VISION AND PRINCIPLES

The vision for the Four Mile Run Valley is to enhance the area’s unique strengths over time, addressing natural areas while guiding public realm improvements, including open space and recreational development, and encouraging new investment that contributes to the valley’s arts-oriented, industrial character.

The Four Mile Run Valley will be safer, healthier, more accessible, and more responsive to the natural environment – restoring and better connecting to Four Mile Run; reducing stormwater impacts and flooding; expanding transportation options and increasing safety; addressing parking needs; integrating aesthetic improvements to streetscapes; expanding open space and recreational resources, incorporating public art; and preserving existing land uses while providing flexibility for new arts and cultural uses.

Note: The Guiding Principles (at right) were adopted by the 4MRV Working Group; these principles helped to refine Concept Drawings for both the Area Plan and the Park Master Plan. The Guiding Principles also informed the development of the Area Plan Vision Statement (above). These elements, considered together, informed the development of the policy recommendations that are found in this chapter.

GUIDING PRINCIPLES

- Create a cohesive plan for the entire study area.
- In general, maintain existing zoning and types of uses.
- Balance countywide and neighborhood needs, accommodating current and anticipated future demand.
- To the greatest extent possible, maintain capacity of existing County facilities, in the study area or elsewhere.
- Consider affordable, creative, and functional solutions that can be implemented incrementally.
- Enhance the area’s accessibility, with attention to safety and pedestrian and bicycle connections.
- Consider the impact of planning options on locally-owned and operated businesses and organizations.
- Preserve, protect, and rehabilitate the natural environment and biodiversity of the study area to the greatest extent possible.
- Maximize green, casual-use space in Jennie Dean Park and in other parks along Four Mile Run.
- Promote new arts and recreational opportunities for users of all ages and abilities.
- Improve water quality by implementing best stormwater management practices.
- Buffer noise-generating uses with trees, landscaping, or other elements.
- Celebrate the area’s history and culture, especially the community’s African-American heritage and the history of Jennie Dean Park.

— Adopted by the 4MRV Working Group on 9.18.17
RECOMMENDED CONCEPT: RETENTION & ADAPTIVE REUSE

In keeping with the overall theme of maintaining industrial character, several alternative Concept Plans were examined, where existing industrial and service commercial uses could remain throughout the majority of the study area, while new complementary uses or public uses could infill over time.

Within Subarea D, which is located between Shirlington Road and I-395, potential redevelopment opportunities were observed due to a prevalence of large single-use land holdings that are generally underutilized; a lack of access and circulation (vehicular and pedestrian); failing flood control facilities (Nauck Branch); and a lack of neighborhood oriented amenities, such as retail or open space. Thus, for Subarea D, two alternatives were considered, each with varying areas identified for Broader Uses. (“Broader Uses” would include a mix of office, residential and retail, which, given the existing zoning, are not generally allowed in this area.) For either concept, potential redevelopment was keyed to the vision for the Nauck Revitalization District, which includes mid-rise, mixed-use development for properties fronting on Shirlington Road, directly adjacent to this study area.

Based on community input and transportation analysis, staff and the consultant team revised the Concept ideas. This concept, Retention & Adaptive Reuse, which was adopted as part of the 4MRV Policy Framework, suggests continuation of light industrial and service commercial uses throughout the planning area, with the exception of underutilized sites along Shirlington Road adjacent to the Nauck Revitalization District, where “Broader Uses” could be permitted.

This revised concept was developed in response to community concerns about the potential loss of industrial character within Subarea D, as well as a review of potential negative transportation impacts associated with other alternatives that were considered. Large portions of the study area [Subareas A, C and most of D] are mapped as “Preserve Existing Uses,” envisioned to contain buildings that have the same types of uses as those that currently exist and permitted heights as apply today. Within Subarea B, continued light industrial and service commercial uses are envisioned, along with new arts and complementary retail uses. Incentives for inclusion of new arts-oriented uses (such as creative “maker” spaces) could be explored in this Subarea.

LEGEND

- Four Mile Run Valley Study Area
- Nauck Revitalization Area
- Parks Master Plan Study Area
- Allie S. Freed Park & Natural Areas
- Lomax A.M.E. Zion Church (historic)

Preserve Existing Uses
Uses: Industrial / Service Commercial / Public
Height: Up to 75 feet (existing height), except for County Use site, which may have height up to 120 feet
Character: Area could change, over time, with reuse/redevelopment of industrial/service commercial or public uses already prevalent in the area. To the extent possible, design standards could reinforce the pedestrian realm and the vision for industrial character.

- County Use (Bus Parking)

Preserve Existing Uses / Encourage Arts-Oriented Uses
Uses: Flex Industrial / Retail / Public
Height: Up to 75 feet (existing height)
Character: This area could have a mix of arts, maker spaces, public open spaces, and retail to blend with existing industrial and service commercial uses. Existing buildings could be retrofitted for new uses and/or infill development could occur. Design standards for new development could reinforce the pedestrian realm and the vision for industrial character in the area.

Broader Uses
Uses: Flex Industrial / Retail / Office / Residential / Public
Height: Up to 75 feet
Character: Flexible industrial/retail ground floor uses and industrial, residential or office development on the upper floors. Design standards could reinforce the pedestrian realm and the vision for industrial character in the area.
FIGURE 3.1: ADOPTED CONCEPT – RETENTION & ADAPTIVE REUSE
KEY ILLUSTRATIVE PLAN CONCEPTS

a. Park Master Plan improvements (see policies A3.2, A3.3, A.5, and Appendix A for details)

b. Four Mile Run Drive street design improvements will maximize parking and improve pedestrian safety, as well as potential for green infrastructure / street trees (see policies A1, A3.4, C2 and C3.1)

c. Add pedestrian crossings across Four Mile Run Drive with median refuge islands at Oxford, Oakland and Nelson streets (see policy C3.1)

d. Reuse of existing buildings is encouraged; design guidelines for reuse and new development reinforce a high quality pedestrian realm and industrial aesthetic (see policy B1 and Chapter 4)

e. Broader uses permitted in limited areas (as identified in Concept Plan) to facilitate new development and implementation of the Nauck Village Center Plan vision along Shirlington Road.

f. Improve pedestrian sidewalks/paths and wayfinding (see policies A3.4 and C3.1)

g. Four Mile Run stream restoration and stabilization to improve habitat and stability (see policy A2)

h. Improve access along the north and south sides of Four Mile Run while providing overlooks and safe, stable water access at key points in order to reconnect with water and nature (see policies A3.4 and C3.1)

i. Explore potential for trail underpasses to allow for safe, continuous connectivity (see policies A3.4, C3.2, and C3.3)

j. Improve pedestrian and bicycle conditions at the Four Mile Run Drive / Shirlington Road intersection (see policy C3.1)

k. Nauck Town Square Improvements (see page 1.4)

For a complete list of potential public improvements envisioned for the study area, see Chapter 5, Figure 5.2.

ILLUSTRATIVE PLAN

The Illustrative Plan illustrates potential changes and improvements on public and private property according to the community vision. All of these concepts are described further, and illustrated in greater detail, in other sections of this document (as noted at left).

The purpose for the plan is not to prescribe a specific plan for redevelopment of a specific parcel or site; rather, the purpose is to document the community vision for the area, and to shape future development and improvements by providing inspiration to property owners and providing guidance to regulators and future decision makers.

Much of the study area shows existing building footprints remaining. This is consistent with the community vision to preserve existing uses and industrial character in the study area. However, there could be reuse of these buildings or redevelopment following existing zoning/development policies. Any new buildings will be the result of decisions made by private property owners and likely will occur incrementally over time. In addition, this plan envisions improvements to the public realm, in the near and long term, to environmental systems, trails, streetscapes, on-street parking, and open space network.
POLICY GUIDANCE

The following policy directives advance the community vision for Four Mile Run Valley. They are organized around the following major themes:

A. Environment / Sustainability / Open Space ... pg 3.7

B. Development Form / Land Use ... pg 3.17

C. Street Design / Transportation ... pg 3.23

These strategic actions, once undertaken, will help to enhance the area’s unique strengths over time, addressing natural areas while guiding public realm improvements and encouraging new development true to the Valley’s future arts-oriented industrial character.

In many cases, additional study is recommended, as the development of the specific idea or outcome would entail analysis and/or community involvement that is outside of the scope of this process. Also, some ideas that were developed during the process would necessarily involve policy discussions on a countywide basis, such as the siting of a Multi-use Activity Center (MAC) that might house recreational and other community uses. The Policy Guidance captures and addresses these important ideas in a manner that suggests general support for continued exploration, rather than recommending a specific policy action and/or outcome.
A. ENVIRONMENT / SUSTAINABILITY / OPEN SPACE

Many decades of impacts from industrial land uses, replacement of natural land cover and riparian buffers with impervious surfaces, and channelization of Four Mile Run and Nauck Branch to accommodate land development and flood control have resulted in increased runoff, negative impacts on water quality, degradation of wildlife habitat, and disconnection of natural systems from the surrounding community. The environmental/sustainability/open space framework sets out a strategy to restore, protect, and celebrate natural systems as an integral and valuable part of the Four Mile Run Valley.

The policy and programmatic goals and strategies of the County’s adopted Stormwater Master Plan (SWMP), which is part of the County’s Comprehensive Plan, are especially relevant to the study area due to the high levels of impervious cover, as well as the many pollutant ‘hotspot’ land uses, including multiple auto-related business as well as the Shirlington Dog Park. The adopted SWMP emphasizes that, as properties and the streetscape redevelop over time, there are significant opportunities to incorporate green infrastructure practices to reduce stormwater runoff and pollution. These opportunities are both defined and reinforced by stringent federal, state, and local laws and regulations that require the County not only to make stormwater improvements through the redevelopment process, but also to reduce stormwater pollution from existing lands.

e. Implement additional investigation and risk reduction strategies as required to address soil and groundwater contamination from prior land uses.

f. Utilize and encourage green building techniques such as green roofs, rainwater harvesting systems, solar energy panels and other efficient building systems, and use of recycled and renewable materials.

A1. NEIGHBORHOOD GREEN INFRASTRUCTURE & SUSTAINABILITY FRAMEWORK

The Four Mile Run Valley will lead by example: designing, implementing, and encouraging innovative green infrastructure practices where possible, and treating stormwater as a resource rather than a waste product. Green infrastructure practices designed to soak, filter, and infiltrate stormwater runoff will provide environmental and ecosystem benefits, while adding economic value to the neighborhood.

a. Replace extraneous impervious area with vegetation, plant trees, and implement green infrastructure practices such as pervious pavement, bioswales, bioretention systems, and stormwater planters.

b. Support implementation of green design practices in the private realm using design guidelines and incentives where appropriate.

c. Integrate green infrastructure practices with public realm transportation, wayfinding/gateway, open space, and public art improvements. Identify and fund high-profile demonstration projects to build awareness and momentum.

d. Encourage public education enhancements, such as interpretive signage, nature walks, and partnerships with neighborhood schools and other institutions.

FIGURE 3.3: Green Infrastructure Examples
A2. STREAM RESTORATION AND STABILIZATION FRAMEWORK: FOUR MILE RUN & NAUCK BRANCH

The streams within the study area—Four Mile Run and Nauck Branch—have been heavily impacted by urbanization. Both are physically constrained and confined and have been straightened and hardened. Nauck Branch is in especially poor condition, consisting of a straight, concrete channel. Flood risk is an issue for both streams.

Acknowledging these heavy constraints, while also looking towards the overarching goals of the adopted SWMP to reduce the impact of development on streams and to restore stream corridors, leads to the following key recommendations for each stream:

A2.1 FOUR MILE RUN

a. Stabilize banks where erosion, scour, and structural failures exist.

b. Improve and expand vegetated buffers at top of bank.

c. Naturalize stream banks where possible.

d. Remove invasive plant species and plant native species.

e. Investigate stream habitat and stability improvements for the low-flow stream channel.

f. Evaluate best practices to address stormwater and other impacts on Shirlington Dog Park and work with adjacent property owners, on a volunteer basis, to implement improvements over time.

A2.2 NAUCK BRANCH

a. Seek opportunities to better manage flooding.

b. Pursue drainage easements, over time, to allow for proper maintenance, repair and/or improvement of the facility.
FIGURE 3.5: GREEN INFRASTRUCTURE & STREAM RESTORATION FRAMEWORK

LEGEND
- Planning Area Boundary
- Resource Protection Area
- Green infrastructure opportunity
- Linear green improvements
- Environmental education signage
- Low-flow channel manipulation
- Bank stabilization to bankfull elevation

Note: See Appendix B for Cross Sections X-X and Y-Y, as well as Green Infrastructure / Stream Restoration and Stabilization Toolkits.
A3. NATURAL / OPEN SPACE NETWORK

Today, access and visibility to the Four Mile Run stream corridor is limited; the waterway is flanked by the backs of buildings, and is generally viewed only from above on intermittent area bridges. Recently, there has been a shift in how Arlington residents regard their waterways. This has led to a greater appreciation for the potential of Four Mile Run to serve as an amenity. The vision is for a vibrant open space network that connects the many open public spaces and natural areas existing and proposed in this Plan.

The major east-west trails and connections—W&OD Trail, Four Mile Run Trail, as well as South Four Mile Run Drive and South Arlington Mill Drive—will be linked by a stacked loop system of pedestrian and multi-modal connections. This network will enable easier movement within the study area and its varied environs, better access to the area from surrounding neighborhoods, and a greater variety of trail loop lengths for users. The trail hierarchy includes classifications for Commuter Trails, Community Trails, Promenade Trails, and enhanced Sidewalk Networks all tied to adjacent park trails and pedestrian networks by a system of welcoming gateways that maximize safe and attractive pedestrian crossings. An overarching goal is to enhance multimodal transportation in the corridor as an alternative to vehicular traffic.

A3.1 OPEN SPACE NETWORK
a. Develop a cohesive open space network with enhanced recreation opportunities that can support health and wellness.
b. As part of a corridor-wide public art project:
   • integrate natural and cultural resource education and interpretation; and
   • work with local artists to incorporate artistic elements.

c. Shirlington Dog Park - Keep the dog park as it is today, in terms of maintaining its current size, location and configuration, while providing for its future sustainability by seeking innovative ways to address environmental, operational, safety, and aesthetic conditions (including, but not limited to, stormwater management and shoreline maintenance).

A3.3 ACQUISITION / PHASING
a. Acquire additional properties east of Nelson Street, over time, to implement the vision for an expanded Jennie Dean Park.
b. Seek CIP or other funding for future phases of park development (beyond Phase I, Jennie Dean Park).
c. Investigate obtaining public access to the western end of Shirlington Dog Park from Walter Reed Drive (See map on p.3.12).

A3.4 ACCESS
a. Improve access along the north and south sides of Four Mile Run while providing overlooks and safe, stable water access at key points in order to reconnect with water and nature while accentuating scenic views along the waterway.
b. Improve sidewalk conditions and intersection accessibility along South Four Mile Run Drive as part of a complete street enhancement.
c. Improve pedestrian paths, accessibility and wayfinding along South Walter Reed Drive, South Oxford Street, and Shirlington Road.
d. Create potential trail underpasses or overpasses at South Walter Reed Drive and Shirlington Road to allow for continuous connectivity.
FIGURE 3.6: EXISTING & PROPOSED CONNECTIVITY NETWORK

LEGEND

- Existing Connectivity Network
- Improved Connectivity Network
- Proposed Connectivity Network
- Potential Future Connection
- Neighborhood Connections
- Existing Dog Park Trail

- Resource Protection Area
- Planning Area Boundary
- Existing Sidewalks

3.11

FINAL DRAFT 11.2.18 | 4MRV Area Plan
A3.5 ALLIE S. FREED PARK

Allie S. Freed Park provides casual open space and a connection to Barcroft Park. The aim is to keep the park in its natural state, with minimal intervention, to enhance users’ connection to nature and improve Four Mile Run’s riparian function.

a. Conduct stream restoration and stabilization as part of an enhanced riparian buffer.

b. Provide water access from Four Mile Run Trail along the lower-elevation southern side of the Run.

c. Provide tree canopy overlooks along the Promenade Trail at the higher-elevation northern side of the Run.

d. Include environmental and cultural interpretation.

e. Create an enhanced gateway at South Walter Reed Drive with park user accommodations, highlighting the connection between the Four Mile Run Trail and the Lucky Run Trail.
1
Concept:
Proposed Gateway Features

+ BENCHES IN SHADE
+ TRAILHEAD
+ SIGNATURE PLANTINGS
+ INTERPRETIVE SIGNAGE
+ PUBLIC ART OPPORTUNITY
+ WAYFINDING
+ BIKE RACKS

2
Concept:
Proposed Water Access Point

+ STEPPING STONES
+ RAILROAD TIE STEPS
+ FLAT STONE AT WATER’S EDGE
FIGURE 3.8: OVERLOOKS, ACCESS AND TRAIL UNDERPASS OPPORTUNITIES

LEGEND
- Orange: Proposed Overlook
- Red dashed line: Proposed Riparian Access Path
- Blue: Existing Water Access
- Cyan: Proposed Water Access
- Yellow: Proposed Trail Underpass

Note: exact locations are to be determined, based on further study
A3.6 SIGNAGE/WAYFINDING

There is a need for improved signage and a wayfinding strategy to enhance the Four Mile Run Valley’s identity and improve access to and within the area for visitors and neighboring residents. A coordinated strategy can be implemented with the following elements:

a. Consider improving major gateways with directional signage and a range of amenities such as seating, trailheads, signature plantings, bike racks, trash cans, and Arlington Parks welcome signage.

b. Consider improving minor gateways with directional signage, cultural or environmental interpretation opportunities, and trash cans.

c. Provide locational signage and trail markers at regular intervals along commuter and community trails.

FIGURE 3.9: GATEWAY AND SIGNAGE OPPORTUNITIES
### TABLE 3.16: TRAIL HIERARCHY AND MATERIALS

<table>
<thead>
<tr>
<th>Trail Type</th>
<th>Location/Trail Name</th>
<th>Width</th>
<th>User</th>
<th>Materiality</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter</td>
<td>W.&amp;O.D.</td>
<td>12’</td>
<td>Multi-Use (ped/bike)</td>
<td>Asphalt with recycled aggregate</td>
</tr>
<tr>
<td>Community</td>
<td>Four Mile Run / Long Branch</td>
<td>10’</td>
<td>Multi-Use (ped/bike)</td>
<td>Asphalt with recycled aggregate</td>
</tr>
<tr>
<td>Connector</td>
<td>Nauck Branch / Private Trail west of Dog Park</td>
<td>6’ - 8’</td>
<td>Pedestrian</td>
<td>Porous paving or elevated metal walkway</td>
</tr>
<tr>
<td>Sidewalk</td>
<td>S. 4MR Dr / S. Arlington Mill Dr / S. Walter Reed Dr / S. Shirlington Rd / 24th Rd</td>
<td>6’</td>
<td>Pedestrian</td>
<td>Concrete (broom or exposed aggregate)</td>
</tr>
</tbody>
</table>

**FIGURE 3.10: TRAIL HIERARCHY AND MATERIALS MAP**
B. DEVELOPMENT FORM / LAND USE

B1. DEVELOPMENT FORM AND CHARACTER

Four Mile Run Valley contains some of the last areas of industrially-zoned land in Arlington County, as well as popular community facilities including trails, parks, open spaces and natural areas. There is a desire in the community to retain existing uses and an industrial aesthetic in this area. Additionally, strategic improvements in the public realm are recommended to support existing and future uses.

a. Encourage reuse of existing buildings where possible.

b. Implement Design Guidelines (see Chapter 4) to guide future improvements and new development. The standards should reinforce a high quality pedestrian realm, flexible use and an industrial aesthetic.

c. Employ environmental and cultural interpretation where possible throughout the Four Mile Run Valley area to instill and enhance a sense of place and connection to its history.

d. Incorporate public art throughout the Four Mile Run Valley area and consider local history and environmental concerns as its subject matter.

e. Permit broader uses, including residential, in limited areas (identified on page 3.2 to 3.3) to complement and coordinate with development allowed in the Nauck Revitalization Area along with improved streetscape along Shirlington Road. (Analysis to identify zoning and other tools to facilitate this development will be undertaken as a follow-on action, after the Area Plan is adopted. Implementation steps are outlined in further detail in Chapter 5 of this document.)

f. Examine the Zoning Ordinance to develop additional flexibility (i.e. parking, signage, etc.) to incentivize development in keeping with the vision for the area.
B2. LAND USE

B2.1 PRESERVE EXISTING INDUSTRIAL USES
Recommendations to preserve industrial uses include:

a. Maintain industrial zoning for all properties that are currently zoned for industrial uses so that industrial land will remain available for small businesses, including both existing businesses and similar operations into the future.

b. While allowing for mixed-use development in portions of Subarea D, through changes on the General Land Use Plan and zoning, incorporate building and site design guidance that buffers those uses from existing industrial uses to prevent or mitigate future use conflicts. These actions could include buildings designed with noise attenuation or locating parking at the rear between any residential units and industrial uses.

c. Develop ideas to strengthen business retention in the area including:
   • Developing an on-street parking design that maximizes the number of available spaces.
   • Providing outreach and technical assistance to assist existing businesses in complying with stormwater management requirements, avoiding any flood risks and incorporation of sustainability measures, e.g., solar electricity.

d. Continue to work with the Business Association, using its network as a conduit for Arlington Economic Development to offer 4MRV businesses access to technical assistance where available. Consult with the business association, property owners and business owners on the potential future expansion of arts uses in the area.

B2.2 PUBLIC USES

The County’s needs for support facilities are critical and increasing with the growth in population and development and the challenges of maintaining aging infrastructure. The limited supply of appropriately-zoned land suitable for County facilities and storage of heavy equipment and supplies greatly constrains its ability to meet those needs. Private redevelopment of former industrial properties has eliminated many lease and purchase options. 4MRV offers unique opportunities to meet County needs with its supply of industrial land and buildings, as well as close proximity to the County Trades Center.

a. Sites within Four Mile Run Valley should continue to be considered for public use, within the context of a countywide review process.

b. Consolidate and co-locate County uses, where possible.

B2.3 GUIDANCE FOR SUBAREAS C AND D
Plan policy and future design guidelines can shape the form of new development in Subareas C and D.

a. Generally, support the continuation of industrial and public uses within these subareas.

b. Reinforce guidance from the Nauck Village Center Plan, with similar heights, density, and use mix, for sites indicated for “Broader Uses” within Subarea D.

c. Encourage a mix of building types, with 4 to 6 stories maximum height.
FIGURE 3.13: FUTURE LAND USE MAP

LEGEND
- Planning Area Boundary
- Parks Master Plan Boundary
- Industrial / Service Commercial / Public
- Industrial / Service Commercial / Public + Arts (Flex Industrial / Retail)
- Mixed Use (Flex Industrial / Retail / Office / Residential / Public)
- Hotel / Multifamily Residential
- Open Space (Recreational / Casual Use / Natural Areas)
- Semi-public
- Public; uses to be determined
- County Operations / Potential Community Facility
B3. BUILDING HEIGHT
Policy guidance for the height of new buildings includes:

a. Maintain building height in the majority of the study area at 75', which is consistent with existing M-1 and M-2 zoning.

b. Allow a future County-owned parcel, immediately adjacent to I-395 and distant from surrounding neighborhoods, to have buildings permitted up to a maximum height of 120'.

c. Limit height of buildings adjacent to the historic Lomax A.M.E. Church and west of and adjacent to Shirlington Road to 45'.

FIGURE 3.14: BUILDING HEIGHT MAP

<table>
<thead>
<tr>
<th>LEGEND</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning Area Boundary</td>
</tr>
<tr>
<td>Parks Master Plan Boundary</td>
</tr>
<tr>
<td>45' Maximum Building Height</td>
</tr>
<tr>
<td>75' Maximum Building Height</td>
</tr>
<tr>
<td>120' Maximum Building Height</td>
</tr>
<tr>
<td>Transitional Height Area</td>
</tr>
</tbody>
</table>
B4. ARTS DISTRICT

A variety of visual and performing artists, arts organizations, and cultural affairs staff currently operate in 4MRV, primarily in the County-owned building at 3700 Four Mile Run Drive. The rehearsal, artist, and recording studios, black box theater, and office spaces located within the building provide users with a unique clustering of arts and creative activities producing a fertile environment for collaboration and innovation. The vision for the future is that this confluence of arts and creative activities will continue to evolve, and potentially grow into an Arts and Industry District.

a. Work with the Arts Commission and the arts community to focus on the production needs of artists and develop a strategy for expanding arts uses within the study area consistent with *Enriching Lives: Arlington Arts and Culture Strategy*. (See Chapter 5 for discussion and timeline for initiation of a public process to explore this issue.)

b. Explore opportunities to promote the expansion of arts uses within the area, including the evaluation of an Arts and Industry District.

c. Encourage the introduction of additional arts, maker uses, and new retail uses in the area between Nelson Street and Walter Reed Drive as properties become available.

d. Collaborate with adjoining business and property owners and the business association in developing appropriate street designs for Oakland Street to further the vision for the area.

e. Work with the Arts Commission, the Public Art Committee, Public Art Staff and the community to identify opportunities, per the Public Art Master Plan, to integrate public art within identified parks, public spaces, and other Four Mile Run Valley locations.

f. Work with Virginia Dominion Power, the arts community, and area businesses and residents to explore possible artistic screening options for the substation located on Four Mile Run Drive.

The classification of an “Arts District” can vary dramatically – it can be as minimal as nominal marketing and branding within an organically formed area or as intense as a legally defined geographic boundary with new facilities, financial incentives and dedicated programming. A review of these various types of districts will be necessary to evaluate the potential benefits in realizing the vision for 4MRV. Components that classify the district will include, but not be limited to:

- Key attributes of the district;
- Geography of the district;
- Relationship to parks and open space;
- Utilization of County resources and facilities;
- Marketing and branding;
- Zoning and/or other regulatory requirements;
- New or expansion of existing facilities; and
- Tax benefits or other financial incentives.

FIGURE 3.15: Arts Use Examples
B5. GUIDANCE FOR COUNTY-OWNED PROPERTIES WITHIN SUBAREA B

The County owns three parcels within Subarea B. Policy guidance for these properties include:

a. Continue to meet performance, studio, rehearsal, storage and meeting space needs for artists, arts organizations and the County, in the short-to-medium term.

b. Examine how to best utilize the County’s land holdings to implement the Plan’s vision, consistent with existing County policy, in the long term. (To be discussed as part of the community process regarding Arts / Arts District as a short term implementation exercise. see Chapter 5.)

FIGURE 3.16: COUNTY-OWNED PARCELS WEST OF S. NELSON STREET

LEGEND

- Parks Master Plan Boundary
- Preserve Existing Uses / Arts-Oriented Uses
- Public (County-owned Parcels); uses to be determined after further study
- Potential County-owned Parcel; use to be determined after further study

1. 3806 S. Four Mile Run Drive
2. 2654 S. Oakland Street
3. 3700 S. Four Mile Run Drive
4. 2700 S. Nelson Street
C. STREET DESIGN / TRANSPORTATION

The Four Mile Run Valley study area has a number of important, existing transportation assets, including the trail network, its proximity to I-395 and the Shirlington Transit Center, and a relatively well-connected network of streets. The area’s key transportation issues include fragmented/discontinuous pedestrian and bicycle facilities, congestion and safety at intersections, and limited sidewalk buffers and street trees in some areas. This section outlines preliminary recommendations related to Safety and Traffic Flow, Four Mile Run Drive, Parking, Pedestrian and Bicycle Improvements, and Transit.

C1. SAFETY AND TRAFFIC FLOW IMPROVEMENTS

a. Complete an in-depth study of the Four Mile Run / Shirlington Road intersection to develop a design that better accommodates east-west bicycle and pedestrian crossings, minimizes vehicular delay, and promotes overall safety for all modes.

b. Consider intersection design and operations improvements at key locations within the study area to address existing traffic and potential future traffic growth.

c. Explore the possibility to augment parking resources by utilizing existing parking garages in the surrounding area at off-peak times.

d. Maximize recreation and/or casual use space within Jennie Dean Park in lieu of providing additional on-site parking, to the greatest extent possible, by utilizing on-street parking resources.

C2. FOUR MILE RUN DRIVE STREET DESIGN AND PARKING

Due to the cost and land requirements of structured parking, maximizing on-street parking is an appropriate solution to support the vision and land use goals of the area. By changing the street design of Four Mile Run Drive, the County can provide additional on-street parking and support a number of the other goals of the plan.

a. Develop policies and practices to address parking on a district-wide basis, utilizing expanded on-street parking resources to support existing and future public and private uses.

b. Develop and review street design alternatives for Four Mile Run Drive with community stakeholders to maximize on-street parking, while also ensuring safety for pedestrians and maintaining appropriate traffic flow.

- Implement changes in phases; monitor for effectiveness and safety.
- Explore utility pole relocation or replacement as part of long-term streetscape implementation.
- Explore continued partnerships with Northern VA Parks Authority for seamless trail connections and sidewalks on north side of Four Mile Run Drive.

ANGLED PARKING ON FOUR MILE RUN DRIVE

Head-out angled parking is recommended for Four Mile Run Drive, fronting Jennie Dean Park, instead of head-in angled parking, because it is documented to be safer for all users. Head-out parking is safer for drivers because, when leaving the parking space, the drivers have clear vision of oncoming vehicles, pedestrians, and cyclists and do not have to pull out blindly. It is also easier to load car trunks or truck beds from the sidewalk instead of the travel lane. Children, pets, and all users entering and exiting a vehicle that is parked as head-out angled are directed and channeled toward the sidewalk area because the doors open in that direction instead of toward the travel lanes.

FIGURE 3.17: Head-out angled parking concept on Four Mile Run Drive
CONCEPTUAL PLAN FOR FOUR MILE RUN DRIVE

The conceptual plan graphic (right) shows a potential re-configuration of Four Mile Run Drive to maximize on-street parking and meet other plan goals, such as pedestrian safety and maintaining appropriate traffic flow. The future street cross section should change along the corridor length to address adjacent land uses and necessary turning movements. Improved crosswalks and bicycle crossings are shown at key intersections; continuous sidewalks and street trees are shown throughout.

As an interim solution, the reconfiguration of Four Mile Run drive could be implemented using paint, bollards and landscaped planters (see page 3.26). This would create a temporary 10 foot sidewalk on the south side of the street, a pedestrian crossing island at the intersections of Nelson and Oxford streets, and curb extensions (with planters) along the corridor. Parking lanes would still be provided on both sides of the street. This interim solution would allow the County to pilot the new street design and collect input/data on vehicle speeds and delay, pedestrian comfort, safety and access to businesses. There is an example of a similar street design change at the intersection of Arlington Mill Drive and Walter Reed Drive, where the county has re-configured travel lanes and created curb extensions using paint, bollards and planters.

In the longer term, reconstruction of the road would allow for changes to sidewalks and landscaping, which could include green infrastructure improvements.

FIGURE 3.18: Example of temporary street installation at Arlington Mill Drive and Walter Reed Drive. (See also Figure 3.20, potential temporary design solution for Four Mile Run Drive).
FIGURE 3.20: FOUR MILE RUN DRIVE, CONCEPTUAL STREET DESIGN, INTERIM PHASE

Note: This illustration is highly conceptual and is intended to help visualize an idea that was identified in the 4MRV process. Final details, such as driveway connections, bus stop locations, etc., will be reviewed at the appropriate time prior to implementation.
The maximized parking concept combines a parallel/angled parking strategy for Four Mile Run Drive with a concept for parallel parking on Arlington Mill Drive. This concept creates more than 30 angled parking spaced immediately adjoining Jennie Dean Park. Through regulatory and design changes, more than 250 additional spaces would be available during the daytime and evening. The cost of repainting streets in this configuration is far less than constructing new parking structures, and there may be opportunities for the County to explore shared parking agreements in existing nearby private parking garages.
C3. PEDESTRIAN AND BICYCLE IMPROVEMENTS

The existing sidewalks along Four Mile Run Drive are discontinuous and, where they exist, provide limited comfort for pedestrians. There is no sidewalk along the north side of Four Mile Run Drive and pedestrians are expected to use the W&OD Trail to move east-west along the corridor. The sidewalk that is present on the south side of the street is interrupted by driveways and utility poles. The sidewalk is largely absent along the south side of Four Mile Run Drive from South Nelson Street to Shirlington Road. Arlington Mill Drive has sidewalks along the south side of the street, but pedestrians are expected to use the Four Mile Run Trail to traverse the north side of the street. There is a pedestrian bridge that connects to Jennie Dean Park and the Shirlington Dog Park located at South Nelson Street.

C3.1 PEDESTRIAN

a. Widen and improve the pedestrian zone along the south side of Four Mile Run Drive by reconfiguring the roadway.

b. Make the sidewalks on the south side of Four Mile Run Drive continuous by adding the segment between Nelson Street and Shirlington Road.

c. Add pedestrian crossings across Four Mile Run Drive with median refuge islands at Oxford Street, Oakland Street, and Nelson Street.

d. Add new high visibility crossings for pedestrians and bicyclists at the intersection of Four Mile Run Drive and Shirlington Road.

e. Consider how to incorporate expanded sidewalk or trail space at the northwest corner of Shirlington Road / Arlington Mill Drive to improve safety.

f. Explore potential for flush street design on S Oxford Street and Oakland Street, to create a flexible space that works for cars, parking, walking, biking, public markets, festivals and other events.

g. Improve curb ramps and intersections along Four Mile Run Drive to provide continuous accessibility for people with disabilities.

h. Consider changes at uncontrolled crossings of Arlington Mill Road to improve safety and comfort for pedestrians crossing the street.

Note: additional concepts for pedestrian/trail connectivity integrated with open space resources are shown on the maps on pages 3.11 – 3.16.

C3.2 BICYCLE

Because the W&OD and Four Mile Run Trails provide excellent east-west access, there are no on-street bike facilities on Four Mile Run Drive or Arlington Mill Drive. These shared use paths are heavily used by bicyclists, walkers, runners, and people rollerblading. In addition to the Four Mile Run Trail, which parallels Arlington Mill Drive, a section of the roadway also includes a marked bike lane in the eastbound direction.

a. Evaluate the east-west pedestrian and bicycle crossings of Shirlington Road at Four Mile Run Drive:
   - As a short-term measure, study options for safer at-grade crossings; and
   - Long term, study underpass and overpass options to determine costs and feasibility.

b. Evaluate the feasibility of a Four Mile Run Trail underpass at Walter Reed Drive, considering cost and Four Mile Run stream channel flow and floodplain impacts and constraints.

c. Ensure that the proposed enhancements to the bridge at Shirlington Road and the enhancements being added to the bridge at Walter Reed Drive will make access to Arlington Mill Drive easier and improve connectivity between the W&OD Trail, Four Mile Run Trail, Jennie Dean Park, and the development along Four Mile Run Drive and in Shirlington.

C3.3 STREAM CROSSINGS

a. Complete design and construction of the Walter Reed and Shirlington Road bridges, which will greatly enhance pedestrian and bicycle access in/through the area.

b. Evaluate the effectiveness of the planned bicycle and pedestrian improvement to the Walter Reed and Shirlington Road bridges, over time, to determine whether additional Four Mile Run stream crossings are warranted.

c. Evaluate the utilization of the Nelson Street pedestrian bridge. Determine whether existing or future demand warrants widening or other improvements, such as lighting.
FIGURE 3.22: PROPOSED PEDESTRIAN AND BICYCLE IMPROVEMENTS MAP

LEGEND

- Existing Trails
- Existing Bike Lane
- Existing Sidewalk
- Proposed Sidewalk
- Improved Sidewalk
- Spot Improvements
- Planned/Programmed County Projects
FIGURE 3.23: CONCEPT FOR SHIRLINGTON ROAD BRIDGE UNDERPASS

Note: This illustration is highly conceptual, and is intended to help visualize an idea that was identified in the 4MRV process. Final details regarding the connection to and through Jennie Dean Park would have to be developed and reviewed at the appropriate time prior to implementation.

Note: A similar concept could be considered for Walter Reed Drive.
C4. TRANSIT

a. As part of a multimodal transportation approach, consider proposed future changes to transit in the area, including:
   - The expansion of the Shirlington Transit Center.
   - The proposed West End Transitway Bus Rapid Transit project being led by the City of Alexandria, which would serve the study area along Arlington Mill Drive.
   - Proposed transit routing and service adjustments, as described in the Arlington County Transit Development Plan, which can add more bus service on the existing routes for reduced wait times between buses.

b. Ensure that planned street improvements in the area will accommodate improved transit, including transit access and a comfortable space for bus stops, boarding and alighting.

c. Improve bus stops/shelters along Four Mile Run Drive to provide greater comfort for patrons. At all bus stop locations, the proposed concept plan for Four Mile Run Drive includes bus shelters on curb extensions, which maintain continuous accessibility for people using the sidewalk and accessing transit.

Note: See existing conditions transit map in Chapter 2, Figure 2.26.

SHIRLINGTON ROAD CROSSINGS

The crossings on Shirlington Road north of the Shirlington Bridge are the only way for trail users to continue east-west on the Four Mile Run Trail or connect to the Washington & Old Dominion Trail. This location is frequently noted by trail users as a potential safety concern due to vehicle speed, sightlines and limited yielding.

A future trail underpass or overpass could eliminate the need for people walking or biking across Shirlington Road at grade, helping to improve safety and comfort for trail users. A future study is identified in this Plan to evaluate underpass and overpass options, weigh costs and benefits, and to develop a final solution to be implemented [See Chapter 5 - Implementation].

In the underpass concept shown on the left, westbound trail users could use the underpass to access the W&OD Trail by walking/riding north on the western sidewalk of Shirlington Road. To continue west on the Four Mile Run Trail they could use the western sidewalk on the Shirlington Bridge, which is slated for widening.

A trail underpass at the Shirlington Road bridge will likely require additional review by both the Arlington County Department of Environmental Services (DES) and the Army Corps of Engineers. The Resource Protection Area (RPA) buffer requires establishing/maintaining a vegetated natural buffer to Four Mile Run. As a trail connection to the County’s trail network, the underpass could be considered an allowable use within an RPA.

The underpass is also within the limits of the Army Corps of Engineers flood control channel; the level of analysis and review for a proposed underpass in this location is to be determined. The Army Corps of Engineers maintains a flood control model in this location, used to evaluate flood capacity of Four Mile Run and to evaluate impacts of stream restoration and/or development proposals on flood capacity. Generally, no encroachments, fill, or substantial improvements are allowed within the regulatory floodway without analysis determining that there will be no increase in flood levels during the base flood discharge.

The following design objectives should be considered for the path underpass to address sustainability goals and the expected regulatory requirements:

1. Consider a boardwalk design for the path, and utilize proper erosion control practices for bank stabilization.
2. Bench the path into the Four Mile Run bank, minimizing fill within the flood plain and floodway.
3. Design railings and edge protection, if required, to minimize obstructions to fast-moving floodwaters.

Figure 3.24: Cleveland Pedestrian Bridge

Note: This design could be applied to create a W&OD Trail connection.