



## ARLINGTON COUNTY, VIRGINIA

**County Board Agenda Item  
Meeting of December 9, 2006**

**DATE:** November 30, 2006

**SUBJECT:** Adoption of the 2006 Clarendon Sector Plan – Part 2 and updates to Part 1

**C. M. RECOMMENDATION:**

Adopt the 2006 Clarendon Sector Plan – Part 2, updates to Part 1 and revisions noted in the attached Issues Matrix.

**ISSUES:** Taking into consideration the policies for Clarendon adopted by the County Board on June 10, 2006, do the proposed street alignments and open space locations and sizes for the western end of Clarendon contain adequate open spaces and connectivity?

**SUMMARY:** The 2006 Clarendon Sector Plan – Part 2 is the proposed final document that has been integrated with Part 1 of the sector plan, adopted by the County Board on June 10, 2006. The final document (see Attachment 1) includes new recommendations on transportation, parking, urban design, and an implementation matrix (see Attachment 4) that contains strategies and actions to implement the policies in the plan. In addition, as a follow-up to Part 1, staff is recommending new open space locations and street alignments in the western end of Clarendon. Staff prefers Option 1 (see Attachment 2) and recommends that it be included in the adopted sector plan as the preferred concept as shown in the attached document. These recommendations are based on two options that were advertised by the County Board on November 14, 2006 (see Attachments 2 and 3). Staff has also made minor editorial changes throughout the document. In response to comments raised by Advisory Commission and community members on the advertised draft sector plan, staff has prepared a list of additional modifications that are proposed for incorporation in the adopted sector plan (see Attachment 5).

This new Sector Plan will supersede the 1984 sector plan, as amended by the 1990 Addendum, and will be the principal implementation guideline for Clarendon. The plan provides a refined vision for the Clarendon area as an “urban village.” Building on its historical commercial focus, this vision is achieved through a high-quality public environment, with accessible and connected spaces, and a rich mix of uses that give a sense of place and distinctiveness to Clarendon. The policies and strategies in the plan build on concepts presented in previous County plans to concentrate a mix of uses around each Metro station with active ground-floor uses, quality open

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spaces, a balance of upper-story uses, and lower levels of density and height closer to surrounding neighborhoods.

**BACKGROUND:** Since 1984, Clarendon's preservation and development have been guided by a series of interrelated County plans and policies. The General Land Use Plan and 1984 Sector Plan provided general guidance and the 1990 Sector Plan Addendum and 1994 East Clarendon Special Coordinated Mixed Use District Plan provided more detailed urban design, streetscape, and preservation recommendations. In 2002, the County Board established a community task force to help guide the work of staff and a consultant team to refine the vision for Clarendon. The Task Force included representatives from the immediate surrounding civic associations (Clarendon-Courthouse, Lyon Park, Lyon Village, Ashton Heights, and Ballston-Virginia Square); businesses; commercial property owners and developers; the Planning, Transportation, Housing, and Park & Recreation Commissions; Historical Affairs and Landmark Review Board; Pedestrian Advisory Committee; and the Clarendon Alliance. During the sector plan review process, a series of steps were undertaken including: 1) a review of existing conditions and issues; 2) visioning sessions including design charrettes with the larger community; 3) development of alternatives and assessments; and 4) development of draft plans for community review. The County Board participated periodically in this process and assisted the process by adopting a series of 32 Policy Directives that are included in the adopted Clarendon Sector Plan – Part 1.

**DISCUSSION:** The 2006 Clarendon Sector Plan - Part 2 is the final document that will complete the Clarendon Sector Plan update process. Part 1 was adopted by the County Board on June 10, 2006 and includes the introduction and background, vision and goals, a concept framework, and 32 policies to guide development projects for the next 15 to 20 years. Part 2, the subject of this staff report (see Attachment 1), includes additional transportation (pages 2.55-2.84) and parking (pages 2.85-2.90) recommendations to support the Master Transportation Plan amendments adopted by the County Board in February 2006, urban design guidelines (pages 3.1-3.26), an implementation plan (see Attachment 4), and a refined concept for open spaces and streets in the western end of Clarendon (see Attachments 2 & 3). Parts 1 and 2 together will be considered the final 2006 Clarendon Sector Plan. The new, complete sector plan will reestablish the overall vision for the Clarendon station area and provide a comprehensive and detailed framework related to land use, public spaces, urban form and character, transportation, and parking that will be used to guide public and private investment and decision making in the physical redevelopment of the area.

After the County Board adopted Part 1, staff held additional discussions with advisory commission and community members to review alternative concepts for new open spaces and streets in the western end of Clarendon, specific transportation and parking recommendations, and urban design guidelines.

### **Concepts for New Mid-Block Streets and Open Spaces in the Western End of Clarendon**

When the County Board adopted Part 1, recommendations for new open spaces and streets on several blocks were unresolved. The community and County Board raised concerns that preliminary recommendations did not propose an adequate amount of new open space for the

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future population of Clarendon and that the proposed new streets should have more alignment and connectivity from one segment to the next. Additionally, the Master Transportation Plan amendments adopted by the County Board in February 2006 established the need for new streets; however, the alignments specified for each street were general. Therefore, staff developed multiple concept plans and reviewed the plans with community members and advisory commissions during a Transportation Commission work session on July 25, 2006 and at two community meetings on July 27 and September 12, 2006 to gain feedback. Additionally, staff presented the concepts to the Historical Affairs Landmark Review Board (HALRB) at its August 18, 2006 meeting to gain feedback on the alternatives. The alternatives indicated open spaces and streets in a variety of locations, sizes, and alignments and how surrounding buildings would frame the streets and open spaces. In order to align new streets across main streets—a primary goal from a transportation perspective—the proposed street alignments were primarily focused on “mid-block” or “lower/more west” locations in each block. Other goals, gaining a new larger open space of approximately 1.5 acres for a mix of uses including recreation and gaining a new plaza space west of the “Clarendon Circle” intersection, were established. However, because staff anticipates that these spaces would be primarily achieved through private redevelopment projects, balancing the creation of these open spaces with retention of potential redevelopment capacity for private properties would be necessary.

Based on feedback on the various alternatives, staff narrowed the alternatives to two primary options (Option 1 – Attachment 2 and Option 2 – Attachment 3), although some variation within each could be considered. Both options are consistent with the Master Transportation Plan amendments adopted by the County Board in February 2006 and provide more specific information on the future locations of each street segment. The two options, both advertised on November 14, 2006, provide a description of the major elements. Staff prefers Option 1 and recommends that it be included in the adopted sector plan as the preferred concept as shown in the final draft plan. Additional details and several specific issues for each option are as follows:

North Ivy Street: The location of the new segment of North Ivy Street from Wilson Boulevard to Fairfax Drive has been of particular concern. The concept plans indicate this street in a location between the Kirby Garage and Murky Coffee buildings (Option 1), both slated for preservation in the Clarendon Sector Plan or on Dominion’s property just west of Kirby Garage (Option 2). The Murky Coffee building, formerly the Clarendon Citizen’s Hall, is a Local District Historic Resource that would require a Certificate of Appropriateness (“CoA”) from HALRB prior to any modifications to the property. In either location, space would limit the new street to one vehicular travel lane only with varying widths of remaining space for sidewalks. Based on information from Dominion, a space of 20 feet could be reserved for the proposed through-street on its property by shifting the planned transformer equipment further west which would allow for a 15-foot-wide travel way (inclusive of gutter pans) adjacent to a 5-foot-wide sidewalk. In contrast, approximately 33 feet exists at the narrowest points between the two historic buildings. That clear space would permit one 15-foot-wide travel way between two sidewalks of at least 6-foot-wide adjacent to Kirby Garage and at least 12 feet wide adjacent to Murky Coffee.

If Option 1 is selected (either Option 1 or Option 1 alternative described in Attachment 2) the amount of land available for potential development west of the Dominion substation would be larger than Option 2 allows. By shifting the Dominion equipment closer to Kirby Garage, some

of Dominion's property could be consolidated with other properties, including County property, to generate more efficient floor plate sizes and overall density level. Therefore, this corner of Clarendon could offer a viable commercial development that would help to improve the overall pedestrian experience and urban design in the area spanning between Virginia Square and Clarendon. Option 2 would limit the potential Wilson Boulevard frontage of a future redevelopment project at the corner to a maximum of approximately 35 feet.

The proposed segment of North Ivy Street would connect across Fairfax Drive to Washington Boulevard and then connect to either the proposed locations for 12<sup>th</sup> Street or 13<sup>th</sup> Street. Either connection would require the use of the St. Charles Church property although the alignment in Option 1 would not require the removal of existing church buildings and would reduce the impact on the remaining church property. Option 2 bisects the church property; community members most familiar with the church's programs and constraints have raised major concerns with this option.

10<sup>th</sup> Road North: Two locations are proposed for a new segment of 10<sup>th</sup> Road North in the Silver Diner block that would align with the proposed North Ivy Street. The mid-block location (Option 1) would allow for flexible building sizes and configurations surrounding the street in the Silver Diner block; the lower-block location (Option 2) would limit building sizes between 10<sup>th</sup> Road and 10<sup>th</sup> Street likely, limiting the use to residential in the southern portion of the Silver Diner block.

In the area between North Irving to North Hudson Street, a number of alternative alignments for another new segment of 10<sup>th</sup> Road and possible open space locations were explored. At this time, it is anticipated that the Wachovia property would redevelop sooner than the Verizon property. Therefore, it is recommended that the proposed alignment of 10<sup>th</sup> Road be built directly north of the existing Verizon building to provide service and parking access to any redevelopment project on the Wachovia property as well as to allow a favorable development site and floor plate size for prime office development. This street alignment is consistent for both options. Verizon representatives have indicated that their existing surface parking along the north edge of the building could be relocated, possibly in another redevelopment site, in order to accommodate the proposed 10<sup>th</sup> Road. Although this segment would not be aligned across Irving or Hudson streets, the placement would not require redevelopment of the Verizon property and it would allow more space on this block to be reserved for a new urban park.

Open Spaces: Although the remaining portion of the Verizon property may not redevelop for a very long time period, a long-term vision for a larger, contiguous open space has been identified in the sector plan. Gaining the open space in stages may be feasible and could be achieved in part if existing public facilities were relocated to other redevelopment sites. The existing County property on this block, approximately 42,000 square feet, could be combined with portions of the Verizon property in the future to create a new, rectangular-shaped urban park approximately 50,000 square feet in size (as shown on Option 1 and 2).

Given that it would be difficult to transfer the entire potential density for the Verizon property (3.0 FAR) to another redevelopment property in Clarendon without exceeding the envisioned building form, reserving space between the proposed 10<sup>th</sup> Road and 10<sup>th</sup> Street for both new

buildings and the open space is necessary. If, however, new land use tools or remaining density capacity on other sites exists in the future, the County could evaluate options to create a larger open space from 10<sup>th</sup> Street to 10<sup>th</sup> Road.

The concept plans also propose a new urban plaza at the eastern end of Fairfax Drive. Depending on the alignment of North Ivy Street, the plaza could range in size from approximately 20,000 square feet (Option 1) to 35,000 square feet (Option 2). This proposed plaza could be designed with a mix of hardscape (e.g., paved surfaces) and landscaped areas. The plaza is envisioned as a place for public gatherings and could be used for public market-type activities in the future. Staff will undertake a separate study to analyze the public market concept including its feasibility, program, and implementation tools.

**West End Heights:** When Part 1 was adopted, the County Board recommended that staff evaluate whether the heights included in the Policy Directives, adopted by the County Board in February 2006, were appropriate and sufficient to maintain density capacity and achieve expanded open spaces. The maximum height limits identified in the adopted Policy Directives were analyzed for both concepts. Based on staff's analysis of the potential density for the church property, recapturing the maximum General Land Use Plan (GLUP) density (3.0 FAR) could be achieved with additional capacity if the entire property were to redevelop. If, however, preservation of some church buildings occurs, the maximum heights may limit the amount of potential density to the GLUP density level and leave little to no remaining capacity for any additional density. As it is difficult to determine at this time how the church property would specifically redevelop, it is recommended that the heights established by the Policy Directives be maintained. Based on staff's analysis, the height limits for the substation block could accommodate the GLUP density (3.0 FAR) as well as additional capacity for community benefits. The maximum building heights included in the Policy Directives are as follows:

- St. Charles Church block: 5 stories with a maximum height of 75' along Washington Boulevard tapering up to 7 stories with a maximum height of 90' towards Fairfax Drive; a 4 story limit along Fairfax Drive where the existing church buildings are located (a step-back requirement is indicated along a portion of Washington Boulevard); and
- Substation block: 7 stories with a maximum height of 90' for the area west of Kirby Garage; 2 stories maximum for the Kirby Garage and Murky Coffee buildings

### **Transportation and Parking Policies**

The Clarendon Sector Plan – Part 1 includes one policy for Transportation, which affirms the addition of new streets in the Master Transportation Plan adopted by the County Board on February 25, 2006. In order to provide additional guidance for the transportation and parking system in Clarendon, Part 2 includes additional policies for transportation and parking. Part 2 also includes detailed street cross sections for most streets in Clarendon indicating recommended lane widths, sidewalk areas, and on-street parking conditions; specific locations for new bike lanes and their conditions; possible new locations for an additional Metro station elevator; and recommendations related to shared parking criteria and parking relief options for preserved structures.

Staff met with the Transportation Commission on June 8, July 18, and September 27, 2006 to discuss several transportation issues including the preferred cross sections for streets; minimum sidewalk clear space specified in the streetscape guidelines; parking relief options for structures recommended for preservation; new Metro elevator locations; and, future use of existing knock-out panels in the Metro station tunnel. The following provides a summary of the recommendations for the transportation elements:

Street Cross Sections: Staff recommends reconfiguring most streets and intersections in Clarendon to narrow travel lanes, shorten pedestrian crosswalks, widen sidewalks, and gain additional on-street parking. Revised diagrams indicating the recommended cross section are included in the sector plan in Chapter 2, section D.7.

10<sup>th</sup> Street North: Concerns were raised by nearby residents regarding the existing high operating speeds of traffic and difficult pedestrian crossings. Some people expressed a desire to have bicycle lanes added to the road as a measure to improve bike access to Highland Street and the center of Clarendon. Alternatives were developed and reviewed that varied the width of a center median, eliminated the center median, and/or incorporated bike lanes. Most members and community participants preferred retention of a sufficiently wide median that would provide a pedestrian refuge.

The proposed cross section for 10<sup>th</sup> Street continues the 8-foot-wide median gained through “The Reserve” and USPS “The Phoenix” site plan projects with four, narrowed travel lanes and on-street parking lanes. The median would be planted with street trees. Separate bike lanes would not be provided in this scheme; bicyclists would share the outside travel lane with vehicles and would then connect to Highland Street or Fairfax Drive to continue to other bike routes. The overall street cross section would be narrowed from the existing 72 feet to 68 feet between curb faces.

North Highland Street: Preliminary staff proposals recommended reconfiguring North Highland Street, between Washington and Clarendon boulevards, from four lanes to three travel lanes and two parking lanes, and between Wilson and Clarendon, retention of four travel lanes and removal of parking lanes. Some community and Transportation Commission members suggested other alternative street cross sections and treatments for the roadway between Wilson and Clarendon including the following proposals:

- Raise the Highland Street roadway by several inches for the length of the block between Wilson and Clarendon;
- Close Highland Street between Wilson and Clarendon to discourage some of the traffic that uses Highland Street as a cut-through from Lee Highway to Arlington Boulevard; or
- Modify the signal operations to introduce an all-way vehicle stop period to allow free-flow pedestrian crossings through the Highland/Wilson and Highland/Clarendon intersections.

Staff recommends reconfiguring Highland Street from four travel lanes and one parking lane to three travel lanes, two bike lanes, and one parking lane for the section between Clarendon and Washington boulevards. The proposed change would enable Highland Street to become a street

for all users. Staff recommends removing the existing parking lane on the east side of Highland between Wilson and Clarendon to allow for a widening of sidewalks; four travel lanes would be maintained. This configuration would continue to provide turning lanes for vehicles approaching Wilson and Clarendon while maintaining through traffic on Highland and it would also improve pedestrian ways along Highland where sidewalk space is currently limited. Staff does not recommend either the raised or closed options suggested by others. A full closure would cause a substantial diversion of traffic to adjacent streets, such as North Garfield, which do not have the additional capacity to accept the diverted traffic. Staff does not anticipate that the raised street option would directly divert traffic; however, this option could lead to some degradation of traffic flow that may result in some diversion or greater traffic congestion. While the raised roadway would require additional construction costs and disrupt traffic, the option would do little to improve pedestrian travel. The two existing pedestrian crosswalks are approximately 70 feet apart. Encouraging pedestrians to cross between the crosswalks would only save a few seconds of time but could result in less safety for pedestrians.

Wilson Boulevard/10<sup>th</sup> Street North intersection: The free-right-hand turn from eastbound Wilson to 10<sup>th</sup> Street was originally proposed for removal in the Virginia Square Sector Plan and the Ashton Heights Neighborhood Conservation Plan. However, during the community discussions, community members from Ashton Heights expressed concerns about possible cut-through traffic on Jackson Street if this change were completed to avoid possible traffic delays on the main streets. The community now recommends instead that a dedicated right-turn lane remain and that the free right-hand turn be eliminated.

After analyzing the anticipated traffic movements and pedestrian conditions at the intersection, staff concurs that a separate lane for right-hand turns is beneficial; however, staff recommends that an exclusive right-hand turn lane from Wilson to 10<sup>th</sup> Street be constructed to accommodate forecasted peak-hour travel movements. Staff recommends narrowing travel lanes and elimination of the channelized “free-right” turn area at this intersection, which will improve pedestrian circulation by providing shorter crossing distances. Right turn movements would be controlled by the traffic signal and right-turns-on-red could be restricted if significant conflicts with pedestrians occur in the future.

Sidewalk Clear Widths: For the streetscape guidelines, staff recommends establishing distinctive zones including a Tree and Furniture Zone, Clear Walkway Zone, and Café/Shy Zone. For each zone, a specific minimum dimension is included as well as a description of the treatment for each area. Staff recommends, depending on the streetscape type and whether café zones are included, that Clear Walkway Zones range from 6 feet to 14 feet. If café space is used, staff recommends establishing a 6-foot-wide Café and Shy Zone.

The streetscape dimensions would be applicable to new construction within Clarendon. However, where the sector plan recommends preservation of specific buildings or frontages, the streetscape dimensions may be reduced as appropriate to fit the available sidewalk area. For existing uses or uses proposed in existing buildings, such as sidewalk cafés, the sidewalk areas would need to meet ADA-accessibility guidelines; however, additional modifications, such as fully achieving the proposed clear width or tree/furniture zone, may be delayed until such time as redevelopment occurs.

The proposed streetscape types are included in the Urban Design Guidelines in the sector plan and are as follows:

- 20 feet (primary shopping streets): 8- to 14-foot-wide Clear Walkway Zone depending on space reserved for Café and Shy Zone, a 6-foot-wide Café and Shy Zone, and a 6-foot-wide Tree and Furniture Zone;
- 18 feet (other main streets): 6- to 12-foot-wide Clear Walkway Zone depending on space reserved for Café and Shy Zone, a 6-foot-wide Café and Shy Zone, and a 6-foot-wide Tree and Furniture Zone;
- 14 feet (secondary streets): 6- to 8-foot-wide Clear Walkway Zone depending on space reserved for a Shy Zone adjacent to the building and a 6-foot-wide Tree and Furniture Zone; and
- 12 feet (tertiary streets): 6-foot-wide Clear Walkway Zone and a 6-foot-wide Tree and Furniture Zone.

Shared Parking: In order to provide resources that support the expanding retail composition in Clarendon as well as to provide an adequate amount of parking for visitors to residential and commercial uses, Part 2 includes recommendations for shared parking criteria to be applied in future redevelopment review processes, including criteria options. The criteria would establish formulas for developers, staff, community, and the County Board to use when proposing and evaluating projects in Clarendon. The criteria would establish a certain percentage of the parking spaces to be set aside as unreserved parking available for use by the public during most times. The criteria would also establish a standard for making commercial office parking available for public use during off-peak hours such as evenings and weekends when office workers are not typically using the parking spaces.

Parking Relief for Preserved Structures: Part 1 establishes policies for preserving several commercial buildings in Clarendon including a bonus density provision for redevelopment projects that include preservation of a building or partial building. In addition to the density provisions, Part 2 includes a recommendation for relief from the parking requirements as incentives to achieve the preservation policies and possible implementation options for further consideration. The following options are included in Part 2:

1. The parking requirement may be reduced by an area equal to the gross floor area of the building being preserved for as many levels deep as the garage is constructed (existing relief included in the “C-3” and “C-R” districts). If this language is selected, it should be clarified to indicate that the “...parking requirement may be reduced by an area equal to the gross floor area of the first floor of the building being preserved...”;
2. The parking requirement may be reduced for full building or partial preservation of buildings identified in the sector plan for preservation as follows: 1) if there is no existing parking for the associated preserved building, no new parking would be required; 2) if parking exists associated with the preserved structure, then the amount of required parking that would have to be replaced would be the lesser of either a) the amount of existing parking spaces or b) the amount of parking spaces that would be required for the proposed use; or

3. The parking requirement may be reduced by the amount of parking that would be required for the amount of building square footage preserved and that area's proposed use.

New Metro Elevator Locations: Several advisory commission and community members have raised questions regarding where new Metro entrances would be located in the future. Based on the density levels anticipated for the station area, additional Metro entrances are not anticipated. However, to improve accessibility into the existing Metro mezzanine, an additional elevator is needed. At this time, staff is uncertain whether the preferred location would be directly adjacent to the existing Metro elevator in Central Park or at another location, for example west of Washington Boulevard. Therefore, staff recommends that further study be undertaken in coordination with WMATA to identify the preferred location including potential costs and benefits of alternative locations. Staff anticipates that this analysis would be undertaken prior to any future County Board decisions on future site plan projects in the West End of Clarendon.

Metro Station Knock-Out Panel: The Clarendon Metro station was constructed with a wall panel that could be knocked out to provide a below-grade pedestrian crossing beneath Wilson Boulevard. In order for the panel to become usable, a tunnel must be constructed under the street and an elevator and street-level entrance plaza built along the sidewalk on Wilson Boulevard near Hudson Street. Some community members have suggested that the sector plan recommend the future use of this knock-out panel to provide an easier connection to the Metro entrance for pedestrians. Staff identifies several drawbacks to usage of this connection including reduction of street-level activities encouraged by the sector plan; loss of at least one structure recommended for preservation to construct the needed elevator and plaza space; and high costs to construct these improvements. At this time, staff does not suggest utilizing this connection, because the possible community benefits would not outweigh the loss of street-level vitality particularly in light of the proposed street and sidewalk improvements planned for this area.

### **Urban Design Guidelines**

In order to create a coordinated redevelopment district around the Clarendon Metro Station, establishing a framework of urban design guidelines is a tool that will inform future redevelopment review processes. The urban design guidelines are intended to facilitate quality architecture and attractive, accessible, diverse, and safe open spaces. Part 2 includes a chapter on guidelines related to building placement, orientation, frontage types, massing, composition, materials, and fenestration, as well as building and site lighting, signs and awnings, and public art. The guidelines address elements that should be incorporated in newly built structures, and the extent feasible, adaptive reuse of structures slated for preservation. Also, this chapter includes the specific streetscape guidelines as described above.

### **Implementation Matrix and Fiscal Impact**

Each adopted sector plan includes an implementation matrix that lists the plan's recommendations as well as the responsible County agency leading its implementation, timing for implementation, and any costs anticipated for future Capital Improvement Plan (CIP) funding cycles. The implementation matrix (see Attachment 4) provides a method to determine how and

when the projects would be funded and implemented. In many instances, recommendations included in the plan may be achieved through private or joint public and private projects. However, a number of recommendations included in the sector plan may require capital funding. Where capital funding is anticipated, cost estimates have been prepared based on recent, similar projects. In some instances, funding has already been requested and allocated. For many items, however, future funding would be necessary. Any requests for future County funding through the CIP would be required to follow the standard County prioritization process. The implementation matrix will be included in Chapter 4 of the sector plan.

**Updates to Part 1**

Some elements in Part 1 have been updated to reflect the preferred concepts for new streets and open spaces. Each of the Policy maps included in Part 1 were left incomplete and have now been updated to reflect the street and open space alignment shown in Option 1. In addition, staff proposes to update the policies (#29 and #30) related to the West End and Verizon block open spaces as follows to reflect the preferred concepts now that the planning analysis has been completed:

<b>From:</b>	<b>To:</b>
<p>29. Blocks 16, 18, and 19: Undertake a planning and design exercise to determine a preferred concept for these blocks with the goal of obtaining open space and improving the pedestrian experience to, through and around these blocks taking into account the following:</p> <ul style="list-style-type: none"> <li>• Indicate a new open space at the western end of the “Clarendon Circle” intersection and possibly extending into the existing Fairfax Drive right-of-way.</li> <li>• Consider swapping existing County property (approx. 8,000 square feet) at the western corner of Block 12 and acquired for open space purposes to another location in the west end of Clarendon or to another part of Clarendon to create a larger open space in exchange for mixed-use development at this corner.</li> <li>• Improve the visual impact of the substation. (29)</li> </ul>	<p>29. Blocks 16, 18, and 19: Indicate a new urban plaza at the east end of Fairfax Drive adjacent to the former “Clarendon Citizen’s Hall” (Murky Coffee building) where the small open space exists at the intersection of Fairfax Drive and Wilson Boulevard.</p> <ul style="list-style-type: none"> <li>• Design plaza with a mix of hardscape and landscape areas which could be used for public gatherings and market-type activities as well as provide additional relief from the surrounding built environment.</li> <li>• Activate the ground-floor space of the proposed building east of the proposed N. Ivy Street segment on the St. Charles Church property with retail and/or public market uses.</li> <li>• As surrounding sites start to redevelop, close the existing vehicular access to Fairfax Drive from Wilson Boulevard.</li> <li>• Extend open space along the Fairfax Drive right-of-way and widen streetscape area for additional landscaping and possible public market uses.</li> <li>• Design space between Murky Coffee and Kirby Garage buildings for pedestrians and bicyclists as well as for service access to buildings; defer designation for through-traffic until future review of adaptive reuse of historic structures can be determined; allow vehicular access for emergency access if needed.</li> <li>• Consider swapping existing County property (approx. 8,000 square feet) at the western corner of Block 19 and acquired for open space purposes to</li> </ul>

	<p><i>another location in the west end of Clarendon or to another part of Clarendon to create a larger open space in exchange for mixed-use development at this corner.</i></p> <ul style="list-style-type: none"> <li>• <i>Relocate County Smartscape facilities to another location in the Rosslyn-Ballston Corridor, or other appropriate site to meet the program’s needs, if/when necessary to facilitate proposed open spaces and proposed redevelopment.</i></li> </ul>
<p><i>30. Block 22 and 23: Undertake a planning and design exercise to determine a preferred concept for this block including the closure of North Irving Street south of Washington Boulevard and achieving a new open space in one of the following manners:</i></p> <ul style="list-style-type: none"> <li>• <i>Along the entire 10<sup>th</sup> Street frontage;</i></li> <li>• <i>Along N. Hudson Street with frontage along 10<sup>th</sup> Street;</i></li> <li>• <i>Along N. Irving Street with frontage along 10<sup>th</sup> Street; or</i></li> <li>• <i>In a mid-block location surrounded streets and/or buildings (similar to Welburn Square in Ballston). (30)</i></li> </ul>	<p><i>30. Block 22 and 23: Indicate a new urban park along the north edge of 10<sup>th</sup> Street North between N. Hudson and N. Irving streets.</i></p> <ul style="list-style-type: none"> <li>• <i>As redevelopment projects are proposed in Clarendon, relocate the existing public facilities on the County property in order to create the proposed open space in phases.</i></li> <li>• <i>Continue to discuss redevelopment opportunities with Verizon in the future in order to facilitate expansion of the proposed open space and its reconfiguration into a more-uniform, rectangular shape.</i></li> <li>• <i>Recapture potential density from open space area in other redevelopment projects on the block or in the Clarendon station area.</i></li> <li>• <i>Design and construct open space to accommodate a mix of uses including recreational uses and provide new landscape plantings to enhance the tree coverage in Clarendon.</i></li> <li>• <i>If additional land use tools or resources become available in the future and the development capacity from the Verizon property could be accommodated elsewhere in Clarendon, continue to evaluate the possibility of expanding the open space to the south edge of the proposed 10<sup>th</sup> Road.</i></li> </ul>

The Public Spaces section (D.6) included in Chapter 2 has been updated to include more detailed recommendations for each of the existing and proposed open spaces. New photos of the existing structures recommended for preservation are included; additional historical images of Clarendon are intended to be included in the sector plan before the final printing is completed. Minor editorial changes have been made throughout the document such as corrections to figure number references, heading titles, and spelling errors.

**Advisory Commissions**

Long-Range Planning Committee of the Planning Commission: The LRPC convened a meeting on November 13, 2006 to discuss the draft Clarendon Sector Plan, advertised by the County Board on November 14, 2006. At that meeting, Planning Commissioners and community

members raised several concerns and questions about the plan's content including: clarification of the alternative concepts for new streets and open spaces in the western end of Clarendon; the application of urban design guidelines and whether these guidelines would eventually be codified in the Zoning Ordinance; accessibility issues for Urban Residential and 9<sup>th</sup> Road Residential Frontage Types; reference points for build-to lines; intersection improvements for Washington Blvd./10<sup>th</sup> Street and Washington/Highland Street; recommended locations for shared parking; and proposed parking policies. A detailed matrix of the issues raised at the LRPC meeting with staff responses and proposed modifications to the sector plan are described in Attachment 5.

Clarendon Working Group: A Clarendon Working Group meeting was convened by County Board Chairman Zimmerman on November 20, 2006 to discuss the concept plans for the western end of Clarendon and other outstanding issues raised by several community and advisory groups. At that meeting, consensus was not reached on the two concepts for streets and open spaces in the western end of Clarendon with issues remaining mostly on the proposed street segment from Wilson Boulevard to Fairfax Drive and the amount of open space proposed near and along Fairfax Drive. However, agreement was reached on several other areas including: 1) the use and design of English basement-type housing units; 2) setback and step-back limits for commercial properties abutting properties with low-density residential zoning ("R" or "RA" districts); 3) density and height limits, identification of specific community benefits that can be used to increase density above the GLUP density level, and how other community benefits can be considered; 4) suggestions for specific sector plan elements that should be codified; 5) how bonus density and parking relief is applied for historic preservation; and 6) proposed cross sections for Highland Street and 10<sup>th</sup> Street (see Attachment 5).

Transportation Commission: The Transportation Commission considered the Clarendon Sector Plan – Part 2 at its meeting on November 20, 2006 and voted to recommend approval of the plan. The Commission also voted to recommend several revisions suggested by a community member related to the proposed "service" and "alley" frontage types, build-to lines, clear widths in the streetscape guidelines, and the proposed lane widths for Highland Street. Several suggestions for 10<sup>th</sup> Street east of Washington Boulevard were also offered. The Transportation Commission supported several revised parking policies presented by staff, which were revised to clarify the intent of several policies and to reduce duplication and revised shared parking text for the sector plan including a modified formula to obtain shared parking quantities. In addition, staff described the three alternative formulas for parking relief for structures recommended for preservation described above (Options 1-3) plus one additional option (Option 4) suggested by a transportation commission member (see Attachment 5).

HALRB: At its meeting on November 29, 2006, the HALRB discussed the two concept plans for the western end of Clarendon. Although concerns were raised again about a future street traversing between the Murky Coffee and Kirby Garage buildings, HALRB voted to support staff's recommended approach to defer the determination of whether the space would be used for vehicular through-traffic until a future time when a proposal for preservation, rehabilitation, adaptive reuse of these historic structures is reviewed. The space would at least be designated for pedestrian, bicycle, and service use. HALRB noted that it should be integrally involved in the future planning and design processes for the subject space at that time. HALRB recommended that any space allocated for vehicular circulation be limited to 12 feet rather than

15 feet as proposed by staff. HALRB recommended that the gained space should be added to the treatment adjacent to the Murky Coffee building rather than the Kirby Garage.

Planning Commission: The Planning Commission discussed the Clarendon Sector Plan – Part 2 and other relevant materials at its meeting on November 29, 2006 and recommended approval of the sector plan, updates to Part 1, and the Option 1 concept plan for the western end of Clarendon with several changes. The Planning Commission recommended that Option 1 be modified to designate Fairfax Drive as a pedestrian plaza, restrict vehicular through traffic in the proposed street segment from Wilson to Fairfax Drive, and eliminate a building spanning N. Ivy Street as a preferred option. Also, the Planning Commission recommended that the County continue to identify more readily available open space in Clarendon than the park proposed along 10<sup>th</sup> Street; goals for shared parking be included in the sector plan rather than specific formulas; the County should improve the supply of accessible parking spaces; LEED Certified, or higher LEED levels, should be achieved for all new buildings; and a minimum of 15% tree coverage should be achieved through street tree plantings.

The discussion focused on revised parking recommendations, particularly related to shared parking formulas, handicap accessible parking spaces, and parking relief for preserved structures; proposed segments of N. Ivy Street; sufficient open space and green space in Clarendon; build-to lines; codification of sector plan guidelines; and the feasibility of the plan's recommendations and proposed incentives. Several Planning Commission members raised concerns that the proposed shared parking formulas were infeasible and suggested that a more generalized recommendation regarding the goal for shared parking should be included in the plan. Other concerns were raised regarding the County's current policies for obtaining accessible parking spaces both for on-site and on-street areas. The Planning Commission suggested that the County should analyze the current policies with the goal for increasing the amount of accessible spaces, including on-street spaces. With regards to the concept plans for the western end, several Planning Commission members continued to raised concerns on the overall amount of open space proposed in the sector plan, the timeliness of achieving more open space, and the strong suggestion that additional space should be proposed along the Fairfax Drive corridor. Planning Commission members questioned why vehicular traffic was needed along Fairfax Drive and suggested that the space could be designed as a pedestrian plaza with limited access for service to adjacent properties. The Planning Commission members suggested additional changes to the urban design guidelines related to sustainability. Revised build-to lines were reviewed which addressed concerns raised that some existing conditions may not be the most preferred locations for future building lines. Lastly, the Planning Commission expressed concerns about the viability and likelihood of existing public facilities relocated in order to facilitate a new urban park along 10<sup>th</sup> Street. Several members suggested that the County Board should continue to seek other open spaces in Clarendon that may be realized in a shorter time period and require less planning, financial, and/or relocation obstacles. Staff responses to these issues are included in the Issues Matrix (see Attachment 5).

**CONCLUSION:** Staff recommends that the County Board adopt the 2006 Clarendon Sector Plan – Part 2, updates to Part 1, and revisions noted in the Issues Matrix. This portion of the sector plan completes the recommendations for redevelopment in Clarendon to implement the refined vision for Clarendon as an “urban village”. Part 2 includes detailed transportation and

parking policies and recommendations, provides a set of urban design guidelines to shape the physical design of future private and public projects, and includes an implementation matrix. Parts 1 and 2 together will be the new Clarendon Sector Plan.

**Attachment 1**

**Clarendon Sector Plan**

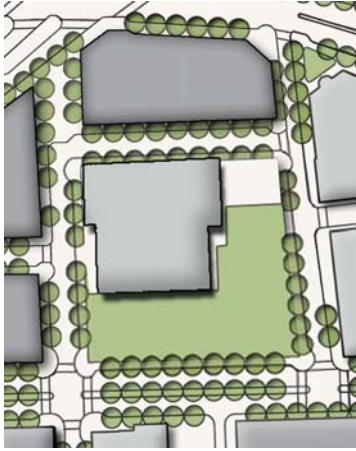
**[Separate Document]**

# OPTION 1 (Revised 12/07/06)

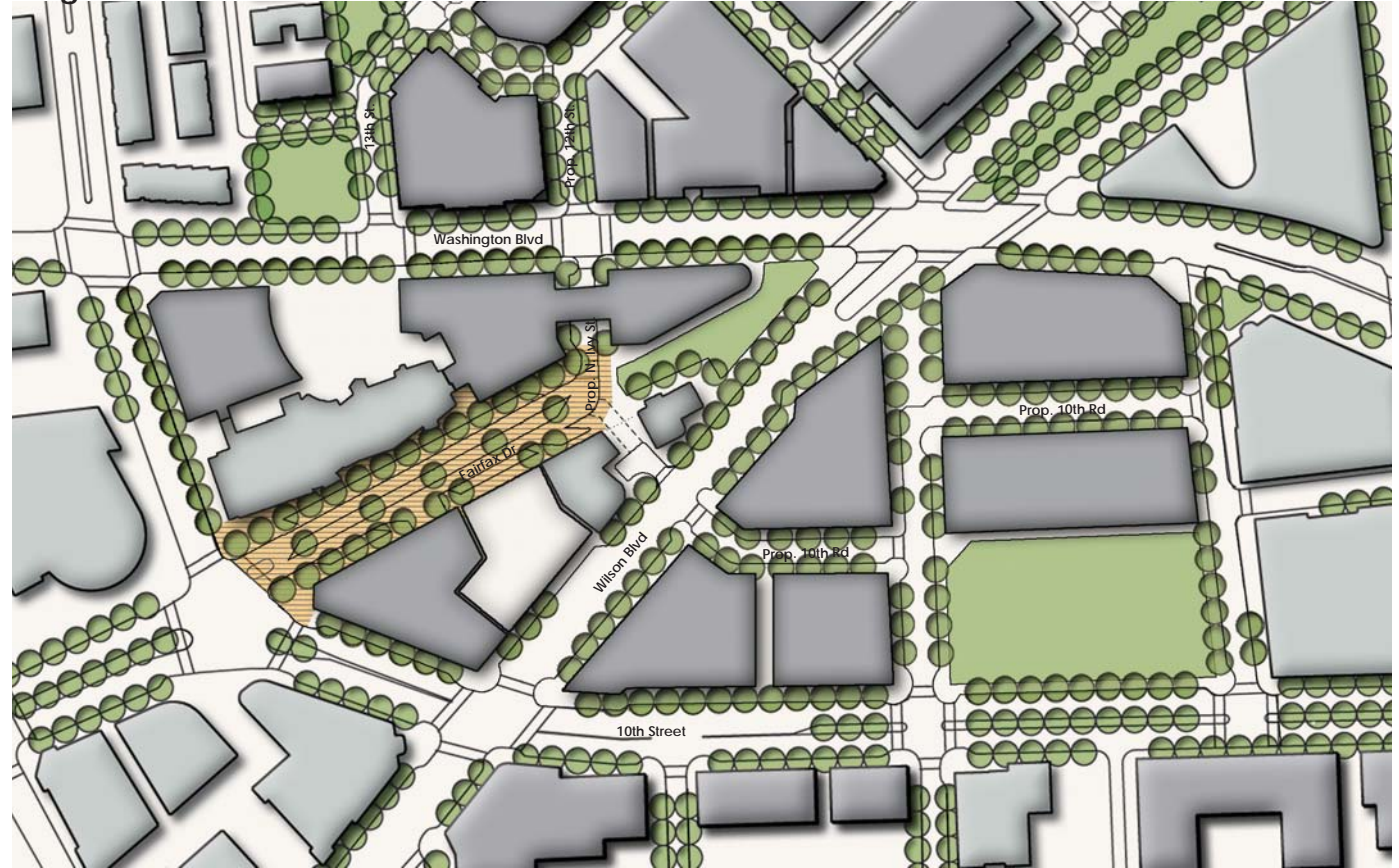
## Staff Preferred

This option, as shown, has been used to update the maps and text in the sector plan. If another alternative is selected, adjustments to the sector plan would be necessary.

## Early Phase (Verizon block)



## Long-Term Phase



## Attachment

### Description:

- Proposed streets (10<sup>th</sup> Rd. and N. Ivy St.) both located approximately mid-block
- Maximizes alignment of proposed streets
- Approximately 50,000 sf of contiguous open space on the Verizon/Fire Station block, achieved in long-term phases, proposed as a new urban park if public facilities relocated to other redevelopment sites
- Approximately 20,000 sf of open space proposed as a new urban plaza in the west end of Clarendon that could be used for public gatherings and possible public market activities
- Creation of flexible urban plaza along Fairfax Drive (west of N. Ivy St.), from building face to building face, that adapts from on-street parking during the week to urban pedestrian plaza with possible public market uses on weekends and during special events. The space could be designed as a "curb-free" space; pedestrian and parking areas could be

delineated with different colors, materials, street trees, street lights, bollards, or other design elements.

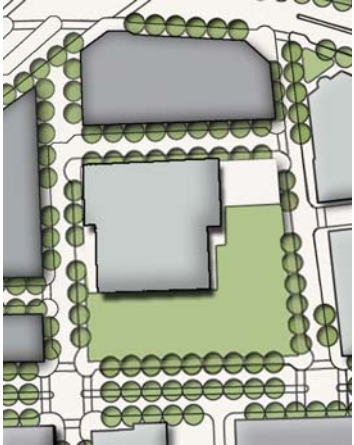
- N. Ivy St. segment between Kirby Garage and Murky Coffee buildings:
  - designated for pedestrians, bicyclists, and service access;
  - defer determination of space for through-traffic until a future time when adaptive reuse of buildings are clarified and expansion of building is determined
  - space designed with removable bollards that limit regular through-traffic but could be removed to permit a through connection in emergency conditions
  - width of proposed street segment would allow for 1 travel lane plus 2 sidewalks with landscaping
- Proposed street alignments and open space locations and configurations retain flexibility for adjacent redevelopment sites including:
  - Limits impacts to St. Charles Church property by connecting N. Ivy Street with 12<sup>th</sup> Street and would not require the removal of an

existing church building;

- Provides opportunities for larger site area and floor plate sizes for properties west of substation; and
- Provides more flexibility for redevelopment on Silver Diner block with a mix of uses
- More density capacity for other community benefits such as affordable housing and historic preservation with surrounding building floor plates beyond what would be needed to create the proposed open spaces
- Intersections of the proposed streets and arterials located approximately mid-block and further from nearby major intersections (e.g., Wilson/10<sup>th</sup> Street and "Clarendon Circle"); helps to avoid queuing problems

# OPTION 2

## Early Phase (Verizon block)



## Long-Term Phase



# Attachment 3

### For purposes of advertising:

#### Description:

- Proposed streets (10<sup>th</sup> Rd. and N. Ivy St.) located further south and/or west in each block
- Maximizes alignment of proposed streets
- Approximately 50,000 sf of contiguous open space on the Verizon/Fire Station block, achieved in long-term phases, proposed as a new urban park if public facilities relocated to other redevelopment sites (same as Option 1)
- Approximately 35,000 sf of open space proposed as a new urban plaza in the west end of Clarendon that could be used for public gatherings and possible public market activities
- Diagonal parking retained along Fairfax Drive; 14' wide sidewalks along each edge

- N. Ivy St. segment located on Dominion Power property; 21' wide right-of-way from Kirby Garage building wall to screening wall allows for 1 travel lane (15') and 1 sidewalk (5'); street can be achieved in shorter time period; street does not disrupt historic structures;
- Proposed street alignments reduce flexibility for adjacent redevelopment sites including:
  - Bisects St. Charles Church property by connecting N. Ivy Street with 13<sup>th</sup> Street and would require the removal of an existing church building;
  - Reduces site area and floor plate sizes for properties west of substation; and
  - Limits use to residential between 10<sup>th</sup> Road and 10<sup>th</sup> Street
- Density capacity for other community benefits such as affordable housing and historic preservation is limited with surrounding building floor plates beyond what would be needed to create the proposed open spaces

- Intersections of the proposed streets and arterials located closer to nearby major intersections (e.g., Wilson/10<sup>th</sup> Street and "Clarendon Circle"); may result in queuing problems

### For purposes of advertising, these additional alternatives within OPTION 2 are proposed:

- Connect N. Ivy Street segment to 12<sup>th</sup> Street via dog-leg along Fairfax Dr (see similar layout on Option 1)
- Extends open space along north edge of Fairfax Dr. by widening streetscape to approximately 45' wide; Fairfax Dr. roadway narrowed to 36' with existing angled parking converted to parallel parking with approx. 14' wide sidewalks along south edge (see similar layout on Option 1)

Policy (#)	Strategy/Actions	Timing <sup>1</sup>	Implementing Agency(s)	Mechanism(s)	Estimated Project Costs <sup>2</sup>	
					County Funds Allocated \$	Future Funds Needed \$ <sup>3</sup>
<b>Density</b>						
I	<b>GLUP Text Changes</b>					
	<b>A.</b> Change the Legend for the “Medium Density Mixed-Use” designation to reflect the removal of the additional 1.0 F.A.R. for residential development.	C	CPHD			
	In addition, the following GLUP and Zoning Ordinance amendments are recommended:					
	<b>B.</b> Amend “Note 12” to indicate boundary changes to the “Clarendon Revitalization District”; add language that indicates limited building heights within Clarendon.	C	CPHD			
	<b>C.</b> Amend “Note 2” to remove the information pertaining to the town house style commercial/residential development and reserve this Note number for a future GLUP note. Reference the preferred vision for the south edge of 10 <sup>th</sup> Street in the “Clarendon Revitalization District” paragraph in the GLUP booklet.	ST	CPHD			
	<b>D.</b> Remove the “Commercial Townhouse District” in the GLUP booklet and amend the “Clarendon Revitalization District” and the “Special Coordinated Mixed-Use District” paragraphs to reflect a consolidation of text; new policy goals and objectives; new provision including: density credits for building preservation, optional increased density provisions, and a special use permit review process; and, new heights limits for the Clarendon station area.	ST	CPHD			
	<b>E.</b> Amend the Clarendon Metro Station Area box on the back of the GLUP Map to reflect the key features of the Draft Clarendon Sector Plan.	ST	CPHD			
<b>F.</b> Amend the Rosslyn-Ballston Corridor section on the back of the GLUP Map to reflect an update to information regarding the adoption of the 2006 Clarendon Sector Plan.	ST	CPHD				

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<sup>2</sup> Estimated Project Costs are the estimated total cost of the project.

<sup>3</sup> Future Funding could be Public and/or Private funding sources

Policy (#)	Strategy/Actions	Timing <sup>1</sup>	Implementing Agency(s)	Mechanism(s)	Estimated Project Costs <sup>2</sup>	
					County Funds Allocated \$	Future Funds Needed \$ <sup>3</sup>
<b>Density</b>						
<b>I cont</b>	<b>GLUP Map Changes</b>					
	<b>G.</b> Amend “Note 1” to remove the information pertaining to height and reserve this Note number for a future GLUP note; height limits for the entire Clarendon area will be referenced in Note 12 and the “Clarendon Revitalization District” paragraph in the GLUP booklet.	C	CPHD			
	<b>H.</b> Remove the “General Location of Open Space” symbol north of Wilson Boulevard along Hudson Street to allow development to occur in a form consistent with the Draft Clarendon Sector Plan’s goals and objectives (Blocks 8-11).	C	CPHD			
	<b>I.</b> Concurrent with the Master Transportation Plan Amendment to realign the 13 <sup>th</sup> Street and Washington Boulevard intersection, move and connect the existing median designated as “Public” to the southeast corner of the blocks bordered by N. Jackson Street, Washington Boulevard, and N. Kirkwood Road to create a new urban park (Block 15).	C	CPHD			
	<b>J.</b> 1) Add the “stipple” pattern to the area designated “Public” at the northeast corner of the block bordered by 13 <sup>th</sup> Street N., N. Hartford Street, 12 <sup>th</sup> Street N., and N. Hudson Street (Block 7) to indicate expansion of an existing public park, and 2) remove the “stipple” pattern on the “Medium Density Mixed-Use” designation to the south.	C	CPHD			

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Policy (#)	Strategy/Actions	Timing <sup>1</sup>	Implementing Agency(s)	Mechanism(s)	Estimated Project Costs <sup>2</sup>	
					County Funds Allocated \$	Future Funds Needed \$ <sup>3</sup>
<b>Density</b>						
<b>I cont</b>	<p><b>K.</b> 1) Change the land use designation for the southeast corner of the block bordered by Clarendon Boulevard, N. Fillmore Street, 11<sup>th</sup> Street N. and N. Danville Street from “Low” Residential (11-15 u/a) to “Public”; add the “stipple” pattern to indicate a public park owned by the County and remove the “General Location of Open Space” symbol (Block 37); and 2) Undertake a naming process with the community to name the park along 11<sup>th</sup> Street on the south edge of the Clarendon Market Common development.</p>	<p>1) C 2) ST</p>	<p>1) CPHD 2) PRCR</p>			
	<p><b>L.</b> For the purpose of identifying properties where proposed special regulations and incentives are applicable, such as density credits for building preservation, optional increased density provisions, special use permit processes, and limitations on by-right townhouse development, amend the boundary of the “Clarendon Revitalization District” to include the properties:</p> <ul style="list-style-type: none"> <li>1) designated “Service Commercial” and “Medium Density Mixed-Use” north of Wilson Boulevard between Highland Street and Danville Street (Blocks 1-3);</li> <li>2) proposed “Medium Density Mixed-Use” (currently planned “Semi-Public” and “Public”) bordered by Washington Boulevard, Kirkwood Drive, Fairfax Drive, 10<sup>th</sup> Street N., and Wilson Boulevard (Blocks 16-19);</li> <li>3) designated “Low-Medium” Residential south of 10<sup>th</sup> Street N. between N. Irving Street and N. Fillmore Street; and</li> <li>4) designated “Service Commercial” bordered by N. Fillmore Street, Washington Boulevard, and 9<sup>th</sup> Street North (Block 44).</li> </ul>	<p>1) ST 2) C 3) ST 4) ST</p>	<p>CPHD</p>			

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Policy (#)	Strategy/Actions	Timing <sup>1</sup>	Implementing Agency(s)	Mechanism(s)	Estimated Project Costs <sup>2</sup>	
					County Funds Allocated \$	Future Funds Needed \$ <sup>3</sup>
<b>Density</b>						
<b>I cont</b>	<p><b>M.</b> 1) Add the “General Location of Open Space” symbol to the eastern end of Fairfax Drive to facilitate mixed-use development and open space. This area was formerly planned as “Public” to create Triangle Park; and 2) Change the land use designation for the block bordered by Fairfax Drive, Wilson Boulevard, and 10<sup>th</sup> Street from “Public” to “Medium Density Mixed-Use.” (Blocks 18-19).</p>	1) C 2) O	<b>CPHD</b>	Special Exception		
	<p><b>N.</b> 1) Change the land use designation for the block bordered by the proposed 10<sup>th</sup> Road, N. Irving Street, N. Hudson Street, and 10<sup>th</sup> Street N. from “Government and Community Facilities” [County, state and federal administration and service facilities (police, fire, property yard, etc.). Hospitals, nursing homes, and institutional housing. Utilities, military reservations, airports, etc.] to “Medium Density Mixed-Use” [3.0 F.A.R. with special provision for additional density] to allow mixed-use development; and 2) change the southern portion of the block from “Government and Community Facilities” to “Public” [Parks (Local, regional, and federal). Schools (public). Parkways, major unpaved rights-of-way. Libraries and cultural facilities.] to allow a new urban park (Block 23).</p>	O	<b>CPHD</b>	Special Exception		
	<p><b>O.</b> Change the land use designation for the block bordered by Washington Boulevard, N. Kirkwood Road, and Fairfax Drive from “Semi-Public” [County clubs and semi-public recreational facilities. Churches, private schools and private cemeteries (predominant use on block)] to “Medium Density Mixed-Use” to allow mixed-use development (Blocks 16-17).</p>	O	<b>CPHD</b>	Special Exception		
	<b>Zoning Districts</b>					
	<p><b>P.</b> Modify “C-3” (by-right regulations) to create incentives for new streets and streetscape conditions per the sector plan recommendations</p>	C	<b>CPHD</b>			

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Policy (#)	Strategy/Actions	Timing <sup>1</sup>	Implementing Agency(s)	Mechanism(s)	Estimated Project Costs <sup>2</sup>	
					County Funds Allocated \$	Future Funds Needed \$ <sup>3</sup>
<b>Density</b>						
<b>I cont</b>	<b>Q.</b> Modify Section 36 to create a new density provision for building preservation.	C	CPHD			
	<b>R.</b> Modify “C-3” and “C-R” zoning districts, Special Exception uses, to provide an appropriate zoning tool consistent with the sector plan policies and guidelines. Changes should include: modifications to remove consolidation incentives; new maximum density limits with allowances for additional density; new use mix requirements; and new maximum building heights.	ST	CPHD			
	<b>S.</b> Create new and/or modify existing zoning tools for use in the edges of Clarendon to implement the refined vision, adopted policies, and building form guidelines such as creating a new Special Exception Site Plan option in the “C-2” and “C-TH” districts.	ST	CPHD			
<b>2</b>	Establish maximum density levels for all blocks in the Clarendon Sector Plan area.	See #1 above				
<b>3</b>	Allow for optional increases in density, at the County Board’s discretion, on any site in the Clarendon station area in return for community benefits including but not limited to building preservation, affordable housing, green building design (LEED), and/or public open space. The increased density may not result in a modification of the maximum building height unless otherwise noted in Adopted Policies 5-7 below.		CPHD	Special Exception		

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<sup>3</sup> Future Funding could be Public and/or Private funding sources

Policy (#)	Strategy/Actions	Timing <sup>1</sup>	Implementing Agency(s)	Mechanism(s)	Estimated Project Costs <sup>2</sup>		
					County Funds Allocated \$	Future Funds Needed \$ <sup>3</sup>	
<b>Density</b>							
4	Affirm that Site Plan projects in Clarendon will be subject to the provisions of the affordable housing ordinance, including those related to density above the General Land Use Plan.	A.	Continue to apply the Affordable Housing Ordinance and negotiate for additional committed affordable housing units using bonus density within redevelopment projects.	O	CPHD	Special Exception	
		B.	Continue to pursue opportunities to preserve affordable housing using County funding or other funding sources for conservation efforts of aging garden apartments in the Clarendon station area or adjacent neighborhoods	O	CPHD	Special Exception/Other	
<b>Receiving Sites</b>							
5	The County Board may consider increasing the maximum density level as described in Policy #3 above; however, the maximum building height may not be exceeded except for three sites as noted in Policy #6 below. Such increases will not be allowed to modify projects approved before February 28, 2006.	See #1 above.					
6	On Blocks 22, 30, and 33, the County Board may consider increasing the maximum building height as well as the maximum density level in return for the provision of community benefits.	See #1 above.					
7	On Blocks 35 and 36, the County Board may consider, permitting the transfer of density from other areas or sites in Clarendon to these blocks in return for community benefits. Such density would be permitted only within the height limits as shown on the Maximum Heights Map. (7)	See #1 above.					

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Policy (#)	Strategy/Actions	Timing <sup>1</sup>	Implementing Agency(s)	Mechanism(s)	Estimated Project Costs <sup>2</sup>		
					County Funds Allocated \$	Future Funds Needed \$ <sup>3</sup>	
<b>Use Mix</b>							
8	Establish recommended land uses for the Clarendon Metro Station area as shown on Map 2.5. Ten areas will be designated as Prime Office sites where a minimum amount of commercial uses (60%) will be expected in the site's base density.	A. Through redevelopment processes, implement the Use Mix policies to achieve the desired use mix in Clarendon.	O	CPHD AED	Special Exception		
		B. Develop an office marketing plan for the Clarendon area to attract diverse office tenants.	ST	AED			
9	Only residential uses should be considered along the south edge of 13 <sup>th</sup> Street (Blocks 9, 11, 13, and 14) where development is adjacent to single-family residential uses and fronts on a secondary street.	Through redevelopment processes, implement the Use Mix policies to achieve the desired use mix in Clarendon.	O	CPHD AED	Special Exception		
10	A minimum of 20% commercial use should be retained on Blocks 7 and 8 in an effort to facilitate the preservation of the existing historic commercial character.						
11	Designate specific areas for ground-floor retail as shown on Map 2.5.	A. Through redevelopment processes implement the Use Mix policies to design, build, and attract new retail space and continue to promote pedestrian connections to and through Clarendon.	O	CPHD AED	Special Exception		
		B. Through redevelopment processes, implement the Frontage Types guidelines to create diverse retail spaces with a diverse mix of spaces and rental or ownership pricing.	O	CPHD AED	Special Exception		
		C. Continue to provide business and location assistance for the existing and potential retailers in an effort to retain and attract small, local independent retailers and restaurateurs to the Clarendon submarket.	O	AED	Special Exception		

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Policy (#)		Strategy/Actions	Timing <sup>1</sup>	Implementing Agency(s)	Mechanism(s)	Estimated Project Costs <sup>2</sup>	
						County Funds Allocated \$	Future Funds Needed \$ <sup>3</sup>
11		<b>D.</b> Continue to work with the property owner of 3100 Clarendon Blvd to evaluate the plaza design and identify design measures that could improve the plaza's use and continuity with Central Park across Clarendon Blvd.	LT	<b>AED CPHD</b>	Special Exception		
		<b>E.</b> Collaborate with the property owner at 3033 Wilson Blvd to enhance the current plaza. Develop a retail kiosk in the plaza through a public-private partnership.	MT	<b>AED DES</b>	CIP/Other		\$125,000
<b>Building Preservation</b>							
12	Identify buildings for full or partial (frontage or façade) building preservation. However, the County Board, with input from HALRB, may consider alternative design proposals in order to consider unusual circumstances or the extent to which new development may impact a preserved structure, including proposals to modify the type (or category) of preservation and adjustments to the below-mentioned Step-Back Adopted Policies #28-31.	Work with property owners, developers, and HALRB to preserve buildings or partial buildings through redevelopment activities.	O	<b>CPHD</b>	Special Exception		
13	Obtain recommendations from the HALRB on the design and extent of any preserved structure located in a site plan proposal, as listed below, including recommendations on the effectiveness of the overall project in providing an appropriate context for the preserved structure.						

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<sup>3</sup> Future Funding could be Public and/or Private funding sources

Policy (#)	Strategy/Actions	Timing <sup>1</sup>	Implementing Agency(s)	Mechanism(s)	Estimated Project Costs <sup>2</sup>		
					County Funds Allocated \$	Future Funds Needed \$ <sup>3</sup>	
<b>Building Preservation</b>							
14	Maintain the ensemble of buildings/facades/frontages, as the importance of many structures comes from the context of adjacent buildings. If frontages/facades are preserved, special features such as recessed entrances/windows, flooring details (i.e., terrazzo) are considered important, necessary, and may be sought to be preserved. The County Board, with input from HALRB, will determine whether a Facade will be removed and/or replaced.						
15	Where a proposal includes preservation of a structure, the style, materials, and heights of new structures should be informed by the style and materials of the preserved structure.						
16	Establish a density incentive for building preservation based directly on the amount of preservation proposed. For full building preservation, the rate is 500% for the first 10,000 square feet of building area preserved and 300% for any remaining square footage preserved. For Frontage and Façade preservation, the rate is 500% for the amount of square footage preserved.	See #1 above.					

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<sup>3</sup> Future Funding could be Public and/or Private funding sources

Policy (#)	Strategy/Actions	Timing <sup>1</sup>	Implementing Agency(s)	Mechanism(s)	Estimated Project Costs <sup>2</sup>	
					County Funds Allocated \$	Future Funds Needed \$ <sup>3</sup>
<b>Building Heights, Tapers, and Step-Backs</b>						
17	Continue the current height tapering provisions as set forth in the “C-3” and “C-R” zoning districts and 1990 Clarendon Sector Plan Addendum.	1) See #1 2) O	CPHD	Special Exception		
18	Establish a maximum height (in feet) for all blocks in Clarendon.					
19	Establish a maximum number of floors to be permitted within the height limits described above, unless otherwise noted in #5 below.					
20	Establish a minimum structural clear height (15’) for ground-floor retail. Structural clear height is defined as the space bounded by the top of one slab, or other structural portion of one floor, and the bottom of the next slab, or structural portion of a floor.					
21	Allow for optional increases in building height, at the County Board’s discretion, for a limited number of sites in the Clarendon station area in return for community benefits including but not limited to building preservation, green building design (LEED), affordable housing, and public open space.					

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<sup>3</sup> Future Funding could be Public and/or Private funding sources

Policy (#)	Strategy/Actions	Timing <sup>1</sup>	Implementing Agency(s)	Mechanism(s)	Estimated Project Costs <sup>2</sup>	
					County Funds Allocated \$	Future Funds Needed \$ <sup>3</sup>
<b>Building Heights, Tapers, and Step-Backs</b>						
22	Where part of a block exceeds 60 feet in height, there should be a step back of approximately 20 feet, and the step back should be implemented somewhere above the 2 <sup>nd</sup> floor and always include a step back of the entire 5 <sup>th</sup> floor of a building, along designated frontages; however the depth of the step back may be modified on smaller sites.	O	CPHD	Special Exception		
23	It is not the goal to have a uniform step back height; variation is desirable.					
24	For projects that achieve full building preservation, alternative designs could be considered.					
25	Where a façade or frontage is preserved, the step-back should be designed in a manner sufficient to achieve the intended historical character.					
<b>Public Spaces/Open Spaces</b>						
26	Block 2: Designate the space at the northeast corner of Fillmore and Wilson Boulevard for additional café seating along the streetscape rather than as a specific public open space.	O	CPHD DES AED	Special Exception		
27	Block 6: Indicate a park between N. Hartford and Herndon Streets south of I 3 <sup>th</sup> Street.	ST	PRCR	Other		
		LT	PRCR	CIP		\$3 million

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<b>Public Spaces/Open Spaces</b>						
28	Block 10: Indicate a new park adjacent to the proposed reconfigured intersection of 13 <sup>th</sup> Street and Washington Boulevard.	LT	DES PRCR CPHD	Special Exception		
29	Blocks 16, 18, and 19: Indicate a new urban plaza ( <i>West End Plaza</i> ) at the east end of Fairfax Drive adjacent to the former “Clarendon Citizen’s Hall” (Murky Coffee building). <ul style="list-style-type: none"> <li>Design plaza with a mix of hardscape and landscape areas, which could be used for public gatherings and market-type activities as well as provide additional relief from the surrounding built environment.</li> <li>Activate the ground-floor space of the proposed building east of the proposed N. Ivy Street segment on the St. Charles Church property with retail and/or public market uses.</li> <li>As surrounding sites start to redevelop, close the existing vehicular access to Fairfax Drive from Wilson Boulevard.</li> </ul>	LT	CPHD PRCR DES	Special Exception/Other /CIP		TBD with further study in coordination with #29-B
		<ul style="list-style-type: none"> <li>Undertake further study to evaluate the feasibility and implementation measures of a public market in Clarendon.</li> </ul>	ST	AED CPHD PRCR		

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<b>Public Spaces/Open Spaces</b>						
<b>29 cont</b>	<ul style="list-style-type: none"> <li>Extend open space along the Fairfax Drive right-of-way and widen streetscape area for additional landscaping and possible public market uses.</li> <li>Design space between Murky Coffee and Kirby Garage buildings for pedestrians and bicyclists as well as for service access to buildings; defer designation for through-traffic until future review of adaptive reuse of historic structures can be determined; allow vehicular access for emergency access if needed.</li> </ul>					

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<b>Public Spaces/Open Spaces</b>						
<b>29 cont</b>	<p>Blocks 16, 18, and 19 continued:</p> <ul style="list-style-type: none"> <li>Consider swapping existing County property (approx. 8,000 square feet) at the western corner of Block 19 and acquired for open space purposes to another location in the west end of Clarendon or to another part of Clarendon to create a larger open space in exchange for mixed-use development at this corner.</li> <li>Relocate County Smartscape facilities to another location in the Rosslyn-Ballston Corridor, or other appropriate site to meet the program's needs, if/when necessary to facilitate proposed open spaces and proposed redevelopment.</li> </ul>	See above				

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<b>Public Spaces/Open Spaces</b>						
30	<p>Block 22 and 23: Indicate a new urban park along the north edge of 10<sup>th</sup> Street North between N. Hudson and N. Irving streets.</p> <ul style="list-style-type: none"> <li>As redevelopment projects are proposed in Clarendon, relocate the existing public facilities on the County property in order to create the proposed open space in phases.</li> <li>Continue to discuss redevelopment opportunities with Verizon in the future in order to facilitate expansion of the proposed open space and its reconfiguration into a more-uniform, rectangular shape.</li> <li>Recapture potential density from open space area in other redevelopment projects on the block or in the Clarendon Metro Station area.</li> <li>Design and construct open space to accommodate a mix of uses including recreational uses and provide new landscape plantings to enhance the tree coverage in Clarendon.</li> </ul>	<p>1) LT 2) O</p>	<p><b>PRCR CPHD</b></p>	<p>1) Special Exception 2) Special Exception</p>		

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<b>Public Spaces/Open Spaces</b>							
<b>30 cont</b>	<ul style="list-style-type: none"> <li>If additional land use tools or resources become available in the future and the development capacity from the Verizon property could be accommodated elsewhere in Clarendon, continue to evaluate the possibility of expanding the open space to the south edge of the proposed 10<sup>th</sup> Road.</li> </ul>						
<b>31</b>	Blocks 25 and 26: Continue to indicate a public open space pocket park/plaza at the corner of Edgewood Street and Clarendon Boulevard to balance the existing plaza adjacent to the Clarendon Education Building on the northwest corner of this intersection.	In the future, if and when redevelopment occurs, create a new plaza at the corner of Clarendon and Edgewood to complement the other plazas at this intersection.	LT	<b>CPHD</b>	Special Exception		
<b>Transportation</b>							
<b>32</b>	Incorporate the locations and character for new streets, changes to existing streets, removal of selected streets, and the addition of new bikeways into the Master Transportation Plan as per the amendments approved by the County Board on February 28, 2006.	Amend the Master Transportation Plan.	C	<b>DES</b>			

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<b>Transportation</b>							
33	Improve the safety and quality of pedestrian travel through the following actions: provision of sidewalks with sufficient clear zones and adequate space for tree planting and street furniture; the minimization of crossing distances for pedestrians through the narrowing of travel lanes and incorporation of nubs; and the incorporation of street trees and on-street parking as a buffer against moving traffic.	O	CPHD DES PRCR	Special Exception			
34	Reduce areas of pavement dedicated to motor vehicle travel to the greatest extent possible and without reducing the capacity to accommodate existing traffic volumes and increase the amount of streetscape dedicated to pedestrian and bicycle travel, on-street parking, and, where appropriate, landscaped medians.	Primarily through the development review processes and with additional CIP funding sources, design, engineer, and implement street and intersection improvements to narrow travel lanes, widen sidewalks, shorten the length of crosswalks and install bike lanes where appropriate.			See #34-A1-A12 below		
		<b>A.</b> Develop engineering plans and construction timing schedules per the plan's specifications for the following streets or street segments to:					
		1. Narrow Wilson Blvd. (east of Washington Blvd.) to narrow travel lanes, widen sidewalks, and increase on-street parking where possible.	LT	DES	Special Exception/CIP		300,000
		2. Widen Wilson Blvd. (between Washington Blvd. and 10 <sup>th</sup> Street) as redevelopment projects proceed on adjacent blocks.	LT	DES CPHD	Special Exception/CIP		250,000
		3. Remove the free-right turn from eastbound Wilson Blvd. to 10 <sup>th</sup> Street and reconfigure the intersection.	ST	DES	CIP	100,000	
		4. Narrow Clarendon Blvd. between Washington Blvd. and N. Danville Street.	LT	DES CPHD	Special Exception/CIP	50,000	150,000
5. Narrow Washington Blvd. from Clarendon Blvd to 10 <sup>th</sup> Street as redevelopment projects proceed on adjacent blocks.	LT	DES CPHD	Special Exception/CIP		250,000		

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					County Funds Allocated \$	Future Funds Needed \$ <sup>3</sup>
<b>Transportation</b>						
<b>34 cont</b>	6. Enhance 10 <sup>th</sup> Street from Barton Street to Fairfax Drive as redevelopment projects proceed on adjacent blocks and through County-initiated projects on non-developed property.	LT	DES CPHD	Special Exception/CIP		1,000,000
	7. Narrow 13 <sup>th</sup> Street between Washington Blvd. and N. Highland Street as redevelopment projects proceed on adjacent blocks and through County initiatives.	LT	DES CPHD	Special Exception/CIP	150,000	350,000
	8. Reconfigure Fairfax Drive to gain wider sidewalks and create space for a future public market space and open space west of the Clarendon/Wilson/Washington intersection.	LT	DES CPHD PRCR	Special Exception/CIP		750,000
	9. Remove the N. Irving St. leg from the Clarendon/Wilson/Washington intersection (south approach) as redevelopment projects proceed on adjacent blocks, maintain a pedestrian connection through the existing right-of-way, and create a plaza.	LT	DES CPHD	Special Exception		
	10. Reconfigure the N. Irving Street segment north of the Clarendon/Wilson/Washington intersection as redevelopment projects proceed on adjacent blocks.	LT	DES CPHD	Special Exception		
	11. Narrow N. Hudson, N. Herndon, N. Hartford, N. Garfield, and N. Fillmore Streets as redevelopment projects proceed on adjacent blocks.	LT	DES CPHD	Special Exception		
	12. Narrow N. Highland Street as private redevelopment projects proceed on adjacent blocks and through County initiatives.	LT	DES CPHD	Special Exception/CIP		50,000

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					County Funds Allocated \$	Future Funds Needed \$ <sup>3</sup>
<b>Transportation</b>						
35	Maintain and improve system connectivity and site accessibility through the continued development of a network of tertiary streets, including the westward extension of 12th Street and the development of new public streets between Wilson and North Irving north of 10th Street and between North Irving and Hudson Streets south of Washington Boulevard.	LT	DES CPHD	Special Exception/CIP		1,000,000*  *Does not include cost of right-of-way acquisition, if necessary
36	Minimize the impact of service access and loading on pedestrian and vehicle travel by specifying locations and time limits for on-street deliveries and, where possible, limiting service access to secondary and tertiary streets.	O	DES	Special Exception		

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					County Funds Allocated \$	Future Funds Needed \$ <sup>3</sup>
<b>Transportation</b>						
37	Improve intersection operations and pedestrian safety through the evaluation and optimization of signal timing and the redesign of the following intersections: Washington Boulevard and 13th Street; Washington-Wilson-Clarendon Boulevards; Wilson and 10th Street; Washington Boulevard and 10th Street; and North Highland Street-North Hartford Street and Wilson Boulevard.	A. 1) Remove the “underpass concept” from the Washington-Wilson-Clarendon Boulevards intersection currently specified in the Master Transportation Plan; and, 2) Design and reconstruct the intersection consistent with the plan concept to narrow travel lanes and crosswalks.	1) C 2) LT	DES CPHD	Special Exception/CIP	1,200,000
		B. Redesign and reconstruct the intersection of Washington Boulevard and 13th Street North intersection consistent with the plan to narrow travel lanes and crosswalks and simplify the overall design of the intersection.	LT	DES CPHD	Special Exception/CIP	600,000
		C. Redesign and reconstruct the Wilson Boulevard, Clarendon Boulevard and Highland Street intersections consistent with the plan concept to widen sidewalks and improve lane alignments.	LT	DES CPHD	Special Exception/CIP	100,000
		D. Redesign the Washington Boulevard and 10th Street North intersection consistent with the plan to add or remove turning lanes accordingly, narrow travel lanes and crosswalks.	LT	DES	CIP	300,000
		E. Redesign the Wilson Boulevard and 10th Street intersection consistent with the plan to remove the turning lane from eastbound Wilson to 10th Street and shorten and enhances crosswalks. (See #34-A3 for funding information).	LT	DES	Special Exception/CIP	
38	Provide a network of bicycle facilities to enable safe and convenient bicycling to and through Clarendon. Provide abundant, well-designed and convenient bicycle parking within Clarendon’s commercial areas.	A. Finalize street designs to narrow travel lanes and install bike lanes on North Kirkwood Road between Washington Boulevard and Fairfax Drive consistent with the plan.	MT	DES	CIP	125,000
		B. Finalize street, parking, public space and possible public market designs to improve the Fairfax Drive corridor west of the Washington-Wilson-Clarendon Boulevards intersection and incorporate routes for bicycle circulation to link with existing bicycle lanes east of this intersection.	LT	CPHD DES PRCR	Special Exception/CIP	125,000
		C. Through public and private redevelopment initiatives accommodate and install “Inverted-U” bicycle racks.	MT	DES CPHD	Special Exception/CIP	10,000

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<b>Transportation</b>							
39	Enhance the convenience and efficiency of bus service in Clarendon. Improve the comfort and convenience for Metrorail patrons.	A. Construct bus nubs with waiting areas and informational signs consistent with the plan at the Clarendon Blvd./Highland St., Clarendon Blvd./Edgewood St., Wilson Blvd./Fillmore St., Wilson Blvd./Garfield St., and Wilson Blvd./Highland St. intersections.	MT	DES	CIP/ Federal Grant	200,000	
		B. Install a bus shelter at the Wilson Blvd./Garfield St. intersection.	MT	DES	CIP	10,000	
		C. 1) Construct a new canopy over the Clarendon Metro station entrance to provide shelter and to create an iconic symbol for the Clarendon station area; 2) Work with the community to complete redesign efforts of Clarendon Central Park from the Metro escalator to the Metro elevator to provide enhanced waiting areas, bicycle parking improvements, and information displays.	1) C 2) ST/MT	DES PRCR CPHD	1) N/A 2) CIP	1) N/A 2) 250,000	
		D. Improve access to the Metro entrance with improved crosswalks, ADA curb ramps, and designated kiss-and-ride zone.	MT	DES	CIP		50,000
		E. As redevelopment proceeds, augment the existing bus service to and through Clarendon.	O	DES	Operating		
40	Encourage Clarendon residents, employees and visitors to travel more frequently by public transit, bicycle, carpool, or by foot, and to drive private vehicles less often.	A. Continue to work with the management of new Clarendon developments to implement the TDM related site plan conditions and policies in effect and to provide funding assistance for the County's TDM program.	O	DES CPHD	Special Exception		
		B. Continue to work with developers to review site plan on a case-by-case basis to mitigate site impacts per the County TDM policy.	O	DES CPHD	Special Exception		
		C. Implement planned improvements across Arlington for transit services, commuter services, and multi-modal transportation improvements.	O	DES	Operating		
		D. Encourage active membership of residential properties, employers, and institutional properties with Arlington County Commuter Services programs such as Arlington Transportation Properties.	O	DES	Operating		

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<b>Transportation</b>						
<b>40 cont</b>		E. Enforce and monitor properties with TDM related site plan conditions. The County should document performance of properties with TDM site plan conditions to inform future site plan development review.	O	DES CPHD	Special Exception/ Operating	
<b>41</b>	Continue efforts to reduce traffic congestion, reduce the demand for parking, provide for maximum use of existing public transit and high-occupancy vehicle (HOV) infrastructure, improve environmental quality and improve mobility.	See #40 above				
<b>42</b>	Accommodate existing traffic volumes while upgrading pedestrian facilities and on-street parking through reconstruction/reconfiguration of the travelways on Washington Boulevard, west of Wilson Boulevard, and North Highland Street between Clarendon Boulevard and Washington Boulevard.	Through redevelopment processes, upgrade transportation facilities to improve pedestrian and parking conditions	O	DES	Special Exception	
<b>Parking</b>						
<b>43</b>	Provide sufficient parking to meet realistic needs generated by the envisioned land use mix proposed in the plan.	A. Continue to negotiate with developers to gain parking spaces allocated for use by the public for commercial uses and visitor parking at most times and most days.	O	CPHD DES	Special Exception	
		B. Through the redesign of streets, maximize on-street parking spaces to facilitate higher quantities of short-term parking distributed through all areas of the Clarendon commercial areas.	O	CPHD DES	Special Exception/ Operating	

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<b>Parking</b>						
<b>43 cont</b>	<b>C.</b> Undertake a comprehensive parking analysis for the Clarendon core area to determine the current and project utilization of on- and off-street parking spaces and to determine if additional measures should be taken to augment or modify the current parking ratios in the Zoning Ordinance to improve parking resources in Clarendon.	LT	DES CPHD	Grant		\$100,000
	<b>D.</b> Continue to offer parking for the public in off-peak hours at the 3033 Wilson Boulevard office building.	O	DES	Operating		
	<b>E.</b> Analyze potential adjustments to the Zoning Ordinance to create standards for parking relief for preserved structures.	ST	CPHD DES			
	<b>F.</b> Establish a parking resource fund for use in the Clarendon area to permit, in certain circumstances, a developer to contribute in-lieu fees rather than provide parking on-site. The County could utilize the parking fund to purchase/lease public use spaces in new or existing parking garages.	O	DES CPHD			
<b>44</b>	Locate and design parking facilities, including access points, in such a manner as to reduce conflicts between vehicles and pedestrians along streetscapes and through the design readily enable pedestrians to reach parking areas.		DES CPHD	Special Exception		
<b>45</b>	Emphasize strategic locations of pooled parking resources enabling visitors to Clarendon to park once and walk to multiple destinations.		DES	Special Exception		

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<b>Parking</b>						
46	Include knock-out panels in underground parking garages in order to facilitate connections to adjacent parking facilities particularly where adjacent parcels are irregularly shaped or sized which could limit the viability of underground parking.	Work with developers when designing projects to include knock-out panels.	O	DES CPHD	Special Exception	
47	Price on- and off-street public parking to encourage efficient use, reflect the public cost of providing parking, and to minimize incentives to drive personal vehicles.	Continue to review the supply and demand for parking in Clarendon and adjust pricing of County-provided public parking (meter, lot at 3033 Wilson) to reach an optimum level of use.	O	DES	Operating	

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No./ Mtg.	Advisory Group	Question/Comment	Staff Response	Proposed Changes to Sector Plan
<b>Concept Options 1 and 2 (General)</b>				
1 LRPC	PC	<p><b>Roadway Alignment</b> Should the Plan emphasize alignment/connectivity versus ability of roadways to service the development within the blocks?</p>	<p>The Master Transportation Plan amendments were approved by the County Board in February 2006 which established the policy to create new streets in Clarendon and gain additional connectivity.</p> <p>While service is the primary purpose of the roads, connectivity and alignment is preferred whenever possible.</p>	No change.
2 LRPC	PC	<p><b>New Intersections near Existing Intersections</b> Would a new intersection close to Wilson/Washington/ Clarendon Blvd and 10<sup>th</sup>/Wilson intersections result in greater degradation of service?</p>	Staff does not anticipate that either option would more than the other effectively minimize negative impacts on the projected level of service of the Washington/Wilson Blvds intersection.	No change.
3 LRPC PC	PC	<p><b>More Open Space</b> Open space should be extended along Fairfax Drive by removing as much parking as possible, and creating a pedestrian zone from the building face to building face, with limited vehicular access for service.</p>	<p>Staff does not recommend converting Fairfax Drive completely to a pedestrian-only environment. This condition would likely result in a less-safe, or perceived less-safe space, during evenings primarily due to the adjacent uses which would not guarantee “eyes on the street” during some hours of the day. Also, closing the segment to vehicles would create a mega-block condition which is counter to many of the recommendations of the sector plan. Staff would encourage retention of vehicle access in Fairfax Drive which could provide service access points to adjacent developments, balanced with improved pedestrian walkways, landscape plantings, and opportunities for space that could be used for public market activities.</p> <p>Staff’s recommended option would be to design the space as a flexible, convertible space that would balance: 1) pedestrian space; 2) vehicle circulation and parking; 3) trees/landscaping; and 4) flexibility to modify the space at certain times of the week/year for public gathering activities. The space could accommodate vehicles and parking areas during the week, and more pedestrian traffic activities during the weekends and special events. (See photo handout).</p>	No change.

1 Legend: LRPC – Long Range Planning Committee of the Planning Commission; PC – Planning Commission; TC – Transportation Commission; PRC – Park & Recreation Commission; UF – Urban Forestry; WG – Working Group Meeting; LVCA – Lyon Village Citizens Association representative; HALRB – Historic Affairs and Landmark Review Board representative; LPCA – Lyon Park Citizens Association representative; etc.

No./ Mtg.	Advisory Group	Question/Comment	Staff Response	Proposed Changes to Sector Plan
4 PC	PC PRC/UF	<p><b>More Open Space (General)</b> More open space is needed in Clarendon that can be more easily and readily attained in a shorter time frame than waiting for County facilities and the Verizon property to be relocated or redeveloped.</p>	<p>The sector plan is establishing a long-term vision for open space, recognizing that it typically takes a long time to realize new open spaces. Other sites with private ownership would also present challenges to create a large, contiguous open space and would likely require the County to help facilitate and/or fund the acquisition of the property. Also, there are limited sites in Clarendon with sufficient development capacity to receive density from other parts of Clarendon in order to create open space. As part of the process to develop a Land Acquisition policy per the Public Space Master Plan, staff could examine opportunities for additional open space locations through the Rosslyn-Ballston Corridor.</p>	No change.
5 LRPC	TC	<p><b>Form of Access into West End Block/Fairfax Drive</b> Is the Plan's intent to limit potential options for future access from Wilson Blvd to Fairfax Dr, or keep the pallet open?</p>	<p>Staff continues to recommend that use of the space from Wilson to Fairfax for through-traffic be determined at a time in the future when a proposal for revitalization/rehabilitation of the historic structures occurs.</p>	No change.
6 LRPC	HALRB/ PC	<p><b>Road Between Historic Buildings</b> What is the value of any one-lane new road into the West End block?</p>	<p>The roadway would provide emergency access between Clarendon Circle and Fairfax Drive in Virginia Square as bypass of 10<sup>th</sup> Street/ Wilson Blvd intersection. Additionally, the segment would:</p> <ul style="list-style-type: none"> <li>• Create an additional route to provide relief/diversion from the major intersection at Washington and Wilson Blvds.;</li> <li>• Provide access to service buildings and through block passage to Washington Boulevard from Wilson Boulevard; and</li> <li>• Replace existing one-lane connection from Wilson Blvd. to Fairfax Dr.</li> </ul> <p>Creating smaller blocks and more service roads limits demands on major critical intersections by providing more opportunities to bypass such intersections.</p>	No change.
<b>Concept Option I</b>				

No./ Mtg.	Advisory Group	Question/Comment	Staff Response	Proposed Changes to Sector Plan
<p>7 LRPC HALRB</p>	PC	<p><b>Road Between Historic Buildings</b> 1. Would the space between the 2 buildings be green in the interim?</p>	1. Not likely, but this would depend on the ultimate future use. Some street trees could be accommodated. Staff recommend that the space between the buildings be designed similar to a plaza to accommodate pedestrian and bike circulation; however, the surface should also support service to the buildings, as well as accommodate vehicles if space is needed in emergency situations to divert vehicles from Wilson Blvd.	
	PC	2. How and when would the interim pedestrian use be obtained?		
	PC	3. Is a two-lane segment possible? Can the historic buildings be moved to achieve this?		
	HALRB	4. A road between Kirby Garage and Murky Coffee would not be a positive modification to the buildings.	2. Staff anticipates that the a site plan project would be the most likely way to achieve a County ROW, or public access easement, between Kirby Garage and Murky Coffee.	1. The sector plan would be modified to clarify how the space would be used, by whom and when.
	HALRB	5. Pedestrian access between the historic buildings and vehicular access west of Kirby Garage is preferred.	3. There is only enough width (appx. 34') to achieve one travel lane with desired sidewalks. HALRB representation opined that moving either structure is probably infeasible (cost).	2. No change.
	HALRB (11.29.06)	6. HALRB would support deferring the use of the space between the historic buildings for vehicle through traffic until a future time per staff's recommendation; however, any space allocated for vehicles, even in emergency conditions, should be limited to 12'; additional space should be used to improve the space adjacent to Murky Coffee building.	4. HALRB would need to evaluate any proposed change for buildings that are part of local historic district in the context of a "CoA" review. 5. N/A 6. Staff intends to work with HALRB in the future in order to determine an appropriate design for the space between the two buildings while maintaining an appropriate contextual condition for the preserved structures.	3. No change. 4. No change. 5. No change. 6. No change.
8 PC	PC	The building spanning over N. Ivy Street south of Washington Boulevard should be removed (also from other drawings).	In order to provide locations for density and provide for a more viable small building at the point, staff have proposed to permit a building spanning over the N. Ivy St. segment.	No change.

No./ Mtg.	Advisory Group	Question/Comment	Staff Response	Proposed Changes to Sector Plan
9 LRPC PC	PC	<b>Preference for Option 1</b>		
	PC	1. Except, exclude/remove road between the two historic buildings; dedicate for pedestrian/ bicyclist/ service alley.		
	PC	2. Proposed open spaces are good spaces that can be achieved in our lifetime. Plan accomplishes objective of connectivity at same time.		
	PC	3. Push to extend open space as far down Fairfax Dr as possible; Option 2 is a non-starter.		
	PC	4. Supports better development site west of Dominion substation.		
	PC	5. Need more green open space and need to address/recognize need for space for public market.		
	PC	6. Designate Fairfax Drive as pedestrian plaza (see #3 above).		
PC	7. The building spanning over N. Ivy Street south of Washington Boulevard should be removed (see #8 above).			
<b>Concept Option 2</b>				
10 LRPC	PC	<b>Impacts on Church Property</b> Is the Option 2 approach on church property feasible and would it ever be achieved?	Informal feedback from the Church indicates that scheme bisects their property in a more disruptive manner, and expressed preference for approach in Option 1.	No change.
11 LRPC	TC	<b>Revised Alignment for new 10<sup>th</sup> Road at Wilson Blvd</b> 10 <sup>th</sup> Road could meet Wilson Boulevard with oblique angle to attain alignment and better development site south of 10 <sup>th</sup> Road/ east of Wilson Blvd.	Oblique angle intersections would challenge vehicles with large turning radii and would create larger-than-necessary curb-to-curb distances for pedestrians to cross along the eastern edge of Wilson Blvd.	No change.
12 LRPC WG	PC	<b>Road Between Kirby Garage and Sub Station</b>	1. No, Dominion Power indicates they are only able to allocate appx. 20' total; this would allow for only one travel lane and one narrow sidewalk 2. Staff concurs. The amount of open space as shown in Option 2 would likely be reduced by maintaining some vehicular access to the existing down-ramp into Kirby Garage.	No change.
	WG	1. Can 2-lane road between Dominion Sub Station and Kirby Garage be attained? 2. Vehicular access to existing down-ramp at Kirby Garage should be maintained which could reduce the amount of achievable open space.		

No./ Mtg.	Advisory Group	Question/Comment	Staff Response	Proposed Changes to Sector Plan
13 LRPC	PC  PC PC  PC  PC	<p><b>Preference for Option 2</b></p> <ol style="list-style-type: none"> <li>1. Supports street on Dominion land with pedestrian way between the 2 historic buildings; should eliminate most/all surface parking on Fairfax Drive, to achieve more open space.</li> <li>2. Achieves more open space.</li> <li>3. Respects integrity of the historic buildings.</li> <li>4. Except, remove any roadway to provide access into West End block from Wilson Blvd.</li> <li>5. Intersection between new Ivy St and Washington Blvd is further from Wilson/Washington Blvd intersection.</li> <li>6. Would also recommend that more time/effort is spent on the design/re-design of intersection between Wilson and Washington Blvds.</li> </ol>		
14 WG	WG	<p><b>Preference for Option 2</b></p> <p>Achieves more concentrated open space in west end along Fairfax complemented by new or preserved structures.</p>		
<b>Urban Design Guidelines (UDG)</b>				
15 LRPC	PC	<p>Emphasize <b>accessibility</b> to housing units, particularly in 9<sup>th</sup> Road and Urban Residential Frontage Types;</p> <ul style="list-style-type: none"> <li>• Guidelines for raised first floor elevations limit opportunities for universal access;</li> <li>• Given proximity to Metro, units within Clarendon should call for at least 1 zero-threshold entrance per unit.</li> </ul>	Staff concurs.	<p>Staff will revise the 9<sup>th</sup> Road and Urban Residential guidelines with reference to accessibility/visitability.</p> <ul style="list-style-type: none"> <li>• The concept of having at least 1 zero-threshold entrance per housing unit will be included.</li> <li>• Plan will include examples of units that are designed with visitability in mind.</li> </ul>
16 WG	WG	Will density and height limits control how much can be built in the areas where English-basement type units can be built?	Yes, the maximum height along 13 <sup>th</sup> Street is set at 55'; any additional density and any additional floors above 3 floors could be approved by the County Board in consideration of community benefits. This unit type wouldn't necessarily increase density; however, if additional floors were added bonus density would be used.	No change.

No./ Mtg.	Advisory Group	Question/Comment	Staff Response	Proposed Changes to Sector Plan
17 WG	LPCA	<b>Balance accessibility needs with the goal of achieving multiple, separate entries</b> along the street/sidewalk to Urban Residential and 9 <sup>th</sup> Road housing units.	Staff concurs.	See #12 above. The plan will be revised to clarify that entries into individual units from the streetscape area will still be desired while balancing accessibility.
18 PC	LPCA	Consider a separate set of urban design guidelines for English-basement type units, separate from the Frontage Type descriptions. Separate entries to these types of units should be available from the adjacent	Staff concludes that separating this information from the specific Urban Residential and 9 <sup>th</sup> Road Residential frontage types is not necessary. Maintaining the English-basement unit description with these specific frontage types is preferred as these are the only frontage types where these units are recommended. Staff concurs that separate individual entries should be available from the adjacent streetscape area.	The plan will be revised to indicate that entrances to this building type from the streetscape area is desired in the Urban Residential and 9 <sup>th</sup> Road Residential frontage types.
19 WG	LVCA	<b>Reconcile streetscape dimensions</b> and cross sections for 13 <sup>th</sup> Street to indicate same widths for clear zones, tree zones, and stoop zones.	The intention was to create a 12' walkway inclusive of a 6' tree/furniture zone and a 6' wide clear zone, plus an additional 6' stoop/landscape zone. This would total 18' from the curb to the building wall.	The street cross section will be revised to indicate 18' rather than 19'.
20 LRPC	PC	Do <b>frontage type</b> categories relate to size of buildings? <ul style="list-style-type: none"> <li>Live/Work – Work/Live frontage guidelines appear to talk more about building use; how does this provide design guidance to developers?</li> </ul>	Frontage type categories are based on levels of pedestrian volumes projected for individual streetscapes and the type of street in order to create the appropriate amount of entries, transparency, and threshold level into the structure.	The plan will be clarified as follows: <ol style="list-style-type: none"> <li>On the use Mix Map – re-label “Optional Retail Frontages” as “Retail and/or Personal/Business Services”</li> <li>In the Use Mix discussion – define “retail” and “person/business services” in the Use Mix discussion to clarify intent of retail orientation vs. other commercial uses</li> <li>In the Use Mix discussion – clarify that Live/Work – Work/Live type units are desired and could be used along 10<sup>th</sup> Street corridor.</li> <li>In the Live/Work – Work/Live Frontage Type discussion – rename this frontage type to “10<sup>th</sup> Street Frontage Type”; clarify that live/work-work/live units <u>could</u> occur along 10<sup>th</sup> Street, but would not be required. A proposal, at a minimum, should include Personal/Business uses on the first floor.</li> </ol>
21 WG	WG	<b>Frontage Type map</b> is difficult to read/interpret; suggest using another method to convey information such as different color lines.	Staff concurs.	The map will be revised to introduce colors to differentiate frontage types. (See attached revised Frontage Type map).

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22 LRPC	PC	Include a <b>preamble</b> that describes the performance intent of the guidelines, and emphasizes what the County is really looking to achieve through the UDGs <ul style="list-style-type: none"> <li>Introduction should note that UDGs are meant to serve as good guidance while being reasonably flexible</li> </ul>	Staff concurs.	A preamble to the Urban Design Guidelines, incorporating the noted points will be included in the sector plan.
23 LRPC PC	PC	Incorporate <b>sustainability</b> guidelines.  Incorporate specific reference in the sector plan that buildings should be constructed to LEED Certified, or higher LEED, levels.	The Draft Plan addresses sustainability by integrating discussion of sustainable principles within various sections of the UDG discussion. For example, see last bullet included in Introduction, 1 <sup>st</sup> bullet under Design Composition, 3 <sup>rd</sup> bullet under Materials, and 4 <sup>th</sup> bullet under Fenestration.  Staff concurs. A specific guideline referencing LEED Certified buildings can be included in the plan.	The UDGs will be revised to include a guideline recommending that future buildings be constructed to LEED Certified, or higher, levels.
24 LRPC	TC	Why are <b>curb cuts</b> not indicated on 11 <sup>th</sup> Street between Highland/Garfield?	Based on discussions with community members, concerns were raised that 11 <sup>th</sup> Street is a primary east-west secondary street for pedestrian circulation. Therefore, a sentiment was raised that the street should not be overloaded with service/parking access points, or at least along one edge.	No change.
25 LRPC	PC	How will <b>Build-To Lines</b> be determined? What is the reference point?	Build-to lines would be located and registered when either public street improvements or private redevelopment projects are proposed within Clarendon. At such time: <ul style="list-style-type: none"> <li>Staff would review preliminary project plans for consistency with cross-sections recommended in the Sector Plan.</li> <li>Based on the Sector Plan and existing conditions, projects would be directed to provide a build-to line that achieves the desired cross-section and coordinates with the existing conditions.</li> <li>For most locations, a centerline would be used as a reference point. In other locations, such as along 13<sup>th</sup> Street or Wilson between 10<sup>th</sup> St and Washington Blvd, the centerline is expected to shift. Therefore, the build-to line may be referenced from other existing elements such as adjacent building walls such as the build-to lines of Murky Coffee and Kirby Garage.</li> </ul>	A description of this typical process will be included in the Building Placement section of the Sector Plan.

No./ Mtg.	Advisory Group	Question/Comment	Staff Response	Proposed Changes to Sector Plan
26 WG	LPCA PC	<b>Build-to lines</b> should indicate the preferred building lines, even if it conflicts with recently approved or constructed building lines.	Staff concurs and will reexamine the Build-To Line map to indicate preferred locations for building lines and a note that clarifies that some lines may not reflect the physical conditions.	The Build-To Line map will be revised to indicate preferred building lines for areas where an existing or approved condition occurs that is inconsistent with other sector plan guidelines. (See attached revised Build-To Map).
27 LRPC	PC	What elements of the UDGs will be <b>codified</b> ?	The sector plan is a guide. Staff anticipates that a number of items in the plan would be codified including density limits and maximum building heights. Other items such as the urban design guidelines are a set of best practices that the County would prefer most, if not all, development projects to follow. However, as every site and development project will be different, staff does not recommend codifying the UDGs so that the creative solutions can be proposed and the County Board has some flexibility to adjust some guidelines.	No change.
28 WG	WG	<b>Build-To Lines</b> are a very important element of the sector plan and should be included in future Zoning Ordinance amendments for “C-3”, “C-2” or other districts used in Clarendon.	Build-To Lines could be an element in the proposed zoning ordinance amendments for Clarendon and staff would analyze how best to include this element in the ordinance language. However, staff would expect that this would be an item that the County Board could modify for certain site constraints, priorities for plazas/open spaces, and alternative locations for service/parking access areas.	No change.
29 WG	WG	<b>Clear Zone widths</b> in the Streetscape guidelines should be codified in zoning.	Clear zones could be codified and staff would analyze how best to incorporate into the ordinance. However, staff would recommend that the County Board be able to modify these items on a case-by-case basis to account for preserved structures or other specific site constraints where achieving the described clear width may not be feasible.	No change.
30 TC	LPCA	<ol style="list-style-type: none"> <li>1) <b>At least 6’ minimum clear width</b> should be achieved adjacent to historic structures.</li> <li>2) Also, the streetscape exemptions described in the sector plan should only apply to that frontage directly adjacent to the preserved structure; all other streetscape areas should be consistent with the streetscape guidelines.</li> </ol>	<ol style="list-style-type: none"> <li>1) Staff concurs and adjustments to the specified dimensions for the Tree/Furniture and/or Shy Zone may be necessary in order to maintain clear widths in these locations. In order to maintain continuity of tree plantings, narrower tree pits, tree grates, or variation in the tree spacing may be necessary.</li> <li>2) Staff concurs.</li> </ol>	<ol style="list-style-type: none"> <li>1) This will be clarified in the streetscape guideline section of the sector plan.</li> <li>2) This will be clarified in the streetscape guideline section of the sector plan.</li> </ol>

No./ Mtg.	Advisory Group	Question/Comment	Staff Response	Proposed Changes to Sector Plan
31 TC	LPCA	The <b>Service/Alley frontage type</b> should be separated into two separate categories and each should clearly indicate the unique designation.	Staff concurs.	The category will be split and a different line type/designation will be used for alleys. Alleys will not be required to accommodate pedestrian circulation and therefore, accommodate the streetscape elements that are described for service streets.
32 TC	LPCA	<b>Service/Parking access areas</b> should at a minimum maintain the designated clear width for sufficient pedestrian travel. Within Service Frontages, there will be “service/parking access areas” and “non service/parking access areas”. The non-service areas should be consistent with other urban design guidelines such as fenestration, materials, and signage.	Staff concurs.	The plan will be clarified to indicate that, at a minimum, the clear widths should be accommodated even across “service/parking access areas”.  For areas outside of “service/parking access areas,” consistency with the fenestration, materials, and signage guidelines described in section C.4 Building Design would be expected.
<b>Transportation &amp; Parking</b>				
33 LRPC	PC	Include a goal/standard to <b>reduce streetscape clutter</b> near handicap access parking spaces?	Staff concurs.	The plan will be revised to include a guideline that will address adequate clearance along streetscapes, and reduction of clutter, in vicinity of designated handicap/wheelchair parking spaces.
34 LRPC	PC	Include more detail on the <b>Washington Blvd and 10<sup>th</sup> Street</b> intersection.	Staff concurs.	A graphic will be included in the plan that illustrates the proposed improvements for this and other key intersections. (See attached graphic of proposed intersection improvements).
35 LRPC	TC	The Plan should indicate that developers should contribute to <b>new traffic signals</b> .	Staff concurs.	A recommendation will be included that the County should evaluate the provision of new traffic signals when warranted as part of future site plan projects.
36 LRPC	PC	Discuss <b>streetscape furniture</b> in context of all streetscape categories, not just on Tertiary Streets as currently drafted (pages 2.58-2.59)	Staff concurs.	The plan will be revised to delete the mention of streetscape furniture in this section to reduce confusion and inconsistency. This topic is covered in the UDGs discussion of Streetscapes, beginning on pg. 3.22.
37 LRPC	PC	Include discussion on <b>car sharing</b> (Flex, car pools, etc.)	A discussion on these items is covered by the Transportation Demand Management (TDM) section on p.2.82.	No change.
38 LRPC	PC	Include/maintain <b>left turn lanes</b> on Kirkwood Rd at Washington Blvd. and Fairfax Dr.	Two approach lanes should be provided at each traffic signal.	The plan will indicate that turn lanes would be provided.

No./ Mtg.	Advisory Group	Question/Comment	Staff Response	Proposed Changes to Sector Plan
39 LRPC	PC	Clarify <b>intent of Parking Policies</b> #45 (Locate and design any needed parking...), #48 (Consider the high land values.....), and #49 (Price public parking.....)	Staff prepared revised policies to clarify the intent and reduce duplication. These revised policies were discussed with and supported by the Transportation Commission on 11/21/06 (see next column).  Intent of parking policy related to “pricing” is essentially to not provide free parking if people driving (rather than taking transit) is to be discouraged.	The plan will be revised to include the following revised parking polices: 43. Provide sufficient parking to meet realistic needs generated by the envisioned land use mix proposed in the plan. 44. Locate and design parking facilities, including access points, in such a manner as to reduce conflicts between vehicles and pedestrians along streetscapes and through the design readily enable pedestrians to reach parking areas. 45. Emphasize strategic locations of pooled parking resources enabling visitors to Clarendon to park once and walk to multiple destinations. 46. Include knock-out panels in underground parking garages in order to facilitate connections to adjacent parking facilities particularly where adjacent parcels are irregularly shaped or sized which could limit the viability of underground parking. 47. Price on- and off-street public parking to encourage efficient use, reflect the public cost of providing parking, and to minimize incentives to drive personal vehicles.

No./ Mtg.	Advisory Group	Question/Comment	Staff Response	Proposed Changes to Sector Plan
40 LRPC PC	PC	<ol style="list-style-type: none"> <li>1. Consider identifying critical locations for <b>shared parking</b> resources.</li> <li>2. A <b>specific shared parking formula</b> should not be included in the sector plan, only a strong recommendation that would encourage shared parking through future site plan projects.</li> </ol>	<ol style="list-style-type: none"> <li>1. Staff concurs. Also, after further staff discussion, staff has revised the Shared Parking formula/criteria to obtain shared parking quantities (see next column for revised text).</li> <li>2. Staff continues to recommend that obtaining a portion of the required parking for visitors to Clarendon is an important objective of the sector plan and that by including a specific target for each use in the sector plan establishes a criteria in which the County can negotiate for shared parking through future site plan projects.</li> </ol>	<p>1. The plan will be revised to clarify that the recommended Prime Office sites are important sites where shared parking for visitors to Clarendon will be sought.</p> <p>The plan will be changed to indicate this revised information on Shared Parking (<u>new text</u>):            “New projects should design their garages to <u>maximize the use of their parking spaces over a twenty-four hour period. The parking spaces would be “shared” so that visitors of the proposed building(s) and the general public would have access to short-term, unreserved, high-turnover parking spaces during the hours not in use by the primary building occupants.</u> The shared parking spaces should not be considered extra or additional parking spaces; rather, these spaces would be allocated from the total amount of required spaces for the total project based on the proposed uses. The parking spaces that are designated as shared parking would be calculated by applying the following formulas to the specific project and should be located on the first level of the garage closest to the street level:</p> <ul style="list-style-type: none"> <li>– 1 space for every 10 residential units, <u>when there is at least 100 units, made available during the day from 9AM-5PM;</u></li> <li>– <u>During the day and evening hours,</u> the following uses shall provide shared parking as follows:               <ul style="list-style-type: none"> <li>o All parking for retail and restaurant uses</li> <li>o Any parking proposed for commercial office uses that exceeds the minimum requirement; and</li> </ul> </li> <li>– Ten percent (10%) of the required commercial office use parking <u>made available during the day from 9AM-5PM.</u></li> <li>– <u>70%</u> of the required commercial office use parking should be made available for use by the public during evenings and weekends when the office spaces are not typically occupied.”</li> </ul> <p>2. No change.</p>

No./ Mtg.	Advisory Group	Question/Comment	Staff Response	Proposed Changes to Sector Plan
41 LRPC	PC	Include a recycling plan that identifies design and locations for <b>recycling</b> bins/containers on within streetscape.	A program for street side recycling has not been developed yet in Arlington County.	No change.
42 LRPC	PC	Are the 6-foot parking lanes correct as shown in figures 2.21 and 2.22?	The 6-foot notations are typos.	These figures will be revised to indicate 8-foot wide parking lanes.
43 LRPC	PC	Clarify the term shy lane (Figures on pages 2.72 and 2.73)?	“Shy lanes” should read as “Shy Lines” in these figures.	The cross sections will be revised to correct these typos.
44 LRPC	PC	Do any of the street cross sections address the intersection of Highland Street and Washington Blvd?	Figure 2.27 (Cross-section #8, on p2.72) should be titled “Washington Boulevard West of North Highland Street”.	The cross section will be renamed. (See attached graphic of proposed street improvements along Highland Street).
45 WG	LPCA	The proposed <b>lane widths for Highland Street</b> should remain at 9’ – 10’ to accommodate 5’-wide bike lanes.	Staff concurs. 9’-10’ lane widths with bike lanes can be used on Highland in order to create 5’ bike lanes. Where parking is not provided, and the bicycle lane is adjacent to the curb it can be marked at 4’ wide.	The plan will be revised to indicate these dimensions. (See attached graphic mentioned above).
46 WG	LVCA	Should <b>bike lanes on Highland Street be considered an interim use</b> which could later be converted to additional on-street parking areas in the future if tenancy changes at 3100 Clarendon Blvd?	Bike lane markings could be removed in the future if the community favors additional parking.	No change.
47 WG	LVCA	Can oversize vehicles (i.e., delivery trucks) maneuver around <b>nubs</b> proposed at some intersections such as Highland/Clarendon?	One goal of the sector plan is to reduce crosswalk distances. Nubs indicated on illustrative plans are illustrative. However, detailed engineering plans will have to be prepared at which time staff will determine where and how nubs can be used.	No change.

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48 TC PC	1) TC 2) PC	<p>1. The <b><u>parking relief for preservation or smaller sites under 20,000 square feet</u></b> with allowances for off-site parking or in-lieu fee contributions could yield no or too few parking spaces at the project site which could result in spillover parking in adjacent neighborhoods, too heavy parking demands on other nearby parking locations, or could conflict with accessible parking needs. A lower site size threshold should be considered for off-site parking locations. The Transportation Commission recommended a distance of ¼-mile radius from a project site to the off-site parking location.</p> <p>2. Additional accessible parking spaces should be provided in Clarendon, in on- and off-street locations.</p>	<p>1. As part of the planning process, it was determined that small, infill projects were desired which could provide diverse architecture and could provide opportunities for smaller and/or diverse office tenants. Smaller sites could occur throughout Clarendon, however, these small sites may be more frequent along the edges of the Clarendon station area such as along 10<sup>th</sup> Street or Wilson Boulevard. In order for many of these sites to develop in a form consistent with the sector plan with multiple uses, multiple stories, improved sidewalks, and screened or underground parking, some on-site parking relief may be necessary.</p> <p>Staff continue to recommend that a site size of 20,000 square feet be used for this parking relief option as this is a small site size and would likely have size constraints for parking; anything smaller in size may not likely be a viable development site if all required parking were to remain on site. In order to address concerns that any off-site parking should be in closer proximity to the project site, staff would recommend revising the targeted distance from ¼-mile to 1,000 linear feet radius from the project site. This distance is consistent with an existing distance used in the Metro corridors for parking relief for restaurants or commercial uses with 5,000 square feet or less gross floor area. This would establish a walking distance of approximately three (3) blocks between the off-site parking location and the project site.</p> <p>2. Staff will continue to obtain accessible parking spaces in private garages and ensure that facilities are properly constructed to accommodate accessible vehicles. Also, the County policy is to work with the community to provide accessible parking spaces on the street based on demand.</p>	<p>1. The plan would be revised to permit up to 100% of the required parking could be located within a 1,000 feet of the project site.</p> <p>2. No change.</p>

No./ Mtg.	Advisory Group	Question/Comment	Staff Response	Proposed Changes to Sector Plan
49 TC	TC	<p>What is the most appropriate parking relief for projects with preserved structures? TC members support Option 4 as described.</p>	<p>Staff prepared 3 options to determine how much parking would be required or relieved for projects that include structures recommended for preservation. Option 1 include the existing relief offered in the “C-3” and “C-R” districts; however, the regulation language is complex and the relief could relieve more parking than necessary and result with too few required parking spaces. Option 2 would allow for full relief from required parking if there is no existing parking and would allow the lesser of either the required parking for the proposed use in the associated preserved structure or the amount of existing parking. Option 3 would reduce the parking requirement by an amount of parking that would have been otherwise required for the amount of building square footage preserved.</p> <p>A fourth option, similar to Option 2, was suggested at a Clarendon working group and Transportation Commission meetings as a way of pro-rating parking based on the amount of partial preservation proposed and introduces an option to maintain the amount of existing parking as of the sector plan adoption. The proposal is as follows:  <u>The parking requirement for the floor area of full preservation required by the plan will be the lesser of: (1) the ordinary requirement under the ordinance, or (2) the amount specified in Table X as existing on January 1, 2007 [or alternative date chosen by the County Board].</u></p> <p><u>The parking requirement for the floor area of partial building preservation required by the plan will be the amount of parking specified in the table above, pro-rated by the ratio between the floor area specified {the bonus density provision that specifies the amount that is used to calculate the bonus} and the floor area of the original building.</u></p> <p><u>The County Board may choose to reduce the parking requirement for preservation of floor area within the identified buildings beyond the partial preservation required in the plan. In such case, the reduction may be equal to the lesser of: (1) the current ordinance requirement or, (2) the pro-rated amount based on the ratio of the floor area preserved and the floor area of the original building.</u></p>	<p>Staff supports the approach outlined in Option 4. The sector plan would be revised to incorporate this concept and remove other options. However, further refinement of the approach and verification of the existing parking amounts would be necessary during the development and review of proposed zoning ordinance amendments.</p> <p>A recent survey of parking associated with the structures recommended for preservation indicates the following amount of parking spaces for each structure:</p> <ul style="list-style-type: none"> <li>• Block 1: Meat market building (27); Bike/garden shop building (5)</li> <li>• Block 2: NTB (35)</li> <li>• Block 3: all buildings (40)</li> <li>• Block 8: all buildings (30)</li> <li>• Block 10: all buildings (12)</li> <li>• Block 12: all buildings (0)</li> <li>• Block 18: Murky Coffee (5)</li> <li>• Block 19: Kirby Garage (8)</li> <li>• Block 24: USPS (0)</li> <li>• Block 27: all buildings (0)</li> <li>• Block 30: Leadership Bldg (0)</li> </ul>

No./ Mtg.	Advisory Group	Question/Comment	Staff Response	Proposed Changes to Sector Plan
50 TC	LPCA	<p>The 10<sup>th</sup> Street cross section, east of Washington Blvd. needs further discussion with the community to improve pedestrian crossings.</p> <p>Improved pedestrian facilities such as reflective cross walks should be installed in the near term to improve safe pedestrian crossings.</p>	<p>As part of NC Plan implementation, traffic calming, or other pedestrian safety initiatives, staff will continue to work with the community on the most appropriate cross section for this segment of 10<sup>th</sup> Street and any other improvements to the pedestrian network.</p>	<p>No change.</p>
<b>Other</b>				
51 WG	WG	<p>Lower building forms should be created if redevelopment occurs on “C-3” properties where it abuts “R” zoning areas in order to provide an <b><u>appropriate transition between low-density residential and commercial areas.</u></b></p> <p>Concerns were raised about precedents in other parts of the County, such as Cherrydale, if the maximum building envelope is permitted.</p> <p>Concerns were raised about the achievable floorplate sizes on the 4<sup>th</sup> floor if larger setbacks and stepbacks are imposed.</p> <p>Support was expressed for dual proposal which developers can choose either option: 1) establish setbacks (25’) and stepbacks (25’ height step up to 35’, then 45’ (LVCA proposal) or 2) establish a maximum number of floors (3) with maximum height of 40’. In either scenario, any remaining density that is earned for community benefits that can not fit on site, could be transferred to another receiving site in Clarendon.</p>	<p>Staff supports the dual approach as described.</p> <p>This approach would provide a transition between adjacent low-density areas and commercial areas, allow for any unused density to be transferred elsewhere in Clarendon, and would allow for viable floor plates and floor-to-floor ceiling heights which could support multiple uses.</p>	<p>The plan (text and/or maps) would be updated to reflect maximum building heights &amp; tapers in these areas.</p> <p>When Zoning Ordinance amendments for “C-2” are prepared, these options would be included.</p>

No./ Mtg.	Advisory Group	Question/Comment	Staff Response	Proposed Changes to Sector Plan
52 WG	WG	<p>1) Are absolute height limits included in the adopted policies?</p> <p>2) Are absolute density limits included in the adopted policies?</p> <p>3) Are there limitations on the objects for which bonus density may be earned?</p> <p>The County Board has adopted 4 priorities for community benefits in Clarendon including: affordable housing, historic preservation, LEED, and public open space. If other community benefits are proposed, the County Board should announce in advance of its review of a site plan project, its intent to consider other community benefits.</p>	<p>1. Yes, there a maximum building heights (in feet) for all blocks in Clarendon. There are 3 specific areas that can exceed the maximum height designated as “Additional Height above Maximum Building Height and Additional Density above GLUP”, which allows heights up to 128’. The adopted policies also establish a maximum number of floors that are connected to the maximum density limits; however, the County Board can modify the maximum number of floors for all sites designated as “Receiving Sites” in exchange for community benefits.</p> <p>2. No, the adopted policies established a maximum density limit for all areas of Clarendon; however, additional density could be approved by the County Board in exchange for community benefits such as historic preservation. There is no absolute density limit on how much bonus density could be approved. Although, the maximum building height would establish that threshold.</p> <p>3. The adopted policies regarding bonus density for community benefits specifically list affordable housing, historic preservation, LEED, and public open space as possible purposes for bonus density. Section 36 allows bonus density for public facilities; however, this was not specifically cited in the sector plan.</p> <p>If other community benefits are to be considered for any site plan project, the County Board may consider in the context of a proposal that it would be considering an alternative community benefit and whether an announcement in advance of any public hearing was necessary.</p>	<p>1. No change</p> <p>2. No change</p> <p>3. No change.</p>

No./ Mtg.	Advisory Group	Question/Comment	Staff Response	Proposed Changes to Sector Plan
53 WG	WG	<ol style="list-style-type: none"> <li>1. Can the County Board approve bonus density for more preservation than what is recommended in the sector plan?</li> <li>2. Can the County Board approve parking relief for more preservation than what is recommended in the sector plan?</li> </ol>	<ol style="list-style-type: none"> <li>1. The intent of the adopted policy was, at a minimum, to obtain preservation of the buildings or partial buildings specified in the plan. If additional preservation is proposed beyond what the plan recommends, any bonus density for the additional preservation area would have to be evaluated and would be subject to the bonus density provisions outlined in Section 36 of the ZO to determine the impacts of the additional bonus density.</li> <li>2. Similar to the bonus density, the parking relief for preserved structures would be available for the amount of preservation recommended in the plan. If however, additional preservation is proposed, any additional parking relief would have to be evaluated to determine if the additional parking relief causes a negative impact on the available parking resources in Clarendon.</li> </ol>	<ol style="list-style-type: none"> <li>1. No change.</li> <li>2. No change.</li> </ol>
54 PC	PC PRC/UF	The County should strive to achieve at least a 15% tree coverage in Clarendon through the installation of street trees.	Staff concurs.	The plan will be revised to include a goal of achieving 15% tree coverage in Clarendon.
55 PC	PC	The County Board should direct staff to review the final document with the Long-Range Planning Committee, which incorporates all changes described at the time of County Board adoption, to ensure that all items are properly included.	Staff could bring the final plan to LRPC for review to ensure that all described changes are properly incorporated into the document before the final printing.	No change.



## ARLINGTON COUNTY, VIRGINIA

**County Board Agenda Item  
Meeting of December 9, 2006**

### **SUPPLEMENTAL REPORT** **Additional Information and Revised Drawings**

**DATE:** December 7, 2006

**SUBJECT:** Adoption of the 2006 Clarendon Sector Plan – Part 2 and updates to Part 1

**C.M. RECOMMENDATION:**

Adopt the 2006 Clarendon Sector Plan – Part 2, updates to Part 1 and revisions noted in the attached Issues Matrix.

**DISCUSSION:** After further internal discussion, staff has clarified the recommended concept for Fairfax Drive and prepared a revised concept plan for Option 1 (see attached). The changes to Option 1 are limited to Fairfax Drive, from 10<sup>th</sup> Street to the proposed North Ivy Street; no additional changes to Option 1 are proposed.

At this time, staff recommends that Fairfax Drive be designed as a flexible and convertible space that, during the week, would continue to carry vehicle through-traffic connecting to the proposed alignment of North Ivy Street and permit on-street parking. On weekends and for special events, staff recommends that the space have no, or limited, vehicular movements in order for the space to be used fully by pedestrians and for possible public market activities. Staff proposes a preliminary concept for the space as a “curb-free” environment whereby different zones for vehicles and pedestrians would be defined by street trees, streetlights, bollards, and different paving materials, textures and colors. When the space is not used for vehicle circulation or parking, market stalls, umbrellas, or other canopies could be temporarily installed to accommodate market vendors. More detailed design analysis would have to be undertaken in order to determine the most appropriate design for this space.

Also, in response to the Planning Commission and other community members recommendations, staff would prepare the final sector plan document and complete a technical review with the Long-Range Planning Committee and the Clarendon Working Group to ensure that all of the changes approved by the County Board were appropriately incorporated into the final document.

County Manager: \_\_\_\_\_

County Attorney: \_\_\_\_\_

Staff: Jennifer Smith, DCPHD Planning

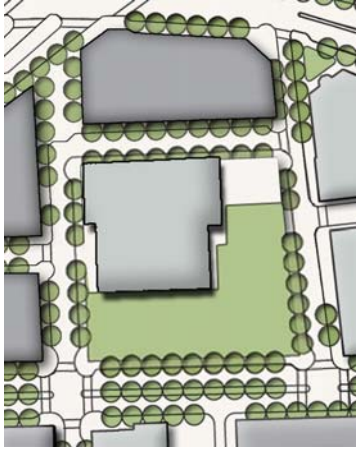
PLA-4556 - Supplemental

# OPTION 1 (Revised 12/07/06)

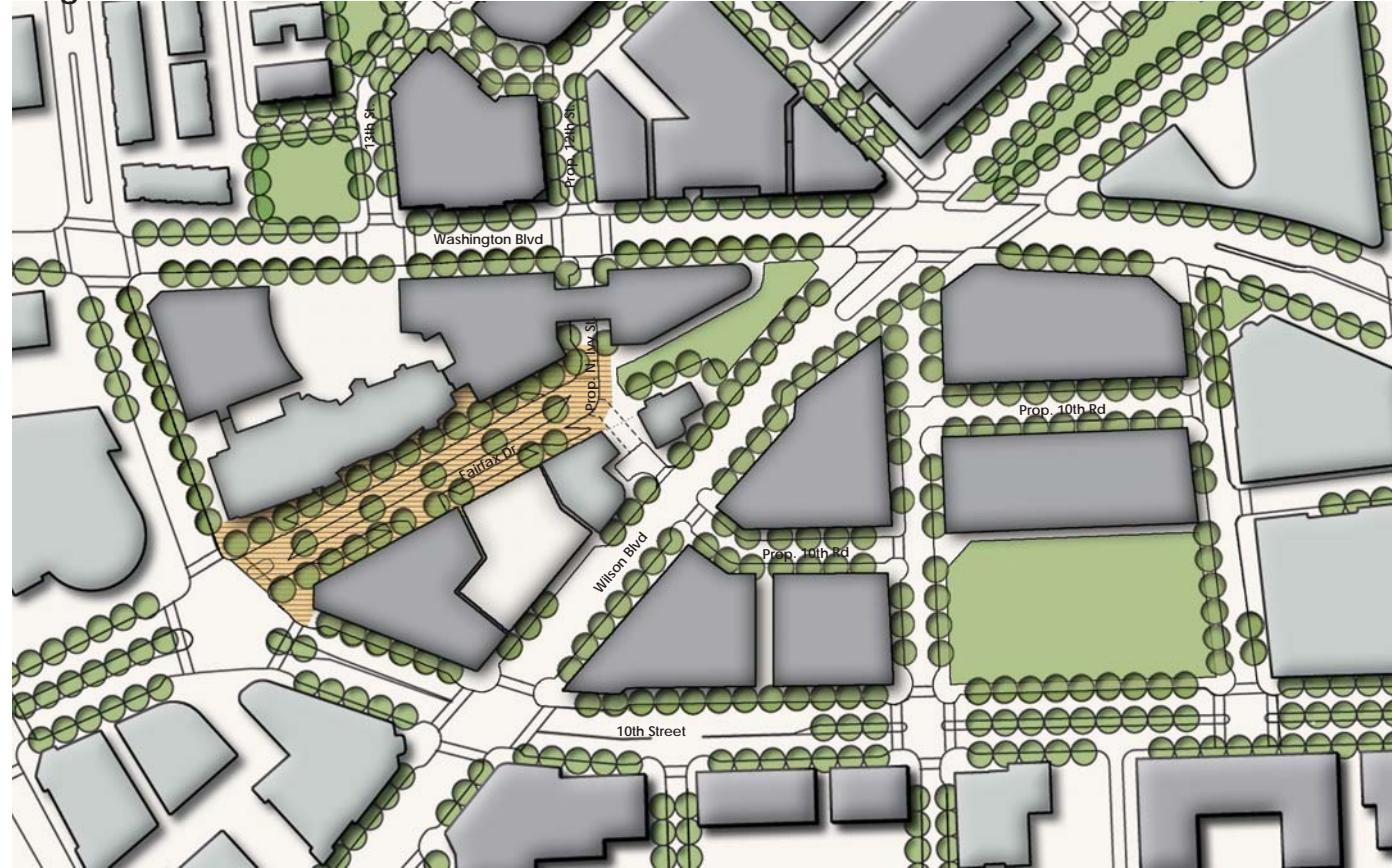
## Staff Preferred

This option, as shown, has been used to update the maps and text in the sector plan. If another alternative is selected, adjustments to the sector plan would be necessary.

## Early Phase (Verizon block)



## Long-Term Phase



## Attachment

### Description:

- Proposed streets (10<sup>th</sup> Rd. and N. Ivy St.) both located approximately mid-block
- Maximizes alignment of proposed streets
- Approximately 50,000 sf of contiguous open space on the Verizon/Fire Station block, achieved in long-term phases, proposed as a new urban park if public facilities relocated to other redevelopment sites
- Approximately 20,000 sf of open space proposed as a new urban plaza in the west end of Clarendon that could be used for public gatherings and possible public market activities
- Creation of flexible urban plaza along Fairfax Drive (west of N. Ivy St.), from building face to building face, that adapts from on-street parking during the week to urban pedestrian plaza with possible public market uses on weekends and during special events. The space could be designed as a "curb-free" space; pedestrian and parking areas could be

delineated with different colors, materials, street trees, street lights, bollards, or other design elements.

- N. Ivy St. segment between Kirby Garage and Murky Coffee buildings:
  - designated for pedestrians, bicyclists, and service access;
  - defer determination of space for through-traffic until a future time when adaptive reuse of buildings are clarified and expansion of building is determined
  - space designed with removable bollards that limit regular through-traffic but could be removed to permit a through connection in emergency conditions
  - width of proposed street segment would allow for 1 travel lane plus 2 sidewalks with landscaping
- Proposed street alignments and open space locations and configurations retain flexibility for adjacent redevelopment sites including:
  - Limits impacts to St. Charles Church property by connecting N. Ivy Street with 12<sup>th</sup> Street and would not require the removal of an

existing church building;

- Provides opportunities for larger site area and floor plate sizes for properties west of substation; and
- Provides more flexibility for redevelopment on Silver Diner block with a mix of uses
- More density capacity for other community benefits such as affordable housing and historic preservation with surrounding building floor plates beyond what would be needed to create the proposed open spaces
- Intersections of the proposed streets and arterials located approximately mid-block and further from nearby major intersections (e.g., Wilson/10<sup>th</sup> Street and "Clarendon Circle"); helps to avoid queuing problems