

Clarendon Sector Plan Update- Virtual LRPC Meeting #3

April 14, 2021 **DRAFT**



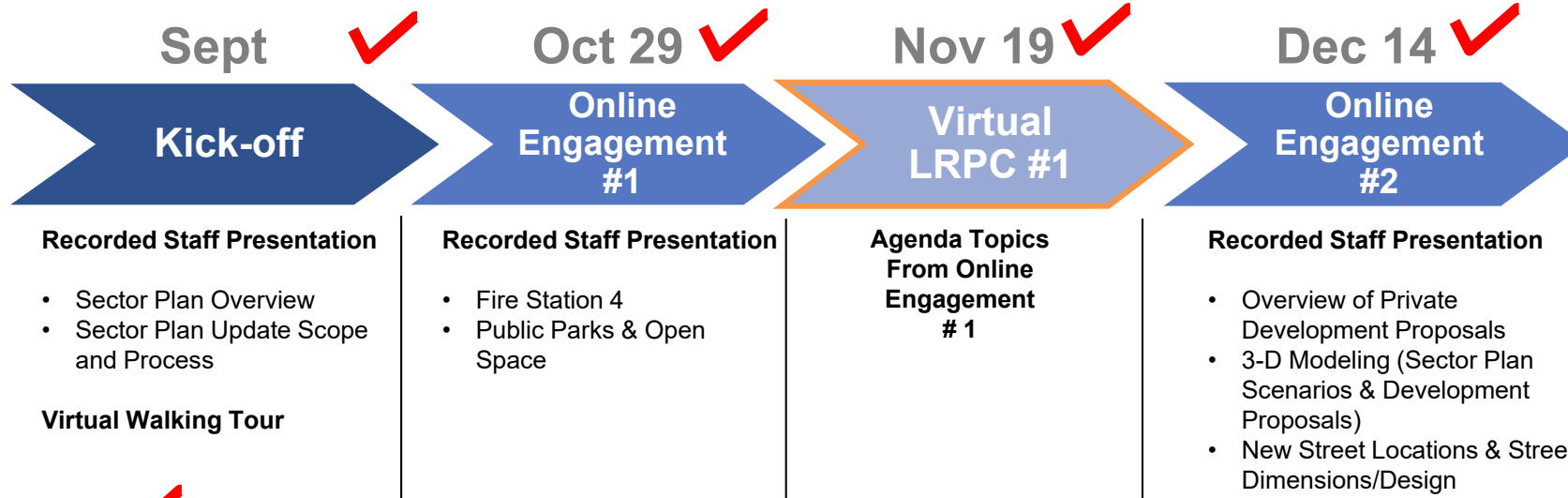
Meeting Agenda

1. Welcome & Introductions
2. Opening Remarks, Virtual Meeting Instructions
3. Staff Presentation
 - a) Process Timeline
 - b) March 3rd LRPC Follow-up- Building Height & Form
4. LRPC Discussion
5. Staff Presentation
 - a) February Engagement Recap- Part 2- Open Space & Survey Results
 - b) Fairfax Drive Linear Park Analysis
6. LRPC Discussion
7. Wrap-up & Next Steps
8. Public Comment

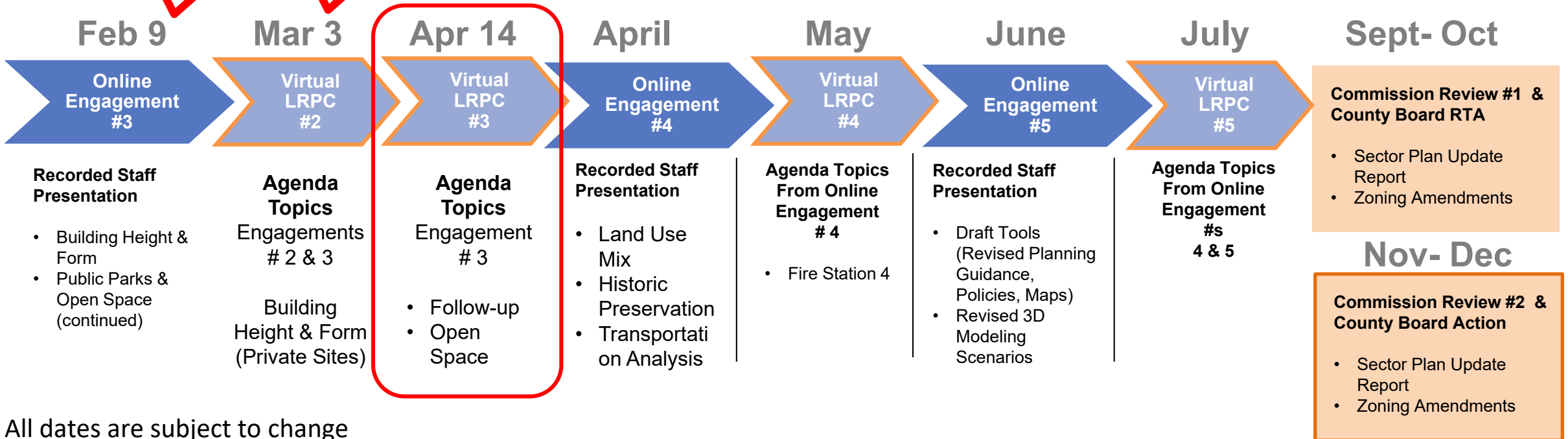


Clarendon Sector Plan Update- Timeline

2020



2021



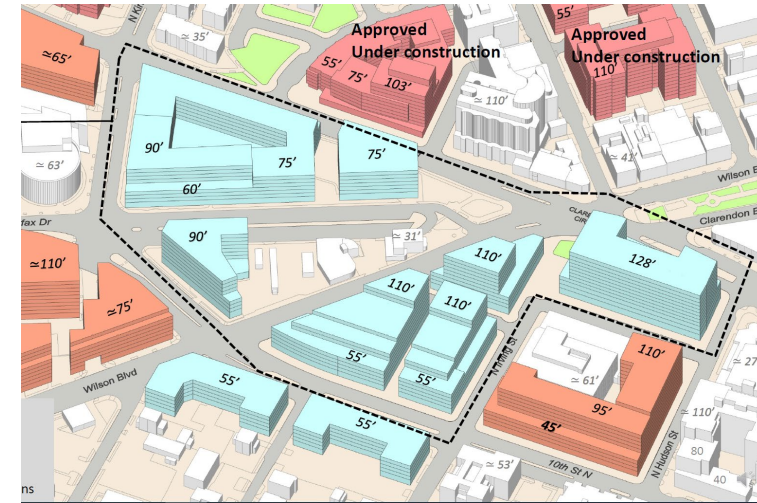
All dates are subject to change

An aerial photograph of a city grid, overlaid with a semi-transparent blue filter. The map shows a dense network of streets and building footprints. A prominent street runs diagonally from the top-left towards the bottom-right. In the center of the image, the text "March 3rd LRPC Follow-up" is displayed in a white, sans-serif font. A small white letter "M" is visible on a street in the upper-middle section of the map. The overall aesthetic is clean and professional, typical of a presentation slide.

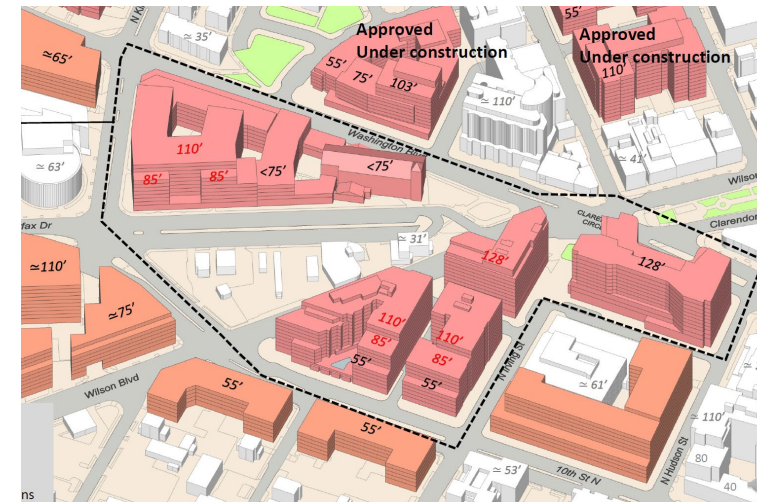
March 3rd LRPC Follow-up

Meeting Recap:

- December engagement follow-up
 - Summary of comments received
 - Survey results
- February engagement recap
 - Part 1- Building Height & Form of Private Sites
 - Applicant presentations
- Other considerations
- Staff observations
- LRPC Discussion



Planned Heights



Proposed Heights

Staff Observations

- Survey results and feedback mixed- some support for flexibility and some opposed to change
- Existing Sector Plan tools for sculpting buildings, achieving façade variation and creating a pedestrian scale
 - Maximum heights
 - Taper plane
 - Step-backs
 - Urban Design Guidelines- build-to lines, frontage types, building mass, design composition, materials, fenestration & streetscape design

LRPC Discussion

1. Which tools are successful in achieving the Sector Plan goals of creating an “urban village” and maintaining a pedestrian scale through building design? Are there some tools that should be prioritized over others?
2. Are there certain design considerations for each area to ensure that Sector Plan goals are achieved?
 - Fairfax Drive- ensuring that building frontages help define potential public open spaces
 - Washington Blvd.- being sensitive to the townhomes across from the church site, consider topography
 - 10th St. N.- consider width of street, future 55’ high building on south side & views/ sightlines from community
 - Wilson Blvd.- consider the triangular shape of parcels & impacts to building massing
 - N. Irving St.- consider the pedestrian experience & Verizon building remaining

March 3rd LRPC Follow-up: What we heard

General Feedback:

- Some support for flexibility on heights from LRPC/Commissioners
- Concerns for changes from LRPC/Civic Assoc. members from Ashton Heights
- Some support for flexibility from BVSCA & CCCA
- Pedestrian scale/ experience important

Washington Blvd. Frontage- St. Charles Church Site

- Step-backs important to transition to townhomes across the street
- Some flexibility on current Sector Plan's taper plane
- Consider topography at Kirkwood Rd. intersection
- Breaking up the building massing- potential mid-block connection, what is County policy?

Fairfax Drive Frontage- St. Charles Church Site

- Some flexibility on building heights
- Proposed heights would not create a “urban canyon” with the County Triangle Park site and Dominion Substation not redeveloping
 - Site currently planned for mixed use building (up to 90’ height)
 - Better solar exposure for the future park
- Need to ensure building massing and façade design engages with future park
 - Consider Sector Plan Urban Design Guidelines

March 3rd LRPC Follow-up: What we heard

10th Street Frontage- Joyce Motors & Bingham Center Sites

- Some support for change in Sector Plan taper requirements
 - Consider width of 10th St. in relation to building heights
 - Proposed heights may not be visible when future 55' planned building on south side of 10th St. is developed
- Some concern about increased height/density and impacts on residents south of 10th St.

N. Irving Street Frontage- Joyce Motors & Bingham Center Sites

- Pedestrian experience important
- Avoid creating an “urban canyon” effect
 - Consider cross section of N. Irving with Verizon building remaining
 - Consider potential redevelopment of County site and not achieving park space envisioned in Sector Plan
- Some flexibility on depth of step-backs recommended in Sector Plan

March 3rd LRPC Follow-up: What we heard

Washington Blvd. Frontage- Wells Fargo Site

- Proposed alternative step-backs meet Sector Plan intent

Wilson Blvd. Frontage- Bingham Center Site

- Streetscape design & pedestrian experience important
 - Consider Wilson Blvd. cross section with preserved buildings across the street
- Some flexibility on depth of step-backs

Key Takeaways/ Next Steps

- Urban Design Guidelines Overview
 - Frontage Types, Streetscapes
- Staff design exercise
 - Alternative tools for each site frontage to create pedestrian scale & meet intent of Sector Plan
 - Streetscape experience- additional cross sections & pedestrian views
- Draft Guiding Principles

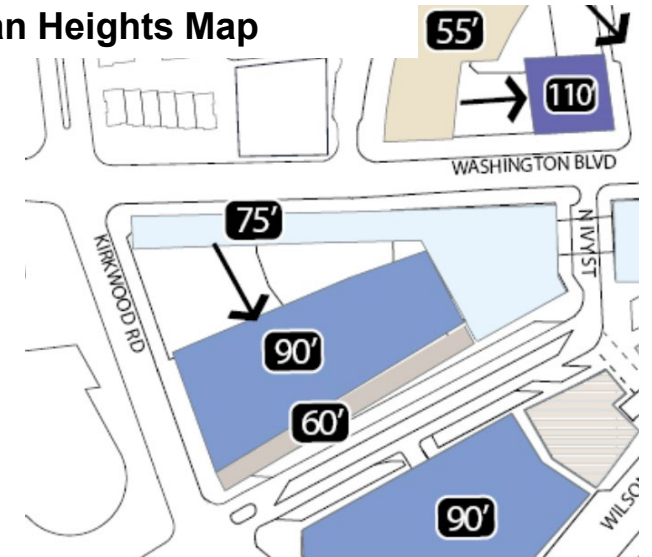
March 3rd LRPC Follow-up

Building Height & Topography

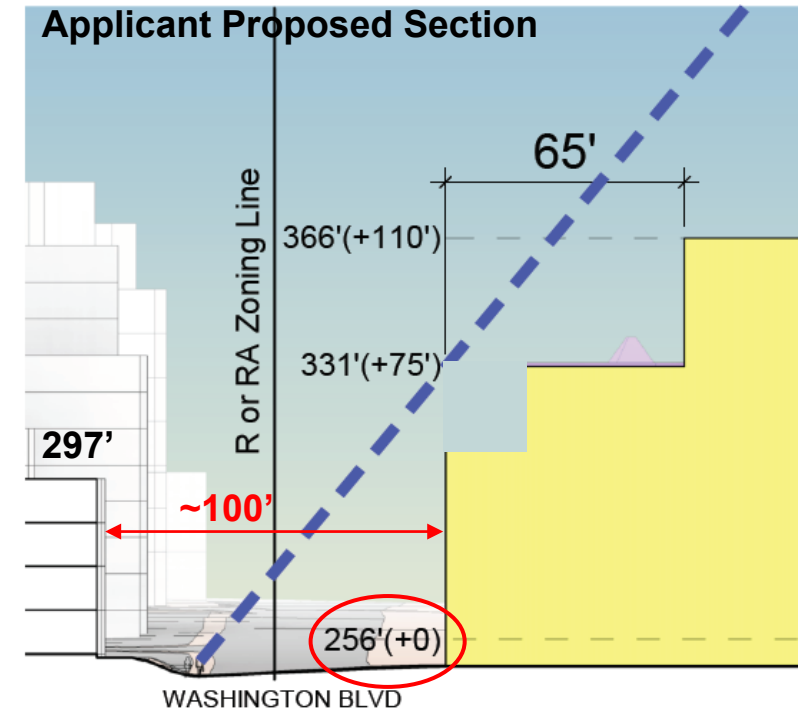
- Building Height
 - Zoning Ordinance § 3.1.6
 - Vertical distance is measured from a calculated **average elevation** of the existing or officially approved grade of the site at the perimeter of the site.
- Washington Blvd. Topography
 - Elevation falls approx. 22 feet from Clarendon Circle to N. Kirkwood Rd.
 - Average Site Elevation (ASE) = 256'



Sector Plan Heights Map



Applicant Proposed Section



County Policies/ Guidance for breaking up large blocks

Master Transportation Plan (MTP) – Pedestrian Element states the following about Pedestrian Access Across Large Block Faces:

- Mid-block pedestrian passageways are desirable where they increase directness of travel to transit facilities, commercial buildings, residential neighborhoods, schools, or other major destinations.
- When large new developments are proposed that **include block faces that are greater than 600 feet in length**, a publicly accessible mid-block pedestrian passageway should be provided at a location at least 200 feet from either end of the block face.
- Passageways should be at least 15 feet in width, or of a width that is comfortable for pedestrian passage in proportion to the scale of the new development.

Columbia Pike Form Based Code (Commercial Centers)- Blocks/Alleys

- **No block face shall have a length greater than 400 feet without an alley, common access easement or pedestrian pathway** providing through-access to another street, alley or common access easement, streets, or conservation restricted land.
- Individual lots with less than 75 feet of frontage are exempt from the requirement to interrupt the BLOCK face; those with over 250 feet of frontage shall meet the requirement within their lot.

March 3rd LRPC Follow-up



Distances Shown
are Approximate

315 feet

280 feet

330 feet

325 feet

335 feet

230 feet

230 feet

620 feet

560 feet

250 feet

550 feet

755 feet

420 feet

Approx. location of
N. Ivy St. (Sector
Plan)

335 feet

325 feet

Stephen A. Mabry

3D

Sector Plan Urban Design Guidelines

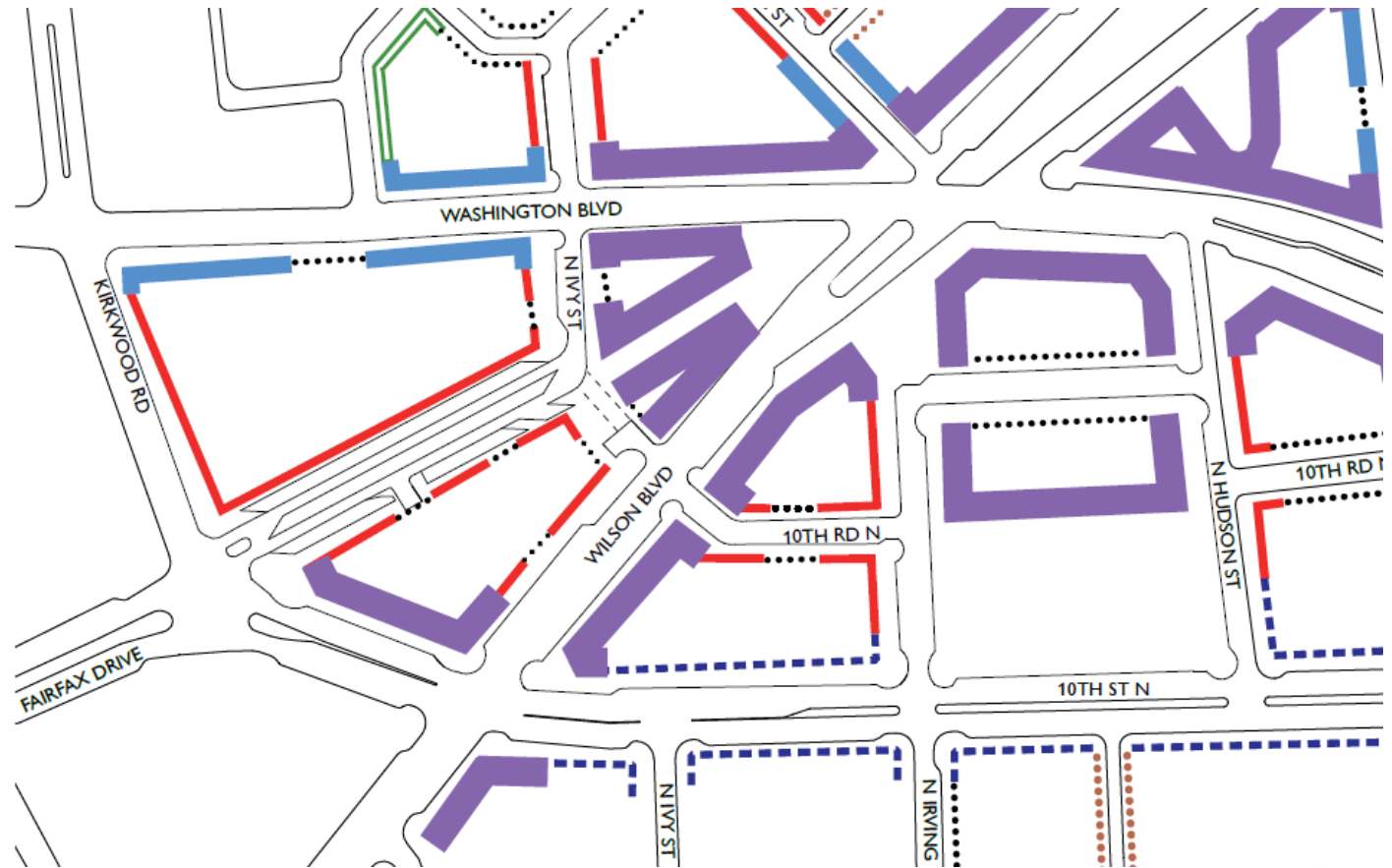
Building Orientation & Frontage Types

- Distance between entries
- Façade transparency
- Ground floor elevation
- Minimum structural clear heights
- Permitted projections & recesses
- Façade variation required

FRONTAGE TYPES

Map 3.2

- Main Street
- 10th Street
- Side Street A
- Side Street B
- Urban Residential
- 9th Road Residential
- Service
- Alley



Sector Plan Urban Design Guidelines

Building Orientation & Frontage Types

Main Street

- Wilson Blvd.
- Washington Blvd.
- East side of N. Irving St. (Wells Fargo)

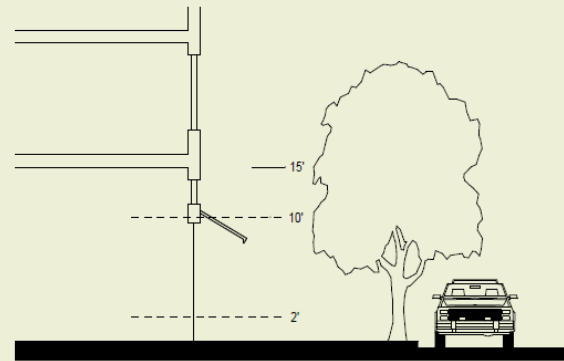
Frontage Type	Maximum Distance Between Functioning Entries	Façade Transparency	Ground Floor Elevation	Permitted Projections	Minimum Ground Floor Clear Ceiling Height
MAIN STREET	50 Linear Feet	Min. 75% within ground level facade treatment	Match sidewalk grade	Shopfronts Blade Signs Awnings Canopies	15' structural 12' finished interior

Figure 3.1
Main Street Frontage Locations and Principles

The Main Street type is assigned to the frontages of Wilson, Washington, and Clarendon Boulevards as well as some frontages along Fairfax Drive, and North Garfield, North Fillmore and North Highland Streets; this type is focused along the main east-west arterial streets and the immediate connectors.

The Main Street frontage type supports the creation of a comfortable, safe and interesting pedestrian environment. Entries to individual tenant spaces should be spaced no more than 50' apart,

with 75% transparency for the portion of the storefronts between 2' and 10' above sidewalk grade, and with minimum structural clear heights of 15'. To ensure accessibility, the ground floor entries should match the grade of adjacent sidewalks. Blade signs, awnings, canopies, outdoor displays, and shop fronts are all acceptable projections into the Shy Zone or over the sidewalk where a 10' clearance from the sidewalk level is provided. These projecting elements add variety and visual interest to the street, while providing tenants opportunities to express their individuality, advertise their location, and display goods, services, and special offerings to passersby.



648 Pennsylvania Ave. SE, Washington, DC

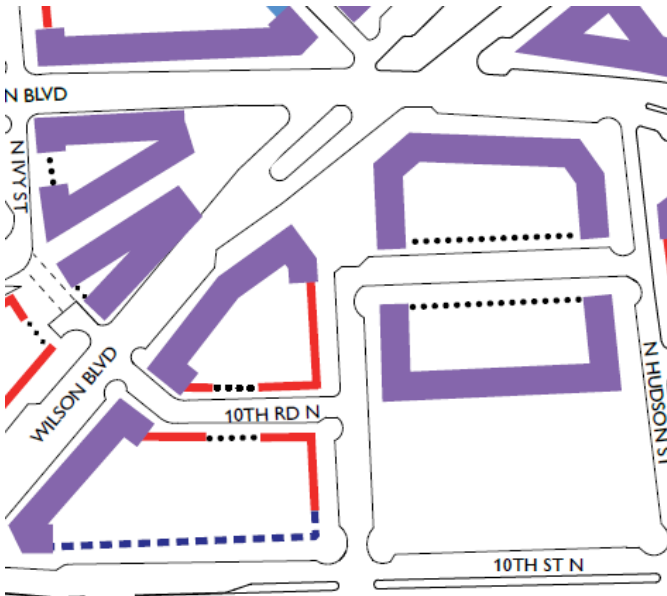


Market Common, Clarendon, Arlington, VA



1440 P St NW, Washington, DC

Interesting designs, sturdy materials, careful detailing, and ample transparency are encouraged along Clarendon's "Main Street" frontages.



Sector Plan Urban Design Guidelines

Building Orientation & Frontage Types

Side Street A

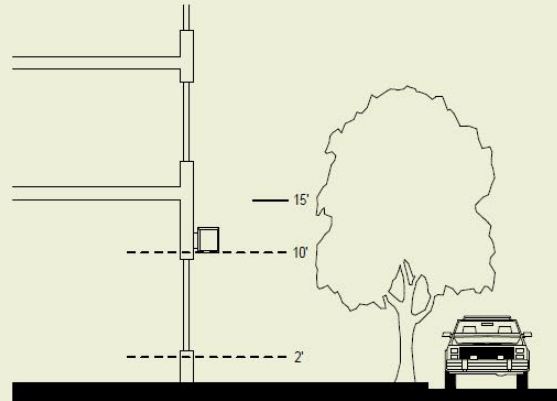
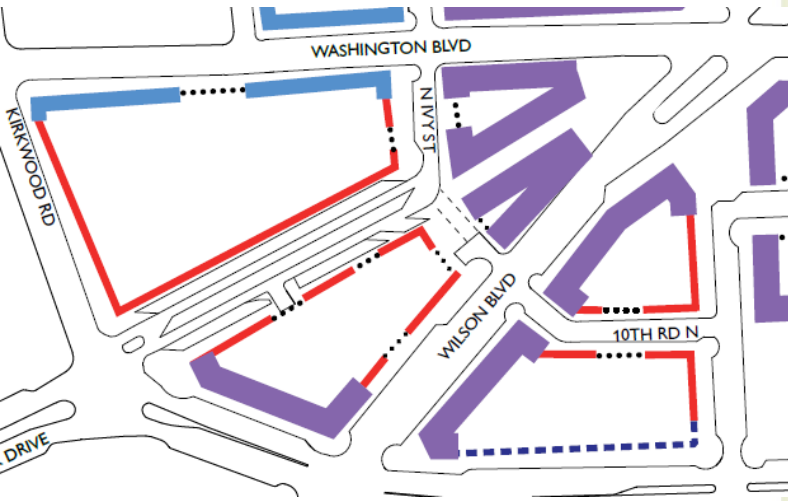
- Washington Blvd.

Frontage Type	Maximum Distance Between Functioning Entries	Façade Transparency	Ground Floor Elevation	Permitted Projections	Minimum Ground Floor Clear Ceiling Height
SIDE STREET A	80 Linear Feet	Min. 65% within ground level facade treatment	Match sidewalk grade	Shopfronts Blade Signs Awnings Canopies	15' structural 12' finished interior

Figure 3.3

Side Street A Locations and Principles

Side Street A frontages are assigned to North Highland Street between Washington and Clarendon Boulevards and segments of North Irving, North Hudson, and North Herndon Streets, north of Wilson Boulevard. This type is similar to the 10th Street Frontage except for entry spacing, which may be more dispersed. Side Street A frontages may have up to 80' between individual tenant space entries.



901 N. Nelson St., Virginia Square, Arlington, VA



The Harford Office Building, Herndon St., Arlington, VA



Wilson Blvd., and N. Harford St., Clarendon, Arlington, VA



The Hudson Development, Herndon St., Arlington, VA

Sector Plan Urban Design Guidelines

Building Orientation & Frontage Types

Side Street B

- Fairfax Dr.
- N. Kirkwood Rd.
- West side of N. Irving St. (Bingham Center & Joyce Motors)

Frontage Type	Maximum Distance Between Functioning Entries	Façade Transparency	Ground Floor Elevation	Permitted Projections	Minimum Ground Floor Clear Ceiling Height
SIDE STREET B	80 Linear Feet	Min. 50% within ground level facade treatment	Match sidewalk grade	Blade Signs Awnings Canopies	15' structural 12' finished interior

Figure 3.4

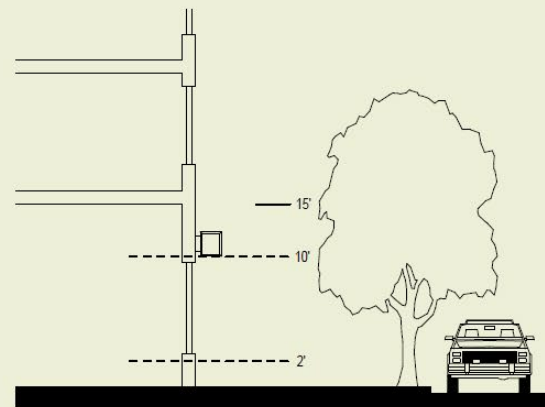
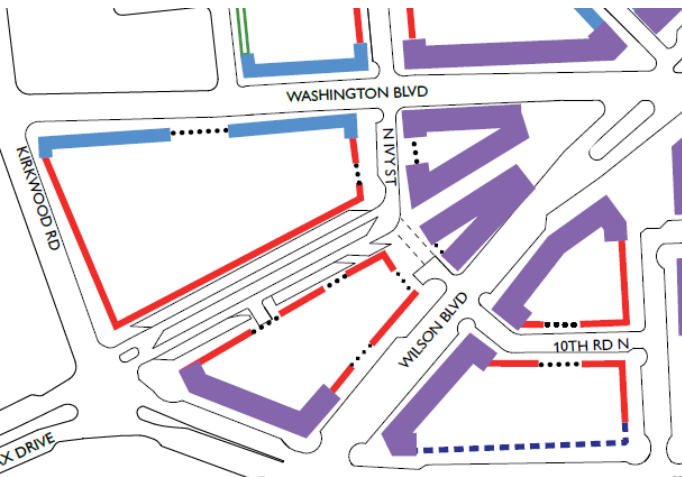
Side Street B Locations and Principles

For areas less likely to support the high levels of retail and pedestrian activity anticipated and desired along the Main Street, 10th Street, and Side Street A frontages, a Side Street B type is recommended. Side Street B frontages are assigned to portions of 11th Street, Fairfax Drive, Wilson Blvd. (adjacent to the Dominion Power Substation), and most north-south streets in Clarendon. This frontage type may have more flexibility for transparency and distance between entries. The Side Street B frontages could accommodate a range of ground-floor uses, from residential to retail, personal and professional services, studio space, cafes and galleries.



Side streets should maintain adequate levels of transparency and spacing between entries, but less than is required for Main Street and 10th Street frontages.

Though less activity is anticipated on along "Side Street A & B" frontages, the guidelines promote reasonably high levels of transparency and a rhythm of storefronts and building entries.



D.3- Building Mass

- Provide lower scale development adjacent to lower density areas
- Utilize **human scale** architectural elements, such as cornice lines to break up large expanses along street edge to define building base
- Avoid long expanses of single plane facades & monotonous walls that lack height step-backs, changes in materials, etc.
- Vary materials, textures, patterns, colors to reduce perceived mass of large buildings

D.3- Building Design Composition

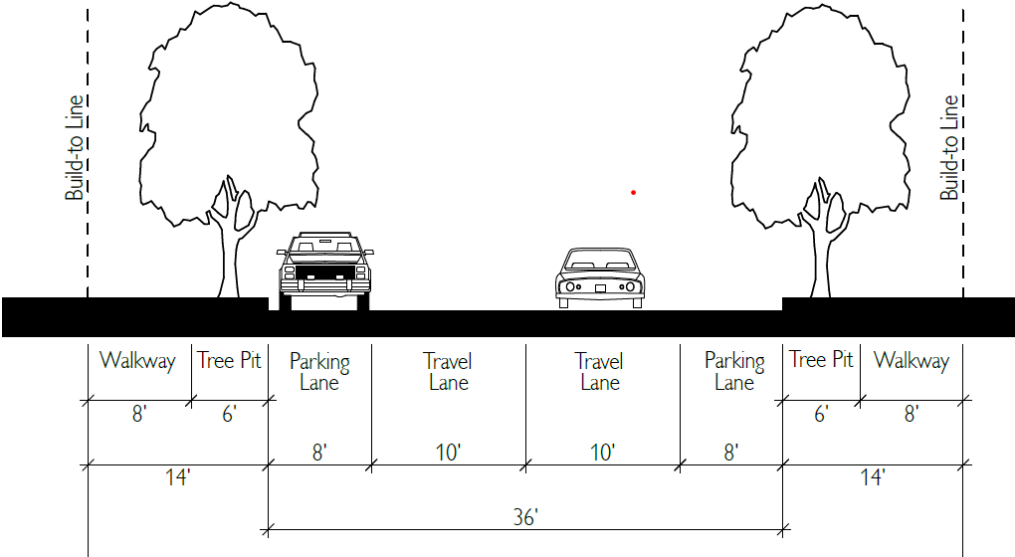
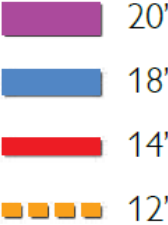
- Building base & upper stories should be expressed in a manner to **define the pedestrian space at ground level** & provide relief in building massing
- Buildings & façades should be well-proportioned and/or divided to minimize perception of large monolithic buildings
- Building form such as storefront modules should **define public realm**
- Penthouses should have a maximum height of 18-feet (preferably shorter)
- Penthouse walls should be set back from building façade a distance equal to or greater than height of the penthouse

Sector Plan Urban Design Guidelines

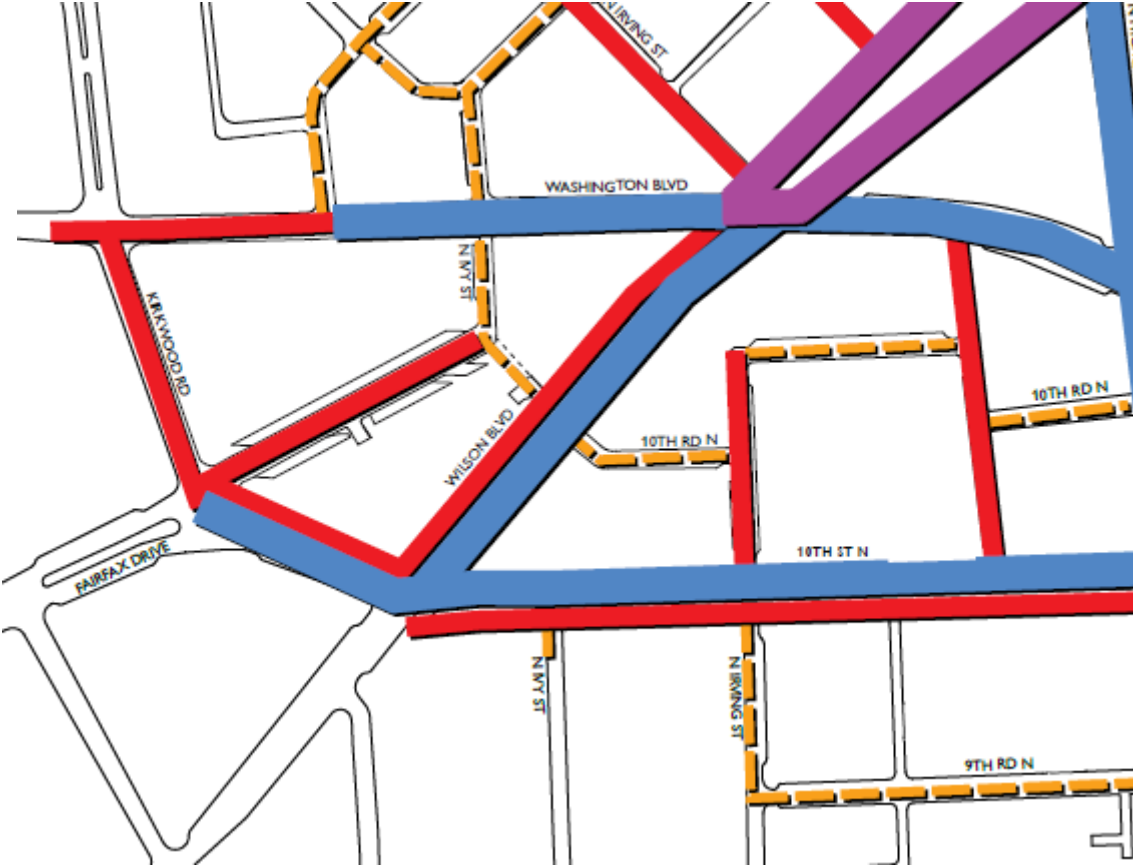
Streetscapes

- Tree/ furniture zone
- Clear walkway zone
- Café/ shy zone
- Stoop/ landscape zone

Sidewalk Widths



Example Cross Section for N. Irving St.



Streetscapes Map

An aerial photograph of a city grid, overlaid with a semi-transparent blue filter. The image shows a dense network of streets and building footprints. A small white letter 'M' is visible on a street in the upper-middle section. The text 'Additional Considerations' is centered in white, bold font.

Additional Considerations

Other Considerations- Surrounding Context

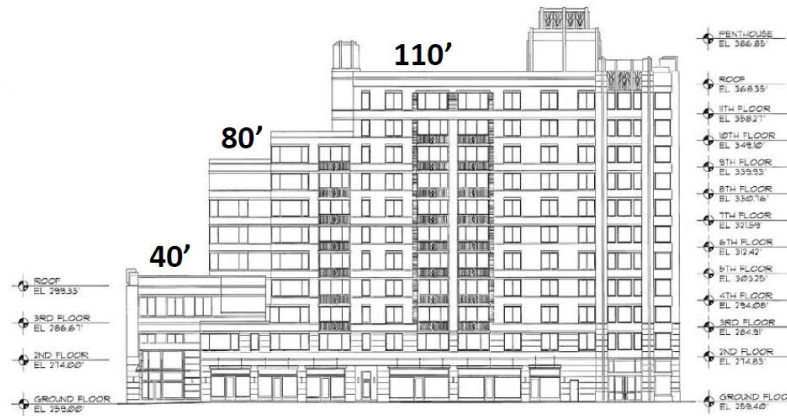
Approved & Existing Building Form

- Reduced step-backs
- Tapering of height

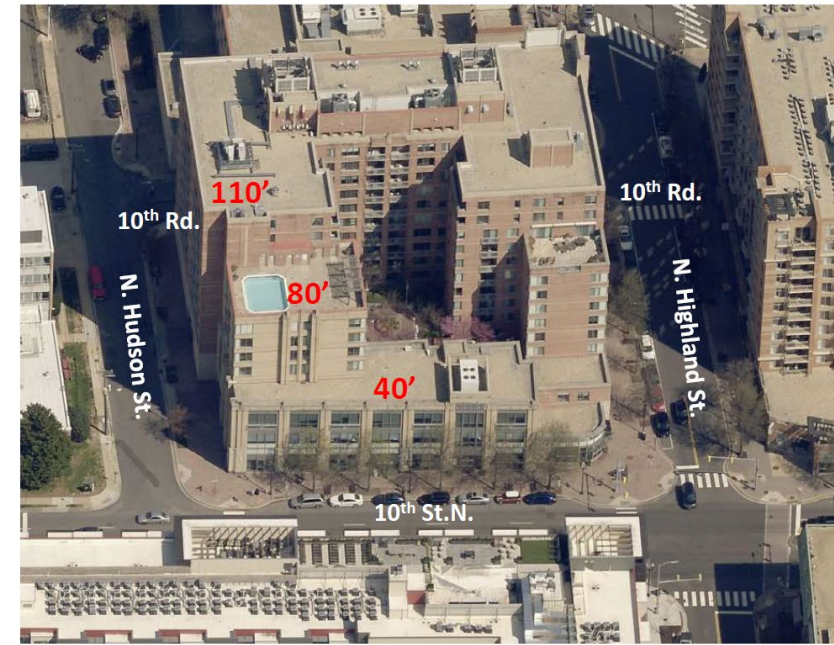


Clarendon West

- Main Post Office Building & Phoenix Condominium (Approved 2000)- 10th Street N. between N. Hudson & N. Highland Streets
- Heights & taper were consistent with Sector Plan & 1990 Addendum

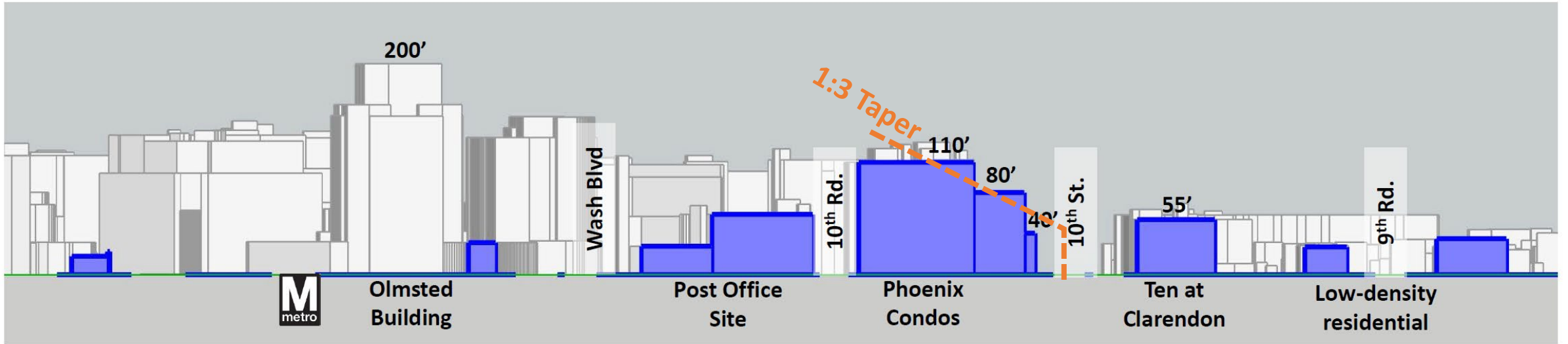


Phoenix Condo Building

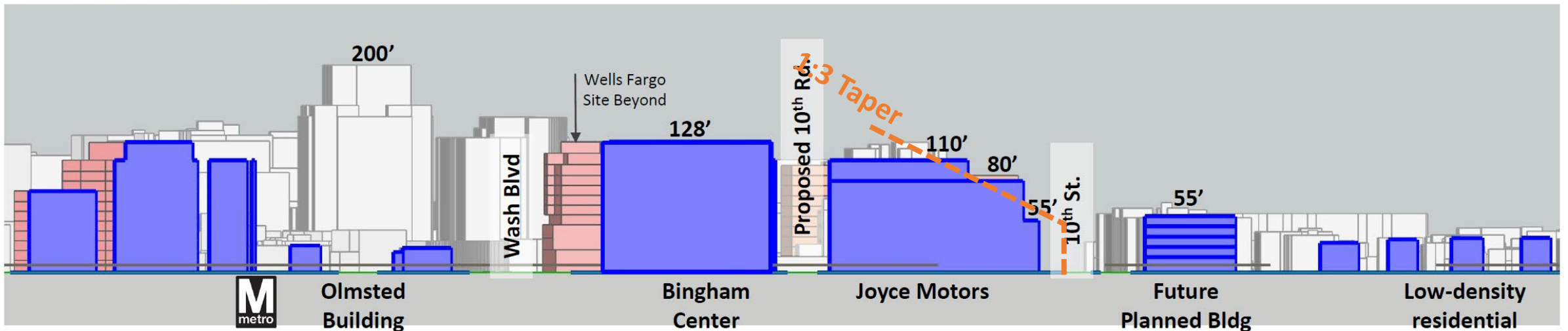


Other Considerations- Surrounding Context

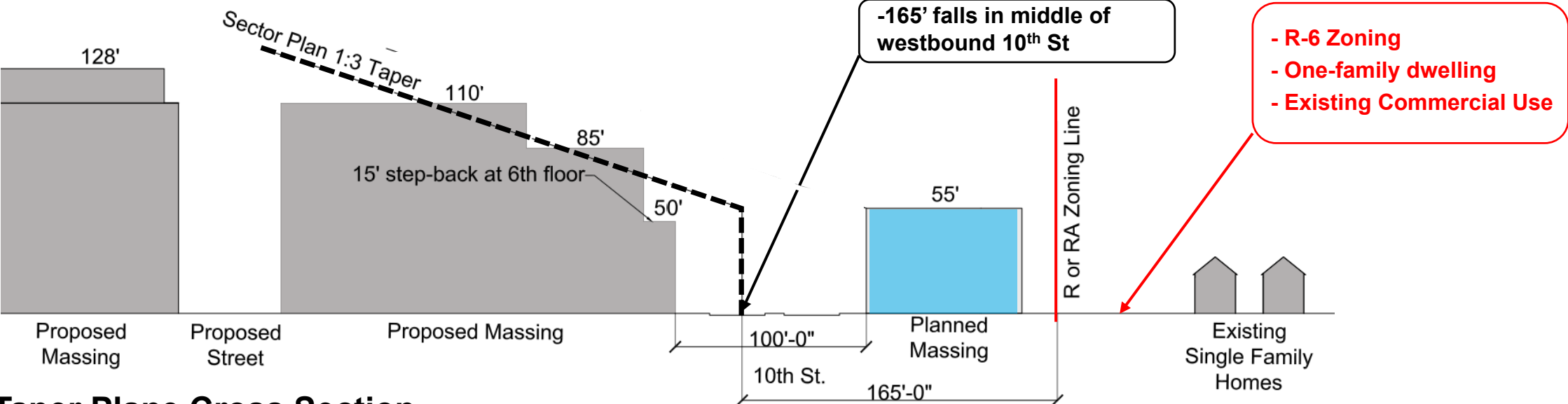
EXISTING HEIGHTS- N. HUDSON & N. HIGHLAND BLOCK



PROPOSED HEIGHTS

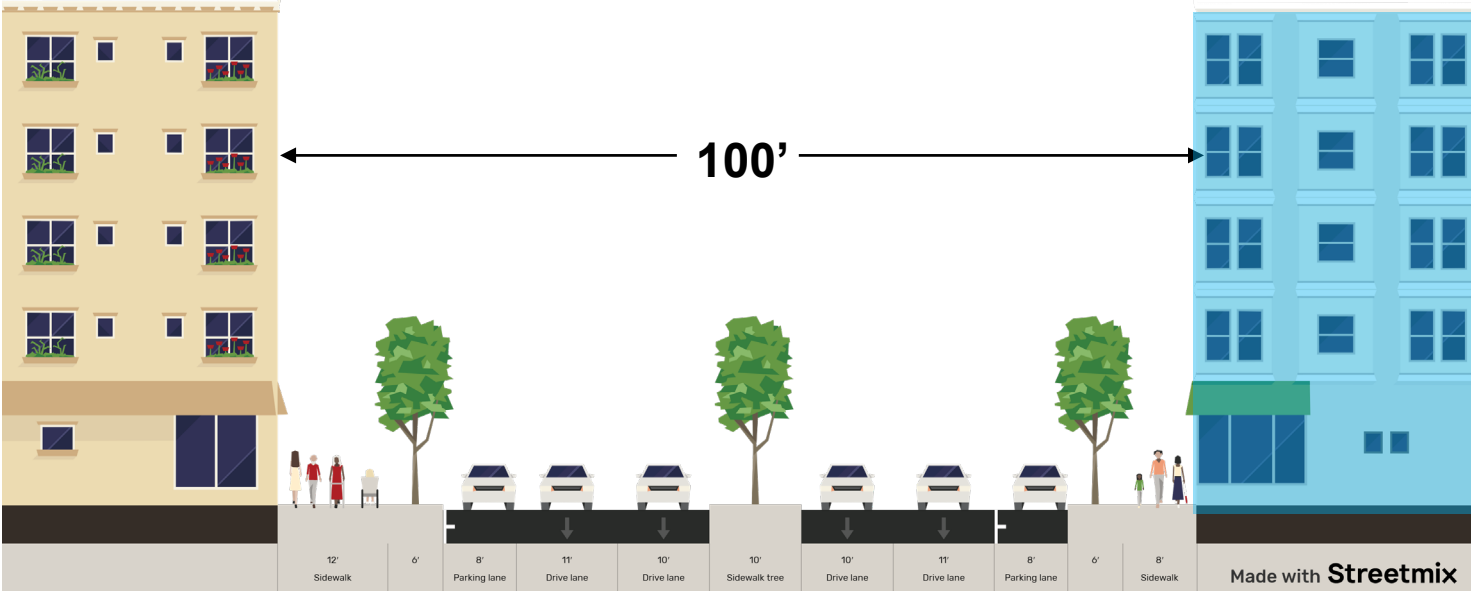


Building Height & Taper- 10th Street Frontage



Taper Plane Cross Section

Sector Plan Cross Section 10th St. N.



Building Height & Taper- 10th Street Frontage



View Looking East on 10th St. N.

Building Height & Taper- 10th Street Frontage



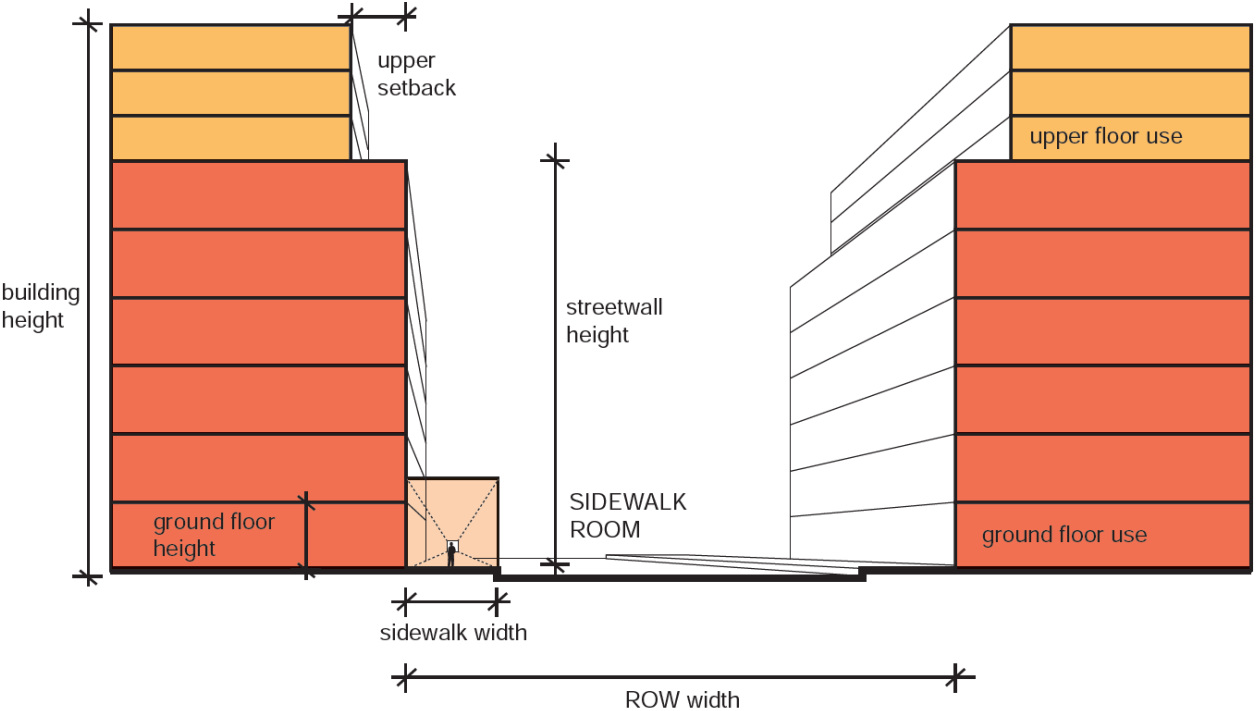
View Looking North on 9th Rd. N.

Building Step-backs- Staff Analysis- Pedestrian Experience

ACTIVE DESIGN

SHAPING THE SIDEWALK EXPERIENCE

https://nacto.org/docs/usdg/active_design_shaping_the_sidewalk_experience_nycdot.pdf

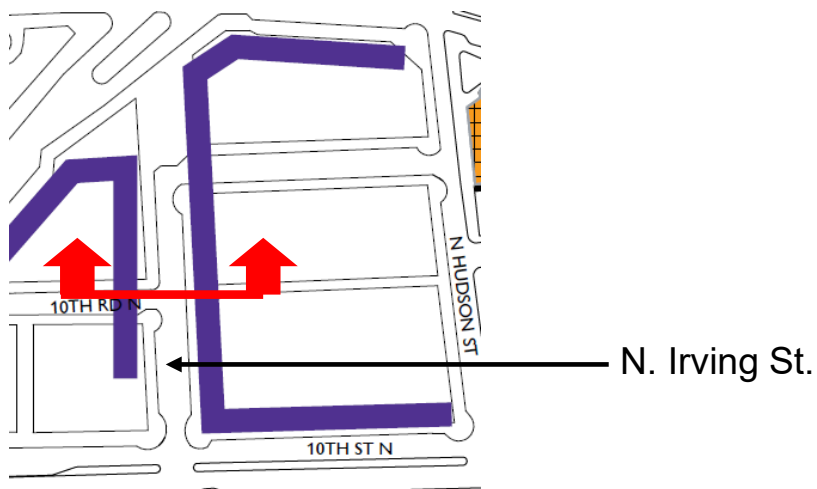


Building Step-backs- N. Irving St. (Joyce Motors)

Sector Plan Section Looking North



Applicant Proposal Section Looking North



Step-back Map

N. Irving St. View Looking North

Building Step-backs- N. Irving St. (Joyce Motors)

Exhibit Provided by Applicant

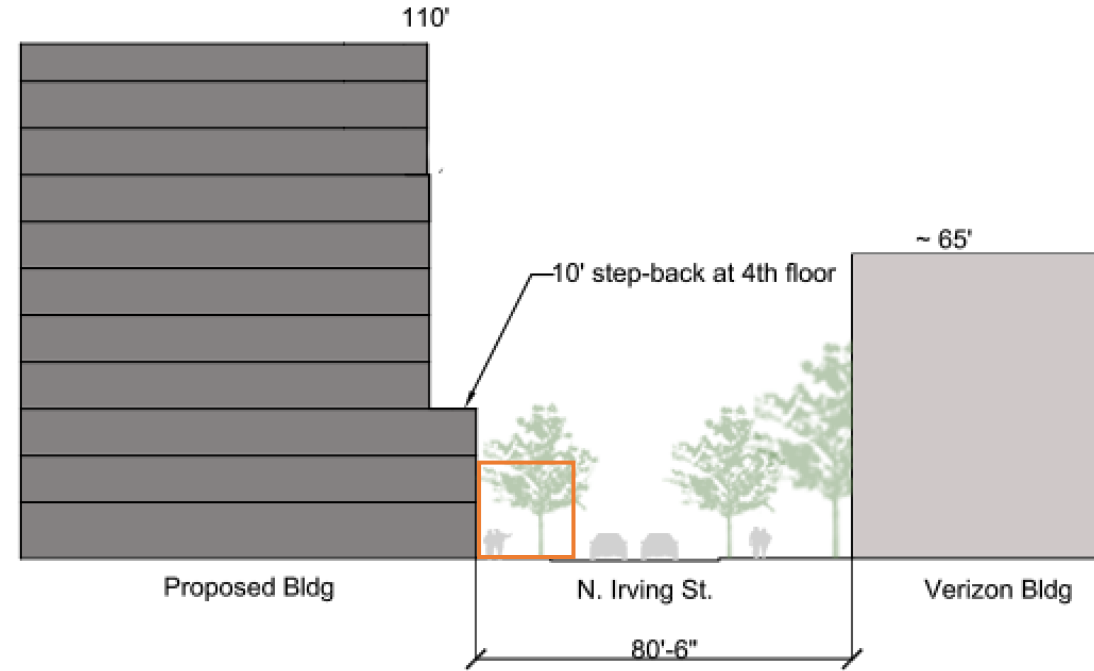


Building Step-backs- N. Irving St. (Joyce Motors)

Staff Alternative 1 Section Looking North



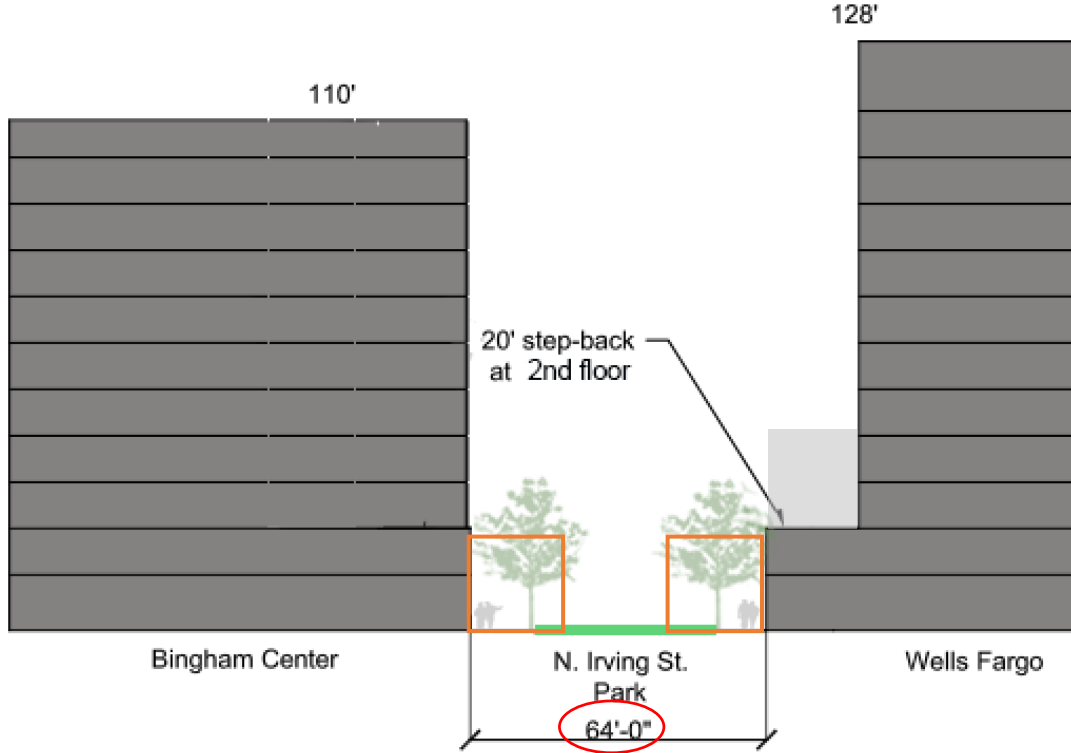
Staff Alternative 2 Section Looking North



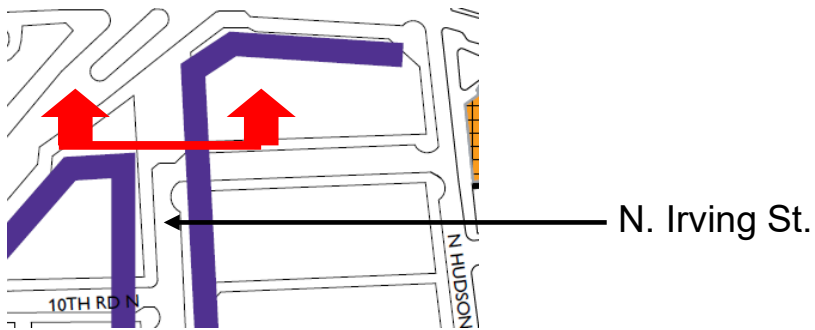
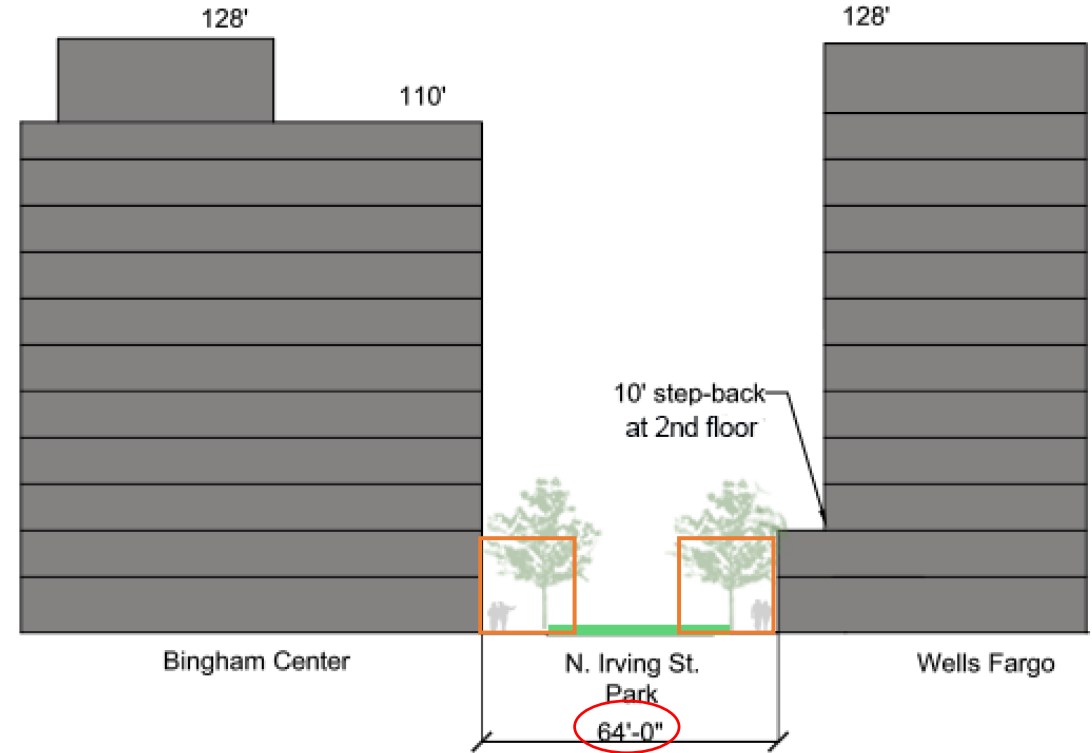
- Narrow step-backs on wide streets

Building Step-backs- N. Irving St. (Bingham Center/ Wells Fargo)

Sector Plan Section Looking North



Applicant Proposals Section Looking North

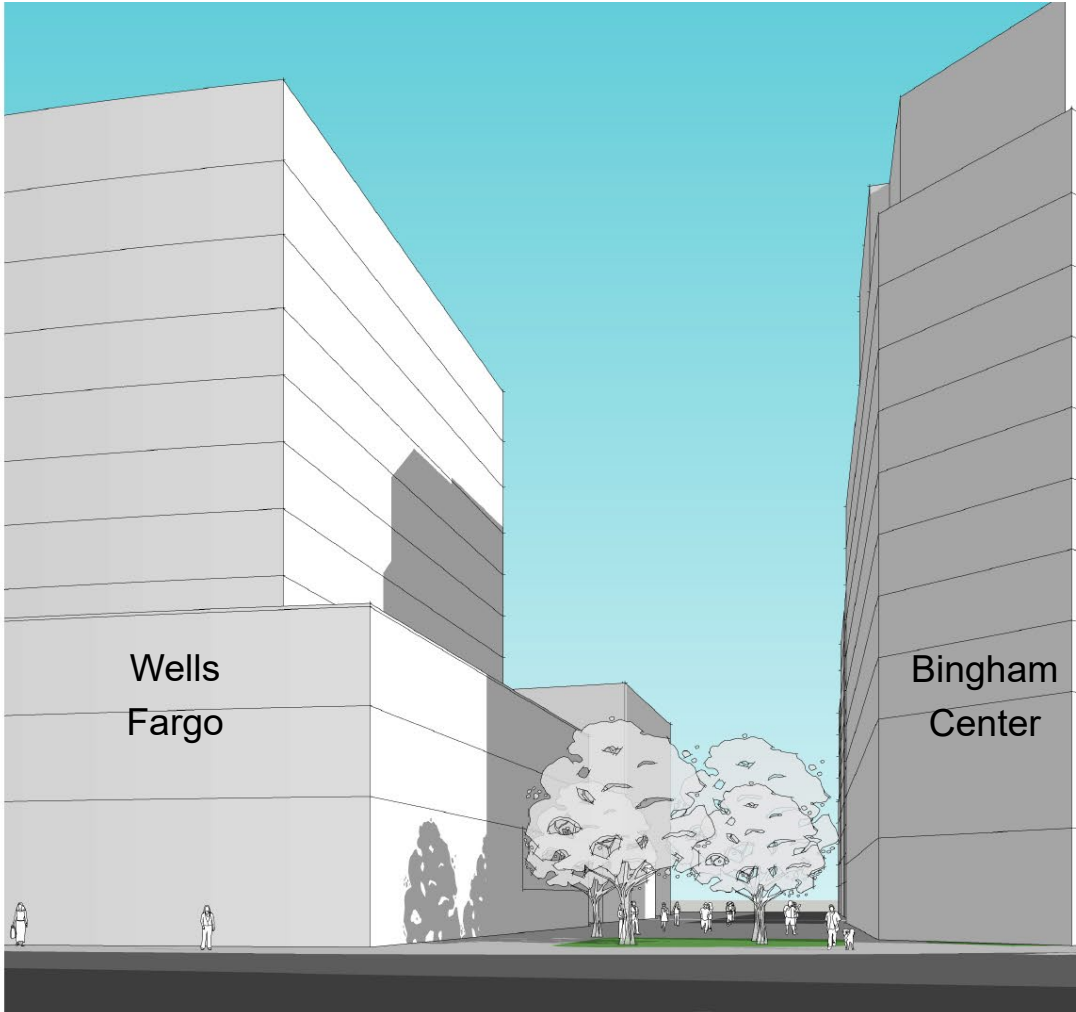


Step-back Map

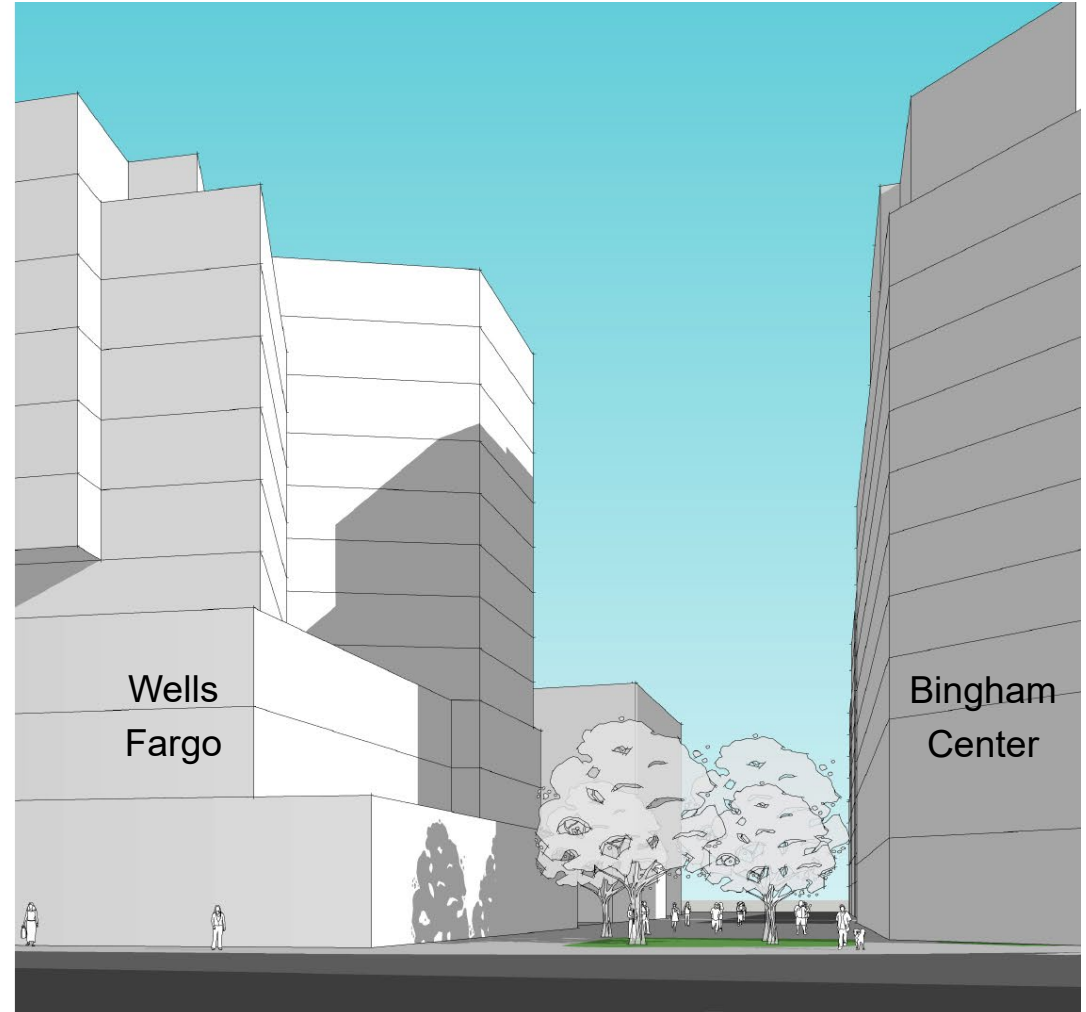
Building Step-backs- N. Irving St. (Bingham Center/ Wells Fargo)

Exhibit Provided by Applicant

Pedestrian Views Looking South from Washington Blvd.



Sector Plan

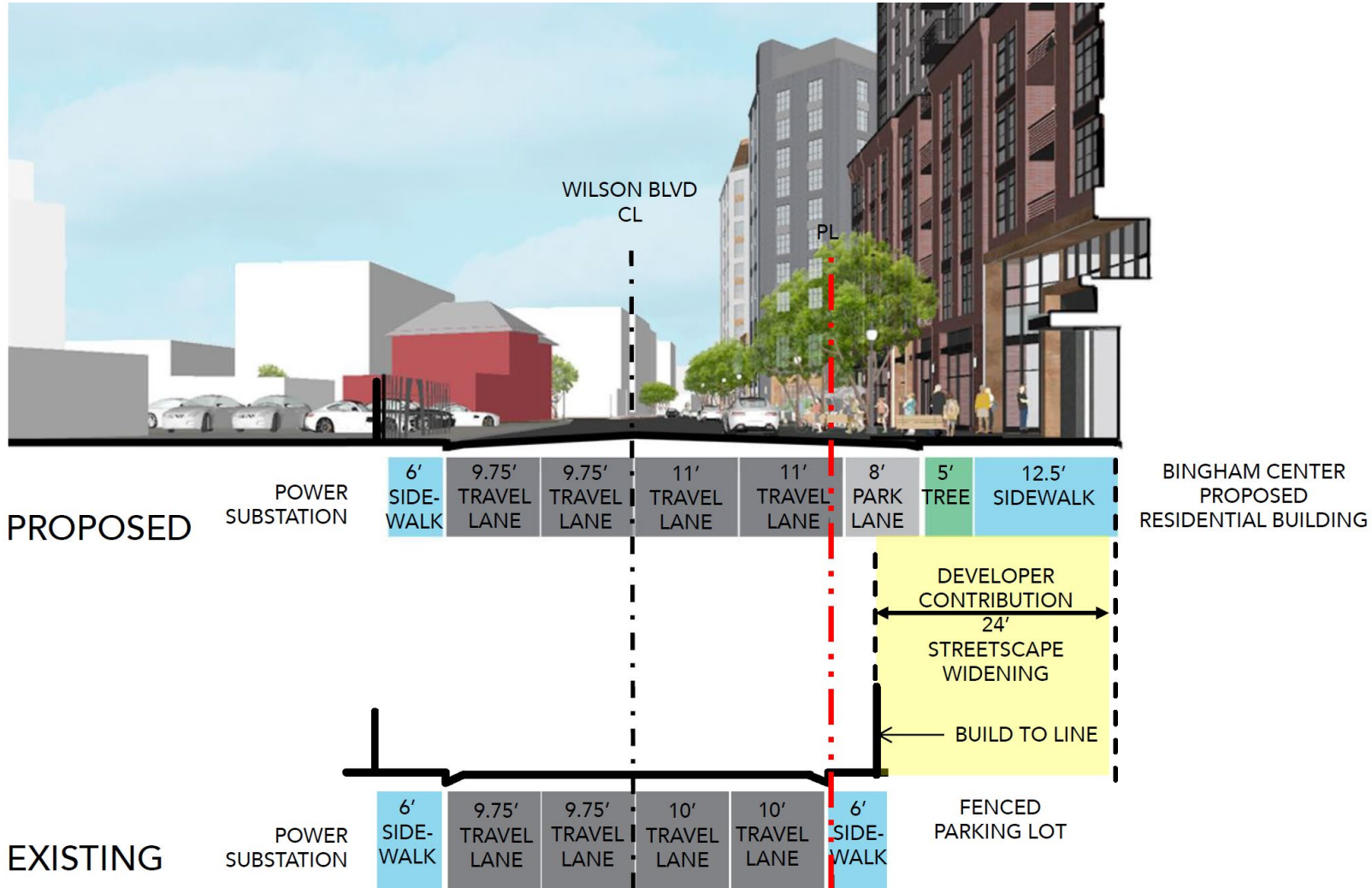
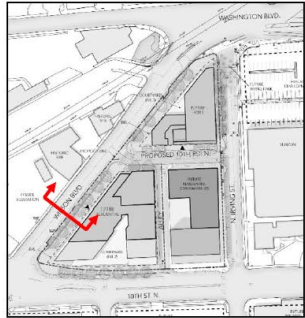


Applicant

Building Step-backs- Wilson Blvd.

Exhibit Provided by Applicant

Streetscape Cross Section



Building Step-backs- Wilson Blvd.

Pedestrian Views

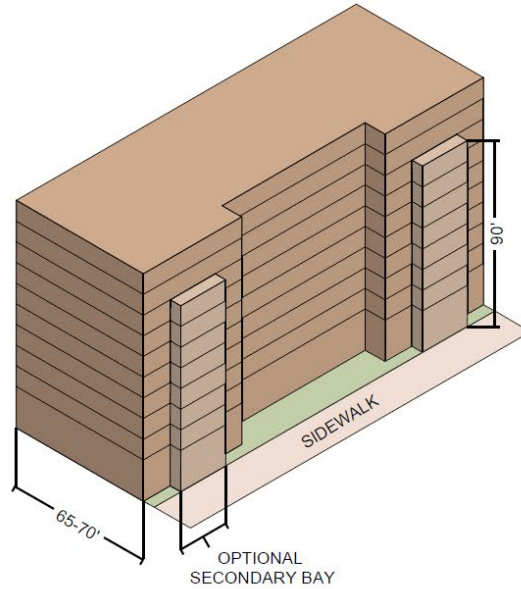
Exhibit Provided by Applicant



Building Step-backs- Fairfax Drive

MASSING: Horizontal Step-back

- Horizontal setbacks respect the street and create variety along a facade.
- Horizontal breaks allow for multiple architectural expressions which further reduce the perceived mass & scale of the building.
- Layering small bays or balconies further breaks down the massing along the street.



MASSING DIAGRAM: Horizontal Step-back

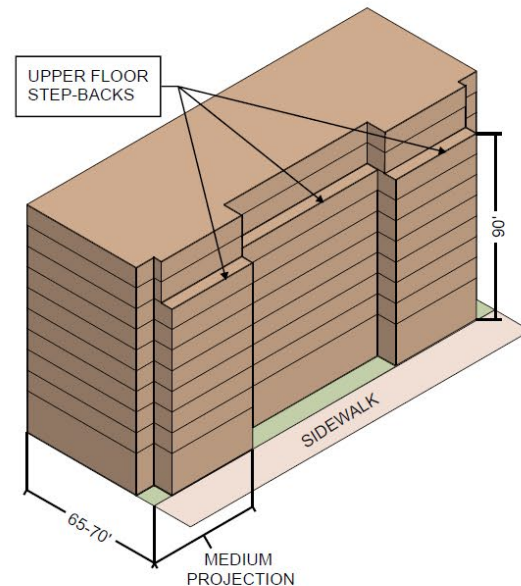


2029 CONNECTICUT AVE

Exhibit Provided
by Applicant

MASSING: Horizontal & Vertical Step-backs

- A combination of vertical and horizontal step-backs sculpts the top of the building and reduced mass.
- Step-backs in the vertical plane are most successful at the uppermost floors where they create a more interesting building top and outdoor terraces for upper floor units.



MASSING DIAGRAM: Horizontal & Vertical Step-backs

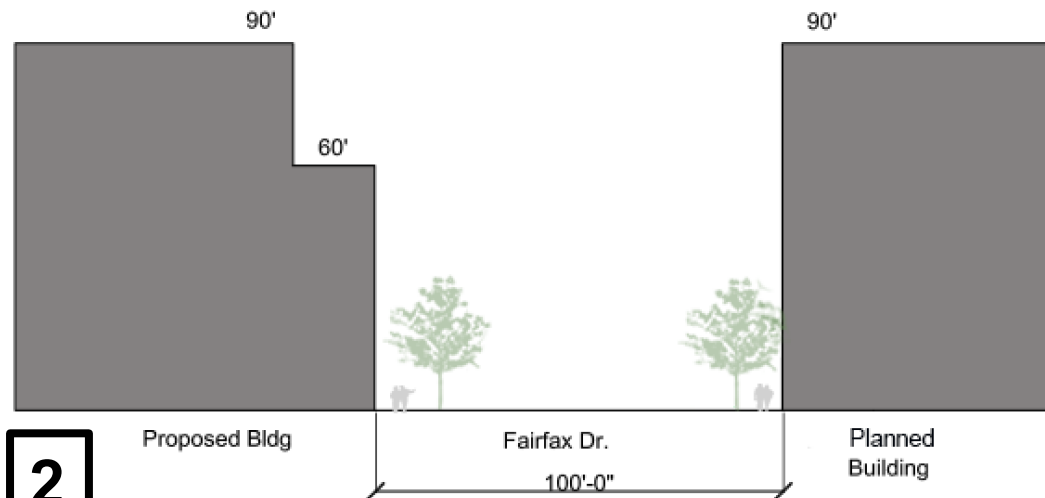
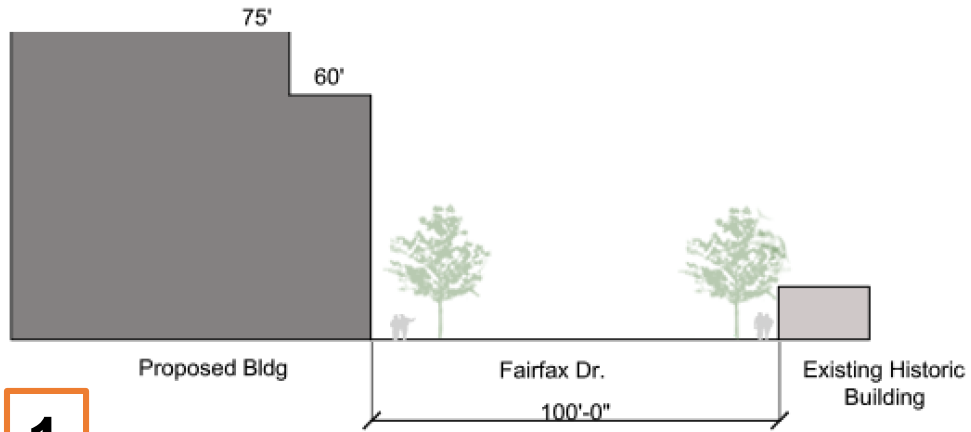
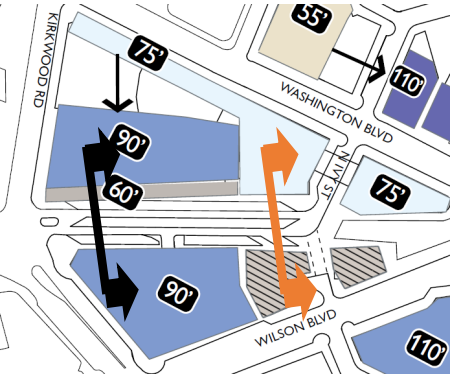


2101 16th ST NW

Building Height- Fairfax Drive

Sector Plan Section Looking Northeast

Applicant Proposal Section Looking Northeast



Building Height- Fairfax Drive

Pedestrian Views

Exhibit Provided by Applicant



FAIRFAX DRIVE @ N KIRKWOOD RD LOOKING EAST



FAIRFAX DRIVE @ WILSON BLVD LOOKING WEST

Sector Plan Goals and Framework- Building Height and Form

- Building form and design should contribute to an attractive street environment, respect Clarendon's architectural heritage, and conserve the integrity of surrounding neighborhoods.
- Establish maximum building heights for all areas of Clarendon with the tallest buildings clustered near the Metro entrance and Olmsted Building.
- Taper heights up from the station area's edges to ensure sensitive transitions to adjacent residential areas.
- Additional density up to the maximum building heights specified may be approved when extraordinary community benefits are provided: e.g. affordable housing, building preservation, open space, and green building.
- New development should be consistent with the Sector Plan's Urban Design Guidelines to create a lively and interesting public environment.

Area Wide (Applies to Sites within Sector Plan Update Study Area)

- Refine buildings height and form recommendations to reflect changing conditions and assumptions about redevelopment opportunities and the continued desire for effective and sensitive transitions.
- Design and sculpt buildings to transition in height and massing from the low density areas at the edge of Clarendon to the medium density central core. Reinforce transitions through building step-backs and architectural and landscape treatments.
- Recommend building step-backs as the preferred tool for sculpting, at heights and depths that reinforce the human scale, enhance the pedestrian experience and allow light and air to reach the sidewalks.
- Consider the relationship of building height and form to the widths of adjacent streets and streetscapes.
- Consider the surrounding development context, including future development and existing buildings not planned for redevelopment.

Draft Guiding Principles- Building Height and Form

10th Street

- Consider the proportion of the street right-of-way to the building massing and heights on the north side of 10th Street
- Consider future planned heights on the south side of 10th Street as part of a continuum of height transitions between lower density areas and Central Clarendon.

Irving Street

- Consider the proportion of the street right-of-way and existing Verizon building to determine appropriate depth of step-backs.
- Consider the future pedestrian volumes moving north/south to access Central Clarendon and Metro.

Wilson Boulevard

- Consider the proportion of the street right-of-way to the building massing and heights on the south side of Wilson Boulevard
- Concentrate the greatest building heights close to Clarendon Circle and Metro.

Washington Boulevard


- Consider the topography and transitions to the residential townhomes to the north.

Fairfax Drive

- Design building frontage to help define and engage with the future park by providing multiple entrances, activating ground floor uses and balconies providing eyes on the park.

An aerial photograph of a city grid, overlaid with a semi-transparent blue filter. The map shows a dense network of streets and building footprints. A small white letter 'M' is visible on a street in the upper-middle section. The text 'LRPC Discussion' is centered in white, bold font. At the bottom of the map, the text 'Van Street N' is visible.

LRPC Discussion

An aerial site plan of a city block, overlaid with a semi-transparent blue filter. The plan shows a grid of streets, building footprints, and green spaces. A prominent street runs vertically through the center, and another runs horizontally across the middle. A small 'M' logo is visible near the top center. The text 'Highlights from February 9th Engagement Part 2- Open Space' is centered over the plan in white.

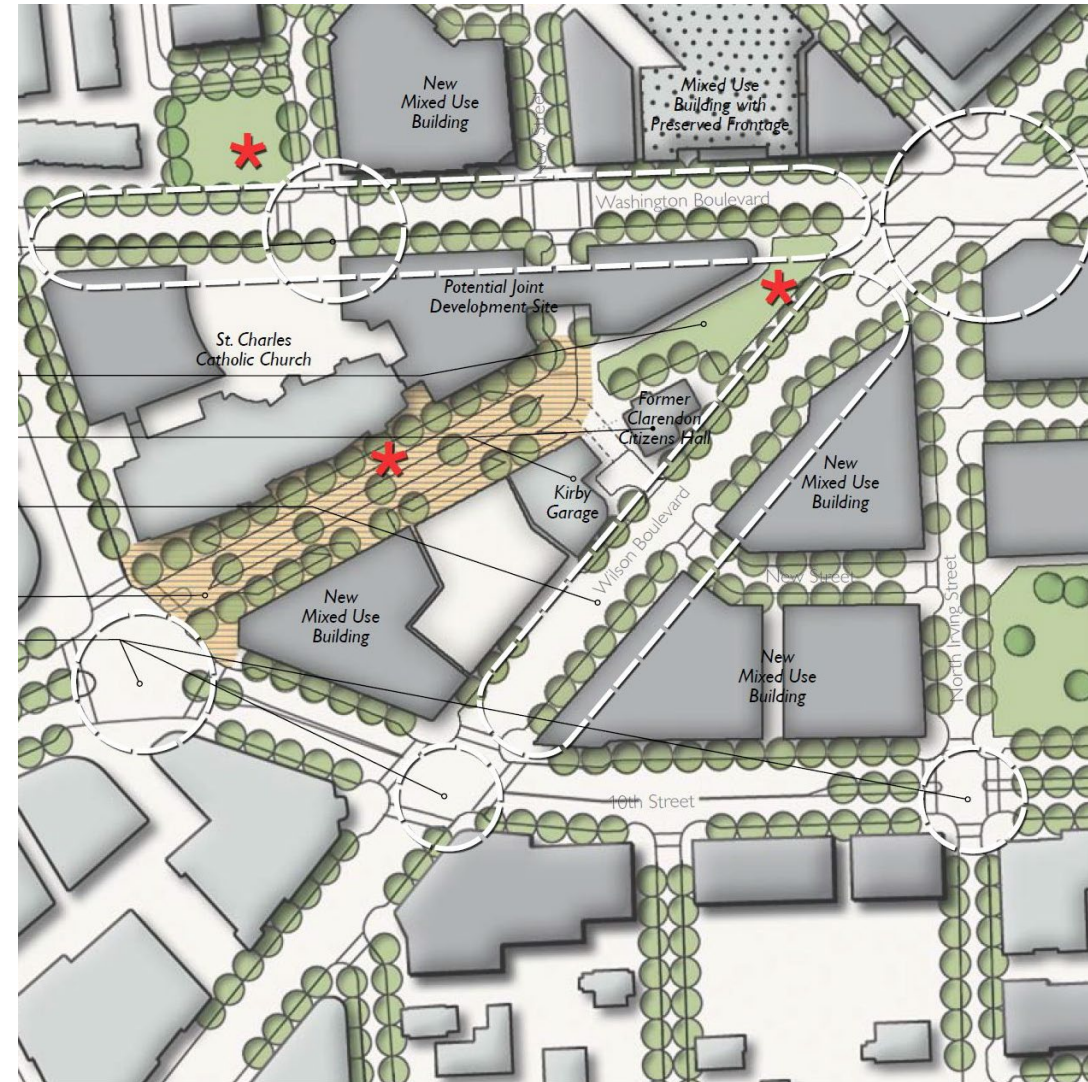
Highlights from February 9th Engagement

Part 2- Open Space

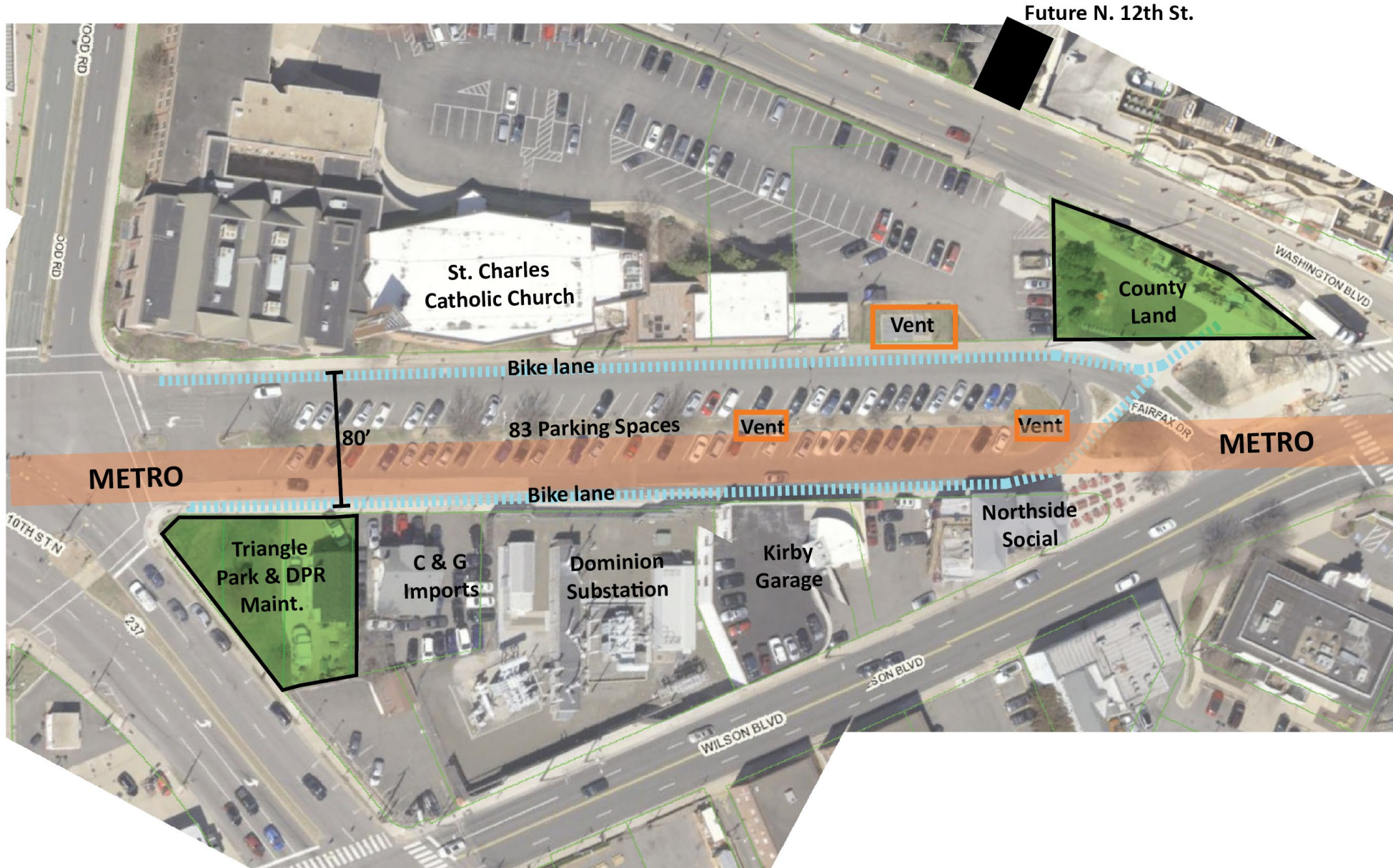
February Engagement Overview

PART 2: Public Open Space

- Follow-up from November LRPC
- Sector Plan Guidance
 - Public Open Space- Fairfax Drive
- Fairfax Drive
 - Site Analysis
 - Concept Design
 - Precedents



February Engagement Overview- Fairfax Dr.- Existing Conditions



Opportunities

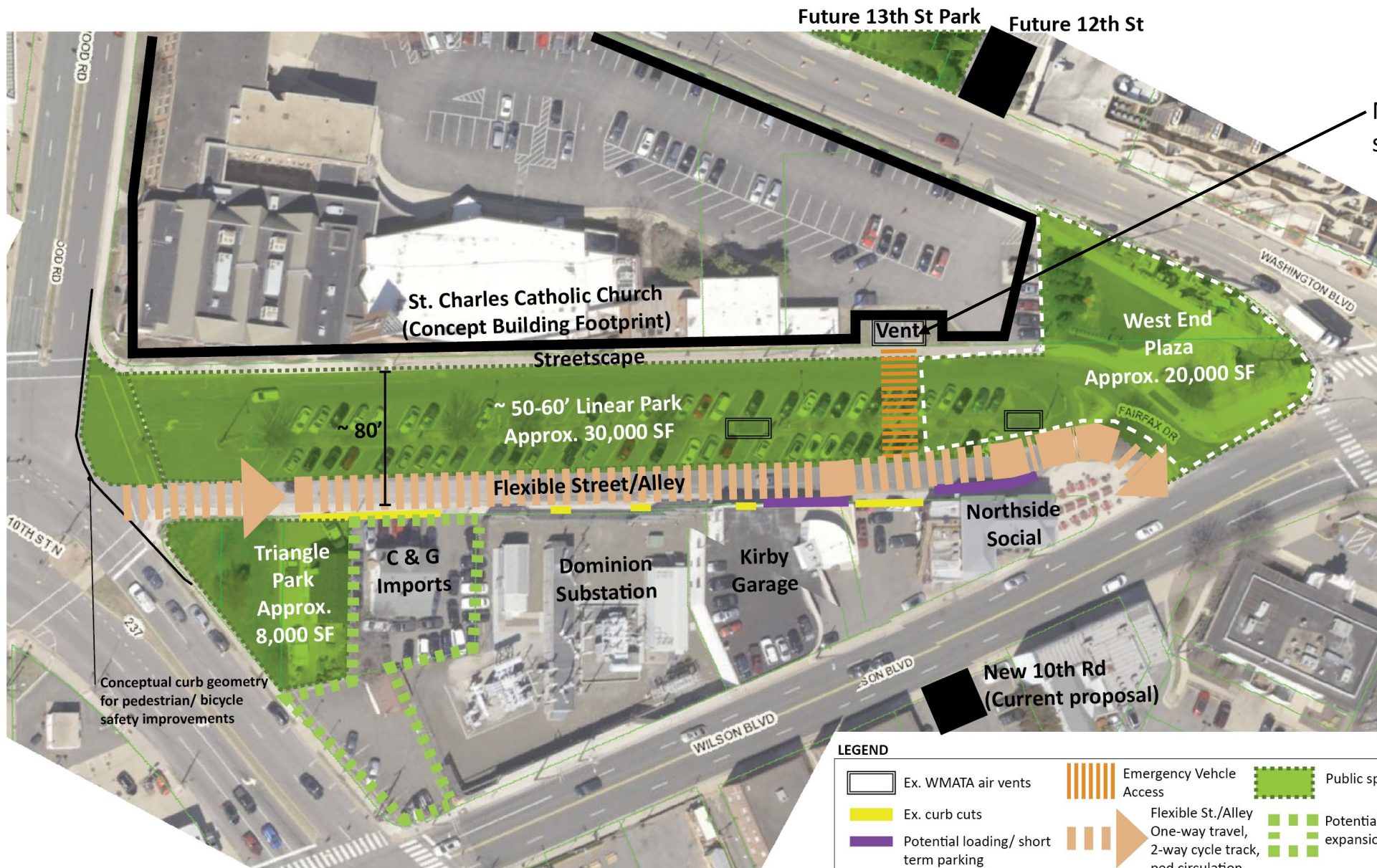
- Provide more green space for Central Clarendon
- Strengthen pedestrian/cyclist connection between Clarendon and Virginia Square
- Reduce impervious area
- Improve functionality and safety of Fairfax/10th/Kirkwood intersection
- Potential to relocate County uses from Triangle Park site and expand park space

Constraints

- Metro tunnel and infrastructure
- Loss of public parking- negotiate with private developers to provide public parking
- Service/loading access to existing businesses
- Other utilities

February Engagement Overview- Fairfax Dr. Concept Diagram

Concept For Discussion Only



Metro tunnel vent & egress stairs

Notes:

- Final design of public space and circulation subject to further analysis and future public park master planning process
- Concept shown does not incorporate any vehicular circulation that may be proposed on the St. Charles Church site. Any pick-up or drop-off activities for church activities would need to be accommodated on the church site or Washington Blvd.

LEGEND

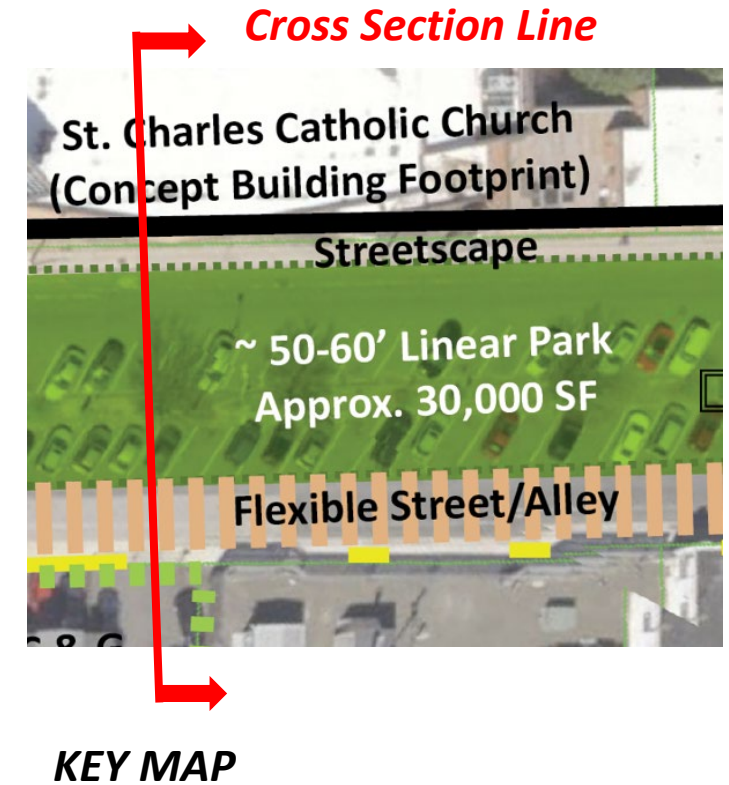
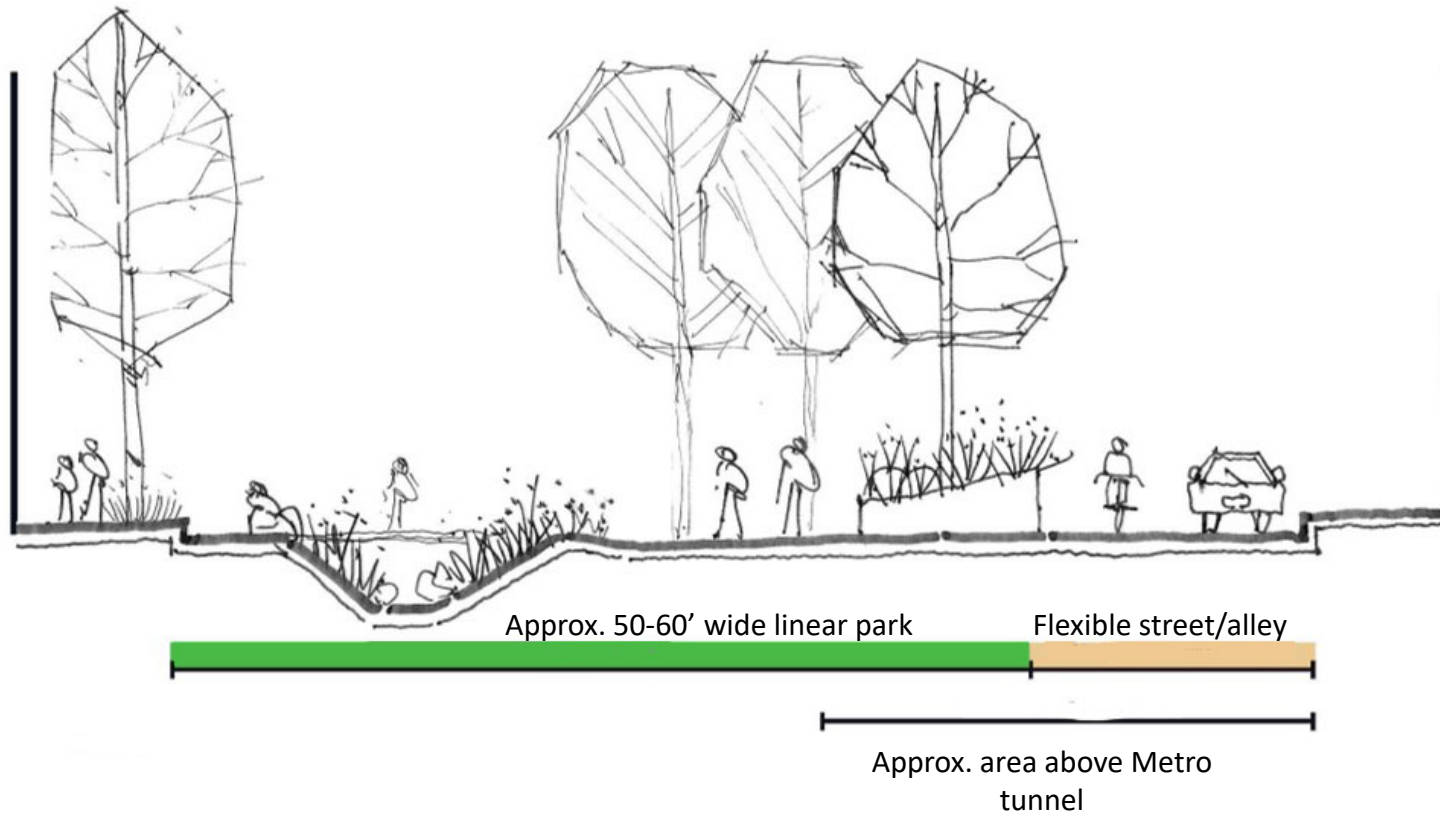
Ex. WMATA air vents	Emergency Vehicle Access	Public space zone
Ex. curb cuts	Flexible St./Alley One-way travel, 2-way cycle track, ped circulation	Potential future park expansion*
Potential loading/ short term parking		

* Potential expansion would require land acquisition

February Engagement Overview- Fairfax Dr. Concept Diagram

Concept For Discussion Only

CONCEPTUAL CROSS SECTION LOOKING NORTHWEST



Note: Final design of public space and circulation subject to further analysis and future public park master planning process

February Engagement Overview- Precedent Images

- Small Scale & Linear Spaces



DIRECTIONAL AND ANIMATED – MATERIAL TRANSITIONS - SHARED USES - TEXTURAL INDICATORS - OUTDOOR ROOMS

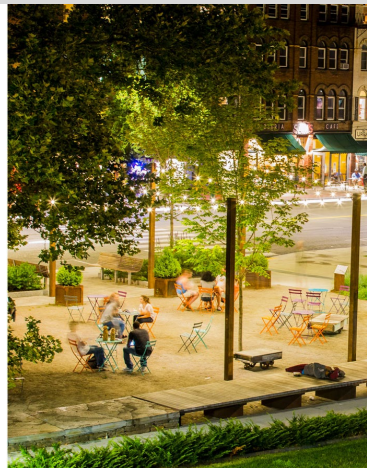


February Engagement Overview- Precedent Images

- Multifunctional Uses & Experiences



MULTI-FACETED – OASIS - SEASONAL - RELAXATION - ACTIVE - FUNCTIONAL - ENGAGING - URBAN PASSAGE

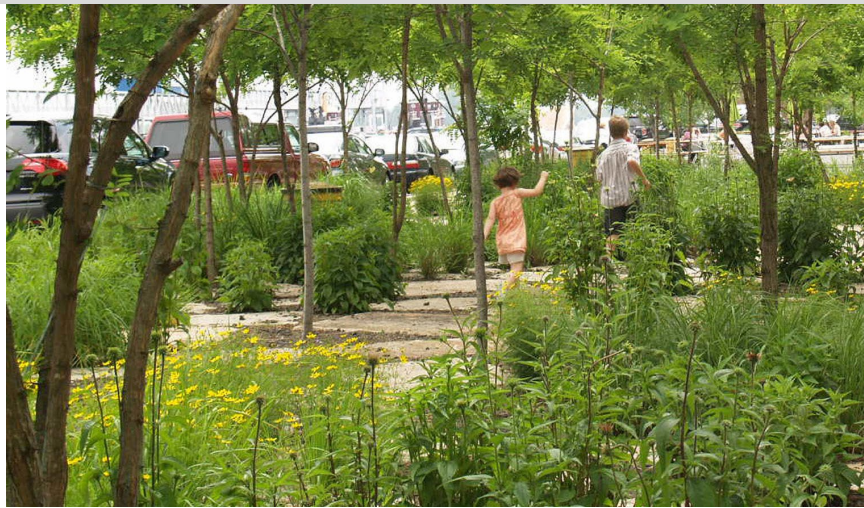


February Engagement Overview- Precedent Images

- Ecological Immersion & Biophilic Integration



NATURAL RECLAIMED MATERIALS - SPONTANEOUS GROWTH - URBAN SWM - VEGETATED EDGES & LAYERS - FILTRATION BEDS - NATURE NODES - NATURAL SYSTEMS



An aerial photograph of a city grid, likely Fairfax Drive, is shown in a light blue, semi-transparent style. The map features a dense network of streets and building footprints. A prominent road, Fairfax Drive, runs vertically through the center. The text is overlaid in white, centered on the map.

Survey Results- Open Space
Fairfax Drive

197 Responses

February Engagement- Survey Results

Fairfax Drive Linear Park

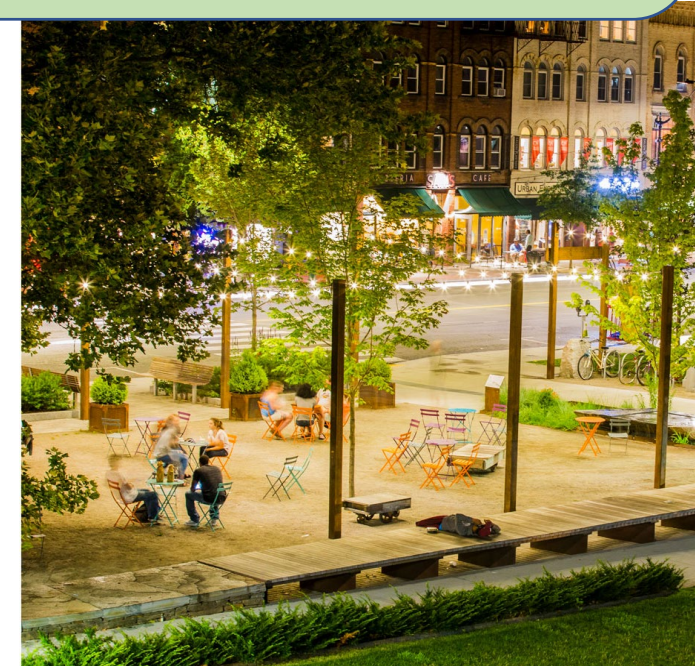
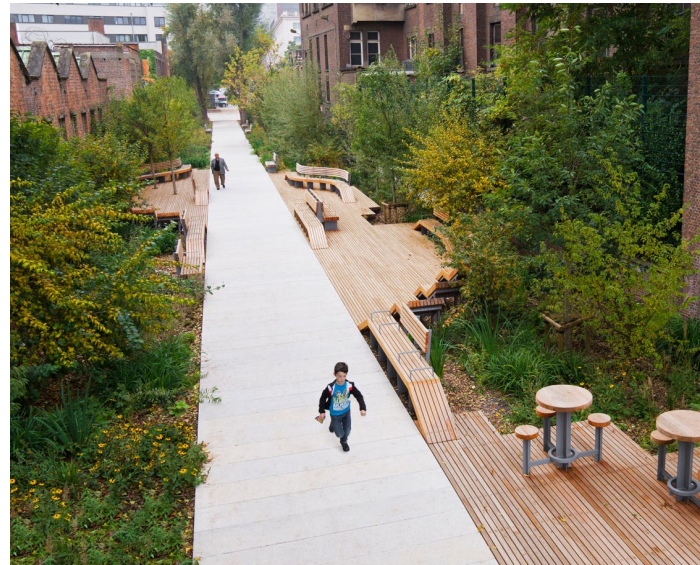
Question 1: Please share your thoughts regarding the proposed concept on slides 7 and 8 for Fairfax Drive and The West End plaza. (Open Ended)

Key Takeaways

Strong positive support for converting Fairfax Drive into a public space with people, social activities and introduced biophilic natural elements. Some concerns raised include pros and cons for the following*:

- *Vehicular access to St. Charles development*
- *Parking within the area*
- *General circulation (bike, pedestrian and vehicular)*
- *Loss of 10th Street Park*

This is critical, I think the green space should be expanded. The county has very few open spaces for social gathering, especially near Clarendon.



February Engagement- Survey Results

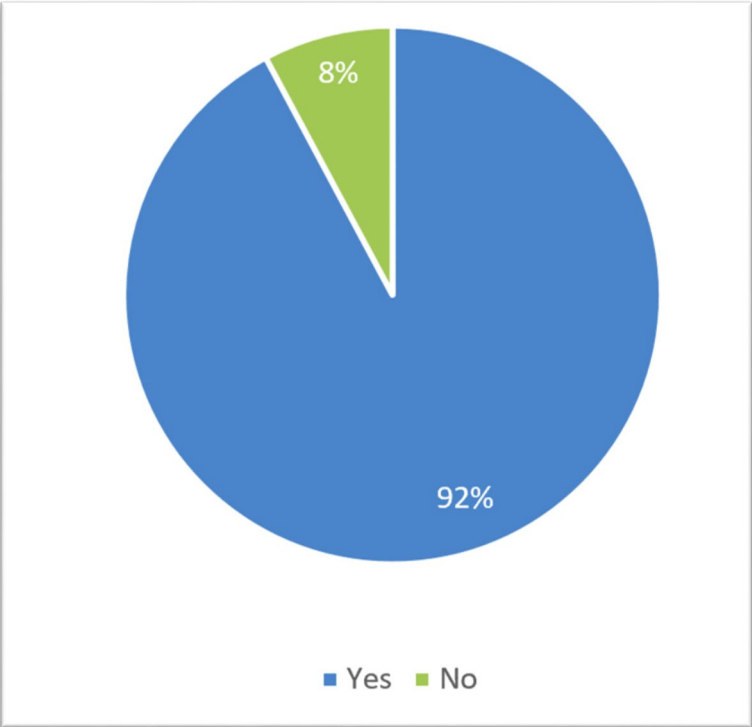
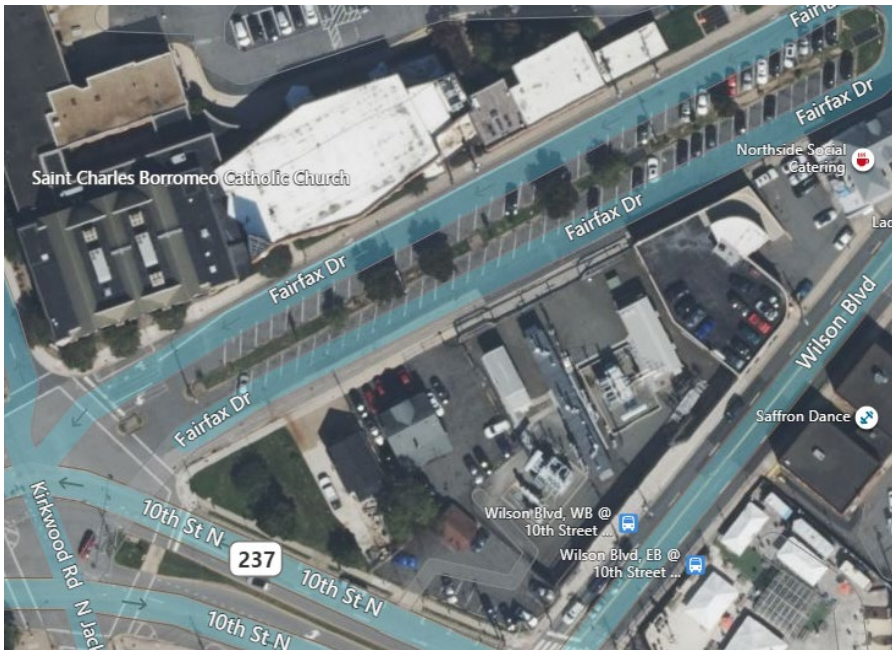
Triangle Park

Question 2: Do you support the proposed long-term vision to expand the Triangle Park by including the potential park expansion of the adjacent properties? (Yes or No)

Key Takeaways

Overall positive support to incorporate Triangle Park into the Clarendon area open space system.

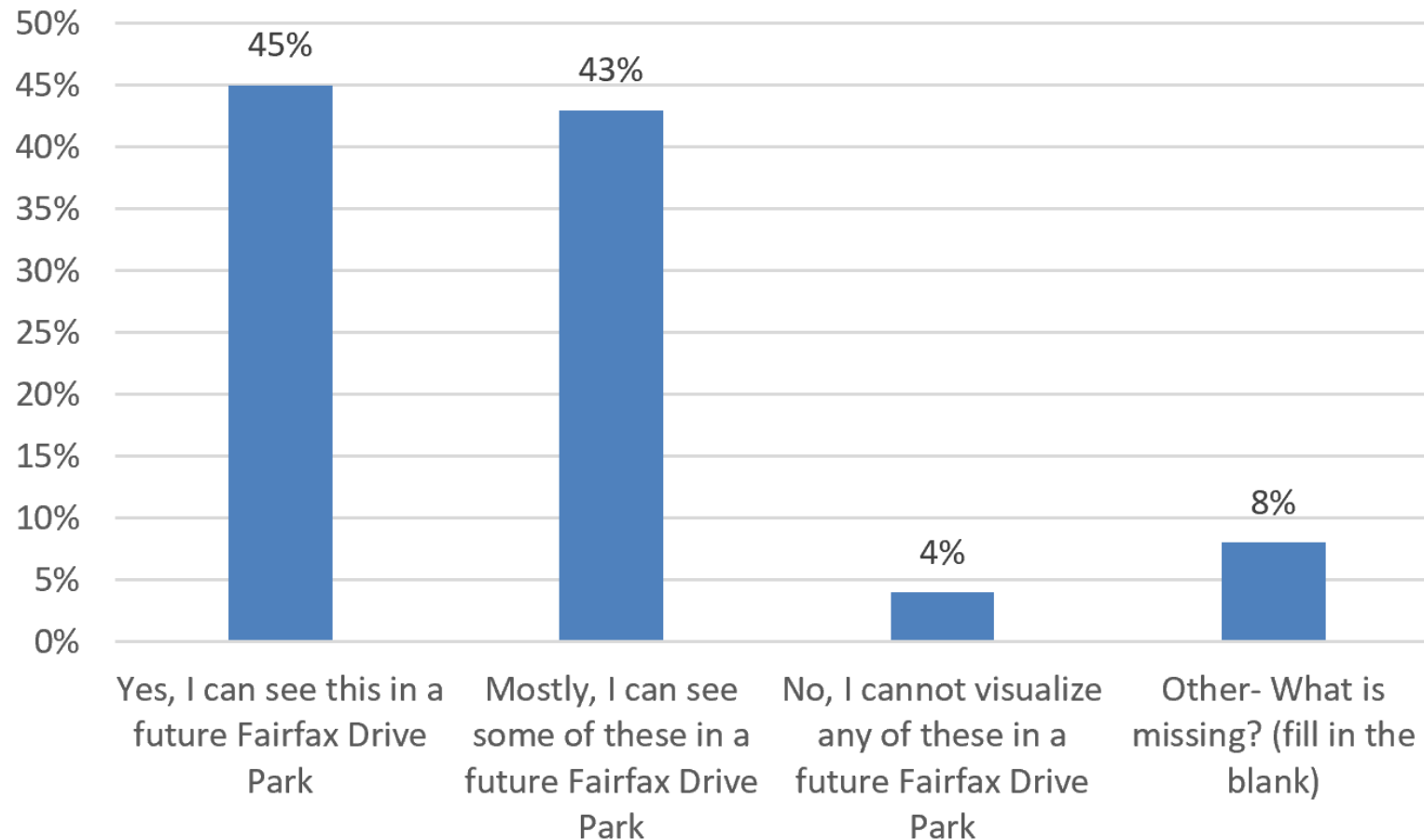
It is important to achieve Triangle Park as originally planned. We need more open space, not less.



February Engagement- Survey Results

Fairfax Drive Linear Park

Question 3: *After reviewing the precedent images on Slides 9-16, can you envision these types of features and characteristics in a future Fairfax Drive Linear Park?*

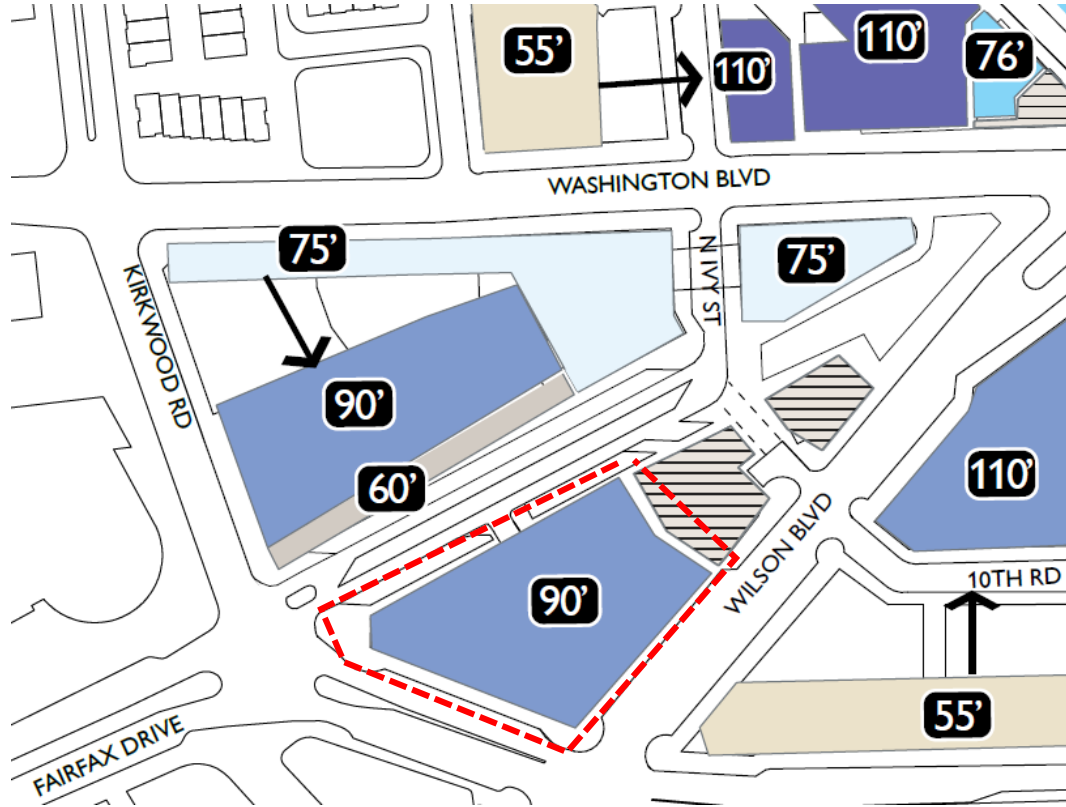


An aerial photograph of a city grid, overlaid with a semi-transparent blue filter. The text is centered in white. The background shows a dense network of streets and building footprints.

Additional Considerations (New Slides)

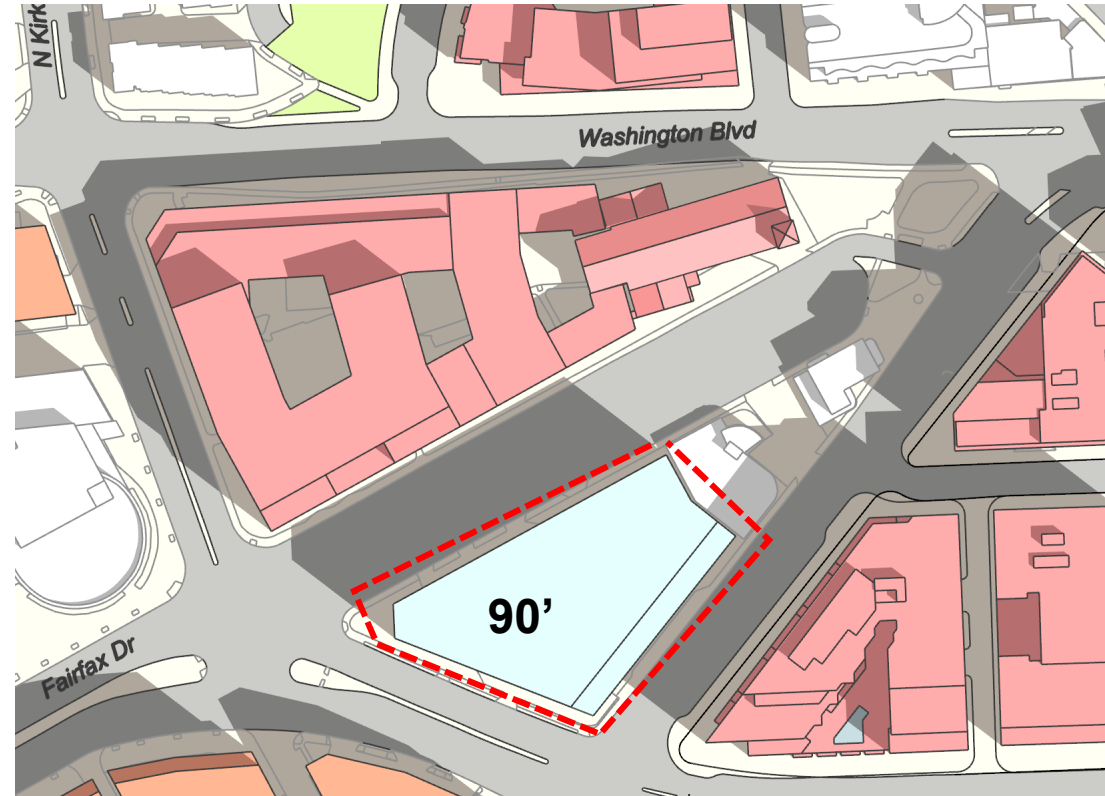
Other Considerations-

Building Heights Map



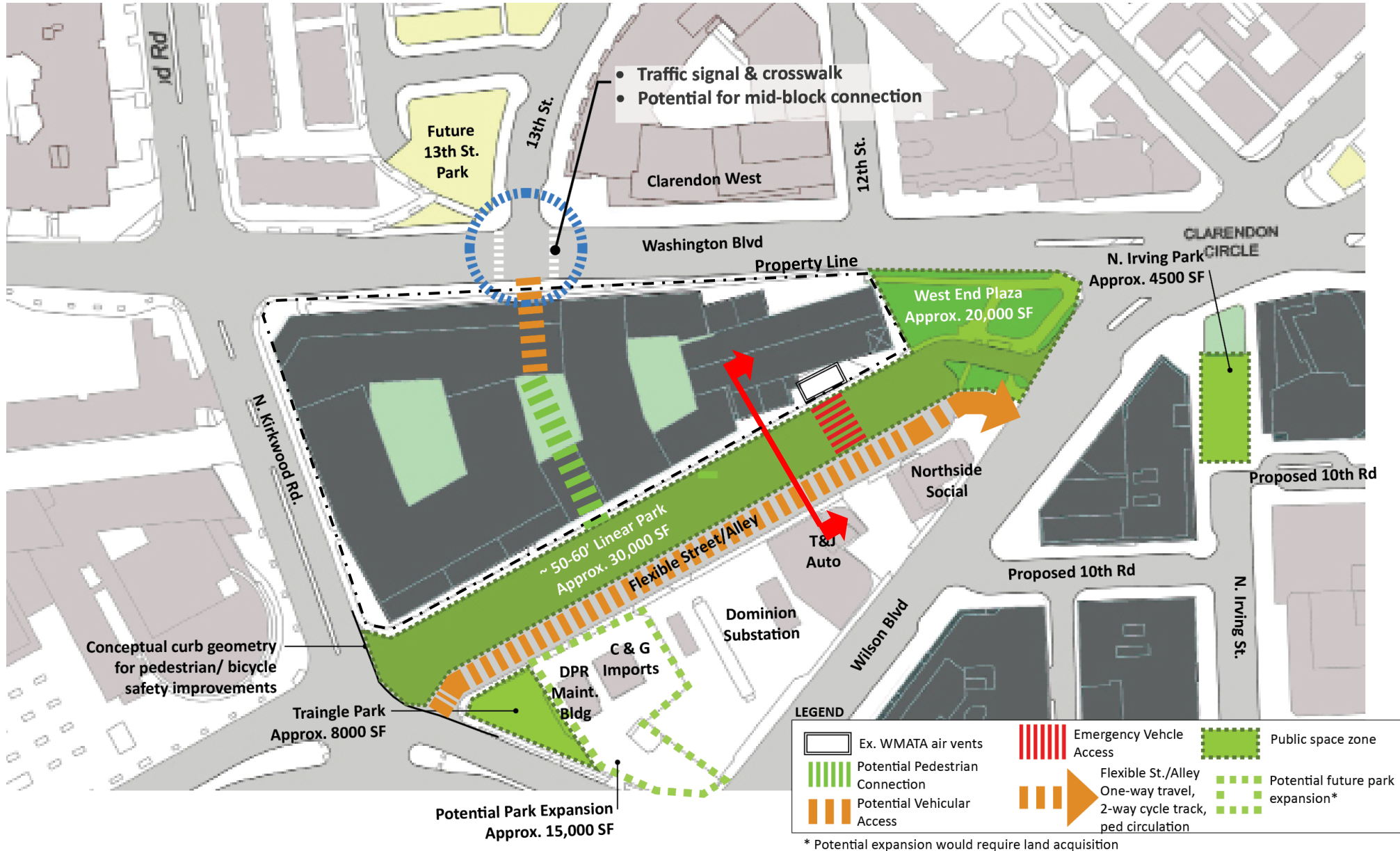
- Redevelopment unlikely for Dominion substation
- Support for future expansion of Triangle Park

Proposed & Planned Heights



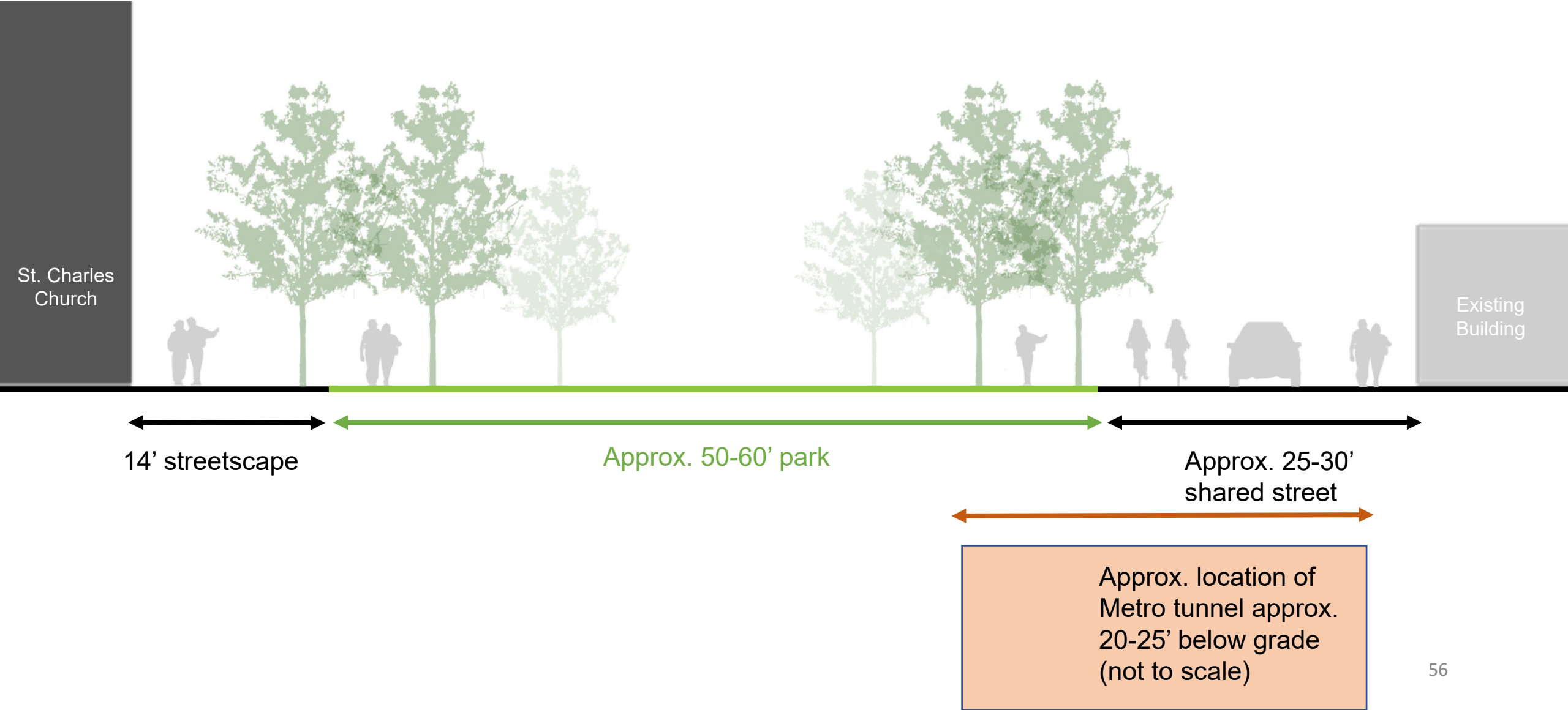
- Negative impact on park from shadow studies

Fairfax Drive Linear Park Concept Diagram



Fairfax Drive Linear Park Concept

Conceptual Cross Section



St. Charles Church

Existing Building

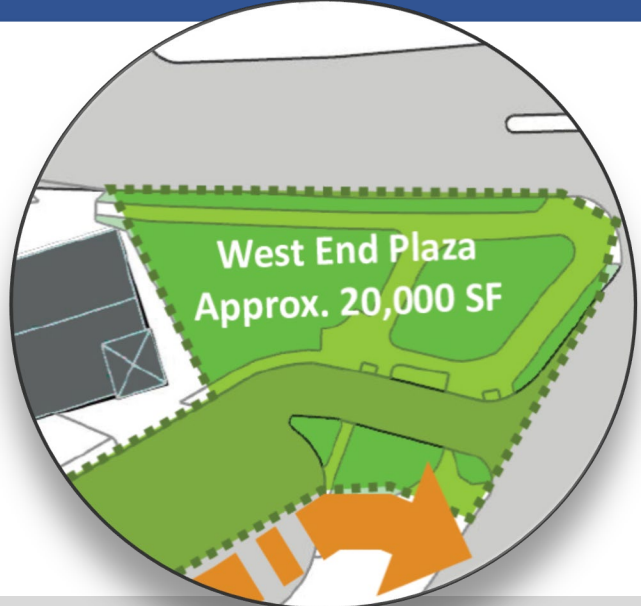
14' streetscape

Approx. 50-60' park

Approx. 25-30' shared street

Approx. location of Metro tunnel approx. 20-25' below grade (not to scale)

Fairfax Drive Linear Park Concept- Precedents



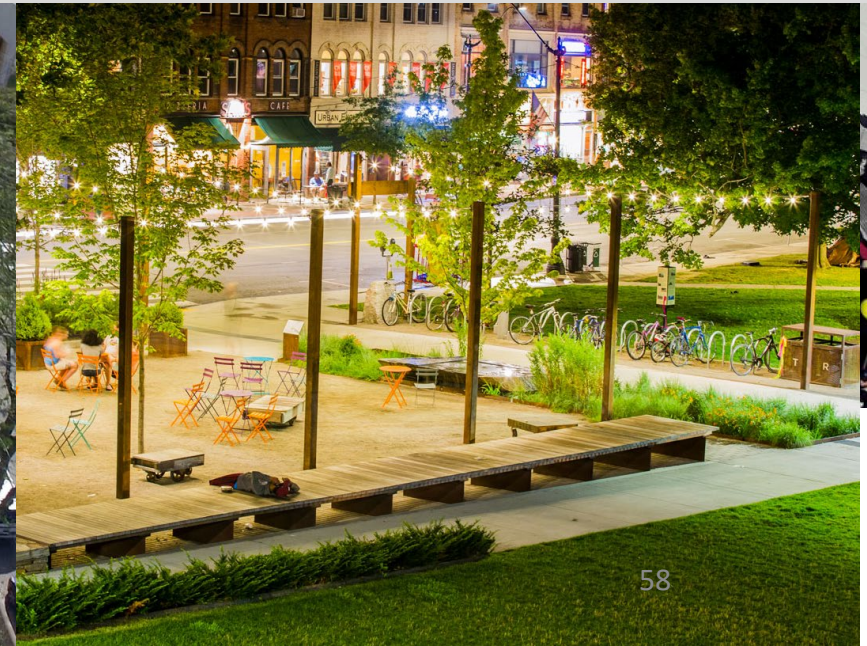
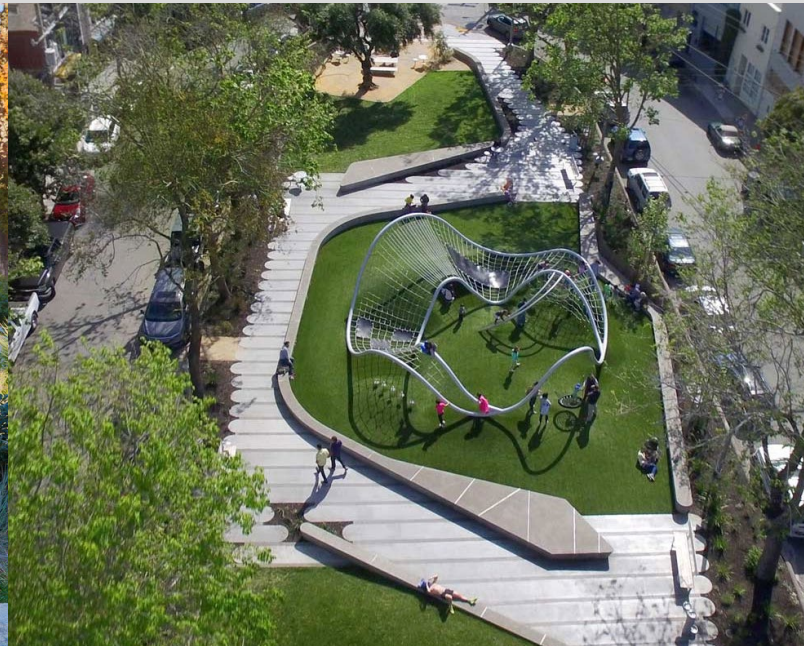
WEST END PLAZA/PARK CONCEPTS



Fairfax Drive Linear Park Concept- Precedents



LINEAR PARK CONCEPTS



Fairfax Drive Linear Park Concept- Precedents



FLEXIBLE SHARED STREET/ALLEY CONCEPTS



Fairfax Drive Linear Park

History as Inspiration



Clarendon Circle
Circa 1910

Fairfax Drive Linear Park

History as Inspiration



Fairfax Dr./ Clarendon Circle
1930s



Fairfax Dr. Today

Fairfax Drive Linear Park

Rail to Park Inspiration



Circulation and Access

Considerations- Church & Parish Center Program, Events & Users



WEEKLY SERVICES



MEETING SPACES



WEDDINGS



ACCESSIBILITY



FUNERALS



POSSIBLE CAFE



SPECIAL EVENT SPACES



CHILDREN



RIDE SHARING

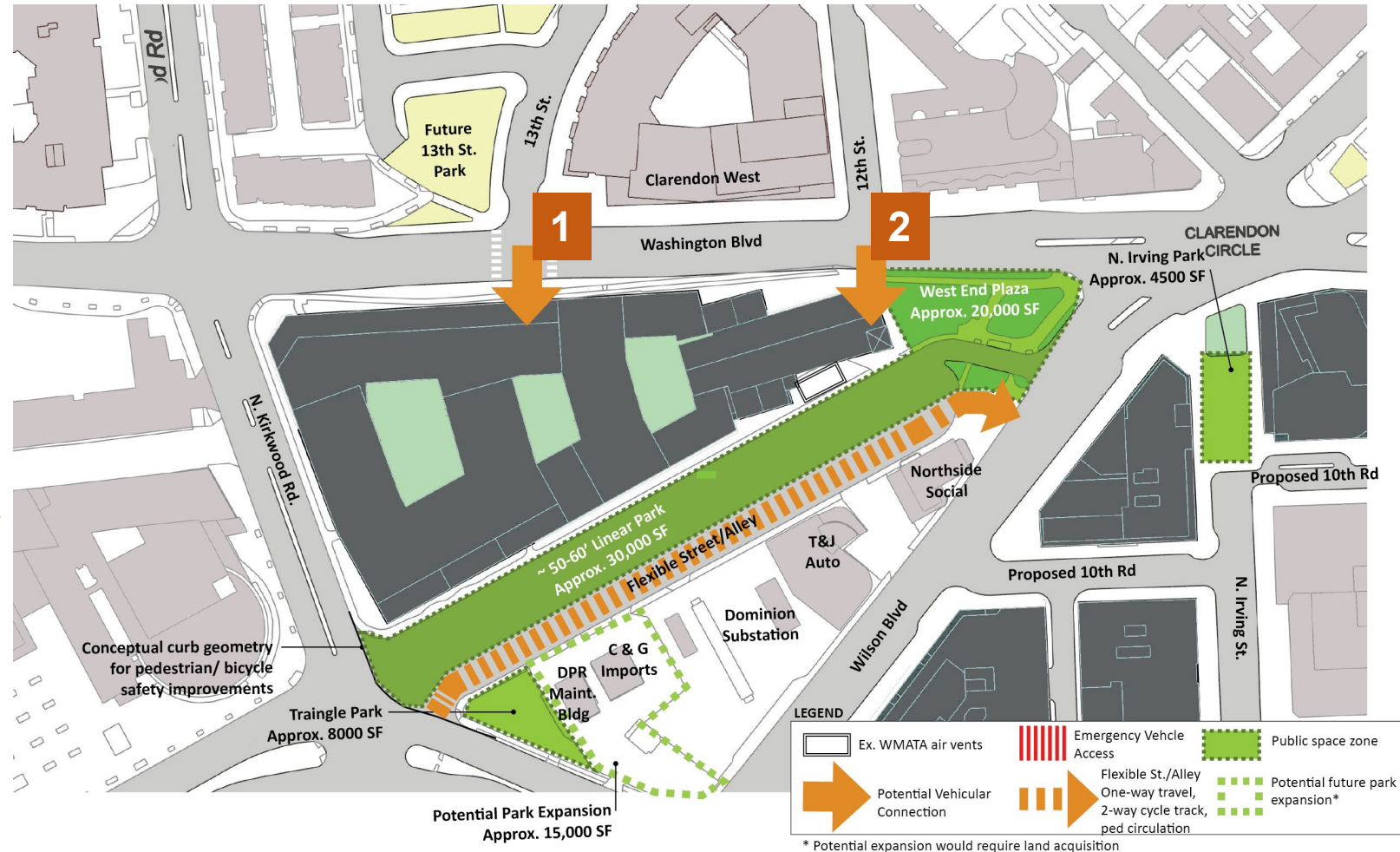
Circulation and Access

Concept for Discussion Only

- 1
 - Potential access at 13th St. signaled intersection with crosswalks
 - Break up the block
 - Internalized circulation
 - Avoid through traffic to linear park
 - Connected public spaces

- 2
 - Potential access for church at non-signalized intersection at 12th St.- no crosswalks
 - Proximity to Clarendon Circle
 - Limited space without bisecting park to exit creating potential conflicts
 - May encourage cut through traffic

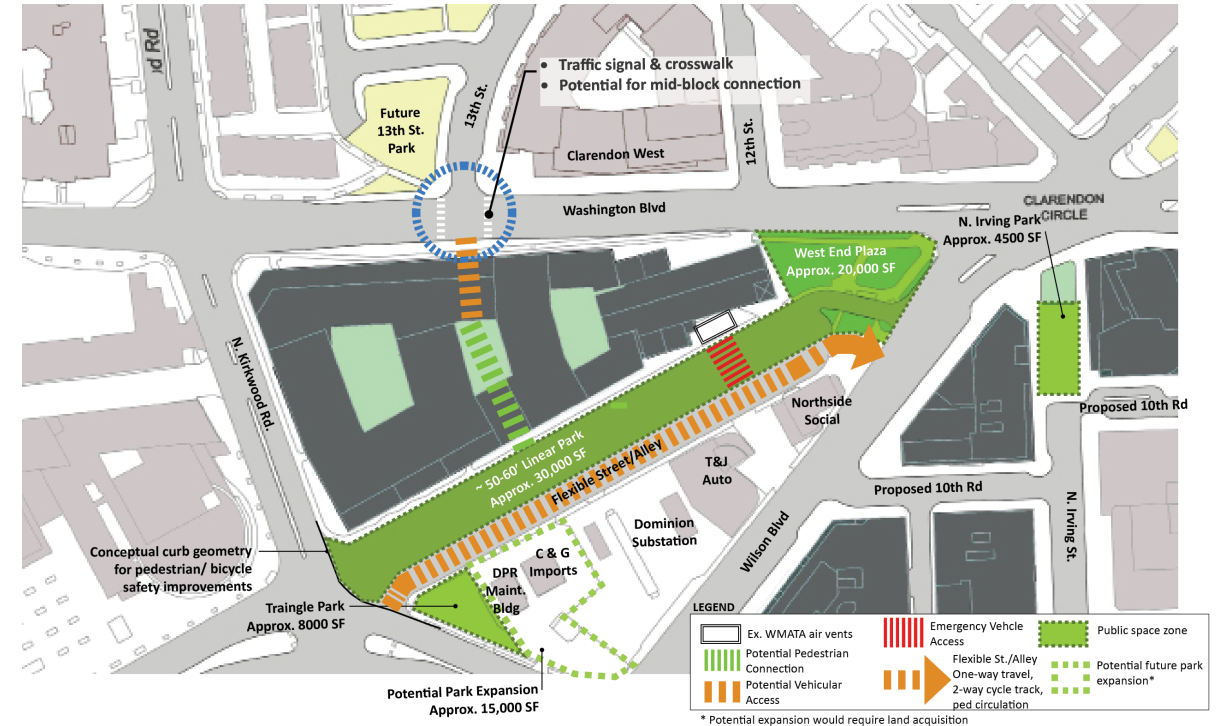
DRAFT



Implementation, Funding and Phasing

Fairfax Drive and Triangle Park

- The linear Fairfax Dr. Park and Triangle Park would be designed through a DPR led Park Master Plan process with public engagement opportunities.
- Currently there is no allocated design, construction, or land acquisition funding in the CIP for Fairfax Dr. or for the future expansion of Triangle Park.
- It is anticipated that funding for the future improvements and land acquisition would come through a combination of public funding and private site plan contributions.



Fairfax Drive- Loss of Parking

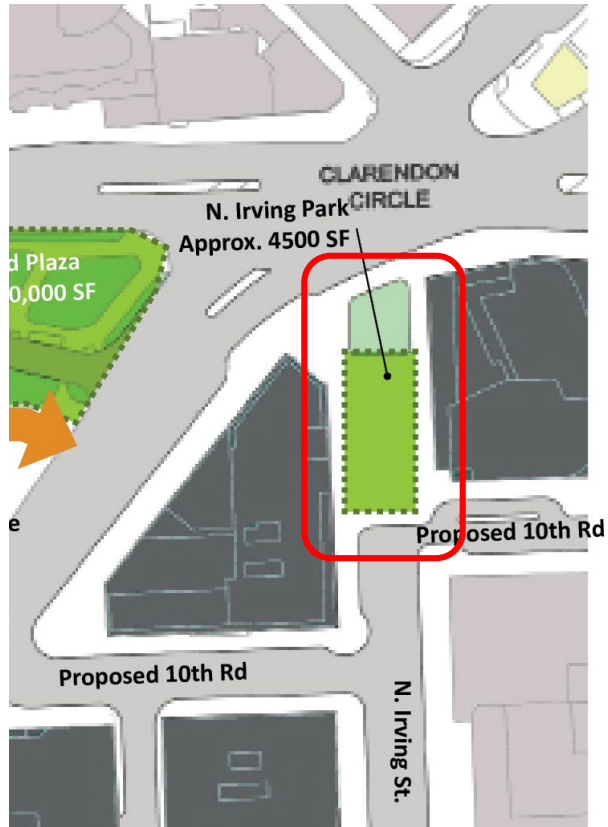
- Consistent with the 2006 Clarendon Sector Plan, future negotiations with nearby development programs during the site plan process could provide for additional public parking as a community benefit.
- The sector plan states that new projects should maximize the use of their parking spaces for visitors of the proposed building(s) and the general public such that garage users would have access to short-term, unreserved, high-turnover parking spaces. These parking spaces would be required spaces for the total project based on the proposed uses.
- For a map of parking spaces within the Rosslyn-Ballston corridor, specifically Clarendon, see this [map](#) of public parking.



N. Irving St. Park

Concept Design

- Prominent location, focal point
- Pedestrian volumes and desire lines for circulation
- Stormwater management
- Ground floor activation



Key Map



Existing Park View Looking Southwest



Precedent Images

An aerial photograph of a city grid, overlaid with a semi-transparent blue filter. The map shows a dense network of streets and building footprints. A small white letter 'M' is visible on a street in the upper-middle section. The text 'LRPC Discussion' is centered in white, bold font. At the bottom of the image, there is a solid blue horizontal bar.

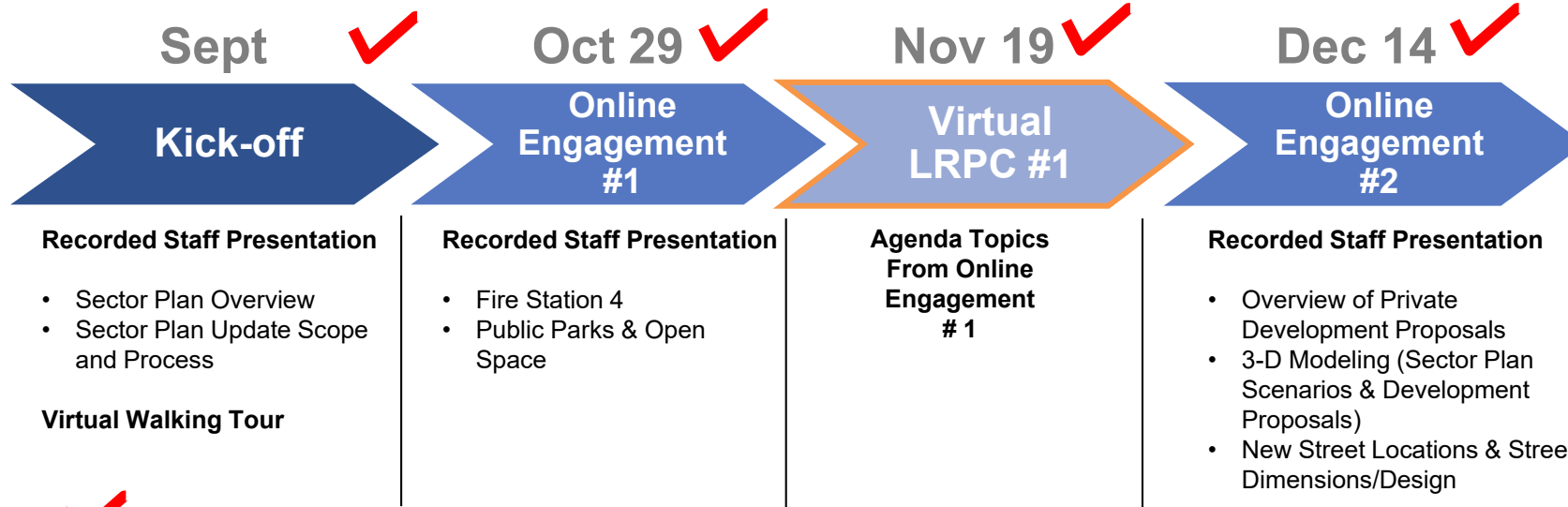
LRPC Discussion

An aerial architectural site plan of a university campus, rendered in a light blue color against a darker blue background. The plan shows a complex network of buildings, courtyards, and walkways. A prominent feature is a large, multi-story building complex in the center-right. A small white letter 'M' is visible on a street in the upper-middle section. The overall layout is dense and organized.

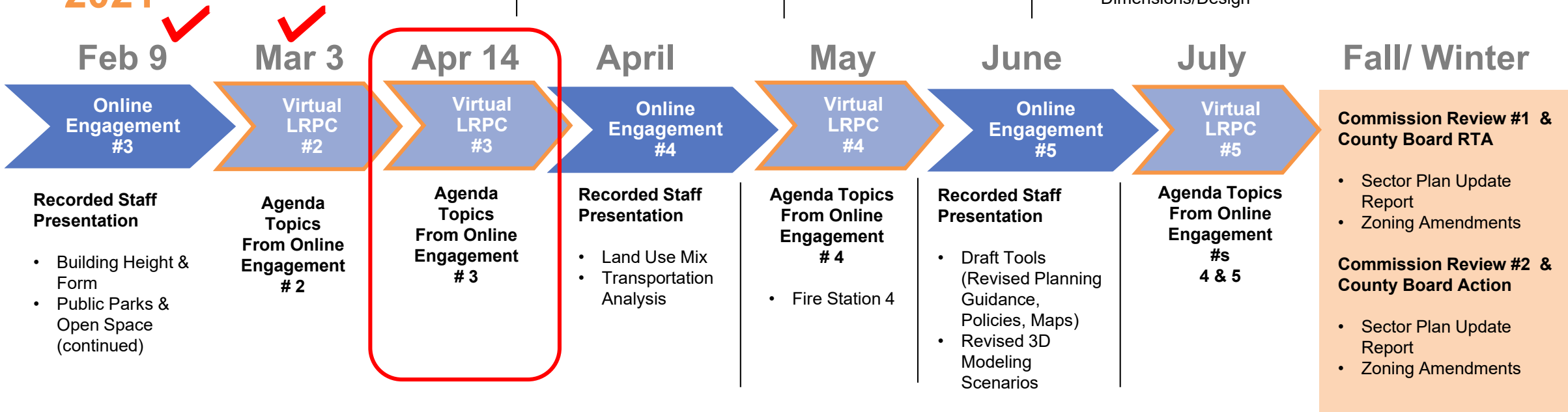
Next Steps/ Schedule

Clarendon Sector Plan Update- Schedule

2020



2021



All dates are subject to change

For More Information:

projects.arlingtonva.us/plans-studies/clarendon-sector-plan-update/

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This study will consider focused updates to policy guidance in the 2006 Clarendon Sector Plan [\[external link\]](#), which sets forth a vision and goals for the area around Clarendon Metro Station.

An aerial photograph of a city grid, overlaid with a semi-transparent blue filter. The text "THANK YOU!" is centered in white, bold, sans-serif font. A small white letter "M" is visible on a street in the upper-middle section of the map. The map shows various building footprints, streets, and green spaces.

THANK YOU!