, parking lots, Metro stations, and other corridor station areas with sidewalks.
● Increase Metro and bus ridership. Improve access by adding entry points to the Virginia Square Metro station as development progresses.
● Improve bus access to, through, and from the Virginia Square station area.
● Reduce cut-through traffic in neighborhoods and implement traffic calming measures.
• Improve informational and directional signs that direct pedestrians, transit riders, bicyclists, and motorists to Virginia Square's destinations.

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

Objectives:
• Provide everyday services and retail establishments in new construction.
• Maintain medical offices in Virginia Square.

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

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

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

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

Proposed Concept Plan

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

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

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

HIGH-MEDIUM MIXED USE
(3.24 FAR)

IMPORTANT VISUAL & PHYSICAL LINKAGE
EXISTING PRIMARY ROADWAY
BOULEVARD

EXISTING SECONDARY ROADWAY

LOW-DENSITY OFFICE (1.5 FAR)
MEDIUM-DENSITY OFFICE (2.5 FAR)
HIGH-DENSITY OFFICE (3.8 FAR)

LOW DENSITY RESIDENTIAL
(1-10 DU/AC)
LOW-MEDIUM DENSITY RESIDENTIAL
(11-15 DU/AC)
LOW-MEDIUM DENSITY RESIDENTIAL
(16-36 DU/AC)
MEDIUM DENSITY RESIDENTIAL
(37-72 DU/AC)
MEDIUM DENSITY RESIDENTIAL
(4.0 FAR)
HIGH DENSITY RESIDENTIAL
(4.8 FAR)

COMMERCIAL

PUBLIC - GMU EXPANSION
PUBLIC - OPEN SPACE
CULTURAL/ EDUCATIONAL FACILITY
IMPORTANT VISUAL & PHYSICAL LINKAGE
EXISTING PRIMARY ROADWAY
EXISTING SECONDARY ROADWAY

GATEWAYS

POSSIBLE METRO ENTRANCES
9TH STREET - SIDEWALKS/WALKWAYS WITH SPECIAL ELEMENTS
BUILDING HEIGHTS TAPER AWAY FROM METRO
URBAN OPEN SPACE
FOCAL FEATURE/ ACTIVITY NODE

PUBLIC - GMU EXPANSION
9TH STREET - SIDEWALKS/WALKWAYS WITH SPECIAL ELEMENTS
GATEWAYS
POSSIBLE METRO ENTRANCES
BUILDING HEIGHTS TAPER AWAY FROM METRO
URBAN OPEN SPACE
FOCAL FEATURE/ ACTIVITY NODE
Concept Plan Elements
Throughout the sector plan review process, the following characteristics were continually raised by the community and staff as important elements that should be included in the Concept Plan. These elements are consistent with the preceding Goals and Objectives:

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

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

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

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

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

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

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

6. **Safe, interesting and convenient connections to Ballston, Clarendon and adjacent neighborhoods — Interesting and unobstructed pedestrian walkways — Attractive streetscape with shade trees and streetlights**
The streets and sidewalks throughout Virginia Square should be a connected network providing safe and convenient pedestrian circulation. Streets should be narrowed where possible to reduce crosswalk widths. Nubs should be installed at intersections. Utilities should be placed underground throughout Virginia Square to maintain a clear path for pedestrians.

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

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

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

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

Ninth Street should provide a route through the center of Virginia Square and Ballston that is largely free of high-speed motor vehicle traffic. The walkways along Ninth Street should allow for a quieter, more contemplative environment for pedestrians that wish to stroll through the urban corridor while remaining within a block of almost all of the area's major commercial, cultural, and transportation facilities. The street should have a unique appeal to persons walking for either
transportation or recreation and leisure. Ninth Street should be developed and upgraded to be a focus for public art, civic plazas, abundant street-side landscaping, special crosswalks and pathways, seating, and other enhancements that make walking a more pleasant urban experience. The eastern terminus of this street and walkway should offer a special design, possibly an open space, public art, or significant architectural features.

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

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

8. **Increased access to transit**

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

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

9. **Building heights tapering down from the Metro station**

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

In the East End special coordinated development district guidelines apply and building heights should not exceed:
- 13 stories (156 feet maximum includes 16-foot-high penthouse), at North Lincoln Street.
- 65 feet along Wilson Boulevard.
- 7 stories at the gateway location at 10th Street/Wilson Boulevard (80 feet high; penthouse may extend a maximum of 16 feet beyond the average roofline; a special architectural embellishment may extend beyond the average roofline).
- Building height limits in the special coordinated development district include density allowances, affordable housing (5% of new residential units), retail, and penthouse areas.

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

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

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

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

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

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

Sidewalks should accommodate outdoor café’s particularly along Fairfax Drive and Wilson Boulevard.

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

12. Urban parks and recreation amenities

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

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

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

Oakland Park should remain as another open space in Virginia Square with passive uses. However, this park should be unlike other quiet
refuges. Oakland Park should provide unique activating elements, which could include fountains, public art, amphitheater seating, or a stage/bandstand to accommodate a wide array of community gatherings. Oakland Park should contribute to the quiet walkway along 9th Street.

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

Gumball Park should remain a small open space within Ashton Heights to serve the local community.
1. VIRGINIA SQUARE SITE
2. FDIC/GMU BLOCK

EXISTING STREET TO REMAIN
NEW VEHICULAR/PEDESTRIAN CONNECTION
EX. STREET TO BE NARROWED
EX. OR PLANNED TRAFFIC SIGNAL
EX. OR METRO STATION ENTRANCE
POSSIBLE LOCATION FOR NEW METRO ACCESS

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

CONCEPT PLAN: TRANSPORTATION & CIRCULATION

NOTES:
1. On-street parking maximized on all streets.
2. Sidewalks improved on all streets consistent with design guidelines, WALK Arlington & the Public Art Master Plan.

N
POLLARD ST
PIEDMONT ST
OXFORD ST
OAKLAND N
NORWOOD ST
MONROE ST
NELSON ST
LINCOLN
KENMORE RD
WASHINGTON BLVD
10TH ST
FAIRFAX DR
9TH ST
WILSON BLVD
7TH ST
6TH ST
5TH RD
11TH ST
IVY ST
5TH RD
EXISTING STREET TO REMAIN
NEW VEHICULAR/PEDESTRIAN CONNECTION
EX. STREET TO BE NARROWED
EX. OR METRO STATION ENTRANCE
POSSIBLE LOCATION FOR NEW METRO ACCESS

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

CONCEPT PLAN: TRANSPORTATION & CIRCULATION

NOTES:
1. On-street parking maximized on all streets.
2. Sidewalks improved on all streets consistent with design guidelines, WALK Arlington & the Public Art Master Plan.
STREETSCAPE TYPE "A": MINIMUM SIDEWALK WIDTH - 16 FEET
SOUTH EDGE OF WILSON BLVD. - 13 FEET-8 INCHES

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

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

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

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

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

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

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

Area-Wide Guidelines are provided to achieve a level of continuity throughout the entire Virginia Square area, primarily in the Core and Transition Areas. Area-wide categories have a dual purpose. They provide a general, underlying framework for design elements, and they also provide specific detail for public facilities that traverse the entire area, such as roadways.
An illustrative plan is a roof plan that portrays one example of how to implement the Concept Plan. The illustrative plan is not intended as a de facto design project, but rather to propose one alternative method of development consistent with the urban design guidelines provided in this document. The illustrative plan provides a sense of urban density, building type and mass, and the relationship between buildings and open spaces that are described in the urban design guidelines. Architectural compatibility and continuity, access, and connectivity are considered while creating this type of plan. Interpretations of the design guidelines should be fully explored and developed with consensus through a public process to achieve a quality, pedestrian-friendly, energetic place surrounding the Virginia Square Metro station. Designers, builders, planning authorities, and clients will inevitably shape the illustrative plan through their decisions during the development review process. The illustrative plan is representational and helps the public visualize the concept plan and design guidelines.
Recommendations

Land Use and Zoning Recommendations

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

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

1. Adopt the Virginia Square Sector Plan.
2. Track sector plan recommendations for implementation and include recommendations in the appropriate CIP cycle where appropriate. Provide an annual status report to the Planning Commission.
3. Encourage the Ballston Partnership, Ashton Heights Civic Association, and Ballston-Virginia Square Civic Association to help in implementation of the recommendations included in this sector plan.
4. Arlington Funeral Home Site:
   - Change the General Land Use Plan designation from "High-Medium Residential Mixed Use" to "Medium" Office-Apartment-Hotel to encourage office or mixed-use development, including cultural and/or educational community uses, and which could also include residential uses as a component of a development project. Add an open space symbol on the GLUP designating an urban plaza to provide an open space and visual connection to Central Library.
Any redevelopment project should address all properties on this block.

- Encourage developers to provide community facilities on site to possibly include a black-box theater through redevelopment. (See Recommendations 13 and 14.)

5. “Virginia Square” site: Change the General Land Use Plan designation from “High” Residential to “High” Office-Apartment-Hotel to encourage development of a mixed-use building with cultural and/or educational uses as a component of the building through redevelopment. Also, add an open space symbol on the GLUP to achieve the Virginia Square plaza adjacent to the building, facing Fairfax Drive. (See Recommendations 13 and 14.)

6. Maury Park:

- Change the General Land Use Plan designation for residential properties between Maury Park, North Lincoln Street, and 8th Street from “Low” Residential to “Public”.
- As a long-term goal, acquire the properties from willing sellers as described above and develop a master plan for implementation.
- For commercial properties facing Wilson Boulevard, maintain the Service Commercial GLUP designation and encourage mixed uses, to include art related or other cultural uses, through redevelopment.
- See recommendations 66 and 67.

7. Quincy Street Extension Park:

- Change the General Land Use Plan designation at Quincy Street Extension Park from “Medium” Residential to “Public” for properties the County currently owns.
- Maintain current zoning designations as “C-2” for this park property and for future negotiations to acquire additional park space.
- Move the open space symbol to the north in the areas designated as “Medium” Residential, adjacent to the County-owned property, as possible properties to acquire in the future for park expansion.

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<table>
<thead>
<tr>
<th>Site</th>
<th>Existing GLUP</th>
<th>Proposed GLUP Designations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arlington Funeral Home site</td>
<td>High-Medium Residential Mixed Use</td>
<td>Medium Office-Apartment-Hotel and the open space symbol</td>
</tr>
<tr>
<td>Georgetown Medical Office property site</td>
<td>High-Medium Residential Mixed Use</td>
<td>Medium Office-Apartment-Hotel</td>
</tr>
<tr>
<td>Virginia Square site</td>
<td>High Residential</td>
<td>High Office-Apartment-Hotel and the open space symbol</td>
</tr>
<tr>
<td>East End</td>
<td>High Residential and High-Medium Residential Mixed Use</td>
<td>Medium Density Mixed Use and Special Coordinated Development District designation</td>
</tr>
<tr>
<td>Maury Park</td>
<td>Low Residential (1-10 du/ac)</td>
<td>Public</td>
</tr>
<tr>
<td>Quincy Street Extension Park</td>
<td>Medium Residential and open space symbol</td>
<td>Public for County-owned properties Shift open space symbol to the north</td>
</tr>
</tbody>
</table>
Proposed GLUP Changes:
1. From High-Medium Res. Mixed-Use To Medium O.A.H. (with symbol).
2. From High-Medium Res. Mixed-Use To Medium O.A.H.
3. From High Residential To High O.A.H. (with symbol).
4. Special Coordinated Mixed-Use Development District (Note 3).
   4b/c/d - From High-Med. Res. Mixed-Use To Medium Density Mixed-Use
5. From Low Residential To Public.  (Add symbol to Service Commercial areas.)
6. From Medium Residential To Public.  (Shift symbol to the north.)

Notes:
3. This area shall be part of a “Special Coordinated Mixed-Use District” (7/13/82) (8/7/82). The area designated “High” Office-Apartment-Hotel allows a base F.A.R. of 3.0 Office/Hotel and up to total 4.3 FAR in consideration of residential development, community services, and cultural facilities (7/12/83).
13. This area was designated as a “Special Affordable Housing Protection District” by the County Board action on 11/17/90.
14. This area was designated as the “North Quincy Street Coordinated Mixed-Use District” on 2/4/96.
8. Georgetown Medical Facilities site: Change the General Land Use Plan designation from “High-Medium” Residential Mixed-Use to “Medium” Office-Apartment-Hotel for the property east of North Pollard Street and north of Fairfax Drive. This designation could provide an opportunity for the medical office uses to expand and could provide similar office or mixed-use development along the north edge of Fairfax Drive. The medium-density designation would provide a transition in density and building height from the “High” Office-Apartment-Hotel designation to the Arlington Funeral Home site and Quincy Library.

9. East End: Designate properties between North Lincoln Street east to 10th Street, and Wilson Boulevard and Fairfax Drive, as a “Special Coordinated Development District.” Expectations for site plan development under the Special Coordinated Development District include:
   - A mix of housing types and prices, including at least five percent of all new units as affordable housing on-site. See Housing Recommendations 59 and 60.
   - Quality architecture with building heights that taper down toward Wilson Boulevard and the Clarendon station area.
   - Street-level retail/cultural/educational uses.
   - Generous sidewalks with street tree plantings and other streetscape elements.
   - Public open spaces with public art.
   - Shared parking in office development.
   - Mid-block pedestrian walkways and vehicular access along the 9th Street Corridor.
   - Change the GLUP designation to “Medium Density Mixed Use” with an FAR of 4.0 for these properties. Encourage residential uses on the blocks between North Lincoln Street and North Kenmore Street and commercial or mixed-uses on the blocks between North Kenmore Street to Fairfax Drive/10th Street consistent with the Concept Plan.
   - Create a new zoning district to permit development consistent with the expectations listed above and the Urban Design Guidelines for the Special Coordinated Development District in the Sector Plan.

10. South Edge of Wilson Boulevard and North Edge of Washington Boulevard: Continue to explore revitalization strategies for commercial areas, including changes to the “C-2” district, streetscape improvements, site and buffer improvements, and the possible creation of a Special Revitalization District.

11. Continue to implement the Quincy Street Plan with a mix of medium-density residential and open space uses.

12. Negotiate with FDIC as redevelopment plans proceed to develop an urban campus with pedestrian-oriented buildings and sidewalks; provide shared parking and community facilities (on- or off-site).

13. Implement the recommendations in the Retail Action Plan to generate a variety of types, sizes, and spaces of retail.
Cultural, Educational, and Historic Resource Recommendations

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

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

14. Encourage private development of new cultural and educational uses, including a community cultural/performing arts facility, preferably at the Arlington Funeral Home site and the Virginia Square site.

15. Negotiate with GMU, FDIC, WMATA, or other major institutions/agencies, as possible public partners in developing cultural and/or educational venues in Virginia Square or other resources that would benefit the Virginia Square and Arlington community. If the County can assist in developing cultural and/or educational venues in Virginia Square, possibly through site acquisition, a development strategy should be explored and the top priority should be the Arlington Funeral Home site. The Virginia Square site should be a second priority.

16. Continue to explore the designation of Virginia Square as a special cultural and/or arts district (or similar) with the Arts Commission and how that designation can be used to facilitate additional cultural venues. (See the Arts Commission recommendation for Tier 2 cultural areas in A Vision for the Future - January 2000.)

17. As part of a special cultural and/or arts district in Virginia Square, develop incentives and marketing programs to attract cultural- and educational-supportive businesses to Virginia Square in storefront.
locations such as galleries, art and supply stores, bookstores, photography galleries, architecture and design firms, and live/work space for artists, consistent with the Retail Action Plan. Unique signs and banners—at gateways, along the streetscape, or attached to buildings—could also be used in Virginia Square to mark the station area’s cultural identity.

18. Continue to collaborate with GMU on expansion of the Arlington Campus consistent with the Memorandum of Understanding (MOU). Identify measures to increase transit use and reduce vehicle trips to the campus. Work with the University to expand community use of the campus facilities, such as meeting rooms, parking, auditoriums, and classrooms.

19. Maintain the historic character of the Maury School site as park expansion occurs.

20. Encourage the use of historic preservation tax credit programs when undertaking renovations to historic resources.

**Transportation and Circulation Recommendations**

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

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

21. Through redevelopment and County initiatives, create readily identifiable and convenient pedestrian connections across streets by redesigning intersections, marking crosswalks, and/or installing high-tech pedestrian crossing devices, such as countdown signals.

- Shorten the length of crosswalks by installing nubs in areas of heavy pedestrian traffic and where on-street parking is provided, particularly along Fairfax Drive, Wilson Boulevard, and cross streets in the Core Area.
22. Enhance walkways to entice pedestrian circulation and improve pedestrian safety and visibility consistent with the forthcoming Walk Arlington Plan and Public Art Master Plan. Improvements include widening sidewalks with special paving and installing street trees, streetlights, benches, trash receptacles, and public art and the installation of more-visible crosswalks. Infrastructure, street furniture, and architecture are places that should be considered for public art.

23. Improve pedestrian circulation by limiting the number of curb cuts and minimizing the quantity of porte-cochères and drop-off areas. Consolidate garage and/or loading entrances.

24. Redesign Wilson Boulevard from North Lincoln Street to North Randolph Street as a future project with four, through-travel lanes (10 feet wide) and wide sidewalks. Align the north and south curb edges for continuous travel lanes and sidewalks. Where feasible, provide on-street parking (8 feet wide) along both curbs and install left-turn lanes at North Quincy Street. Install nubs (projecting approximately 6 feet) at determined intersections to reduce the crosswalk distance. Improve the sidewalks and streetscape along the south edge of Wilson Boulevard to achieve a 13-foot and 8-inch-wide sidewalk. Improve sidewalks and streetscape on the north edge to achieve a 16-foot-wide sidewalk (except for sidewalks that have already been approved to 14 feet). Where constraints exist, such as the Wilson Boulevard Christian Church, construct sidewalks with the maximum width possible. Coordinate future sidewalk designs with the Parks and Recreation and Transportation Commissions if improvements are proposed prior to park master planning processes for abutting park areas.

25. Redesign Wilson Boulevard from 10th Street North to North Lincoln Street as a future project with four, through travel lanes (10 feet wide) and wide sidewalks (13 feet and 8-inch-wide along the south side and 12 feet wide along the north side until redevelopment occurs at which time 16-foot-wide sidewalks will be required). Align the north and south curb edges for continuous travel lanes and sidewalks. Where feasible, provide on-street parking (8 feet wide) along both curbs. Install nubs (projecting approximately 6 feet) at determined intersections to reduce crosswalk distances. Where constraints exist, construct sidewalks with the maximum width possible.

26. As part of the Clarendon Land Use and Transportation Study, undertake a comprehensive evaluation of the transportation network through Virginia Square and Clarendon to ensure safe and efficient movement for motorists, pedestrians, and bicyclists. Consider nation-wide “best transportation practices” and possible new street configurations. Implement recommendations made during that planning process.

- Redesign the intersections of Wilson Boulevard and 10th Street, Washington Boulevard and Wilson Boulevard, and 10th Street and Fairfax Drive to facilitate pedestrian use. Rebuild the segment of Wilson Boulevard between 10th Street and Washington Boulevard to improve pedestrian safety and convenience.

27. Retain Washington Boulevard as a four-lane roadway. Install or improve pedestrian crosswalks from North Quincy Street to North Kirkwood Road, particularly to the GMU campus, Giant grocery store, the commercial uses north of Washington Boulevard, to Quincy Park, and the residences approaching N. Quincy Street. Widen sidewalks to encourage and accommodate pedestrian traffic.
EXISTING

PROPOSED
EXISTING

PROPOSED

(INCLUDES 1’ CENTERLINE)

(INCLUDES 1’ CENTERLINE)
THE VIRGINIA SQUARE PLAN

WILSON BOULEVARD

EXISTING

[VARIIES]

PROPOSED

(INCLUDES 1' CENTERLINE)
NINTH STREET - EXISTING (west of N. Monroe St.)

NOTE: OTHER BLOCKS OF 9th STREET RANGE IN WIDTH BETWEEN 31'-51' WIDE WITH SIDEWALKS RANGING FROM 4.5' TO 6' WIDE
PROPOSAL '1'

PROPOSAL '2'

PROPOSAL '3'

PROPOSAL '3'
28. Maintain the boulevard concept for Fairfax Drive with four travel lanes, a center median, and on-street parking on both sides of the street where feasible. Install nubs, with approval from VDOT when required, at intersections to shorten the crosswalk length, particularly at North Monroe Street and North Nelson Street. Lengthen medians to the crosswalks to create a pedestrian refuge. Plant additional street trees and low vegetation in the medians to gain additional tree coverage and improve the overall appearance of this main street.

29. Maintain Monroe Street as a two-lane connector road, providing north-south pedestrian and vehicular access in the central area of Virginia Square. Through redevelopment at FDIC or other nearby projects, narrow Monroe Street north of Fairfax Drive to reduce the width of crosswalks. Move the curb edge toward the centerline to accommodate two 10-foot-wide travel lanes, two 8-foot-wide parking lanes, and a left-turn lane from Monroe Street onto eastbound Fairfax Drive through redevelopment at FDIC or other nearby projects.

30. As part of the Walk Arlington process, redesign 9th Street, west of North Monroe Street, with special elements which could include periodic open spaces, public art, street furniture, and landscape materials. This process should include a block-by-block analysis and the design should create a more pedestrian-friendly street. Consider center medians, approximately 10- to 15-feet wide, or moving the curb toward the centerline to gain additional sidewalk width and to reduce the total street width.

31. Through redevelopment, create a right-of-way for a public pedestrian and vehicle access along the 9th Street alignment east of N. Lincoln Street, consistent with the Special Coordinated Development District Urban Design Guidelines in this sector plan and the Walk Arlington Plan. Develop this right-of-way with special elements such as adjacent open spaces, public art, street furniture, shade trees and ornamental plantings, and special paving. This area should be designed as part of the overall site design and should relate to the surrounding architectural details. This right-of-way should offer public pedestrian and vehicular access and should be unlike a typical street section. The space should be created with a higher quality environment for pedestrians, should develop as an intimate, narrow space, and should be activated by residential entrances rather than traditional retail. An open space or special feature should be provided at the terminus of 9th Street.

32. Provide a raised intersection at the intersection of 9th Street and North Monroe Street to increase pedestrian visibility by the Metro station. Once completed/installed, evaluate the effectiveness of the raised elevation and pedestrian visibility. If determined successful, consider raised intersections, or similar treatment, along 9th Street from North Pollard Street east to North Kenmore Street (or North Jackson Street if the right-of-way remains) to emphasize the pedestrian walkway along 9th Street. Design this element in concert with recommendations in the forthcoming Walk Arlington Plan and Public Art Master Plan.

33. Relocate 5th Place between North Quincy Street and North Pollard Street in Ashton Heights to increase the park size of Quincy Street Extension Park and/or facilitate a functional design.

34. Install bike lanes on Quincy Street.

35. Install when warranted and synchronize traffic signals along Wilson Boulevard and Fairfax Drive to improve vehicular flow and pedestrian safety.
circulation, especially from the surrounding neighborhoods to the Core Area and Metro station.

- Upgrade traffic signals at Washington Boulevard/13th Street, Washington Boulevard/Quincy Street, and Washington Boulevard/North Kirkwood Road.
- Implement the approved traffic signals when warranted at Wilson Boulevard/North Oakland Street and Wilson Boulevard/North Pollard Street.
- Evaluate the intersections of Wilson Boulevard/North Kansas Street, Fairfax Drive/North Nelson Street, and Fairfax Drive/North Kansas Street as a top priority for new traffic signals and install once they are warranted.

36. In coordination with WMATA, as build-out occurs, continue to study the need and feasibility of additional entrances to the Virginia Square/GMU Metro station on the north side of Fairfax Drive. Evaluate two potential locations: 1) at the “Virginia Square” block north of the current Metro station entrance; and 2) on GMU/FDIC property near the mid-block pedestrian walkway.

37. Maintain the existing bus routes in Virginia Square. Explore bus access to the GMU campus and other primary destinations in Virginia Square, including FDIC, Arlington Funeral Home site, Virginia Square site, and the Arlington Arts Center.

38. Continue a shuttle-bus route (Lunch Loop) looping to and from the Ballston Mall through the Virginia Square station area and returning to Ballston.

39. Explore improvements to fixed facilities along bus routes such as shelters and signals.

Parking Recommendations

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

40. Ensure that street-level commercial uses have sufficient on- and off-street, short-term parking available to maintain commercial viability. Require street-level retail uses to provide off-street parking within associated parking garage. Provide sufficient parking for cultural and/or educational facilities, for their patrons, for shared use by patrons of other community events, and for other non-commuter uses in Virginia Square.

41. Maximize on-street parking to support commercial, cultural, educational and recreational uses, and other short-term parking needs wherever feasible.

42. When planning for new County or other public facilities in Virginia Square, consider additional parking spaces to help alleviate short-term parking needs in the station area.

43. Improve parking efficiency by requiring shared parking in all new office and residential construction throughout Virginia Square, particularly in parking structures. Require shared parking as a condition of site plan approval of commercial office development.

44. Work with property owners to renegotiate parking agreements through the site plan amendment process to accommodate shared parking arrangements.
45. Consider providing a parking garage (public, private, or partnership) in Virginia Square or other policy options to help alleviate parking issues/problems if a County study shows present or expected parking impairment to cultural, educational, or commercial activities in the station area. In five years from the adoption of this plan, if a study is warranted, the County should commence a parking study. If additional reviews are required, consider undertaking a similar study every five years thereafter or concurrent with the CIP cycle.

46. Improve accessibility inside parking garages for short-term spaces and visitor spaces. Review site plans or other development plans to require visitor and retail parking spaces near parking garage entrances.

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

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

48. Retrofit existing gateways or other prominent sites in accordance with this sector plan’s Urban Design Guidelines and guidelines recommended through the future Public Art Master Plan and Open Space Master Plan processes.

- With redevelopment, promote prominent, significant architecture at the northwest corner of the 10th Street/Wilson Boulevard intersection to create a special entrance into Virginia Square from Clarendon. Maintain compatibility with the existing GMU Law School building.
- With redevelopment, promote prominent, significant architecture on the Arlington Funeral Home site to create a special entrance into Virginia Square from Ballston and to improve the visibility of and pedestrian connections to Central Library and Quincy Park.
- Promote unique design elements at Quincy Park, especially at the gateway corner of Washington Boulevard and N. Quincy Street.
- Promote high-quality architecture and site design at the corners of the N. Kirkwood Road and Washington Boulevard intersection and at the intersection of Wilson Boulevard and North Quincy Street.

49. Construct streetscapes consistent with the Urban Design Guidelines contained in this sector plan as well as the guidelines included in the forthcoming Walk Arlington Plan, Public Art Master Plan, and Open Space Master Plan.

50. Analyze the Rosslyn-Ballston Corridor to develop a comprehensive approach to wayfinding signs, brochures, and public parking signs to improve the visibility of each station areas’ resources, specifically Virginia Square’s existing and proposed cultural, educational, and recreational resources.

51. Through the Commercial Revitalization Program develop a program to assist landowners in the revitalization areas identified on the Concept Plan with site and building conditions improvements such as façade revitalization and streetscape.

52. Actively enforce code requirements to ensure property owners maintain safe, clean, and tidy sites and rights-of-way by removing debris and pruning vegetation on a regular schedule.

53. Negotiate with developers to complete full block improvements of the streetscape, including utility under-grounding.

54. Consider Crime Prevention through Environmental Design (CPTED) techniques when developing site and landscape plans.

55. Preserve and reinforce views along: 1) Fairfax Drive and Wilson Boulevard to the Olmsted Building in Clarendon and beyond, 2) North K enmore Street to GMU plaza and commercial areas on Wilson Boulevard, and 3) North Monroe Street to the Arlington Arts Center, Metro plaza, and “Virginia Square”, as new development proceeds. Provide special architectural elements or open spaces at the termini of views to direct pedestrians and motorists.

56. Through the Commercial Revitalization Program, and consistent with the Utility Undergrounding Plan, prioritize utility undergrounding projects in Virginia Square.
- Use County and developer initiatives to relocate utilities underground on a block-by-block basis to improve the appearance and “walkability” of an entire area and eliminate remnant areas remaining with overhead utilities.
- Locate overhead utilities and/or at-grade utilities (i.e., transformer and traffic signal boxes) away from public view, to the greatest extent possible, when utilities can not be relocated underground. Locate these in alleys, areas along rear lot lines, or similar areas with low visibility.
- Underground utilities on all County-owned park properties in Virginia Square.

57. Provide signs at parking garage entrances to inform motorists of available parking facilities.

**Public Art Recommendations**

58. Encourage developers to collaborate with artists to generate creative design solutions in any development or redevelopment project. Artists could work as integral members of design teams or develop art projects that are integrated into either the architectural design or the design of plazas and public spaces associated with the building. Integrated art projects should be easily visible to the public (e.g., on the exterior of buildings rather than in lobbies or visible from the street and publicly accessible open spaces rather than interior courtyards), although exceptions could be made for transportation facilities like Metro concourses and parking garages. As an alternative to integrated public art projects, contributions to the County’s Public Art Fund may be made to further enhance art initiatives in Virginia Square’s special public places, streetscape, infrastructure, or gateway projects.

59. Incorporate public art into the design of streetscapes, public buildings, parks, transit, infrastructure, and other public projects in a manner consistent with the Public Art Master Plan.

60. Encourage FDIC and GMU to adopt and implement campus-wide public art master plans that overlay their campus planning objectives and the general urban design objectives of the Virginia Square Sector Plan.

61. Public art proposals should be coordinated through the Department of Parks, Recreation and Community Resources, as recommended by the County’s Public Art Policy and future Public Art Master Plan.

**Housing Recommendations**

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

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6 Low-income is considered to be between 50 - 60% of the median family income. Moderate income is from 60 - 80% of the median family income.
In order to achieve a higher percentage of affordable units, (i.e., ten percent or more of all new dwelling units) it would be necessary to either: 1) change the quality level of the units, in terms of the median income levels for whom these units are available, and the length of time a unit remains in the affordable housing program or 2) establish additional funding resources and/or land use tools. In comparison to other neighboring jurisdictions, Arlington County’s current program targets affordable units for persons or families with approximately 60 percent of the median income (currently $52,200 for a 4-person household in a 2-bedroom apartment), a 30-year term, and two- and three-bedroom units. More affordable units may be achievable if the affordable rent levels are higher than 60 percent of the median income, if the terms of affordability are less than 30 years, and if efficiency- and one-bedroom units are provided.

62. Use the Affordable Housing Fund (AHF) to pool affordable housing contributions received through any new Special Exception site plan redevelopment projects in Virginia Square. Prioritize this money for use in Virginia Square specifically for revitalization projects, extending the term length of existing affordable dwelling units (gained through previous special exception site plan projects), and to assure the affordability of existing moderate-rent units to the greatest extent possible. This funding is intended for use in the areas designated as “Coordinated Multiple-Family Conservation and Development District” (CMFDD) on the General Land Use Plan. (See Recommendation 6.)

63. Within the East End Special Coordinated Development District, attain five percent of all new housing units as affordable housing on site and within the building height envelope described in the Urban Design Guidelines. Additionally, a bonus density incentive within the building envelope, up to 25 percent, may be used if at least an additional five percent of affordable housing units are provided, either on-site or off-site within the station area. (In designated receiving areas – see Recommendation 61.) Under either scenario, a contribution may be made to the Affordable Housing Fund in lieu of providing on-site affordable housing units. This contribution amount should be based on the value of the affordable dwelling units (using current County methods to determine “value” or subsidy) and to be increased to a premium amount as an incentive to attain on-site affordable units or build a meaningful fund of resources for conservation efforts. Further work between staff and the Housing Commission should occur to determine an appropriate percentage increase for this contribution level which should be defined with the new Zoning Ordinance district. (The County Board may adjust this contribution amount in response to future needs.) On-site units, or units within the station area, should be viewed as preferable to contributions to the Virginia Square Housing Fund. Two- and three-bedroom units are preferred over efficiencies and one-bedroom units in new residential development.

64. Attain contributions to the Affordable Housing Fund from any new office development in the East End. This contribution is expected to be at least the current contribution level obtained for office construction (currently equals the above-grade square feet x the construction cost/sf x 2%). (The County Board may adjust this contribution amount in response to future needs.)

65. Preserve existing affordable housing units in Virginia Square, primarily in the Transition Areas. Maintain the zoning and the General Land Use Plan designations for the residential areas south of Wilson Boulevard
and west of North Monroe Street. Designate these areas as a CMFCDD to promote the preservation of existing affordable units in garden apartment buildings and/or development of new housing affordable to persons with low and moderate incomes.

66. For other infill redevelopment projects in Virginia Square encourage on-site or within-station affordable dwelling units in new residential construction via the special exception process. On-site units or units within the station area should be viewed as preferable to contributions to the Virginia Square Housing Fund. Two- and three-bedroom units are preferred over efficiencies and one-bedroom units in new residential development.

- Encourage the use of the bonus density provision in the Zoning Ordinance to promote on-site affordable housing as part of residential developments.

67. Maintain the existing “Low” Residential (11-15 du/ac) GLUP designation for properties south of Washington Boulevard, west of North Monroe Street and east of North Nelson Street.

**Park and Open Space Recommendations**

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

68. Create new and/or modify existing parks and open spaces consistent with the Open Space Master Plan.

69. Continue to develop Quincy Park for active and passive recreation uses. Develop a master plan for the park with comprehensive design improvements, integrating art to attain a more urban character than exists today.

70. As an ongoing priority, expand Maury Park to North Lincoln Street and 8th Street North for park and cultural facilities. (See Recommendations 6 and 67.)

71. Master plan and design the Central Wilson parks including: Oakland Park, Gumball Park, Herselle Miliken Park, Quincy Street Extension Park, and Maury Park.

- Design Oakland Park as a passive urban park with activating features such as water fountains, public art, and seating/observation areas.
- Develop a master plan for Maury Park. Include active and passive recreation facilities and/or programs. (See Recommendation 6.)
- Design Quincy Street Extension Park as a neighborhood park with active recreation uses. If possible, acquire additional properties to expand the park boundary. (See Recommendation 7.)
- Implement the Central Wilson parks listed above.

72. Create urban plazas along the streetscape at GMU, FDIC, Virginia Square site, Arlington Funeral Home site, and in the East End of Virginia Square through redevelopment consistent with guidelines in the Walk Arlington Plan, Open Space Master Plan, and Public Art Master Plans. See the concept plan and urban design guidelines for additional details on the size and character of these spaces. The suggestions for possible public art opportunities on the concept plan diagrams are not meant to exclude proposals for other areas of the site or to exclude the consideration of art projects integrated with architecture, open space, or streetscape.
- If and when redevelopment of the Arlington Funeral Home site occurs, establish an open space to retain visibility of Quincy Park and Central Library and create a better connection to these public areas from Fairfax Drive.
- If and when redevelopment of the Virginia Square site occurs, establish an urban plaza along Fairfax Drive to provide for a central community open space.
- As redevelopment occurs in the East End, establish public open spaces adjacent to the proposed 9th Street alignment east of North Lincoln Street.

73. Redesign park signs as part of park master planning processes. Provide opportunities for artist involvement in the redesign of signs.

74. As part of park and tree master planning processes identify deficient streetscapes and tree plantings in and near parks to improve the overall walkability and appearance of County rights-of-way/properties.
Area-Wide Urban Design Guidelines

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

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

Public Art

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

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

a. Ensure that large windows and multiple entrances are provided on the street level of buildings in the Core and Transition Areas, especially along primary streets. These will activate the sidewalk and provide views of interior spaces including retail shops and cultural/educational facilities.

b. Blank walls without windows or doors should be avoided and should not be used on facades facing streets or other public areas.

c. High quality materials and finishes such as masonry, pre-case concrete, glass, steel, granite, and limestone should be used on all new redevelopment projects. These types of high-quality materials are encouraged for accent elements. Lesser quality materials and materials with shorter life spans, such as EIFS, should be avoided or modestly used.

d. The use of dark glass curtain walls on future redevelopment projects should be avoided, especially on the ground level adjacent to sidewalks. These facades do not create a welcoming pedestrian environment along sidewalks and do not support street-level retail businesses. Mirrored glass may be used on upper level facades as long as the selected material is compatible with other colors and/or textures used on nearby buildings.

Gateways, Activity Nodes, and Views

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

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

Providing special views and vistas in Virginia Square can emphasize special areas, provide architectural identity, and orient pedestrians. Taking advantage of existing vistas and architecture in adjacent station areas can increase the desirability for living, working, and visiting in the Virginia Square area. In many instances, people typically take views for granted and only think of views once they disappear. However, if views and vistas are pronounced and deemed important, they can be retained and can help create meaningful places.
a. Public art should be integrated at the existing and proposed Virginia Square Metro station entrances/gateways to express the cultural, educational, and recreational characteristics of Virginia Square. Public art should be an integral component to the overall design.

b. Gateways along Wilson Boulevard, Fairfax Drive, and Washington Boulevard at their intersections with Quincy Street and 10th Street should be designed with unique elements to highlight the main entrances to the station area. Special signs, architectural elements, open spaces, public art, or other special elements should be utilized to draw special attention to these areas.

c. Revitalization and/or redevelopment projects along the south edge of Wilson Boulevard should be compatible with the Ashton Heights historic neighborhood in terms of height, massing, scale, and materials.

d. Buildings and open spaces at activity nodes, such as the Arlington Arts Center, Metro plaza, GMU buildings and plaza, the Virginia Square site, and the Arlington Funeral Home site, should be designed with high-quality materials to emphasize their importance in the Virginia Square urban fabric.

e. Views from adjacent balconies and terraces should be considered when designing buildings. Rooftops should be designed to provide an interesting skyline and screen mechanical equipment. This is especially important from the vantage point of taller buildings. Consider rooftop gardens or decorative architectural treatments (such as colored tiles/gravel) to soften views of buildings.

Open Space and Urban Plazas

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

a. Open spaces should be designed with seating opportunities, lighting, trash receptacles, bike racks, and landscape areas.

b. Pathways should be provided for adequate pedestrian circulation to, through, and from open spaces.

c. Landscape material should be used in open spaces to provide shade cover, color, visual interest, and to define spaces or architecture.

d. Urban plazas, parks, or similar should be provided in new development projects to accommodate outside dining spaces, concerts, or outside theater, public art, and uses/programs to meet the needs of the community.

e. Open spaces should be identifiable features in the Virginia Square landscape.

f. Plazas should be located to terminate vistas, accent background buildings, provide outdoor café seating, provide space for concerts or other special events, and create space for public art.
<table>
<thead>
<tr>
<th>SIDEWALK DESIGN</th>
<th>STREET TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>A</td>
</tr>
<tr>
<td>Paved Sidewalk Width</td>
<td>16 feet min.*</td>
</tr>
<tr>
<td>Fairfax Drive</td>
<td>20 feet min.</td>
</tr>
<tr>
<td>South edge of Wilson Blvd.</td>
<td>N/A</td>
</tr>
<tr>
<td>Unobstructed, clear walkway width</td>
<td>10 feet min.</td>
</tr>
<tr>
<td>Paving Material</td>
<td>Hollandstone pavers or similar in herringbone pattern</td>
</tr>
<tr>
<td>Concrete Curb</td>
<td>Yes</td>
</tr>
<tr>
<td>8 in. min. Brick band (soldier course) between curb and tree pit</td>
<td>Yes</td>
</tr>
<tr>
<td>Tree Pit Size</td>
<td>minimum 5 x 12 with metaloring or monolithic curb and groundcover plantings.*</td>
</tr>
<tr>
<td>Tree Grate</td>
<td>5 x 8 in. special high traffic areas only</td>
</tr>
<tr>
<td>Continuous planting and utilities strip (4 feet wide)</td>
<td>No</td>
</tr>
<tr>
<td>4 wide min. planting strip aback of curb</td>
<td>No</td>
</tr>
<tr>
<td>Total Sidewalk Area Width</td>
<td>16 feet min.*</td>
</tr>
<tr>
<td>Decorative Light Fixture</td>
<td>Carlyle Light (single globe)</td>
</tr>
<tr>
<td>Decorative Light Fixture</td>
<td>Carlyle Light (double globe) (with globes parallel to curb)</td>
</tr>
<tr>
<td>Utilities</td>
<td>All underground or located along rear lot line</td>
</tr>
<tr>
<td>Crosswalks</td>
<td>Concrete pavers</td>
</tr>
<tr>
<td>Crosswalks</td>
<td>Street print</td>
</tr>
<tr>
<td>Public Art</td>
<td>Yes</td>
</tr>
<tr>
<td>Special Signs/Banners</td>
<td>Yes</td>
</tr>
</tbody>
</table>

Street Trees

<table>
<thead>
<tr>
<th>Street Trees</th>
<th>Wilson Blvd.</th>
<th>Fairfax Dr.</th>
<th>N. Kirkwood Rd.</th>
<th>Washington Blvd.</th>
<th>N. Kenmore St.</th>
<th>N. Monroe St.</th>
<th>10th Street N.</th>
<th>All other streets in the Core Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Willow Oak (Quercus phellos)</td>
<td>No</td>
<td>No</td>
<td>N. K irkwood Rd.</td>
<td>Washington Blvd.</td>
<td>No</td>
<td>N. Kenmore St.</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Japanese Sophora (Sophora japonica)</td>
<td>No</td>
<td>No</td>
<td>N. K enmore St.</td>
<td>No</td>
<td>N. Monroe St.</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Zelkova (Zelkova serrata)</td>
<td>No</td>
<td>No</td>
<td>N. Monroe St.</td>
<td>10th Street N.</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Red Maple (Acer rubrum)</td>
<td>No</td>
<td>No</td>
<td>N. Quincy St.</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>London Plane tree (Platanus acerifolia)</td>
<td>No</td>
<td>No</td>
<td>N. Quincy St.</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
</tbody>
</table>

Street Tree Size Min. 4 6 caliper (12 - 14 feet high) | Yes | Yes | Yes |
| Street Tree Spacing 30 | Yes | Yes | Yes |

Notes:
See Rosslyn Ballston Corridor Streetscape Plan (2001) for additional streetscape details and installation methods.
* Except Fairfax Drive, the south side of Wilson Boulevard and the north side of Washington Boulevard.
** Larger tree pits and grates may be necessary for larger caliper tree installations.
g. Open spaces should be provided at or adjacent to any cultural facility to facilitate visibility, prominence and opportunity for outside gatherings.

h. Open spaces should typically provide public or semi-public access.

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

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

a. Public art should be integrated into the streetscape to enhance the views from nearby office and residential buildings as well as from the street. Public art should be designed consistently with the Public Art Master Plan, Walk Arlington, and the Open Space Master Plan.

b. Infrastructure such as the walkway surface, site furnishings, and architecture, are elements that should be considered for public art and the contribution of artists.

c. Openings, or breaks in the building edge, should be created for public open spaces, plazas, parks, and café seating along wider sidewalks. Otherwise, a continuous building edge should be maintained at the back of sidewalks or plazas along all streets in the Core and Transition Areas of Virginia Square. In the Transition Areas, where buildings may be set back from sidewalks, provide low walls and/or fencing at the sidewalk edge to provide a definition between the sidewalk and private property and to screen surface parking lots.

d. Special landscape plantings such as ornamental trees, woody shrubs, perennials, and/or annuals should be used in addition to shade trees in open spaces, including plazas.

e. Demarcation of different zones in the right-of-way should be emphasized, including the building edge, walking path, street furnishings area, curb-and-gutter, parking lanes, bike lanes, and travel lanes.

f. Property owners/business owners should maintain, improve, and clean building facades as necessary to sustain economic vitality and provide attractive properties.
Parking

a. Parking quantities should be provided consistent with the Zoning Ordinance.

b. Parking structures should be constructed wholly underground or, if above grade, screened from public view with street-level commercial, office, or residential uses. In Transition Areas, parking areas should be located in side or rear yards. Where parking areas abut sidewalks, low masonry walls and/or evergreen hedges, with a maximum height of 4 feet, should be installed at the back edge of the sidewalk to screen parking areas from the street and separate pedestrians from parking lots.

c. Entrances to parking garages should be located on secondary (side) streets, rather than primary streets such as Fairfax Drive, Wilson Boulevard and Washington Boulevard to reduce the visual impact of parking and service areas from public view on these main streets.

d. Entrances to parking garages should be minimized to the greatest extent possible on any given street. No more than two garage entrances on the same side of a street block should be provided.

Signs

Signs are a component of the streetscape and primarily serve three functions: business signs, regulatory signs (including vehicular and pedestrian controlled signs), and identification/informational signs (including entryway, neighborhood, and directional signs). On upper-levels of buildings signs can provide visual interest and character, while at lower elevations signs can provide human-scale to the pedestrian environment. Signs for buildings should balance intensity, color, and technology. The size, style, and proportions should be integrated with the overall building design and other associated building systems such as the exterior lighting.

a. Building signs should be designed to complement the skyline at all times of the day and evening but should not dominate the skyline. Building signs should be dispersed and organized to limit visual clutter.

b. Building signs, freestanding signs, and directional signs should be consistent with the Zoning Ordinance.

c. Signs should be designed as an integral component of the building.

d. Signs should be made of compatible materials as the overall building materials.

e. Signs should be accommodated in sign panels above entrances or should project from the building façade (“blade” signs). Signs should not obstruct pedestrian walkways and should be located at least 8 feet above the walking surface. Blade signs (affixed perpendicular to a building façade) shall extend no further than 3 feet from the building wall.
f. Indirect or overhead lighting should be utilized to accent building signs. Lighting should not create unnecessary glare or visually dominate the architecture. Signs may be illuminated either: 1) externally, with fixtures affixed to the building or the sign, and shall wash the sign in color-corrected light or 2) back-lit, with the fixtures hidden completely behind individual characters and/or icons.

g. Freestanding signs should not impede pedestrian traffic or block motorists' visibility of roadways. Freestanding signs should be ground mounted rather than pole mounted. Special lighting is encouraged to accent freestanding signs during evening hours; however, lighting should not create excessive glare and should be contained to lighting the sign area.

h. Parking locations should be identified throughout the Virginia Square area through the use of building signs and directional signs. Building signs should identify garage entrances, particularly if spaces are accessible to the public. Public parking garages and surface parking lots should be identified on Rosslyn-Ballston Corridor wayfinding signs. Parking signs should be located on the exterior facades of parking structures to clearly identify parking locations.

i. County park signs should be redesigned to present a more urban character rather than the current wood-constructed freestanding signs. Higher quality materials should be selected and should be consistent throughout the Rosslyn-Ballston Corridor.

j. A comprehensive evaluation should be made when any signs are proposed in the Virginia Square area, including installation of County transportation-related regulatory signs, individual business signs, and freestanding signs. Efforts should be made to reduce visual clutter, organize signs and their placement, and consolidate signs where possible. Information should be consolidated on common poles or as few poles as possible.

**Awnings**

Awnings serve several functions: to provide shelter to pedestrians from weather elements, to carry a sign message, and to provide color and scale to the pedestrian environment. Awnings add interest to the streetscape environment.
a. Awnings should be used along sidewalks above retail storefronts and entrances. Awnings should not be used above the street level.

b. Awnings should be made of canvas or other weather-durable synthetic material. The internal structure of awnings should be metal.

c. Awnings and canopies for commercial establishments should be permitted to encroach over the sidewalk. Awnings should overhang facades at least 4 feet to provide shade and shelter to pedestrians.

d. Awnings may have side panels, but should not have a panel enclosing the underside of the awning.

e. Sign information on awnings must be consistent with the Zoning Ordinance requirements.

f. Awnings should not be internally illuminated.

g. The color of awnings should be compatible with the colors and finishes used on the building.

**UTILITIES**

a. Utilities should be relocated underground when redevelopment occurs. Opportunities to underground utilities on adjacent properties should be explored when possible to complete the under grounding process in Virginia Square.

b. Underground utilities should be located to avoid conflicts with street tree roots, underground parking structures, and lighting fixtures.

c. Parking and Metro ventilation systems (grates) should be located away from pedestrian walkways.

d. Streetlights should be installed along all sidewalks. Utilize and install the Carlyle streetlight.

e. Locate transformer boxes or other utility structures deemed necessary to remain above ground away from public view and avoid conflicts with pedestrian traffic. Screen utility structures with vegetation or architectural elements. Consider opportunities for public art if architectural elements are used for screening purposes.

f. Screen/buffer utility service areas from public view.
ACTION PLAN
Implementation Matrix

The Implementation Matrix for the Virginia Square Sector Plan lists the proposed recommendations, timeframes for accomplishment, agency(s) responsible for implementation (lead agency shown in bold), and the mechanism(s) to help achieve the recommendation. The implementation matrix also identifies recommendations that may have an impact on current and future County budgets. These recommendations may be a combination of funds currently available in the Capital Improvement Program (CIP) (current CIP funding available) and/or additional funds needed for implementation (unallocated funds/future funding). These recommendations show estimates of possible budget requests within a five year period or longer. It is important to note that while the County Manager is not recommending these requests at this time, the requests may be part of future budget cycles for County Board consideration.
<table>
<thead>
<tr>
<th>No.</th>
<th>Actions</th>
<th>Timing</th>
<th>Implementing Agency(s)</th>
<th>Mechanism</th>
<th>Public Funding</th>
<th>Current CIP Funding Available</th>
<th>Unallocated Funds/Future Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Adopt the Virginia Square Sector Plan.</td>
<td>AWP</td>
<td>DCPHD</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Track sector plan recommendations for implementation and include recommendations in the appropriate CIP cycle. Provide an annual status report to the Planning Commission.</td>
<td>O</td>
<td>DCPHD</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Encourage the Ballston Partnership, Ashton Heights Civic Association, and Ballston-Virginia Square Civic Association to help in implementation of the recommendations included in this sector plan.</td>
<td>O</td>
<td>DCPHD/DED</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Arlington Funeral Home Site:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>GLUP Amendment/ Special Exception Process</td>
<td></td>
</tr>
<tr>
<td></td>
<td>a) Change the General Land Use Plan designation from High-Medium Residential Mixed Use to Medium Office-Apartment-Hotel to encourage office or mixed-use development, including cultural and/or educational community uses, and which could also include residential uses as a component of a development project. Add an open space symbol on the GLUP designating an urban plaza to provide an open space and visual connection to Central Library. Any redevelopment project should address all properties on this block.</td>
<td>a) ST</td>
<td>DCPHD</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>b) Encourage developers to provide community facilities on site, to possibly include a black-box theater through redevelopment. (See recommendations 13 and 14).</td>
<td>b) WRO</td>
<td>DPRCR/DED</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Virginia Square site: Change the General Land Use Plan designation from High Residential to High Office-Apartment-Hotel to encourage development of a mixed-use building with cultural and/or educational uses as a component of the building through redevelopment. Also, add an open space symbol on the GLUP to achieve the Virginia Square plaza adjacent to the building, facing Fairfax Drive. (See recommendations 13 and 14).</td>
<td>ST</td>
<td>DCPHD</td>
<td>GLUP Amendment/ Special Exception Process</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1 AWP  Adopt with Plan, WRO  When Redevelopment Occurs, O  Ongoing, ST  Short Term (immediately or within 1 year), MT  Mid Term (within 3 years), LT  Long Term (3 years or longer)
<table>
<thead>
<tr>
<th>No.</th>
<th>Actions</th>
<th>Timing</th>
<th>Implementing Agency(s)</th>
<th>Mechanism</th>
<th>Public Funding</th>
<th>Current CIP Funding Available</th>
<th>Unallocated Funds/ Future Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>Maury Park:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>a) Change the General Land Use Plan designation for residential properties between Maury Park, North Lincoln Street and 8th Street from Low Residential to Public</td>
<td></td>
<td></td>
<td>GLUP Amendment/CIP/Special Exception Process</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>b) As a long-term goal, acquire the properties from willing sellers as described above and develop a master plan for implementation.</td>
<td></td>
<td></td>
<td>GLUP Amendment/CIP/Special Exception Process</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>c) For commercial properties facing Wilson Boulevard, maintain the Service Commercial GLUP designation and encourage mixed uses, to include art related or other cultural uses, through redevelopment.</td>
<td></td>
<td></td>
<td>GLUP Amendment/CIP/Special Exception Process</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(See recommendation 66 and 67).</td>
<td></td>
<td></td>
<td>GLUP Amendment/CIP/Special Exception Process</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Quincy Street Extension Park:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>a) Change the General Land Use Plan designation at Quincy Street Extension Park from Medium Residential to Public for properties the County currently owns.</td>
<td></td>
<td></td>
<td>GLUP Amendment/Special Exception Process</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>b) Maintain current zoning designations as C-2 for this park property and for future negotiations to acquire additional park space.</td>
<td></td>
<td></td>
<td>GLUP Amendment/Special Exception Process</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>c) Move the open space symbol to the north in the areas designated as Medium Residential, adjacent to the County-owned property, as possible properties to acquire in the future for park expansion.</td>
<td></td>
<td></td>
<td>GLUP Amendment/Special Exception Process</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Georgetown Medical Facilities site: Change the General Land Use Plan designation from High-Medium Residential Mixed-Use to Medium Office-Apartment-Hotel for the property east of North Pollard Street and north of Fairfax Drive. This designation could provide an opportunity for the medical office uses to expand and could provide similar office or mixed-use development along the north edge of Fairfax Drive. The medium-density designation would provide a transition in density and building height from the High Office-Apartment-Hotel designation to the Arlington Funeral Home site and Quincy Library.</td>
<td></td>
<td></td>
<td>GLUP Amendment/Special Exception Process</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

2 2002 Real Estate Assessment
3 This project could occur through private redevelopment initiatives.
<table>
<thead>
<tr>
<th>No.</th>
<th>Actions</th>
<th>Timing¹</th>
<th>Implementing Agency(s)</th>
<th>Mechanism</th>
<th>Public Funding</th>
<th>Current CIP Funding Available</th>
<th>Unallocated Funds/Future Funding</th>
</tr>
</thead>
</table>
| 9   | East End: Designate properties between North Lincoln Street east to 10th Street, and Wilson Boulevard and Fairfax Drive, as a Special Coordinated Development District. Expectations for site plan development under the Special Coordinated Development District include:  
  - A mix of housing types and prices, including at least five percent of all new units as affordable housing on-site (see Housing Recommendations 59 and 60).  
  - Quality architecture with building heights that taper down toward Wilson Boulevard and the Clarendon station area  
  - Street-level retail/cultural/educational uses  
  - Generous sidewalks with street tree plantings and other streetscape elements  
  - Public open spaces with public art  
  - Shared parking in office development  
  - Mid-block pedestrian walkways and vehicular access along the 9th Street Corridor  
  - Change the GLUP designation to Medium Density Mixed Use with a FAR of 4.0 for these properties. Encourage residential uses on the blocks between North Lincoln Street and North K enmore Street and commercial or mixed-uses on the blocks between North K enmore Street to Fairfax Drive/10th Street consistent with the concept plan.  
  - Create a new zoning district to permit development consistent with the expectations listed above and the urban design guidelines for the Special Coordinated Development District in the sector plan. | a) ST b) ST | DCPHD DPRCR/DPW | GLUP Amendments/ Zoning Ordinance Amendment                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | N/A            | N/A                          | N/A                              |
<table>
<thead>
<tr>
<th>No.</th>
<th>Actions</th>
<th>Timing</th>
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<th>Current CIP Funding Available</th>
<th>Unallocated Funds/ Future Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>South Edge of Wilson Boulevard and North Edge of Washington Boulevard: Continue to explore revitalization strategies for commercial areas, including changes to the C-2 district, streetscape improvements, site and buffer improvements, and the possible creation of a Special Revitalization District.</td>
<td>O</td>
<td>DCPHD/DED/DPW</td>
<td>Special Exception Process/CIP/ Design Guidelines/ Zoning Ordinance Amendments</td>
<td>CIP 4</td>
<td>N/A</td>
<td>Additional funding for implementation would be necessary based on the design. 5</td>
</tr>
<tr>
<td>11</td>
<td>Continue to implement the Quincy Street Plan with a mix of medium-density residential and open space uses.</td>
<td>O</td>
<td>DCPHD/DPWCR</td>
<td>Special Exception Process</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Negotiate with FDIC as redevelopment plans proceed to develop an urban campus with pedestrian-oriented buildings and sidewalks; provide shared parking and community facilities (on- or off-site).</td>
<td>O</td>
<td>DCPHD/DPWCR</td>
<td>Special Exception Process</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Implement the recommendations in the Retail Action Plan to generate a variety of types, sizes, and spaces of retail.</td>
<td>O</td>
<td>DCPHD/DED/DED</td>
<td>Special Exception Process</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Cultural, Educational and Historic Resource Recommendations

<table>
<thead>
<tr>
<th>No.</th>
<th>Actions</th>
<th>Timing</th>
<th>Implementing Agency(s)</th>
<th>Mechanism</th>
<th>Public Funding</th>
<th>Current CIP Funding Available</th>
<th>Unallocated Funds/ Future Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>14</td>
<td>Encourage private development of new cultural and educational uses, including a community cultural/performing arts facility, preferably at the Arlington Funeral Home site and the Virginia Square site.</td>
<td>O</td>
<td>DCPHD/DPWCR</td>
<td>Special Exception Process</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Negotiate with GMU, FDIC, WMATA or other major institutions/agencies, as possible public partners in developing cultural and/or educational venues in Virginia Square or other resources that would benefit the Virginia Square and Arlington community. If the County can assist in developing cultural and/or educational venues in Virginia Square, possibly through site acquisition, a development strategy should be explored and the top priority should be the Arlington Funeral Home site. The Virginia Square site should be a second priority.</td>
<td>O</td>
<td>DCPHD/DPWCR</td>
<td>Special Exception Process</td>
<td>CIP N/A</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

4 This project could be a candidate for future funding as part of the Commercial Revitalization Program.
5 This project could occur through private redevelopment initiatives.
6 2002 Real Estate Assessment. This project could occur through private redevelopment initiatives.
7 2002 Real Estate Assessment. This project could occur through private redevelopment initiatives.
<table>
<thead>
<tr>
<th>No.</th>
<th>Actions</th>
<th>Timing</th>
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</tr>
</thead>
<tbody>
<tr>
<td>16</td>
<td>Continue to explore the designation of Virginia Square as a special cultural and/or arts district (or similar) with the Arts Commission and how that designation can be used to facilitate additional cultural venues. (See the Arts Commission recommendation for Tier 2 cultural areas in A Vision for the Future January 2000).</td>
<td>LT</td>
<td>DPRCR DCPHD/DED/DMF</td>
<td>Special Exception Process</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>As part of a special cultural and/or arts district in Virginia Square, develop incentives and marketing programs to attract cultural- and educational-supportive businesses to Virginia Square in storefront locations such as galleries, art and supply stores, bookstores, photography galleries, architecture and design firms, and live/work space for artists, consistent with the Retail Action Plan. Unique signs and banners at gateways, along the streetscape or attached to buildings could also be used in Virginia Square to mark the station area's cultural identity.</td>
<td>LT</td>
<td>DED DCPHD/DPRCR/ DMF</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
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<tr>
<td>18</td>
<td>Continue to collaborate with GMU on expansion of the Arlington Campus, consistent with the Memorandum of Understanding (MOU). Identify measures to increase transit use and reduce vehicle trips to the campus. Work with the University to permit community use of the campus facilities, such as meeting rooms, parking, auditoriums, and classrooms.</td>
<td>O</td>
<td>DED DCPHD/DPW</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
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<tr>
<td>19</td>
<td>Maintain the historic character of the Maury School site as park expansion occurs.</td>
<td>O</td>
<td>DPRCR OSS/DCPHD</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
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<tr>
<td>20</td>
<td>Encourage the use of historic preservation tax credit programs when undertaking renovations to historic resources.</td>
<td>O</td>
<td>DCPHD</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
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</tr>
</tbody>
</table>

**Transportation and Circulation Recommendations**

21 Through redevelopment and County initiatives, create readily identifiable and convenient pedestrian connections across streets by redesigning intersections, marking crosswalks and/or installing high-tech pedestrian crossing devices, such as countdown signals.
- Shorten the length of crosswalks by installing nubs in areas of heavy pedestrian traffic and where on-street parking is provided, particularly along Fairfax Drive, Wilson Boulevard and cross streets in the Core Area.

<table>
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<tr>
<th>No.</th>
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|     | Through redevelopment and County initiatives, create readily identifiable and convenient pedestrian connections across streets by redesigning intersections, marking crosswalks and/or installing high-tech pedestrian crossing devices, such as countdown signals.  
  - Shorten the length of crosswalks by installing nubs in areas of heavy pedestrian traffic and where on-street parking is provided, particularly along Fairfax Drive, Wilson Boulevard and cross streets in the Core Area. | WRO | DPW DCPHD | Special Exception Process | N/A | | |
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<th>Mechanism</th>
<th>Action Plan</th>
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<tbody>
<tr>
<td>22</td>
<td>Enhance walkways to entice pedestrian circulation and improve pedestrian safety and visibility consistent with the forthcoming Woodlawn-Arlington Plan and Public Art. Improve sidewalks and streetscape along with special parks and installations, street furniture, and signage.</td>
<td>DPW, DCPHD</td>
<td>0</td>
<td></td>
<td></td>
<td>N/A</td>
<td>Special Exception Process</td>
<td>Complete streetscape and sidewalk improvements in front of the Indian Spice Shop, Pizza Hut, and Oakland Park.</td>
</tr>
<tr>
<td>23</td>
<td>Improve pedestrian circulation by limiting the number of curb cuts and minimizing the quantity of porte-cocheres, drop-off areas, and parking. Consolidate garage and/or loading entrances.</td>
<td>DPW, DCPHD</td>
<td>0</td>
<td></td>
<td></td>
<td>N/A</td>
<td>Special Exception Process</td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>Redesign Wilson Boulevard from North Lincoln Street to North Randolph Street as a future project with four, through travel lanes (10 feet wide) and wide sidewalks. Align the north and south curb edges for continuous travel lanes and sidewalks. Where feasible, provide on-street parking (8 feet wide) along both curbs and install left-turn lanes at North Quincy Street. Install nubs (projecting approximately 6 feet) at determined intersections to reduce the crosswalk distance. Improve the sidewalks and streetscape along the south side of Wilson Boulevard to achieve a 16-feet-wide sidewalk.</td>
<td>DPW, OSS/DCPHD</td>
<td>ST</td>
<td></td>
<td></td>
<td></td>
<td>CIP</td>
<td>Complete streetscape and sidewalk improvements which include 10-feet-wide sidewalks, tree pits, and install street trees.</td>
</tr>
<tr>
<td>25</td>
<td>Redesign Wilson Boulevard from North Lincoln Street to North Randolph Street as a future project with four, 10-foot wide through-travel lanes and 13-foot and 8-inch-wide sidewalks along the south side and 12 feet wide along the north side until redevelopment occurs at which time 16-foot-wide sidewalks will be required. Align the north and south curb edges for continuous travel lanes and sidewalks. Where feasible, provide on-street parking (8 feet wide) along both curbs and install left-turn lanes at North Quincy Street. Install nubs (projecting approximately 6 feet) at determined intersections to reduce the crosswalk distance. Where constraints exist, construct sidewalks with the maximum width possible.</td>
<td>DPW, OSS</td>
<td>ST</td>
<td></td>
<td></td>
<td></td>
<td>CIP</td>
<td>Complete streetscape and sidewalk improvements which include 10-feet-wide sidewalks, tree pits, and install street trees.</td>
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| 26  | As part of the Clarendon Land Use and Transportation Study, undertake a comprehensive evaluation of the transportation network through Virginia Square and Clarendon to ensure safe and efficient movement for motorists, pedestrians and bicyclists. Consider nationwide best transportation practices and possible new street configurations. Implement recommendations made during that planning process.  
  - Redesign the intersections of Wilson Boulevard and 10th Street, Washington Boulevard and Wilson Boulevard, and 10th Street and Fairfax Drive to facilitate pedestrian use. Rebuild the segment of Wilson Boulevard between 10th Street and Washington Boulevard to improve pedestrian safety and convenience. | ST/LT   | DPW DCPHD | N/A | N/A | N/A | N/A | N/A |
| 27  | Retain Washington Boulevard as a four-lane roadway. Install or improve pedestrian crosswalks from North Quincy Street to North Kirkwood Road, particularly to the GMU campus, Giant grocery store, the commercial uses north of Washington Boulevard, to Quincy Park, and the residences approaching N. Quincy Street. Widen sidewalks to encourage and accommodate pedestrian traffic. | LT      | DPW DCPHD | Special Exception Process/CIP | CIP$ | N/A | $ /LF for streetscape improvements |
| 28  | Maintain the boulevard concept for Fairfax Drive with four travel lanes, a center median, and on-street parking on both sides of the street where feasible. Install nubs, with approval from VDOT when required, at intersections to shorten the crosswalk length, particularly at North Monroe Street and North Nelson Street. Lengthen medians to the crosswalks to create a pedestrian refuge. Plant additional street trees and low vegetation in the medians to gain additional tree coverage and improve the overall appearance of this main street. | O       | DPW DPRCR/DCPHD | Special Exception Process/CIP | CIP$ | N/A | $ /LF for streetscape improvements |

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8 This project could be a candidate for future funding as part of the Commercial Revitalization Program.
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<tr>
<td>29</td>
<td>Maintain Monroe Street as a two-lane connector road, providing north-south pedestrian and vehicular access in the central area of Virginia Square. Through redevelopment at FDIC or other nearby projects, narrow Monroe Street north of Fairfax Drive to reduce the width of crosswalks. Move the curb edge toward the centerline to accommodate two 10-feet-wide travel lanes, two 8-feet-wide parking lanes, and a left-turn lane from Monroe Street onto eastbound Fairfax Drive through redevelopment at FDIC or other nearby projects.</td>
<td>WRO</td>
<td>DPW/DCPHD</td>
<td>Special Exception Process</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
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</table>
| 30  | As part of the Walk Arlington process, redesign 9th Street, west of North Monroe Street, with special elements which could include periodic open spaces, public art, street furniture and landscape materials. This process should include a block by block analysis and the design should create a more pedestrian-friendly street. Consider center medians, approximately 10- to 15-feet wide, or moving the curb toward the centerline to gain additional sidewalk width and to reduce the total street width. | a) ST (design) 
  b) LT (Implementation) | DPW DCPHD/DPRCR | Operating           | a) Operating 
  b) CIP            | N/A            | Based on design                           | N/A                             |
<p>| 31  | Through redevelopment, create a right-of-way for a public pedestrian and vehicle access along the 9th Street alignment east of N. Lincoln Street, consistent with the Special Coordinated Development District urban design guidelines in this sector plan and the Walk Arlington Plan. Develop this right-of-way with special elements such as adjacent open spaces, public art, street furniture, shade trees and ornamental plantings, and special paving. This area should be designed as part of the overall site design and should relate to the surrounding architectural details. This right-of-way should offer public pedestrian and vehicular access and should be unlike a typical street section. The space should be created with a higher quality environment for pedestrians, should develop as an intimate, narrow space, and should be activated by residential entrances, rather than traditional retail. An open space or special feature should be provided at the terminus of 9th Street. | WRO     | DPW/DCPHD              | Special Exception Process        | N/A            | N/A                          | N/A                             |</p>
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<tr>
<td>32</td>
<td>Provide a raised intersection at the intersection of 9th Street and North Monroe Street to increase pedestrian visibility by the Metro station. Once completed/installed, evaluate the effectiveness of the raised elevation and pedestrian visibility. If determined successful, consider raised intersections, or similar treatment, along 9th Street from North Pollard Street east to North Kenmore Street (or North Jackson Street if the right-of-way remains) to emphasize the pedestrian walkway along 9th Street. Design this element in concert with recommendations in the forthcoming Walk Arlington Plan and Public Art Master Plan.</td>
<td>MT</td>
<td>DPW</td>
<td>Special Exception Process/CIP</td>
<td>CIP</td>
<td>N/A</td>
<td>$ 150K</td>
</tr>
<tr>
<td>33</td>
<td>Relocate 5th Place between North Quincy Street and North Pollard Street in Ashton Heights to increase the park size of Quincy Street Extension Park and/or facilitate a functional design.</td>
<td>O</td>
<td>DRPCR DPW/OSS/ DCPHD</td>
<td>Special Exception Process</td>
<td>N/A</td>
<td></td>
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<tr>
<td>34</td>
<td>Install bike lanes on Quincy Street.</td>
<td>MT</td>
<td>DPW</td>
<td>CIP</td>
<td>CIP</td>
<td>N/A</td>
<td>Costs for striping</td>
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</table>
| 35  | a) Install when warranted and synchronize traffic signals along Wilson Boulevard and Fairfax Drive to improve vehicular flow and pedestrian circulation, especially from the surrounding neighborhoods to the Core Area and Metro station.  
|     | b) Upgrade traffic signals at Washington Boulevard/13th Street, Washington Boulevard/Quincy Street, and Washington Boulevard/North K Irkwood Road.  
|     | c) Implement the approved traffic signals when warranted at Wilson Boulevard/North Oakland Street, Wilson Boulevard/North Pollard Street.  
|     | d) Evaluate the intersections of Wilson Boulevard/North K ansas Street, Fairfax Drive/North Nelson Street, and Fairfax Drive/North K ansas Street as a top priority for new traffic signals and install once they are warranted. | O      | DPW                   | Special Exception Process/CIP | CIP | N/A | $ 100K per traffic signal (5 new signals proposed) |
| 36  | In coordination with WMATA, as build-out occurs, continue to study the need and feasibility of additional entrances to the Virginia Square/GMU Metro station on the north side of Fairfax Drive. Evaluate two potential locations: 1) at the Virginia Square bldc north of the current Metro station entrance; and 2) on GMU/FDIC property near the mid-block pedestrian walkway. | 1) MT  
<p>|     | 2) LT                    | DPW | DCPHD                 | Special Exception Process | WMATA |                               |                                 |</p>
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<tr>
<td>37</td>
<td>Maintain the existing bus routes in Virginia Square. Explore bus access to the GMU campus and other primary destinations in Virginia Square, including FDIC, Arlington Funeral Home site, Virginia Square site, and the Arlington Art Center.</td>
<td>O</td>
<td>DPW</td>
<td>N/A</td>
<td>Operating</td>
<td>$60K/year</td>
<td>$60K/year</td>
</tr>
<tr>
<td>38</td>
<td>Continue a shuttle-bus route (Lunch Loop) looping to and from the Ballston Mall through the Virginia Square station area and returning to Ballston.</td>
<td>O</td>
<td>DPW</td>
<td>N/A</td>
<td>Operating/Costs sharing</td>
<td>$60K/year</td>
<td>$60K/year</td>
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<tr>
<td>39</td>
<td>Explore improvements to fixed facilities along bus routes such as shelters and signals.</td>
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<tr>
<td>40</td>
<td>Ensure that street-level commercial uses have sufficient on- and off-street short-term parking available to maintain commercial viability. Require street-level retail uses to provide off-street parking within associated parking garage. Provide sufficient parking for cultural and/or educational facilities, for their patrons, for shared use by patrons of other community events, and for other non-commuter uses in Virginia Square.</td>
<td>O</td>
<td>DCPHD/DPW</td>
<td>Special Exception Process</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>41</td>
<td>Maximize on-street parking to support commercial, cultural, educational and recreational uses and other short-term parking needs wherever feasible by maintaining existing parking around all buildings, including secure buildings, and acquiring new on-street spaces.</td>
<td>O</td>
<td>DCPHD/DPW</td>
<td>Special Exception Process</td>
<td>N/A</td>
<td></td>
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<tr>
<td>42</td>
<td>When planning for new county or other public facilities in Virginia Square, consider additional parking spaces to help alleviate short-term parking needs in the station area.</td>
<td>O</td>
<td>OSS DCPHD/DPW</td>
<td>N/A</td>
<td>N/A</td>
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<td>43</td>
<td>Improve parking efficiency by requiring shared parking in all new office and residential construction throughout Virginia Square, particularly in parking structures. Require shared parking as a condition of site plan approval of commercial office development.</td>
<td>O</td>
<td>DCPHD</td>
<td>Special Exception Process</td>
<td>N/A</td>
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<tr>
<td>44</td>
<td>Work with property owners to renegotiate parking agreements through the site plan amendment process to accommodate shared parking arrangements.</td>
<td>O</td>
<td>DCPHD</td>
<td>Special Exception Process</td>
<td>N/A</td>
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<td>45</td>
<td>Consider providing a parking garage (public, private or partnership) in Virginia Square if a County study shows present or expected parking impairment to cultural, educational or commercial activities in the station area. In five years from the adoption of this plan, if a study is warranted, the County should commence a parking study. If additional reviews are required, consider undertaking a similar study every five years thereafter, or concurrent with the CIP cycle.</td>
<td>O</td>
<td>DED/DPW OSS/DMF</td>
<td>CIP</td>
<td>CIP&lt;sup&gt;10&lt;/sup&gt;</td>
<td>CIP&lt;sup&gt;30&lt;/sup&gt;</td>
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<tr>
<td>46</td>
<td>Improve accessibility inside parking garages for short-term spaces and visitor spaces. Review site plans or other development plans to require visitor and retail parking spaces near parking garage entrances.</td>
<td>O</td>
<td>DCPHD</td>
<td>Special Exception Process</td>
<td>N/A</td>
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**Urban Design Recommendations**

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<tbody>
<tr>
<td>47</td>
<td>Adopt the Area-Wide and Site Specific Urban Design Guidelines to help achieve the desired pattern and character of development in the Key Redevelopment Sites and other areas of Virginia Square.</td>
<td>AWP</td>
<td>DCPHD</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
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<td></td>
<td>Encourage developers to collaborate with artists to generate creative design solutions in any development or redevelopment project. Integrate public art in new development projects or contribute to the Public Art fund, as defined in the forthcoming Public Art Master Plan.</td>
<td>O</td>
<td>DCPHD/DPRCR</td>
<td>Special Exception Process</td>
<td>N/A</td>
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<sup>10</sup> This project could be a candidate for future funding as part of the Commercial Revitalization Program. This project could occur through private redevelopment initiatives.
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| 48  | Retrofit existing gateway or other prominent sites with public art, in accordance with this sector plan urban design guidelines and guidelines recommended through the Public Art Master Plan and Open Space Master Plan processes.  
   a) With redevelopment, promote prominent, significant architecture at the northwest corner of the 10th Street/Wilson Boulevard intersection to create a special entrance into Virginia Square from Clarendon. Maintain compatibility with the existing GMU Law School building.  
   b) With redevelopment, promote prominent, significant architecture on the Arlington Funeral Home site to create a special entrance into Virginia Square from Ballston, and to improve the visibility of and pedestrian connections to Central Library and Quincy Park.  
   c) Promote unique design elements at Quincy Park, especially at the gateway corner of Washington Boulevard and N. Quincy Street.  
   d) Promote high-quality architecture and site design at the corners of N. Kirkwood Road and Washington Boulevard intersection and at the intersection of Wilson Boulevard and North Quincy Street. | WRO | DCPHD DPRCR/DPW | Special Exception Process/CIP | CIP  |
<p>| 49  | Construct streetscapes consistent with the urban design guidelines and the Walk Arlington Plan, Public Art Master Plan and Open Space Master Plan. | O | DPW DPRCR/DCPHD | Special Exception Process/CIP | N/A |
| 50  | Design infrastructure elements, plazas, parks and architecture with public art consistent with the forthcoming Public Art Master Plan. | O | DPRCR DCPHD/DPW | Special Exception Process/CIP | N/A CIP  |
| 51  | Analyze the Rosslyn-Ballston Corridor to develop a comprehensive approach to wayfinding signs, brochures, and public parking signs to improve the visibility of each station area’s existing and proposed cultural, educational and recreational resources. | LT | DPW/DED DCPHD | CIP Operating/CIP | N/A   |
| 11  | This project could be a candidate for future funding as part of the Commercial Revitalization Program. This project could occur through private redevelopment initiatives. |  |
| 12  | This project could be a candidate for future funding as part of the Commercial Revitalization Program. |  |
| 13  | This project could be a candidate for future funding as part of the Commercial Revitalization Program. |  |</p>
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<td>52</td>
<td>Actively enforce code requirements to ensure property owners maintain safe, clean and tidy sites and rights-of-way by removing debris and pruning vegetation on a regular schedule.</td>
<td>O</td>
<td>DCPHD</td>
<td>Zoning Ordinance/ Care of Premises/ Special Exception Process/ Smartscape Program</td>
<td>N/A</td>
<td></td>
<td></td>
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<tr>
<td>53</td>
<td>Negotiate with developers to complete full block improvements of the streetscape, including utility under-grounding.</td>
<td>WRO</td>
<td>DPW/ DCPHD</td>
<td>Special Exception Process</td>
<td>N/A</td>
<td></td>
<td></td>
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<td>54</td>
<td>Consider Crime Prevention through Environmental Design (CPTED) techniques when developing site and landscape plans.</td>
<td>WRO</td>
<td>DCPHD</td>
<td>Special Exception Process</td>
<td>N/A</td>
<td></td>
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<td>55</td>
<td>Preserve and reinforce views along: 1) Fairfax Drive and Wilson Boulevard to the Olmsted Building in Clarendon and beyond; 2) North Kenmore Street to GMU plaza and commercial areas on Wilson Boulevard and 3) North Monroe Street to the Arlington Arts Center, Metro plaza, and Virginia Square, as new development proceeds. Provide special architectural elements or open spaces at the termini of views to direct pedestrians and motorists.</td>
<td>O</td>
<td>DCPHD</td>
<td>Special Exception Process</td>
<td>N/A</td>
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<tr>
<td>56</td>
<td>a) Through the Commercial Revitalization Program, and consistent with the Utility Undergrounding Plan, prioritize utility undergrounding projects in Virginia Square.</td>
<td>O</td>
<td>DPW/ DCPHD</td>
<td>Special Exception Process</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
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<td></td>
<td>b) Use County- and developer initiatives to relocate utilities underground on a block by block basis to improve the appearance and walkability of an entire area and eliminate remnant areas remaining with overhead utilities.</td>
<td>O</td>
<td>OSS/ DPRCR/ DCPHD</td>
<td>Commercial Revitalization &amp; Streetscape Program Task Force</td>
<td>N/A</td>
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<td></td>
<td>c) Locate overhead utilities and/or at-grade utilities (i.e., transformer and traffic signal boxes) away from public view, to the greatest extent possible, when utilities can not be relocated underground. Locate these in alleys, areas along rear lot lines, or similar areas with low visibility.</td>
<td>O</td>
<td>OSS/ DPRCR/ DCPHD</td>
<td>Special Exception Process</td>
<td>N/A</td>
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<td></td>
<td>d) Underground utilities on all County-owned park properties in Virginia Square.</td>
<td>O</td>
<td>OSS/ DPRCR/ DCPHD</td>
<td>Special Exception Process</td>
<td>N/A</td>
<td></td>
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<tr>
<td>57</td>
<td>Provide signs at parking garage entrances to inform motorists of available parking facilities.</td>
<td>O</td>
<td>DCPHD</td>
<td>Special Exception Process</td>
<td>N/A</td>
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<th>Current CIP Funding Available</th>
<th>Unallocated Funds/ Future Funding</th>
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<tbody>
<tr>
<td>58</td>
<td>Encourage developers to collaborate with artists to generate creative design solutions in any development or redevelopment project. Artists could work as integral members of design teams, or develop art projects that are integrated into either the architectural design or the design of plazas and public spaces associated with the building. Integrated art projects should be easily visible to the public (e.g., on the exterior of buildings rather than in lobbies, or visible from the street and publicly accessible open spaces rather than interior courtyards), through exceptions could be made for transportation facilities like Metro concourses and parking garages. As an alternative to integrated public art projects, contributions to the County Public Art Fund may be made to further enhance art initiatives in Virginia Square's special public places, streetscape, infrastructure, or gateway projects.</td>
<td>O</td>
<td>DCPHD/ DPRCR</td>
<td>Special Exception Process</td>
<td>N/A</td>
<td></td>
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<tr>
<td>59</td>
<td>Incorporate public art into the design of streetscapes, public buildings, parks, transit, infrastructure and other public projects in a manner consistent with the Public Art Master Plan.</td>
<td>O</td>
<td>DPRCR</td>
<td>Special Exception Process/CIP</td>
<td>N/A</td>
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<td>60</td>
<td>Encourage FDIC and GMU to adopt and implement campus-wide public art master plans that overlay their campus planning objectives and the general urban design objectives of the Virginia Square Sector Plan.</td>
<td>O</td>
<td>DCPHD/ DPRCR</td>
<td>Special Exception Process</td>
<td>N/A</td>
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<td>61</td>
<td>Public art proposals should be coordinated through the Department of Parks, Recreation and Community Resources, as recommended by the County’s Public Art Policy and future Public Art Master Plan.</td>
<td>O</td>
<td>DPRCR</td>
<td>Special Exception Process/CIP</td>
<td>N/A</td>
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**Housing Recommendations**

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<tr>
<th>No.</th>
<th>Actions</th>
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<tr>
<td>62</td>
<td>Use the Affordable Housing Fund (AHF) to pool affordable housing contributions received through any new Special Exception site plan redevelopment projects in Virginia Square. Prioritize this money for use in Virginia Square specifically for revitalization projects, extending the term length of existing affordable dwelling units (gained through previous special exception site plan projects), and to assure the affordability of existing moderate-rent units to the greatest extent possible. This funding is intended for use in the areas designated as Coordinated Multiple-Family Conservation and Development District (CMFCD) on the General Land Use Plan (see recommendation 61).</td>
<td>O/WRO</td>
<td>DCPHD</td>
<td>N/A</td>
<td>N/A</td>
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<td>63</td>
<td>Within the East End Special Coordinated Development District, attain five percent of all new housing units as affordable housing on site and within the building height envelope described in the urban design guidelines. Additionally, a bonus density incentive within the building envelope, up to 25%, may be used if at least an additional five percent of affordable housing units are provided, either on-site or off-site within the station area (in designated receiving areas see Recommendation 61). Under either scenario, a contribution may be made to the Affordable Housing Fund in lieu of providing on-site affordable housing units. This contribution amount should be based on the value of the affordable dwelling units (using current County methods to determine value or subsidy) and to be increased to a premium amount as an incentive to attain on-site affordable units or build a meaningful fund of resources for conservation efforts. Further work between staff and the Housing Commission should occur to determine an appropriate percentage increase for this contribution level which should be defined with the new Zoning Ordinance district. (The County Board may adjust this contribution amount in response to future needs). On-site units, or units within the station area, should be viewed as preferable to contributions to the Virginia Square Housing Fund. Two and three bedroom units are preferred over efficiencies and one-bedroom units in new residential development.</td>
<td>WRO</td>
<td>DCPHD</td>
<td>Special Exception Process</td>
<td>N/A</td>
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<td>64</td>
<td>Attain contributions to the Affordable Housing Fund from any new office development in the East End. This contribution is expected to be at least the current contribution level obtained for office construction (currently equals the above-grade square feet x the construction cost/sf x 2%). (The County Board may adjust this contribution amount in response to future needs).</td>
<td>WRO</td>
<td>DCPHD</td>
<td>Special Exception Process</td>
<td>N/A</td>
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<td>65</td>
<td>Preserve existing affordable housing units in Virginia Square, primarily in the Transition Areas. Maintain the zoning and the General Land Use Plan designations for the residential areas south of Wilson Boulevard and west of North Monroe Street. Designate these areas as a CMFCCDD to promote the preservation of existing affordable units in garden apartment buildings and/or development of new housing affordable to persons with low and moderate incomes.</td>
<td>O</td>
<td>DCPHD</td>
<td>GLUP Amendments/ Zoning Ordinance Amendments/ Special Exception Process</td>
<td>N/A</td>
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| 66  | For other infill redevelopment projects in Virginia Square, encourage on-site or within-station affordable dwelling units in new residential construction, via the special exception process. On-site units, or units within the station area, should be viewed as preferable to contributors to the Virginia Square Housing Fund. Two and three bedroom units are preferred over efficiencies and one-bedroom units in new residential development.  
  - Encourage the use of the bonus density provision in the Zoning Ordinance to promote on-site affordable housing as part of residential developments. | WRO    | DCPHD                  | Special Exception Process | N/A       |               |                              |                                |
| 67  | Maintain the existing Low Residential (11-15 du/ac) GLUP designation for properties south of Washington Boulevard, west of North Monroe Street and east of North Nelson Street.                                                                                                                                                  | O      | DCPHD                  | N/A       | N/A           |                              |                                |
| 68  | Create new and/or modify existing parks and open spaces consistent with the Open Space Master Plan.                                                                                                                                                                                                    | O      | DPRCR                  | N/A       | N/A           |                              |                                |
| 69  | Continue to develop Quincy Park for active and passive recreation uses. Develop a master plan for the park with comprehensive design improvements, integrating art to attain a more urban character than exists today.                                                                                                                                 | LT     | DPRCR                  | CIP       | CIP           | N/A                         | Funding for master plan and implementation |
| 70  | As an ongoing priority, expand Maury Park to North Lincoln Street and 8th Street North for park and cultural facilities. (See Recommendation 6 and 67).                                                                                                                                                       | O      | DPRCR                  | OSS       | CIP           | N/A                         | 2002 Assessments               |
| 71  | Master plan and design the Central Wilson parks including: Oakland Park, Gumball Park, Herselle Milliken Park, Quincy Street Extension Park, and Maury Park.  
  a) Design Oakland Park as a passive urban park with activating features such as water fountains, public art and seating/observation areas.  
  b) Develop a master plan for Maury Park. Include active and passive recreation facilities and/or programs. (See Recommendation 6).  
  c) Design Quincy Street Extension Park as a neighborhood park with active recreation uses. If possible, acquire additional properties to expand the park boundary. (See Recommendation 7).  
  d) Implement the Central Wilson parks listed above. | a) MT  | MT                     | DPRCR                  | CIP/Special Exception Process |              | $ 125K (FY05 Park Bond) for master planning  
  $ 500K (FY07) for implementation | Additional funding will be necessary for implementation | b) MT  | b) MT                  | DCPHD/DED              | CIP               |                            |                                |
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| 72  | Create urban plazas along the streetscape at GMU, FDIC, Virginia Square site, Arlington Funeral Home site, and in the East End of Virginia Square through redevelopment consistent with guidelines in the Walk Arlington Plan, Open Space Master Plan and Public Art Master Plans. See the concept plan and urban design guidelines for additional details on the size and character of these spaces.  
a) If and when redevelopment of the Arlington Funeral Home site occurs, establish an open space to retain visibility of Quincy Park and Central Library, and create a better connection to these public areas, from Fairfax Drive.  
b) If and when redevelopment of the Virginia Square site occurs, establish an urban plaza along Fairfax Drive to provide for a central community open space.  
c) As redevelopment occurs in the East End, establish public open spaces adjacent to the proposed 9th Street alignment east of North Lincoln Street. | WRO     | DCPHD                  | Special Exception Process | N/A            | N/A                           | N/A                              |
| 73  | Redesign park signs as part of park master planning processes. Provide opportunities for artist involvement in the redesign of signs.                                                                                   | O       | DPRCR                  | N/A            | N/A            | N/A                           |                                  |
| 74  | As part of park and tree master planning processes, identify deficient streetscapes and tree plantings in and near parks to improve the overall walkability and appearance of County rights-of-way/properties. Work with property owners and civic associations throughout Virginia Square to protect the area existing mature tree canopy and start to plant and nurture the next generation of publicly- and privately-owned trees. | O       | DPRCR/ DPW            | N/A            | N/A            | N/A                           |                                  |
Acknowledgements

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CMO: County Manager’s Office
DCPHD: Department of Community Planning, Housing and Development
DPRCR: Department of Parks, Recreation and Cultural Resources
DPW: Department of Public Works

* Former Staff