CLARENDON

Sector Plan

Adopted May 1984

Arlington County Board
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Major Recommendations

- Adopt the Clarendon Sector Plan as a consolidated policy guide for development in the Clarendon Station Area.

- Adopt the proposed "C-R" (Commercial Redevelopment) zoning district as part of the Arlington County Zoning Ordinance.

- Adopt the Clarendon Streetscape Plan, which will be implemented through the "C-R" zoning district, in order to achieve a coordinated streetscape treatment for the Clarendon Station Area.

- Construct the Clarendon Streetscape Plan, on the North Highland Street and Wilson Boulevard frontages opposite the Olmsted Foundation site in conjunction with the construction of the Olmsted Foundation Building.

- Extend the Fairfax Drive Boulevard Concept through the Clarendon Station Area along 10th Street, North using the Clarendon Streetscape Plan standards.

- Amend the General Land Use Plan from "Public" to "Low" Residential (11-15 units per acre) for the southern portion of the block bounded by North Daniel Street, North Edgewood Street, 10th Street, North and 11th Street, North. It is more likely that County open space goals in this area of Clarendon can be achieved through the redevelopment of the "Special Coordinated Mixed Use District" (Sears properties) one block to the north.

- Adopt the following goals for transportation planning in Clarendon:
  - To provide for a safe and efficient flow of vehicular traffic to and through the Clarendon Station Area on major thoroughfares which are well designed and landscaped.
  - To discourage commercially-oriented vehicular traffic and "thru" traffic from using residential streets.
  - To encourage and facilitate the use of Metro and other public transit.
  - To provide adequate, safe and attractive pedestrian facilities in the Clarendon Station Area.
Clarendon Concept Plan

The Concept Plan describes the type of environment envisioned in the Clarendon Station Area. The elements of the Concept Plan include:

- Urban Village
- Compatibility with Surrounding Neighborhoods
- Optimal Use of Metro-rail System
- Coordinated and Convenient Pedestrian Access
- Convenient Auto Access
- A Centralized Area of Medium Density Mixed Use
- Tapering of Density and Height up from Residential Neighborhoods
- Focal Point at Center of Station Area
- Townhouse/Commercial Transition Area
- Special Coordinated Mixed Use District
- Coordinated Streetscape Treatment
- Fairfax Drive Boulevard Concept
- Storefront Retail
- Neighborhood Service Facilities
- Bikeways
- Plazas
Concept

The General Land Use Plan and zoning designations for the Clarendon Station Area establish the basis for the redevelopment of Clarendon as an "urban village". The urban village concept is achieved in Clarendon by focusing development around a central focal point block that includes the Olmsted Building and Clarendon Metro Park, and which gives a sense of place and uniqueness to Clarendon within the Rosslyn-Ballston Corridor. The Olmsted Building and the Clarendon Metro Park, adjacent to the Metrorail station, serve to unify Clarendon in much the same way that churches, village greens or courthouses identify the centers of many towns and villages throughout the United States and Europe. Clarendon's urban village character will be enhanced by the tapering up of densities and heights from the existing single-family neighborhoods to the site of the Olmsted Foundation Building and the Clarendon Metro Park (designated focal point area). In addition, a consistent streetscape design plan for major pedestrian routes and roadways will reinforce the identity of Clarendon as a special area within Arlington.

General Land Use Plan

The General Land Use Plan, as amended in July, 1982, calls for development in Clarendon to be scaled up in density and height from the existing single-family residential neighborhoods to the site of the Olmsted Foundation Building and the Clarendon Metro Park (designated focal point area). The Olmsted site is surrounded by medium density mixed use sites, on which office, residential, service and retail commercial development can occur. These mixed use areas are adjacent to the established low density residential neighborhoods of Ashton Heights, Ballston-Virginia Square, Courtlands, Lyon Park and Lyon Village all of which are slated for preservation by the General Land Use Plan.

Zoning

The existing zoning designations for Clarendon provide the legal basis for this tapered and mixed use development policy. Much of the station area is zoned "C-3". The area zoned "C-3" and designated "Medium Density Mixed Use" on the General Land Use Plan is eligible for rezoning to the "C-R" (Commercial Redevelopment District) zoning classification at the request of the property owner. The "C-R" zoning district allows office, commercial and residential uses and incorporates height and F.A.R. limitations consistent with the overall Concept Plan for the Station Area. This zoning district recognizes existing commercial development rights and provides incentives for residential development. "C-R" also includes parking requirements consistent with other mixed use zones in Metro Station areas and sets out streetscape design standards applicable to both by-right and site plan development. The Commercial Redevelopment section of this Plan describes this zoning district in detail.
Concept Plan

Figure 1

Service Commercial

Neighborhood Preservation

Single Family Residential

Townhouse

Medium Density

Single Family

Mixed Use

Towndistrict

High Street handcuff

Special Coordinated Mixed Use District

M Single Family Neighborhood Preservation

Greenway

Townhouse Commercial

Pedestrian Walkways

0 100 300 600 1200

North
Illustrative Site Plan

Figure 2
Olmsted Foundation Building and Clarendon Metro Park

The Olmsted Foundation Building and the Clarendon Metro Park form the Focal Point of Clarendon.
Commercial Redevelopment District: Height Limitations

This cross-section depicts the heights of buildings allowed in the “C-R” Commercial Redevelopment District.
Figure 4

Concept Plan

CLARENDON METRO PARK

MEDIUM DENSITY MIXED USE "C-R"

LOW DENSITY Residential

Fairfax Drive Wilson Blvd. 13th Street N.
Clarendon Streetscape Plan

Figure 5

- Uni-Decor Sidewalk Paving
- Awnings
- Street Trees with Tree Grates
- Double-Globe Light Fixtures
- Benches and Trash Receptacles
- Paved Crosswalks
Background
Historic Clarendon

Throughout most of the nineteenth century the Clarendon area was sparsely settled. Most of the land was farmed by a few large estate owners, among them the Cruits and the Walans. In the late 1890s, trolley lines were opened linking rural Arlington County (then named Alexandria County) with Washington, D.C. These lines made it possible for businessmen to commute daily to Washington thus stimulating the development of suburban commuter villages such as Cherrydale, Ballston, and Clarendon.

A 25-acre subdivision, approximately bounded by Wilson Boulevard, North Jackson Street, Key Boulevard, and North Highland Street, was laid out by the Wood-Harmon Real Estate Company in 1899. Named Clarendon after the Earl of Clarendon (1609-1674), the subdivision was dedicated on March 31, 1900. The trolley station, which stood on the opposite side of Fairfax Drive from the present-day Hunt's Cleaners, was situated at the junction of the Washington, Alexandria, and Falls Church Railroad, and the branch railroad line to Rosslyn. Construction of homes and shops was so rapid that before 1910 at least five ‘additions to Clarendon’ were subdivided by various developers.

The commuter villages in the County developed as separate communities with their own schools, libraries, churches, and community centers. A volunteer fire company was formed in Clarendon in 1909. The Clarendon Elementary School (Maury School/Arlington Arts Center in Virginia Square) and the Masonic Lodge (3193 Wilson Boulevard) were built in 1910. St. George’s Episcopal Church (in Virginia Square) was built in 1911 and the Clarendon Baptist Church was built in 1915. Both of these churches have been renovated and expanded over the years. The original structure of St. Charles Catholic Church was constructed in 1914 and was located on the opposite side of Washington Boulevard from the location of its present sanctuary and school.

The Clarendon Citizens Association was formed in 1912. By 1920, Clarendon had become the economic center of the County. The Clarendon Citizen’s Association published a pamphlet in that year which described their community as follows:

“It now covers an area of one square mile, contains nearly six hundred homes and boasts of a population of approximately 2,500... It is easily accessible by automobile from the National Capital, over a fine macadamized road, being two miles from Georgetown by way of the Aqueduct Bridge, which is soon to be replaced by the magnificent $2,000,000 Key Bridge. Steps have recently been taken toward a physical connection with the Mt. Vernon Highway, running through the edge of Ft. Myer and affording a direct route from Clarendon to the center of Washington over the Highway bridge...Situated at an elevation of approximately two hundred and seventy feet, about equal to the highest points in the District of Columbia, no happier location for a fine residential town could have been selected...”

Clarendon also had a band which met regularly, two weekly newspapers published at Rosslyn, a periodical called the Clarendon Chronicle, an athletic club, a Masonic Lodge, an Eastern Star chapter, and a parent-teacher group. The Clarendon Citizen’s Association described itself as “the most aggressively progressive civic organization in the State, with a membership in excess of 350 men who are working together with one idea of making Clarendon what it should and shall be — one...”
of the most attractive spots within easy reach of the business sections of Washington.'

In 1920 the residents of Clarendon attempted to incorporate as an independent town. Following a series of court battles, the court decision was rendered in the case of Bennett vs. Garrett in 1922. The Virginia Supreme Court of Appeals decided that Arlington was a "continuous, contiguous, and homogenous community which could not have cities or towns incorporated within it." This court case served to confirm Arlington's identity as a single community, but did not diminish Clarendon's importance within the County.

Commercial development grew in Clarendon during the 1920's. The Rucker Building (3171 Wilson Boulevard), the Jones Building (located on the site of the new Metro Park), and the International Order of Oddfellows Hall (3169 Wilson Boulevard) were all constructed in 1925. The Rees Building (3147 Wilson Boulevard) was built in 1929. Ashton C. Jones, N.A. Rees and the George

The Jones Building was constructed in 1925 and demolished in 1974 to make way for the Clarendon Metro Station.

The Rucker Building at 3171 Wilson Boulevard was constructed in 1925.
Rucker Company were major land developers in Clarendon and other parts of Arlington County at that time.

Residential development grew in Clarendon during the 1920's, as well. Most notable was the successful development of Lyon Park. The Lyon Garden Apartments were built at the corner of 10th Street, North and North Highland Street in 1935. Lyon Village, also begun in the 1920's, was not substantially developed until the end of the 1930's, due to the Great Depression.

Commercial development progressed around Clarendon Circle (the intersection of Wilson Boulevard and Washington Boulevard) in the 1920's. The building housing American Shoe Repair and Fu Lo Bakery at 3217 Washington Boulevard was built in 1925. The Arlington Natural Foods Building (3200 Wilson Boulevard) and Brass Beds (3201 Washington Boulevard) were built in 1930. In 1931, the American Legion built a War Memorial Monument in the middle of Clarendon Circle. The monument was moved to the Court House in 1940.

It will be returned to Clarendon to occupy a prominent position in the Clarendon Metro Park.

Land development slowed in Clarendon during the Great Depression of the 1930's but regained vitality late in the decade. The Arlington Post Office was constructed in 1937 at the corner of Washington Boulevard and North Hudson Street. This was the first federal building constructed in Northern Virginia. Prior to this time, mail was sent out from the Post Office in Washington to small village post offices throughout Northern Virginia. The Clarendon Post Office (a.k.a. Arlington Main Post Office, 45) was identified as a landmark structure in the Clarendon Sector Planning Process and the Clarendon Historic Properties Survey.

Two automobile dealerships were built in Clarendon in 1937: Edmonds Motors (presently Thorobred Motor Cars at 3226 Washington Boulevard) and Kirby Motors (presently A&A Foreign Car Specialist at 3275 Wilson Boulevard). The C&P Telephone Building was built at 1025 North Irving Street in 1938 and the first self-service A&P in Arlington was built at the corner of North Highland Street and Wilson Boulevard (3016 Wilson Boulevard). Yeatman Hardware (more recently Coles Furniture at 3017 Wilson Boulevard - demolished) was constructed opposite the A&P on Wilson Boulevard in the same year. The Clarendon Safeway (Pier 1 Imports at 3011 Wilson Boulevard - demolished) was built adjacent to Yeatman Hardware in 1938. The building housing Underwood Cleaners and Gunther Antiques (3028 Wilson Boulevard) was built next door to the A&P in 1939.

In 1940, about one-third of the Rucker Building was demolished and replaced with the Woolworth's Department Store (A.B.C. Liquidators, 3185 Wilson Boulevard). The Old Dominion Building (National Graduate University, 1101 North Highland Street) was also built in 1940. The Hahn's Shoe Store (3101 Wilson Boulevard), J.C. Penney's (located at North Highland Street and Wilson Boulevard, now the Metro Station entrance) and the Public Shoe Store (3137 Wilson Boulevard) were built in 1941. Sears (2800 Wilson Boulevard) was built in 1942. The Dan Kain Trophies building (3100 Washington Boulevard) was constructed in 1945.
The resurgence of land development in Clarendon which began after the Depression with the construction of the Arlington Post Office in 1937, set the style by which Clarendon has come to be identified. During the 1940’s and 1950’s Clarendon emerged as a major regional retail center. Visually the buildings constructed in the late 1930’s and the 1940’s along Wilson Boulevard and North Highland Street established the architectural character of Clarendon in the Streamline Moderne vernacular, a style which has been recognized and reflected in the latest addition to Clarendon, the Olmsted Foundation Building.

As Clarendon grew, commercial uses spread from the major routes to secondary and side streets. By 1958, 13 percent of the major department stores in Arlington, 23 percent of the furniture stores, and 31 percent of the clothing stores, were located in Clarendon (see Table 1). By the late 1960’s, however, commercial activity in Clarendon began declining. Inadequate parking facilities and traffic congestion discouraged shoppers from going to Ballston and Clarendon. At the same time, the metropolitan region was experiencing a shift in population growth to the outer suburbs of Fairfax and Montgomery Counties. The construction of the Capital Beltway stimulated the development of regional shopping malls. Shoppers were attracted to the newer, more convenient malls with their wider variety of goods, indoor shopping, and large parking lots, rather than to older commercial centers, such as Clarendon. The Clarendon retail area, consequently, declined in regional importance. From 1958 to 1977, the number of stores in Clarendon declined from 82 to 66. While Clarendon’s share of all stores in the County dropped from 11 percent to 6 percent, its share of apparel stores dropped from 31 percent to 14 percent. The major portion of the decline occurred from 1972 to 1977. In that period, a number of commercial buildings, including the Jones Building and J.C. Penney’s were demolished to provide a site for the Metro Station.

Since 1977, the number of retail firms in Clarendon has increased dramatically, from 66 to more than 100 (see Table 2). Antique shops, restaurants and specialty stores have increased while there has been a decline in the number of stores serving a regional market. Whereas Clarendon’s commercial area in the 1950’s was characterized by large department stores, including national chain stores, in the 1980’s this area contains a large number of small entrepreneurs. In some cases large stores have been subdivided into several smaller stores more tailored to the small user or they remain vacant or underutilized.

Southeast Asian refugees have been arriving in the metropolitan area since the close of the Vietnam War. As the Indochinese community has grown, shops serving their needs have been established in Clarendon. The overall growth in small scale retail establishments in Clarendon may be due in part to these new entrepreneurs, as well as the exodus of larger-scale establishments, such as G.C. Murphy’s and Hahn’s Shoe Store, which used greater amounts of sales floor space.
<table>
<thead>
<tr>
<th>Retail Establishments</th>
<th>Total Arlington</th>
<th>Total Clarendon</th>
<th>Percent in Clarendon</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lumber, Building Materials,</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hardware &amp; Garden Supply</td>
<td>40</td>
<td>5</td>
<td>12.5</td>
</tr>
<tr>
<td>General Merchandise Group Stores</td>
<td>24</td>
<td>3</td>
<td>12.5</td>
</tr>
<tr>
<td>Food Stores</td>
<td>112</td>
<td>7</td>
<td>6.3</td>
</tr>
<tr>
<td>Automotive Dealers</td>
<td>48</td>
<td>6</td>
<td>12.5</td>
</tr>
<tr>
<td>Gasoline Service Stations</td>
<td>123</td>
<td>7</td>
<td>5.7</td>
</tr>
<tr>
<td>Apparel &amp; Accessory Stores</td>
<td>51</td>
<td>16</td>
<td>31.4</td>
</tr>
<tr>
<td>Furniture, Home Furnishings &amp; Equipment Stores</td>
<td>69</td>
<td>16</td>
<td>23.2</td>
</tr>
<tr>
<td>Eating &amp; Drinking Places</td>
<td>121</td>
<td>8</td>
<td>6.6</td>
</tr>
<tr>
<td>Drug Stores &amp; Proprietary Stores</td>
<td>36</td>
<td>1</td>
<td>2.8</td>
</tr>
<tr>
<td>Miscellaneous Retail Stores</td>
<td>128</td>
<td>13</td>
<td>10.2</td>
</tr>
<tr>
<td><strong>TOTAL RETAIL STORES</strong></td>
<td><strong>752</strong></td>
<td><strong>82</strong></td>
<td><strong>10.9%</strong></td>
</tr>
</tbody>
</table>

1977

<table>
<thead>
<tr>
<th>Retail Establishments</th>
<th>Total Arlington</th>
<th>Total Clarendon</th>
<th>Percent in Clarendon</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lumber, Building Materials,</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hardware &amp; Garden Supply</td>
<td>27</td>
<td>2</td>
<td>7.4</td>
</tr>
<tr>
<td>General Merchandise Group Stores</td>
<td>12</td>
<td>3</td>
<td>25.0</td>
</tr>
<tr>
<td>Food Stores</td>
<td>102</td>
<td>6</td>
<td>5.9</td>
</tr>
<tr>
<td>Automotive Dealers</td>
<td>68</td>
<td>10</td>
<td>14.7</td>
</tr>
<tr>
<td>Gasoline Service Stations</td>
<td>76</td>
<td>3</td>
<td>3.9</td>
</tr>
<tr>
<td>Apparel &amp; Accessory Stores</td>
<td>49</td>
<td>7</td>
<td>14.3</td>
</tr>
<tr>
<td>Furniture, Home Furnishings &amp; Equipment Stores</td>
<td>74</td>
<td>7</td>
<td>9.5</td>
</tr>
<tr>
<td>Eating &amp; Drinking Places</td>
<td>205</td>
<td>14</td>
<td>6.8</td>
</tr>
<tr>
<td>Drug Stores &amp; Proprietary Stores</td>
<td>28</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Miscellaneous Retail Stores</td>
<td>239</td>
<td>14</td>
<td>5.9</td>
</tr>
<tr>
<td><strong>TOTAL RETAIL STORES</strong></td>
<td><strong>880</strong></td>
<td><strong>66</strong></td>
<td><strong>7.5%</strong></td>
</tr>
</tbody>
</table>

### Table 2

**Retail Establishments in the Clarendon Station Area 1958-1982**

<table>
<thead>
<tr>
<th>Number and Type of Businesses</th>
<th>1958</th>
<th>1963</th>
<th>1967</th>
<th>1972</th>
<th>1977</th>
<th>1982*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lumber, Building Materials, Hardware &amp; Garden Supply</td>
<td>5</td>
<td>3</td>
<td>4</td>
<td>5</td>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td>General Merchandise Group Stores</td>
<td>3</td>
<td>4</td>
<td>5</td>
<td>6</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>Food Stores</td>
<td>7</td>
<td>5</td>
<td>2</td>
<td>4</td>
<td>6</td>
<td>8</td>
</tr>
<tr>
<td>Automotive Dealers</td>
<td>6</td>
<td>6</td>
<td>8</td>
<td>6</td>
<td>10</td>
<td>15</td>
</tr>
<tr>
<td>Gasoline Service Stations</td>
<td>7</td>
<td>9</td>
<td>10</td>
<td>7</td>
<td>3</td>
<td>9</td>
</tr>
<tr>
<td>Apparel &amp; Accessory Stores</td>
<td>16</td>
<td>16</td>
<td>15</td>
<td>13</td>
<td>7</td>
<td>11</td>
</tr>
<tr>
<td>Furniture, Home Furnishings &amp; Equipment Stores</td>
<td>16</td>
<td>14</td>
<td>12</td>
<td>15</td>
<td>7</td>
<td>10</td>
</tr>
<tr>
<td>Eating &amp; Drinking Places</td>
<td>8</td>
<td>14</td>
<td>15</td>
<td>11</td>
<td>14</td>
<td>13</td>
</tr>
<tr>
<td>Drug Stores &amp; Proprietary Stores</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Miscellaneous Retail Stores</td>
<td>13</td>
<td>15</td>
<td>14</td>
<td>14</td>
<td>14</td>
<td>36</td>
</tr>
<tr>
<td><strong>TOTAL RETAIL STORES</strong></td>
<td><strong>82</strong></td>
<td><strong>87</strong></td>
<td><strong>86</strong></td>
<td><strong>81</strong></td>
<td><strong>66</strong></td>
<td><strong>108</strong></td>
</tr>
</tbody>
</table>

*Estimated by Planning Division

**SOURCE:** U.S. BUREAU OF THE CENSUS, CENSUS OF RETAIL TRADE, 1958, 1977
Clarendon Today


As indicated in Table 3, residential development is the predominant land use, occupying over 56 percent of the total land area. Commercial uses occupy an additional 33 percent of the land.

According to the 1980 U.S. Census, the population of Arlington County was 152,399, with just over 1,600 people residing in the Clarendon Station Area (see Table 4). Sixty-six percent of Clarendon's households contained only one or two persons. The average household contained 2.34 persons, while the County-wide average was 2.07 persons per household. Five percent of Clarendon residents in 1980 were under five years old, 12 percent were 5-17 years old, 70 percent were aged 18-64 years, and 12 percent were aged 65 years or older. The age breakdown for residents of Clarendon indicates that Clarendon had a slightly higher proportion of persons aged 60 and over than the County as a whole.

There were 695 housing units in the Station Area in 1982. Approximately 68 percent of the units were single-family detached homes, 8 percent were duplexes, and 2 percent were townhouse-style units. Some 19 percent of Clarendon housing units were garden apartments. Of the occupied units in 1980, approximately 53 percent were renter-occupied and 47 percent were owner-occupied. Eighty-one percent of the existing housing stock was 30 years old or older.

Table 3

<table>
<thead>
<tr>
<th>Existing Land Use</th>
<th>Land Area In Acres</th>
<th>Percent of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single-family Detached</td>
<td>75.9</td>
<td>50.1</td>
</tr>
<tr>
<td>Single-family Other (1)</td>
<td>5.9</td>
<td>3.9</td>
</tr>
<tr>
<td>Garden Apartments</td>
<td>3.3</td>
<td>2.1</td>
</tr>
<tr>
<td>Highrise Apartments</td>
<td>0.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Commercial/Office (2)</td>
<td>49.7</td>
<td>32.8</td>
</tr>
<tr>
<td>Government/Public (3)</td>
<td>10.3</td>
<td>6.8</td>
</tr>
<tr>
<td>Hotel/Motel</td>
<td>0.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Other (4)</td>
<td>6.5</td>
<td>4.3</td>
</tr>
<tr>
<td>TOTAL</td>
<td>151.6</td>
<td>100.0</td>
</tr>
</tbody>
</table>

1 Includes converted single-family units, duplexes and townhouses.
2 Includes adjacent parking lots.
3 Includes churches, schools, open space, post office, WMATA parking facility.
4 Includes vacant parcels.
Table 4  Population Characteristics in the Clarendon Station Area, 1980

<table>
<thead>
<tr>
<th></th>
<th>Clarendon</th>
<th>Arlington</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Population</td>
<td>1,617</td>
<td>152,599</td>
</tr>
<tr>
<td>Average Household Size (persons)</td>
<td>2.34</td>
<td>2.07</td>
</tr>
<tr>
<td>Total Households</td>
<td>671</td>
<td>71,615</td>
</tr>
<tr>
<td>One-Person</td>
<td>32.2%</td>
<td>40.4%</td>
</tr>
<tr>
<td>Two-Person</td>
<td>33.4%</td>
<td>33.5%</td>
</tr>
<tr>
<td>Three-Person</td>
<td>15.2%</td>
<td>12.9%</td>
</tr>
<tr>
<td>Four-Person</td>
<td>11.0%</td>
<td>7.9%</td>
</tr>
<tr>
<td>Five + -Person</td>
<td>8.2%</td>
<td>5.3%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Age</th>
<th>Clarendon</th>
<th>Arlington</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 5 years</td>
<td>79</td>
<td>6,889</td>
</tr>
<tr>
<td>5-9 years</td>
<td>66</td>
<td>6,201</td>
</tr>
<tr>
<td>10-14 years</td>
<td>76</td>
<td>6,981</td>
</tr>
<tr>
<td>15-19 years</td>
<td>97</td>
<td>8,768</td>
</tr>
<tr>
<td>20-24 years</td>
<td>201</td>
<td>17,357</td>
</tr>
<tr>
<td>25-29 years</td>
<td>216</td>
<td>20,757</td>
</tr>
<tr>
<td>30-34 years</td>
<td>181</td>
<td>17,276</td>
</tr>
<tr>
<td>35-44 years</td>
<td>207</td>
<td>19,269</td>
</tr>
<tr>
<td>45-54 years</td>
<td>123</td>
<td>14,636</td>
</tr>
<tr>
<td>55-59 years</td>
<td>79</td>
<td>8,751</td>
</tr>
<tr>
<td>60-64 years</td>
<td>53</td>
<td>8,032</td>
</tr>
<tr>
<td>65-74 years</td>
<td>102</td>
<td>11,511</td>
</tr>
<tr>
<td>75-84 years</td>
<td>77</td>
<td>4,895</td>
</tr>
<tr>
<td>85 + years</td>
<td>17</td>
<td>1,276</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Marital Status (Persons 15 years old and over)</th>
<th>Clarendon</th>
<th>Arlington</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single</td>
<td>512</td>
<td>47,659</td>
</tr>
<tr>
<td>Married</td>
<td>577</td>
<td>60,102</td>
</tr>
<tr>
<td>Separated</td>
<td>50</td>
<td>4,468</td>
</tr>
<tr>
<td>Widowed</td>
<td>89</td>
<td>9,158</td>
</tr>
<tr>
<td>Divorced</td>
<td>121</td>
<td>11,141</td>
</tr>
</tbody>
</table>

1 Total does not equal 1,617 due to data suppression.
in Clarendon. Of this space, approximately 220,000 square feet or 29 percent is located within the Sears complex. In general, the commercial space is contained in buildings with less than 10,000 square feet of gross floor area. Most of these buildings are less than four stories high, of brick construction and at least 20 years old. The condition of these buildings ranges from fair to well-maintained.

The Clarendon Station Area has about 200,000 square feet of existing office space. Those office buildings with more than 10,000 square feet of space are the Clarendon Center Office Building, the C&P Telephone Building and the Old Dominion Building, which account for 85 percent of the total office space in Clarendon. When completed, the Olmsted Foundation Building will contain 258,000 square feet of new office and retail space.
Lyon Park was developed by the real estate firm of Lyon and Fitch on the former Walan farm. The portion located in Clarendon is bounded by 10th Street North, North Edgewood Street, 7th Street, North, and North Irving Street. In 1919, engineers laid out the streets and lots. Sidewalks, a park, and a sanitary sewer system were built by the firm as well as some of the homes. Other homes were built by individual owners. Development occurred so rapidly that most of the sites had been sold by 1922. Today 57 percent of the units are single-family homes. About 40 percent of the homes were built before 1930.

The Lyon Park Citizens Association prepared a neighborhood conservation plan for the entire area bounded by 10th Street, North, North Irving Street, and Arlington Boulevard. The Lyon Park Neighborhood Conservation Plan was adopted by the County Board in March 1973. Major concerns which were addressed in the Plan included street widths and surfacing, curb, gutter, and sidewalks, obstructions in rights-of-way, storm water runoff, and commuter traffic through the neighborhood.

Lyon Village was originally part of Robert Cruitt’s estate, which was purchased in 1875 as a weekend and holiday retreat. The Cruitt Estate was sold to Frank Lyon, the developer of Lyon Park, in 1923. Lyon subdivided the land and installed various amenities. The portion of Lyon Village located within the Clarendon Station Area is roughly bounded by Wilson and Washington Boulevards, North Kirkwood Road, Key Boulevard, and North Danville Street. Due to the Great Depression, the pace of development in this area was slower than that in Lyon Park. While 37 percent of the existing units were built between 1920 and 1929, 36 percent were built in the 1930’s. Eighty-two percent of the housing units in this area are single-family homes.

Residents of Lyon Village have long been active in the Neighborhood Conservation Program. In 1978, the County Board adopted the Lyon Village Neighborhood Conservation Plan for the area bounded by Kirkwood Road, Wilson Boulevard, North Veitch Street, and Lee Highway. Although the Plan emphasizes traffic control, the overall purpose of the Plan is to maintain and improve the character and physical conditions in this long-established neighborhood.

A small portion of the Ashton Heights Neighborhood Conservation Area is also included within the Clarendon Station Area. Development of Ashton Heights has been very similar in character to the development in Lyon Park, Lyon Village, and Courtlands. The Ashton Heights Neighborhood Conservation Plan, adopted in 1976, expresses similar concerns about traffic congestion, parking, and street improvements, as the Lyon Park and Lyon Village Plans.

The Ballston-Virginia Square Civic Association has been active in the Ballston, Virginia Square and Clarendon Sector Planning processes. The Ballston-Virginia Square Neighborhood Conservation Plan was endorsed by the County Board in February, 1984.

The housing units throughout the Clarendon Station Area are generally of substantial construction and are well-maintained. Scattered areas of deteriorated units can be found near the commercial areas. Some former homes have been converted to business uses. However, those areas which are predominantly residential will remain as low-density neighborhoods of single-family homes.

Planning for Clarendon’s Future

Over the past several years, Arlington has been involved in an intensive land use planning process for the Metro Station Areas in the Rosslyn-Ballston Corridor. The planning process formally began with the description of hypothetical land use alternatives in the publication RB ’72. These alternatives were evaluated in the context of their physical, socioeconomic, and fiscal impacts as part of the Arlington Growth Patterns study. The alternatives were also evaluated in the context of goals for Arlington, as described in A Long Range County Improvement Program, adopted by the County Board in 1975. A revised General Land Use Plan for the Rosslyn-Ballston Corridor was approved in 1977 which recommended converting Clarendon from a general commercial center to a predominantly residential area north of Wilson Boulevard and a mix of residential and office uses south of Wilson Boulevard to 10th Street, North. In August 1981, work began on a preliminary Sector Plan for the Clarendon Station Area. The preliminary plan focused on land use and zoning issues which existed in the area. Citizen and developer involvement was stressed in this effort and resulted in the formation of three separate review committees. The Economic Development Commission Subcommittee, the Planning Commission Subcommittee,
and the Clarendon-Virginia Square Redevelopment Coalition (a consortium of neighborhood civic associations) proposed General Land Use Plan alternatives and recommended specific policies for the Station Area. A revised General Land Use Plan for the Clarendon Station Area was adopted by the County Board on July 13, 1982. This plan stresses mixed use development throughout the center of Clarendon, recognizing Clarendon's historic role as a retail center while emphasizing greater office development.

In Clarendon, the General Land Use Plan supports major apartment and townhouse construction, medium density office development, commercial revitalization, and neighborhood preservation. Between 800 and 1,200 new housing units could be built in the future. Approximately 3 million square feet of office and commercial construction may be expected. Estimated net new development is presented in Table 5. The largest consolidation of land under single ownership in the Clarendon Station Area is the property associated with the Sears store. The store buildings and parking lot occupy the majority (90%) of the four blocks bounded by Wilson Boulevard, North Danville Street, North Fillmore Street, and 11th Street, North. On July 13, 1982, the County Board designated these blocks a "Special Coordinated Mixed Use District". This action was taken due to the potential scale of future development on the blocks and their location in a transitional area between the Commercial Redevelopment District and the single-family neighborhoods of Courtlands and Lyon Village. The "Special Coordinated Mixed Use District" is presently zoned "C-3" (13%), "C-2" (49%), and "R-5" (38%).

Table 5
Estimated Development Potential in Clarendon

<table>
<thead>
<tr>
<th></th>
<th>Existing</th>
<th>Net New Development</th>
<th>Total Potential</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>700 units</td>
<td>800-1,200 units</td>
<td>1,500-1,900 units</td>
</tr>
<tr>
<td>Office/Commercial</td>
<td>1 million sq.ft.</td>
<td>3 million sq.ft.</td>
<td>4 million sq.ft.</td>
</tr>
</tbody>
</table>
CLARENDON

Land Use
and Zoning
### General Land Use Plan

**Legend**

- **Residential Density**
  - Low: 1-10 units per acre
  - Very Low: 0-1 units per acre
  - Low Medium: 11-15 units per acre
  - Medium: 16-30 units per acre

- **Office-Apartment-Hotel Density**
  - High: S.F.A.R. allowable
  - Medium: 3 S.F.A.R. allowable
  - Low: 2 S.F.A.R. allowable

- **Commercial and Industrial**
  - Service Commercial: Personal and business services; Generally one to three stories; maximum 1 S.F.A.R.
  - General Commercial: Shopping goods and other major mixed commercial uses, including offices; Generally in maximum of seven stories

- **Public and Semi-Public**
  - Public: Parks (local, regional and federal); Schools (public); Libraries; Cultural facilities
  - Semi-Public: Country clubs and semi-public recreational facilities; Churches, private schools and private cemeteries (predominant use on block)

- **Government and Community Facilities**
  - Government: County, state and federal administration and service facilities; Police, fire, property yard, etc.
  - Community: Hospitals, nursing home and institutional housing; Utilities, military reservations, airports, etc.

- **Mixed Use**
  - Medium Density Mixed Use

**Notes:**

1. All structures in this area will be restricted to 100 feet in height (9/13/62).
2. The County Board has directed staff to study the feasibility of a townhouse style commercial/residential zone for this area (9/13/62).
3. This area shall be part of a "Special Coordinated Mixed Use District" (9/13/62)

**Map 4**

- Metro Station
- North
Existing Zoning

Map 5
Subarea 1: North Clarendon

North Clarendon is part of the Lyon Village neighborhood. The Lyon Village Neighborhood Conservation Plan was approved by the County Board in March, 1978. This neighborhood includes primarily single-family homes in good condition on lots averaging about 6,500 square feet. The average age of Lyon Village homes located within the Clarendon Station Area is 54 years. Most of Lyon Village is designated “Low” (1-10 residential units per acre) on the General Land Use Plan. Along the north side of 13th Street, North the General Land Use Plan designation is of a slightly higher density, “Low” (11-15 residential units per acre), which provides the potential for development of townhouse infill along the 13th Street. North frontage as a transition from the medium density commercial area to the south to the single-family homes, “Low” (1-10 residential units per acre), to the north. The remainder of the area designated “Low” (1-10 residential units per acre) is zoned “R-5” and “R 6” except for two apartment buildings which are zoned “RA8-18”. All the single-family homes in the North Clarendon area are within easy walking distance of the Clarendon Metro Station.

The block bounded by North Jackson Street, North Irving Street and 13th Street, North is designated “Semi-Public” on the General Land Use Plan. The Clarendon Presbyterian Church a small community park and three single-family homes occupy this block. Along Washington Boulevard, between North Jackson Street and Kirkwood Road, the General Land Use Plan is designated “Low Medium” (16-30 residential units per acre) and “Low” (11-15 residential units per acre) and zoned “C-3” and “R 5”. Development in this area includes an antique furniture repair shop, an automobile battery and tire store, an imported car sales and service business, and several single-family homes and duplexes.

Along the north side of Wilson Boulevard between North Danville Street and North Fillmore Street development includes an automobile dealership, a funeral home, and several low density retail/office structures. The General Land Use Plan designation is “Service Commercial” and the parcels are zoned “C-2” and “C-3”. The “Service Commercial” designation provides for uses such as personal and business services. Buildings are generally one to three stories with a maximum density of 1.0 F.A.R.
Subarea 1: North Clarendon

Map 7

LEGEND

RESIDENTIAL
- LOW Density
- MEDIUM Density
- HIGH Density

OFFICE-APARTMENT-HOTEL
- LOW Office Density
- MEDIUM Office Density
- HIGH Office Density

COMMERCIAL and INDUSTRIAL
- SERVICE COMMERCIAL
- GENERAL COMMERCIAL

PUBLIC and SEMI-PUBLIC
- PUBLIC
- SEMI-PUBLIC

GOVERNMENT and COMMUNITY FACILITIES
- MIXED USE

NOTES
- All structures in this area will be occupied by
  (1) new or existing (2) new
- The County Board has enacted a plan to study
  the feasibility of a comprehensive and coordinated
- This area may be part of a "Special Development
  
Marty Stename
Subarea 2: East Clarendon

East Clarendon is generally a transition area between the Clarendon Station Area and the Court House Station Area and includes several blocks of single-family homes. It is the area south of Wilson Boulevard and north of 10th Street, North between North Danville Street and North Fillmore Street. The area bounded by North Danville Street, North Fillmore Street, 10th Street, North, and 11th Street, North is part of the Courtlands neighborhood and is primarily developed with single-family homes in good condition. In this area east of North Edgewood Street the General Land Use Plan is designated “Low” (11-15 residential units per acre). The zoning is “R-5” except for the 10th Street, North frontage between North Danville and North Daniel Streets which is zoned “R15-30T” and developed with townhouses. There is also one parcel at the corner of North Edgewood Street and 11th Street, North which is zoned “RA8-18” and occupied by a single-family home which has been converted into three apartments.

The block bounded by North Edgewood Street, North Fillmore Street, 10th Street, North, and 11th Street, North is zoned “R-5” and designated “Low” (1-10 residential units per acre) on the General Land Use Plan along the North Edgewood Street frontage. This area is developed with single-family homes and duplexes. The remainder of the block, fronting on North Fillmore Street, is zoned “C-3” and designated “General Commercial” on the General Land Use Plan. Small commercial structures and parking lots currently occupy this area.

On May 12, 1984, the County Board formally directed staff to “study the feasibility of a townhouse style commercial/residential zone” for the portion of this block zoned “C-3” in order to ensure appropriate transitioning between the Commercial Redevelopment District to the west and the Courtlands neighborhood to the east. Generally, the intent is to establish a new zone to allow four-story commercial/residential structures with parking requirements similar to other Metro-related zoning districts. The Clarendon Sector Plan Review Committee stated that these areas are a particular problem in Clarendon which requires special attention and has recommended that the County Board make the resolution of this issue a high priority. (A new zoning classification allowing office buildings of a townhouse style, “C-TH” was adopted by the County Board March, 1985, see appendix).
Subarea 2: East Clarendon

Map 8

LEGEND

RESIDENTIAL

DENSITY

LOW ___________ 1-10 units per acre

LOW ___________ 11-15 units per acre

LOW MEDIUM ___ 16-30 units per acre

OFFICE-APARTMENT-Hotel

DENSITY

LOW ___________ 3000-4000 s.f. per acre

APARTMENT DENSITY

HIGH ___________ 6000-8000 s.f. per acre

HOTEL DENSITY

LOW ___________ 1000 s.f. per room

COMMERCIAL and INDUSTRIAL

SERVICE COMMERCIAL

Personal and business services (excluding restaurants, taverns, etc.)

GENERAL COMMERCIAL

Shopper goods and other major mixed commercial and residential

COMMERCIAL and OFFICE

Retail and office

PUBLIC and SEMI-PUBLIC

PUBLIC

Parks, parks, squares and pedestrian plazas:

SEMI-PUBLIC

General state and semi-public transportation lines:

GOVERNMENT and COMMUNITY FACILITIES

County, city, and state government and service

MIXED USE

Units that combine residential and commercial uses

NOTES:

1) All structures in this zone will be restricted to

2) The Courty Board has directed that the

3) This type was not be part of the "Typical Commercial

4) Office Use District" (1/16/82)
Subarea 3: South Clarendon

South Clarendon is that portion of the Clarendon Station Area south of 10th Street, North between Washington Boulevard and North Jackson Streets. The area includes portions of the neighborhoods of Ashton Heights and Lyon Park. The Ashton Heights Neighborhood Conservation Plan was approved by the County Board in April, 1976. The Lyon Park Neighborhood Conservation Plan was approved in March, 1973. South Clarendon is characterized by predominantly automobile-related service commercial uses along the 10th Street, North and Washington Boulevard frontages and single-family homes in good condition in the remainder of the area. Several small garden apartment buildings are located in the transition area between 10th Street, North and the single-family homes.

The properties fronting along 10th Street, North and Washington Boulevard, north of 9th Street are designated “Service Commercial” on the General Land Use Plan and zoned “C-3”, “C-2” and “C-1”. In order to accommodate appropriate transitioning between the uses, densities and heights of the Commercial Redevelopment District to the north and the established residential neighborhoods to the south, the County Board on May 12, 1984 formally directed staff to study the feasibility of a townhouse style commercial/residential zone for this area. The intent is to establish a new zone of commercial/residential structures of up to four stories in height with a parking requirement that recognizes the proximity of the Metro Station. The exterior design of these buildings should present the appearance of a residential townhouse structure. (A new zoning classification allowing office buildings of a townhouse style, “C-TH” was adopted by the County Board in March, 1985, see appendix).

South of the “Service Commercial” area between North Garfield and North Irving Streets the General Land Use Plan is designated “Low” (11-15 residential units per acre) with a small area designated “Low Medium” (16-30 residential units per acre). Zoning is “C-2”, “RA8-18” and “R-6” in this area. In addition, the Ashton Heights Greenway from Virginia Square is designated “Public” on the General Land Use Plan and is envisioned as a landscaped open space transitioning between the service commercial establishments and the residential neighborhood.

The remainder of the neighborhood in the South Clarendon subarea is designated “Low” (1-10 residential units per acre) on the General Land Use Plan and zoned “R-5” and “R-6” except for the Clarendon United Methodist Church which is designated “Semi-Public”, and Clay School which is designated “Public” and zoned “S-3A”. The future use of Clay School and its site is undetermined at this time.

South of the “Service Commercial” area between North Irving and North Jackson Streets the General Land Use Plan is designated “Low” (11-15 residential units per acre) with a small area designated “Low Medium” (16-30 residential units per acre). Zoning is “C-2”, “RA8-18” and “R-6” in this area. Existing development in this area includes single-family homes and small garden apartment buildings. This designation allows for future infill of townhouse style residential structures or additional garden apartments.
Subarea 3: South Clarendon

Map 9

LEGEND

RESIDENTIAL

LOW ___ 1-4 units per acre

LOW MEDIUM  _  5-15 units per acre

HIGH  16 or more units per acre

OFFICE - APARTMENT - HOTEL

HIGH  100 or more units per acre

COMMERCIAL and INDUSTRIAL

SERVICE COMMERCIAL

Retail and business services

CONVERSION ONE STORY (MAXIMUM: 75% FAR)

GENERAL COMMERCIAL

Shops, offices, and other major uses of commercial value, including offices
Generally not more than four stories

PUBLIC and SEMI-PUBLIC

PARKS

Public parks, playgrounds, and land for parks

SCHOOLS

Elementary, secondary, and special schools

CIVIL PUBLIC

Community centers, museums, and other service and recreational facilities

GOVERNMENT and COMMUNITY FACILITIES

Courts, police, and other community and public facilities

MIXED USE

LOW DENSITY MIXED USE

NOTES:

[1] All usage in this area will be replaced by
100 feet or larger (1970's/80's)
[2] The City Council has designated a site to study the
feasibility of a large commercial development (see page 37)
[3] The area is part of a Special Commercial
Mixed Use District (PCD-38)
Subarea 4: Central Clarendon

Central Clarendon is the major focus of redevelopment in the Station Area. It is bounded by North Fillmore Street, 10th Street, North, and 13th Street, North. The entire area is zoned “C-3” except for the block bounded by Washington Boulevard, Fairfax Drive and North Highland Street (#1) which is zoned “C 0”. Block #1 is designated “High” Office-Apartment-Hotel (3.8 FAR office/hotel; 4.8 FAR residential) on the General Land Use Plan. This is the site of the Olmsted Foundation Building. The Olmsted Foundation Building and the Clarendon Metro Park, (block #2) which is designated “Public” on the General Land Use Plan, form the focal point for the redevelopment of the Clarendon Station Area. Block #3 is designated “Public” on the General Land Use Plan and is the location of the Clarendon Post Office and a small retail building. Block #4 is the location of St. Charles Catholic Church and School and an automobile dealership. Block #5 is the site of the Clarendon First Baptist Church. Both blocks, #4 and #5, are designated “Semi-Public” on the General Land Use Plan. Blocks #6 and #7 are designated “High” Office-Apartment-Hotel (3.8 FAR office/hotel; 4.8 FAR residential) on the General Land Use Plan. The County Board placed a height limit on blocks #6 and #7 that will restrict new buildings to a height of 110 feet thus reinforcing the focal point nature of the Olmsted Foundation Building block. Block #6 is developed with two office buildings three and five stories in height, respectively. Block #7 is developed with a supermarket and a restaurant. Blocks #8 to #22 are designated “Medium Density Mixed Use” on the General Land Use Plan. This is a new land use designation created during the Clarendon Sector Planning process. Generally, it can be defined as a medium density General Land Use Plan designation which allows mixed retail, office, and residential uses, and tapers heights and densities up from nearby established residential neighborhoods. A new zoning district “C-R” corresponds to the “Medium Density Mixed Use” General Land Use Plan designation. For a discussion of the new zoning district, see the Commercial Redevelopment section. Existing development in areas designated “Medium Density Mixed Use” is largely one and two story service and retail commercial structures. In recent years, vacancy has been high among the retail stores. Many major neighborhood service commercial uses have left Clarendon. Meanwhile, businesses oriented to the Indochinese community and other specialty markets have expanded in Clarendon.

Some vacant properties are also designated “Medium Density Mixed Use”. Block #11 is designated “Public” on the General Land Use Plan along its frontage on 13th Street, North. About two-thirds of Block #18 is designated “Semi-Public” on the General Land Use Plan and is developed with the offices of the Arlington County Fire Department, Fire Station #4, an automobile service station, a bank and the C & P Telephone Company Building.

In general, Clarendon is under-developed at the present time. Many parcels are either developed at levels lower than permitted under the existing “C 3” zoning, or are vacant. The new General Land Use Plan designation and new zoning district have been developed to encourage redevelopment of under-utilized sites while encouraging an urban village character and scale that enhances the focal point building and park site in the center of Clarendon.
Subarea 4: Central Clarendon

LEGEND

RESIDENTIAL

LOW - 1-5 units per acre
MEDIUM - 6-10 units per acre
HIGH - 11+ units per acre

OFFICE - APARTMENT - HOTEL

SERVICE COMMERCIAL

GENERAL COMMERCIAL

PUBLIC and SEMI-PUBLIC

GOVERNMENT and COMMUNITY FACILITIES

MIXED USE

NOTES:
(1) All structures in this area will be restricted to 100 feet in height (30M/82ft).
(2) The County Board has directed staff to study the feasibility of a three-story commercial/Medical/Office
uses for this area (30M/82ft)
(3) This zone other proposals in a "Special Clarendon
Woodbine District" (30M/82ft)
CLARENDON

Commercial Redevelopment
“C-R”
Foremost among the issues investigated in the planning process for the Clarendon Station Area was the commercial zoning district "C-3". About twenty-nine percent (29%) of Clarendon is zoned "C-3". Seventy-five percent (75%) of all property zoned for commercial uses in Clarendon is in this category. The "C-3" zoning district allows commercial and office buildings up to a height of seventy-five feet. No site plan review is required, therefore no improvements, commonly achieved through site plan review, such as undergrounding of utilities or streetscape standards, may be required of the developer.

Historically "C-3" zoning was primarily developed as large-scale retail uses, such as department stores and shopping centers. Staff studies show that by 1981, the demand for office space in close proximity to some Metro stations had made the development of office buildings economically feasible on land zoned "C-3". For example in Rosslyn, land designated "High" Residential (4.8 F.A.R. Residential/3.8 F.A.R. Hotel) on the General Land Use Plan but zoned "C 3" was developed as office space since sufficient office space could be built to preclude development of residential space called for by the Plan. This development demonstrated the need to recognize existing development rights on commercial properties where by-right development might be more economically feasible than development in accordance with the General Land Use Plan.

As part of the review of the General Land Use Plan for the Virginia Square and Clarendon Station Areas in 1982, a new General Land Use Plan designation, "Medium Density Mixed Use", was developed for most of the parcels in Clarendon zoned "C-3". Following this, the County Board directed staff to work with a committee of commissioners, citizens, and commercial property owners to develop a new zoning district which could be used in all areas designated "Medium Density Mixed Use" on the General Land Use Plan.

As a result of the committee work, a new zoning district has been drafted. The purpose of the new zoning classification is: to encourage medium density mixed use development; to recognize existing commercial rights; and to provide tapering of heights between higher density office development and lower density residential uses. The district will be available for use in those areas designated "Medium Density Mixed Use" and zoned "C-3".

Arlington County Zoning Ordinance

SECTION 27A. "C-R" COMMERCIAL REDEVELOPMENT DISTRICTS (adopted May 12, 1984, as written June, 1985)

The purpose of the "C-R" classification is: to encourage medium density mixed use development; to recognize existing commercial rights; and to provide tapering of heights between higher density office development and lower density residential uses. The district is designed for use in the vicinity of the Metrorail stations and, to be eligible for the classification, a site shall be located within an area designated "Medium Density Mixed Use" and zoned "C-3".
The following regulations shall apply to all "C-R" Districts.

A. USES PERMITTED:

1. All uses permitted in the "C 1" District.
2. Art or antique shop.
3. Bird store, pet shop or taxidermist.
4. Department, furniture or household appliance store.
5. Film exchange.
6. Hotels and tourist courts.
7. Indoor swimming pools.
8. Indoor theaters.
9. Interior decorating store.
10. Medical or dental clinics and laboratories.
11. Music conservatory or music instruction.
13. Multi-family dwelling units.

B. SPECIAL EXCEPTIONS:

The following uses may be established subject to obtaining a Use Permit under the procedures established in Section 36.

1. Schools, private, elementary and high, kindergartens and day nurseries.
2. Billiard or pool halls.
3. Indoor/outdoor tennis, racquet and handball courts.
4. Dancing studio.
5. Health clubs.
6. Night clubs and restaurants providing live entertainment including dance halls.
7. Outdoor commercial enterprises including games of skill and science.
8. Outdoor fair, carnival, circus, trade show.
10. Animal hospitals within fully enclosed structures.
11. Unscrenned telecommunications equipment.

C. AREA REQUIREMENTS:

Each lot shall have a minimum area of twenty thousand (20,000) square feet.

D. BULK REGULATIONS:

1. Height Limit: No building, except for penthouses, shall be hereafter erected to exceed fifty-five (55) feet in height, except:
   
   a. When a structure is greater than one hundred and sixty-five (165) feet from a "R" or "RA" Zoning District, height may be increased by one (1) foot for every three (3) feet beyond one hundred and sixty-five (165) feet, up to a maximum height of one hundred and ten (110) feet.

   b. For properties which front on a primary arterial and are within seven hundred and fifty (750) feet of a primary Metro entrance, building heights may be increased to seventy-five (75) feet for the first seventy-five (75) feet of property line fronting on the primary arterial.

   c. All equipment above the roof line shall be screened from view by walls of equal height and similar materials, setback a distance equal to their height from the building edge and height limit line and shall not exceed eighteen (18) feet.
Commercial Redevelopment

2. Floor Area Requirements: Consistent with the provisions of this section the gross floor area permitted shall not exceed the site area multiplied by 3.0. An additional 1.0 F.A.R. is permitted for residential use.

3. Coverage: No building or structure including accessory buildings and all areas for parking, driveways, maneuvering and loading space shall cover more than:

   a. Eighty percent (80%) of the lot area on those portions of blocks that have a height limit of seventy-five (75) or fewer feet.

   b. Sixty-Five percent (65%) of the lot area on those portions of blocks that have a height limit of more than seventy-five (75) feet.

E. STREETSCAPE REQUIREMENTS:

1. The periphery of any site fronting on public rights-of-way shall be landscaped by the provision of curb, gutter, sidewalk, street light, street furniture and other elements, from face of curb to face of building according to the adopted Clarendon Streetscape Plan Standards set forth in the “Urban Design Section” of the Clarendon Sector Plan; provided however that with the approval of the Zoning Administrator, a portion of the public right-of-way may be used to provide the area needed to fulfill these requirements.

2. All aerial utilities on and at the periphery of the site shall be undergrounded with redevelopment or new construction.

3. Surface parking shall not be allowed except for convenience retail, or service commercial. Required parking for townhouse residential may be surface parking. Such parking shall be screened from public plaza areas, public sidewalks, and adjacent sites by landscaping and a four (4) foot masonry wall of similar materials as to the principle structure. Parking for commercial uses shall not be located across the street from or adjacent to a “Low” or “Low Medium” Residential General Land Use Plan designation.

F. PHYSICAL REQUIREMENTS:

Buildings across the street from or adjacent to areas designated on the General Land Use Plan as “Low” or “Low Medium” Residential shall have an exterior appearance that is compatible with residential uses in bulk, coverage, and placement. In addition, other external characteristics such as building materials should be similar.

G. PARKING REQUIREMENTS:

One (1) parking space for each five hundred and eighty (580) square feet of gross floor area. The ratio of compact to full size automobile spaces shall not exceed fifty percent (50%) for each. One (1) parking space for each dwelling unit.

H. LANDSCAPING:

Fifteen percent (15%) of the total site is required to be landscaped open space in accordance with the requirements of Section 32A, Landscaping and the Clarendon Streetscape Plan Standards.

1. ADDITIONAL REQUIREMENTS:

   1. For supplemental regulations, see Section 31.

   2. Loading space to be provided as required in Section 33.

   3. Signs as regulated in Section 34.

   4. Bulk, coverage and placement requirements as regulated in Section 32, unless otherwise stated above.

END
The General Land Use Plan designation for this area is "High" Office-Apartment-Hotel. The County Board has established a height policy of a maximum of 110 feet for structures in this area. (July 13, 1982)
Design Goal

To coordinate the visual and physical aspects of new development with existing features in order to create public and private spaces that will be used by people with a maximum of comfort, utility and amenity.

Design Objectives

In order to achieve this goal, the following design objectives outline the policies for the design of all physical features and systems in the Clarendon area.

1. Establish a unified Clarendon Streetscape Plan that when implemented will set the character or theme for redevelopment of the Clarendon area; the Streetscape Plan should deal in particular with the area designated "Medium Density Mixed Use" and the Commercial Redevelopment District ("C R") zoning category.

2. Preserve the identity of adjacent residential neighborhoods.

3. Provide for separation of at grade pedestrian and vehicular traffic by establishing pedestrian walkways in specific locations throughout the Clarendon Area.

4. Establish coordinated safe pedestrian walkways between adjacent residential neighborhoods and the Clarendon Metro Station.

5. Provide for the redevelopment of Clarendon in such a way that the tapering up of heights and densities from single family neighborhoods to the center of Clarendon is achieved.

6. Eliminate the visual impact of utility wires by placing them underground.

7. To the extent feasible locate service entrances and loading areas by placing them away from major pedestrian walkways, residential areas, and highly active vehicular areas.

8. Provide a comprehensive signage system to make vehicular circulation more efficient and easily understood by the motorist.

9. Establish a theme or identity for the Clarendon Station Area that enhances the unique character of the station area and the special relationship between the focal point and the surrounding area.

10. Clarendon should be designed to promote safety at all hours.

The urban design section contains specific guidelines intended to realize these objectives. These guidelines are organized into the following categories, which comprise the major physical features and systems in the Clarendon area.

1. Clarendon Streetscape Plan

2. Open Space System

3. Circulation Systems

4. Public Utilities

5. Structural Elements

The Clarendon Streetscape Plan will be implemented in most areas by private developers as redevelopment occurs. Arlington County will implement the Streetscape Plan in areas which are slow to redevelop. It is recommended that the County implement the Clarendon Streetscape Plan on the North Highland Street and Wilson Boulevard frontages opposite the Olmsted Foundation Building site concurrently with the construction of the Olmsted Building.

Clarendon Streetscape Plan

The Clarendon Streetscape Plan is centered around the concept of an "urban village" with the Clarendon Metro Station, Clarendon Metro Park, and the Olmsted Foundation Building as its focal point and with pedestrian scale streetscape improvements throughout the Commercial Redevelopment District and other potential redevelopment areas within the Clarendon Station area. The Plan will help establish a detailed, human-scaled environment which is compatible and visually integrated with the surrounding neighborhoods.

The space surrounding the focal point block and the Clarendon Metro Park will be a central area suggestive of
Clarendon Streetscape Plan

- "C-R" Area Boundary
- Designated Focal Point
- Special Pedestrian Connectors
- Boulevards and Buffer Landscaping
- Gateways
- Pedestrian Walkways
- Facade Treatments

Map 13
the towns and villages found throughout history. Special Pedestrian Connectors will be provided between the Metro Station, the Commercial Redevelopment District and the adjacent residential neighborhoods.

Appropriate pedestrian connections between the Commercial Redevelopment District and surrounding neighborhoods will be established through walkways along North Highland Street, North Hudson Street, North Irving Street, and 11th Street, North. The Fairfax Drive Boulevard Concept will be continued along 10th Street, North from the Virginia Square Station Area to reinforce the importance of this thoroughfare as a gateway into the Rosslyn-Ballston Corridor and to reinforce the pedestrian environment at the street level within the Clarendon Station Area. In a similar manner, both 13th Street, North and Washington Boulevard will receive median landscaping and pedestrian streetscaping. Both 13th Street, North and 10th Street, North will provide attractive buffers between the higher density redevelopment in the core of the Clarendon Station Area and the low rise residential development in Lyon Village, Ballston-Virginia Square, Courthlands, Lyon Park and Ashton Heights.

The Clarendon Streetscape Plan consists of the following elements:

- Sidewalks
- Plant Materials
- Street Furniture
- Awnings/Signage
- Facade Treatments
- Lighting
- Utilities

The Clarendon Streetscape Plan:
Typical Treatment

Figure 11

Uni-Decor Sidewalk Paving

Paved Crosswalks

Street Trees with Tree Grates

Awnings

Double-Globe Light Fixtures

Benches

and Trash Receptacles
Aerial View of Clarendon Streetscape

Figure 12
Plan Area with Streetscape Improvements
Clarendon Streetscape Plan
Together, these elements establish a unified theme for the treatment of street frontages within the Commercial Redevelopment District of Clarendon. The Clarendon Streetscape Plan provides a consistent treatment that will harmonize existing development with new development and the designated focal point area.

In order to maintain continuity, visual unity, and a harmonious relationship between the existing and proposed structures in the Clarendon Redevelopment District, the materials used in the public right-of-way need to be consistent. The following is a list of the specifications for each of the Clarendon Streetscape Plan elements:

- **Sidewalks**

  Standard:

  - curb - Arlington County Standard - concrete.
  - paving - Uni-Decor-BLEND - should be used from the base of the building to the back edge of the curb.
  - width - 16 feet wide with trees in grates placed at 30 foot intervals.

  exceptions - where sidewalks front on residential uses they shall be 10 feet wide with trees in grates placed at 30 foot intervals. If streets are closed, the sidewalk stan-
standard shall still be applicable and coordinated with the treatment of the excess right-of-way gained as a result of closing the street.

- **Plant Materials**

  Street trees for major streets shall be as follows:

  The following streets in the Clarendon Redevelopment Area shall use the Willow Oak (*Quercus Phellos*) as the Streetscape street tree.

  1) Wilson Boulevard, Fairfax Drive, Washington Boulevard, 10th Street, North.
     2" - 2 1/2" caliper, clear trunk to 7 feet, 30 feet on center

  Other streets in the Redevelopment District shall have the following street trees.

  2) North Highland Street
     13th Street, North - Zelkova
     Zelkova Serrata
     2" - 2 1/2" caliper, clear trunk to 7 feet, 30 feet on center

  3) All other side streets shall use flowering trees:
     Bradford Pear (*Pyrus Calleryana*), Scarlet Oak (*Quercus Coccinea*), Sawtooth Oak (*Quercus acutissima*), Marshall’s Ash (*Fraxinus pennsylvania lanceolata ‘Marshall’s’*) (2" - 2 1/2" caliper, 10 feet - 12 feet tall, 30 feet on center).

  The tree used for each street will be determined by the first project built on each street. In all cases species shall be consistent on each street.

  Tree Grate - for all trees - Canterbury “French patterned” design, 48” square, cast aluminum, rustproofed.

**Ivy Plantings**

Ivy plantings will be used in place of tree grates at the base of street trees in certain locations in the Commercial Redevelopment District. To strengthen the planting buffer along 13th Street, North Ivy will be planted on both sides of the street and along the east side of North Hartford Street and the west side of North Highland Street north of Wilson Boulevard. It should not be used on streets subject to heavy automobile traffic. Map 15 shows proposed ivy locations.
Ivy Plantings: Locations

**Street Furniture**

Street Furniture within the Medium Density Mixed Use District shall be as follows:

Bench - shall be made of wrought iron with a black finish, and shall be the Standard National Park Service bench or similar.

Bollard - shall be used to direct traffic in specific areas. The bollard used shall be the Spring City Electrical Manufacturing, Inc. Madison style bollard or similar. The bollards if connected shall use black wrought iron 2” chains.
Trash receptacles - shall be placed every 60 feet. Trash receptacles shall not intrude into the pedestrian pathway. The receptacles shall be similar to those used on Pennsylvania Avenue, Washington, D.C., and shall be rustproofed. No other style of trash receptacle will be permitted.

- **Facade Treatments** - all buildings redeveloped on blocks that front onto the designated focal point block shall complement the base of the focal point building by having a two story base area 26 feet tall at the pedestrian level of the building. This base shall consist of facade material whose finish and color is in harmony with the base of the focal point building and adjacent buildings. Brick, stone, stucco or other natural finishes and textures will be used in the base area. If the developer wishes to retain any of the existing facades, in the area surrounding the focal point block, it would be considered as meeting this guideline.

- **Awnings/Signage** - awnings are encouraged for retail uses and/or first floor uses in the (“C-R”) area, particularly along the segments of Wilson Boulevard, Highland Street, and Washington Boulevard that face onto the designated focal point block. Awnings shall be of cloth and permanently fixed to the building facade (black iron supports are suggested). They shall project out from the building facade to a maximum depth of 4 feet and have a maximum height of 6 feet, starting a minimum of 8 feet above the sidewalk. All awning colors and designs shall be left up to the discretion of the developer. The only signage allowed on the facade will be either on the major surface of the awning (the name of the business or major building user) or on the first floor windows. Awning signage shall have a maximum area of 2 square feet for every linear foot of building frontage, and window signage shall have a maximum area of 20% of the total window area. Window signage shall be of a permanent nature (for instance, painted lettering) and not temporary such as paper or cardboard.
Awning Guidelines

Figure 20

- Sign is 2' high and 60' long (120 sq. ft.)
- Sign is 3' high and 40' long (120 sq. ft.)

Window signage: No greater than 20% of window area.

Maximum projection of awning over sidewalk: 4'-0".

Shape & color of awning optional.

Minimum awning height: 8'-0".

16'-0" sidewalk.

Awning area:

- 6'-10" high
- 6'-0" wide
- 16'-0" long
○ **Lighting** - will be achieved by the use of a globe fixture mounted approximately 20 feet above the sidewalk, spaced at a distance on center, which in the opinion of the Public Works Department, achieves an appropriate level of street lighting. Double globe fixtures (painted black) will be used on all streets within the Clarendon Streetscape Plan area except 13th Street, North. The single globe fixture (painted black) will be used on 13th Street, North and in any parks, Special Pedestrian Connectors or plazas (including the interior of the Clarendon Metro Park). The standard County thoroughfare light will not be used to achieve street lighting in Clarendon except possibly at street intersections, where a higher level of lighting will be necessary.

On 10th Street, North (Washington Boulevard to Wilson Boulevard) the double globe fixture shall be used in the sidewalks rather than in the median.

**Lighting Fixtures:**

*Double Globe as per figure 21 or similar.*

**Location:**

All Streets (as above)

*Single Globe of figure 21 or similar.*

**Location:**

13th Street, North (median), any parks, village greens or plazas.

*Wall sconce (single globe of figure 21 or similar)*

**Location:**

Building walls surrounding plazas or open spaces, mounted on walls.

○ **Utilities**

All utilities shall be underground.
Clarendon Open Space System

Urban open spaces are the public and private outdoor areas that people use; walk through or view. Among other things, these spaces can create or enhance a view or vista, complement the shape of a building, provide visual relief from the size and mass of buildings by providing pedestrian connections or serving as a gateway to an area. For the most part, the location of open space and the way it is organized determine how well it will be used. Since urban environments typically have a low percentage of open space, urban open space should be designed to accommodate intensive use. The following map will locate the areas where open space could be located that would enhance the Open Space System of the Clarendon Station Area. Developers should use this as a guide for new development in the Clarendon Station Area.

There are two main types of open space in the Clarendon Streetscape Plan: Special Pedestrian Connectors and gateways. Both are discussed in detail on the following pages.

Special Pedestrian Connectors

These are a series of special linear connections which will open onto the village center area. They will provide good pedestrian access to adjacent residential neighborhoods. Three methods are suggested which will achieve this; they should be explored according to the constraints and opportunities of the particular sites. These methods are: 1) the street may be closed and developed as a linear plaza, 2) the street may be closed at one end with convenience retail parking, and 3) the conversion of a two way street to one way and widen the sidewalk. The use of trees and paving materials may be different from the village center streetscape treatment to emphasize the special function of these pedestrian access routes. Concrete aggregate panels with brick or unidecor dividers are recommended for paving. Trees which emphasize detail and color, such as flowering species, should be used. Either Kousa Dogwood (Cornus Kousa), Bradford Pear (Pyrus Calleryana) or Washington Hawthorne (Crataegus Phaenopyrum) can be used with a minimum caliper of 2" - 2 1/2" and with a height of 8 to 12 feet.

Streets which may be considered for closing and development of Special Pedestrian Connectors are: North Hudson Street between Wilson Boulevard and 13th Street, North; North Irving Street between 10th Street, North and Washington Boulevard; 11th Street, North between North Highland Street and North Fillmore Street (North Garfield Street to remain open); and Fairfax Drive at its junction with Wilson Boulevard (west of Washington Boulevard), leaving its connection with North Kirkwood Road open. This block currently affords an uninterrupted view down Fairfax Drive to the west from the Clarendon Village Center and a view of the Clarendon focal point building from Fairfax Drive in the Virginia Square Station Area. The preservation of this vista will establish a visual terminus to Fairfax Drive in the Clarendon Village center and focal point building. This site is listed as a potential plaza location in the Virginia Square Sector Plan. Streetscape facade treatments shall be continued along either side of the Special Pedestrian Connectors in order to reinforce the pedestrian scale environment.

Also, the intersection of Wilson Boulevard and North Highland Street should be singled out for special treat-
Additional opportunities exist for the creation of open space through the vacation of one or more of the following public right-of-ways: North Garfield Street between Fairfax Drive and Wilson Boulevard; North Garfield Street between 10th Street, North and Washington Boulevard (a plaza could be created at the intersection of Washington Boulevard and 10th Street, North - see Gateways); and on the south half of North Herndon Street between Wilson Boulevard and 13th Street, North; and Fairfax Drive between North Kirkwood Road and Clarendon Circle (see Gateways).
Gateways

In order to announce significant entrances to the Clarendon Commercial Redevelopment area, important gateways shall be given special attention. Map 17 locates those gateways which should be specially treated. The following illustrates the guidelines for the treatment of each specific area.

1. Intersection of Washington Boulevard and 13th Street, North. Emphasize the gateway function by a special landscaping treatment.

   **Gateway 1.**

   ![Gateway 1 Diagram](image)

2. Intersection of Wilson Boulevard and 10th Street, North.

   The Virginia Square Sector Plan suggested this site as a good location for special treatment as a gateway to Clarendon from Virginia Square along Wilson Boulevard. A possible street vacation on North Jackson Street between Wilson Boulevard and Fairfax Drive and a good building setback on the east side of the block could provide a landscaped open space.

   **Gateway 2.**

   ![Gateway 2 Diagram](image)
3. Intersection of Washington Boulevard and 10th Street, North. Building setbacks on the northwest and northeast sides of the intersection can create a landscaped entrance to the area from the east and south. The property bounded by Washington Boulevard, 10th Street, North and North Garfield Street is a good location for this.

Gateway 3. Figure 25

4. Intersection of Wilson Boulevard and North Fillmore Street.

The major entrance to the Clarendon Commercial Redevelopment Area from the east. Emphasize this entrance by special landscaping and/or building setbacks on the east side of Fillmore, to create a "green" space.

Gateway 4. Figure 26

Open Space Guidelines

The most successful urban open spaces respond to human needs rather than architectural form. The success of an urban open space is determined by where it is located and what occurs in the space. No space is too small, but some can be too large for the population they are intended to serve.

The following is a series of guidelines that may be used to achieve a successful open space. These guidelines incorporate principles discussed in William H. Whyte's book "The Social Life of Small Urban Spaces." They apply to both the Special Pedestrian Connectors within the Commercial Redevelopment District and Gateways, as well as, any other public or private open space in the Clarendon Station Area.

1. An open space should be centrally located to the population it will serve. In some cases an open space may serve workers during the day and residents in the evening.

2. Open spaces should be strongly linked to existing and future pedestrian circulation areas, either by surrounding the circulation area or being directly connected to it. Open spaces should be encouraged in high-volume pedestrian areas.

3. Open spaces should be very visible and located at-grade or not more than two feet in vertical distance from the public sidewalks. These open spaces should have access to public sidewalks at frequent intervals in order to function as an expansion of the sidewalk.

4. Open spaces should be closely linked with existing and future retail areas.

5. Open spaces should offer a variety of sun and shade so that users have flexibility and choice as to where they may sit.

6. There should be flexibility in seating patterns incorporated into each open space. These may include ledges, loose chairs, grass, retaining walls, and planters, as well as stationary furniture.

7. When stationary, furniture used in open spaces should be simple in design, constructed with
durable materials, and coordinated with nearby street furniture and buildings. The bench used in the public open spaces and plazas should be primarily constructed of wood with cast-iron supports. An example of an acceptable style is the bench frequently used by the National Park Service.

8. Open spaces should incorporate special visual focal points or views. These may include sculpture, fountains, statues, performing stages, and historical details.

9. Open spaces should have pick-up food services close by.

10. Open spaces should be designed for a variety of public activities. Consideration should be given to accommodating concerts, magic shows, dancers, plays, art shows, outdoor cafes and food vendors.

11. Open spaces should be well maintained. Trash should be collected often, hard surfaces be kept clean, grass and shrubbery trimmed, flowers weeded and watered, and any vandalism promptly repaired.

12. Open spaces for public use should have a minimum area of 750 square feet.

13. Open spaces should contain a minimum of one tree per 500 square feet, one linear foot of seating per 30 square feet, and 150 square feet of grass or ground cover per 1,000 square feet of plaza area. Paving patterns and materials should be coordinated with adjacent buildings and sidewalks. Open spaces should include shade trees.

The following guidelines aim toward the development of attractive and functional open space facilities which provide visual interest and serve the recreational and leisure needs of workers, shoppers and residents.

14. All open space should be pedestrian-oriented and include appropriate facilities such as seating areas, planters at an appropriate pedestrian scale for sitting, and other necessary street furniture.

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

16. All open space areas should be highly visible to the pedestrian in order to relieve the enclosed feeling which could result from the construction of high and mid-rise structures.

17. A special public feature displaying the name of the Station Area, such as a clock, should be constructed adjacent to the Metro Station to aid in identification of the Clarendon Station Area.

18. Seating areas should be located in both sunny and shady locations to encourage their use by a variety of people.

19. Plant Material should be selected for its ability to adapt to the situation and provide pedestrian-scale elements to the environment.

20. Street trees should provide shade for both the street and the sidewalk. They should have pruned canopies sufficient enough in size to prevent interferences with passing vehicles.

21. Sidewalk cafes, attractive signing, kiosks, outdoor cultural activities and special lighting should be used to provide for a variety of activities within the various plazas of the Clarendon Station Area.

**Boulevards**

In order to emphasize its importance as a gateway to the Metro Corridor, 10th Street, North will continue the Fairfax Drive Boulevard Concept. Like Fairfax Drive, 10th Street, North will have medians planted with Little Leaf Lindens, 30 feet on center, and Hexe azaleas, 2.5 feet on center. Willow Oaks 30 feet on center in tree grates (see Clarendon Streetscape Plan for specifications) shall be used adjacent to the sidewalks on either side of 10th Street, North. Uni-decor (BLEND) pavers shall be used as the paving material. Sidewalk widths shall be 12 feet plus a planting strip of 4 feet in width.

Although 13th Street, North is not a major thoroughfare through the Clarendon Station area, it shall be landscaped with a special design treatment that reinforces it as a buffer between the neighborhood and the redevelopment area. White Dogwood (Cornus Florida), 20 feet on center, and Japanese Holly "Green Lustre" (Ilex "Green Lustre"), 20 feet on center, shall be used for the 13th Street median from North Jackson Street to
North Highland Street. The sidewalk width on the south side of 13th Street, North shall be 10 feet including 4 foot planting strip with street trees in grates.

Boulevards/Buffers: Locations

Map 18

Extension of Fairfax Drive Boulevard
Along 10th Street North

Figure 27
Circulation Systems

One of the major considerations in the Clarendon Station Area is to ensure that circulation systems can function with a minimum of conflict and in a coordinated manner. The efficient parking of passenger vehicles is particularly important in Clarendon. The following guidelines aim toward achieving this goal as well as providing a safe and coordinated circulation system.

Parking and Storage of Vehicles

1. Parking garages and underground parking should be encouraged to reduce the demand for on-street parking. Surface parking should be discouraged.

2. Encourage short term convenience parking for retail uses and prohibit parking on major streets during rush hour.

3. Parking garage entrances should be designed to minimize interruption of block faces and street frontages.

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

5. Bicycle storage facilities should be included with proposals for new residential and office construction. Storage facilities should also be provided with planned improvements to public facilities.

Pedestrian

6. In those areas that do not fall within the Commercial Redevelopment Area, sidewalks should be constructed to meet or exceed the Standards of the Master Walkways Policy Plan by providing a continuous adequate walkway system to all major facilities.

Additionally, special pedestrian walkways and crosswalks, both paved according to Clarendon Streetscape Plan standards, will extend from designated streets within the Commercial Redevelopment Area into surrounding neighborhoods.

7. Safe, convenient pedestrian access should be provided between adjacent residential areas and the Clarendon Metro Station and focal point block.

The west side of North Highland Street from 9th Road, North to 13th Street, North shall have a walkway paved with uni-decor BLEND pavers and tree grates 30 feet on center (for grates & trees - see Clarendon Streetscape Plan, page 54). Walkway widths shall be determined according to Clarendon Streetscape Standards (sidewalks, page 53) where the walkway is in the Commercial Redevelopment District, and according to Table 6: Walkway Standards elsewhere. North of 13th Street, North and south of 9th Road, North, tree grates may be omitted and the planting strip may be grass. Additionally, pedestrian lighting north of 13th Street, North and south of 9th Road, North on Highland Street should be coach style lighting to be in keeping with the residential nature of these blocks. Also, the paving treatment shall be extended across all streets crossed by the walkway.
Table 6
Walkway Standards

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Sidewalk</th>
<th>Planting &amp; Utility Strip</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low Density Residential (Single Family)</td>
<td>4 feet</td>
<td>4 feet</td>
</tr>
<tr>
<td>Medium Density Residential (Townhouse, Low-Rise Apartment, Local Commercial and Service Districts)</td>
<td>6 feet</td>
<td>4 feet</td>
</tr>
<tr>
<td>High Density (High-Rise Apartment, Commercial and Office)</td>
<td>10-20 feet</td>
<td>4 feet</td>
</tr>
</tbody>
</table>

*16 feet in the Commercial Redevelopment District, "C-R".*

Crosswalks

Figure 29

8. In order to announce to motorists the presence of a pedestrian crosswalk, crosswalks shall be paved in uni-brick red pavers at the following intersections: "Clarendon Circle" (intersection of Washington Boulevard, Fairfax Drive, Wilson Boulevard & North Irving Street) across all streets at the intersection of Washington Boulevard and 10th Street, North; and the intersection of North Hudson Street and 13th Street, North.

9. Interruption of pedestrian walkways by driveways should be minimized by locating them on side streets.

10. Curb ramps, as well as other needs for the handicapped, should be incorporated into all public facilities.

Both the north and south sides of Washington Boulevard from North Highland Street to North Edgewood Street shall receive the same treatment as North Highland Street.

The North side of 11th Street, North from Highland Street to North Danville Street, shall also receive the same treatment as Highland Street, with the exception that the street tree used shall be Bradford Pear (Pyrus Calleryana). Sidewalk width from North Fillmore Street to North Danville Street shall be 10 feet wide plus a paved planting and utility strip 4 feet wide.
Public Utilities

This category includes physical elements that are located in the public right-of-way (such as electrical and telephone lines and poles, traffic regulating devices and signs, as well as trees and street furniture) and public spaces. The proximity of these elements to major thoroughfares and public spaces has a great impact on the visual image of the area. These elements have different functions and require different types of treatment; a major effort should be made to coordinate their appearance and in some cases to disguise it. The following guidelines summarize the type of considerations that should govern the design of public and private utilities to insure an attractive and coordinated public space.

1. The placement of electric, telephone and other utility services shall be underground. When this is not feasible, aerial utilities should be placed along rear lot lines, alleys, or similar areas with low visibility.

2. Public utilities, poles, signs and street furniture should be placed within the designated planting strip and should not obstruct or overhang the pedestrian sidewalk area.

3. Information should be consolidated on common poles or as few poles as possible.

4. In development within low density residential areas, a coach style lighting fixture should be used to maintain a residential character and to distinguish between single family neighborhoods and more intense land uses near the Metro Station.

1. The placement of electric, telephone and other utility services shall be underground. When this is not feasible, aerial utilities should be placed along rear lot lines, alleys, or similar areas with low visibility.

2. Public utilities, poles, signs and street furniture should be placed within the designated planting strip and should not obstruct or overhang the pedestrian sidewalk area.

3. Information should be consolidated on common poles or as few poles as possible.

4. In development within low density residential areas, a coach style lighting fixture should be used to maintain a residential character and to distinguish between single family neighborhoods and more intense land uses near the Metro Station.
5. Newspaper coin-op boxes shall be grouped together on a pad at block corners or pedestrian crossings.

6. Arcades should be carefully coordinated with adjacent sidewalk plazas or other areas of interest and should not interfere with the pedestrian traffic flow. They shall not be considered part of the sidewalk width standard.

7. Planting strips along sidewalks in high use pedestrian areas in addition to the Commercial Redevelopment District area, should be treated with pavers or other permeable, durable materials.

8. Street trees on the public right-of-way should be planted in accordance with "Administrative Regulation 4.3 : Tree Planting Program of Public and Private Property." Street trees should be placed in accordance with the following plan in order to insure variety in color, size and intensity of shade, and canopy. Once a particular species has been established along a street, all efforts should be made to continue the species for the entire length of the street. A major effort should be made to provide street trees throughout the station area.

In addition, the tree pit within which the tree is placed shall meet special requirements in order to insure a better survival rate and longer life span for the adverse conditions faced by urban trees (see fig. 36 for specifications). The tree pit shall include:

- a minimum depth of 3 feet
- backfill of high quality topsoil
- a simple drainage system
- utilities shall be located so that they will not conflict with tree installation or removal.
9. The following street trees shall be used on all study area streets outside of the Commercial Redevelopment Area.

Willow Oak (Quercus Phellos) Japanese Zelkova (Zelkova Serrata) Northern Red Oak (Quercus Borealis) Londonplane Tree (Platanus Acerfola) Scarlet Oak (Quercus Coccinea) Little Leaf Linden (Tilia Cordata)

10. Tree grates should be used within the Commercial Redevelopment District and all high use pedestrian areas (including Washington Boulevard, 13th Street, North, Wilson Boulevard, 10th Street, North and Fairfax Drive). Tree grates should have openings small enough to prevent trash from falling through the grates. See Figure 36.

11. All other trees to be planted in regular tree-lawn areas should follow the guidelines in Figure 36.

12. Inconsistent treatment of sidewalk surfaces is discouraged once redevelopment establishes a style in a particular block. New development in Clarendon should include sidewalk surfaces that are consistent with the Clarendon Streetscape Plan, and should extend for a complete block face.

13. Street furniture used outside the designated Clarendon Streetscape Plan Area should be functional, simple in form, and constructed of durable materials. Street furniture should be coordinated throughout an individual project. Seating should generally be oriented towards pedestrian facilities, plazas or other areas of interest.

14. Street furniture, utility fixtures, mounting materials and equipment, should be painted non-gloss black to the extent feasible.

When trees are placed in planters they should be grouped rather than placed individually.

---

**Structural Elements**

Structural Elements is the general category including the major part of what physically exists in the urban environment. This category consists mainly of buildings, which dominate the urban scene, but also consists of such items as lamp poles, signs, walls and trees. The following guidelines aim toward ensuring a coordinated and unified urban environment:

---

![Figure 35](image-url)
**Tree Planting**

**Plan View of Tree Grate**

- Curb & Gutter
- Tree Grate
- Street
- Tile Drain
- Sidewalk
- Filing

**Typical Shrub Planting Detail**

- Planting Detail
- Pull back burlap from top ⅓ of ball
- 4" earth saucer at base of planting bed
- 3" deep mulch
- Existing subgrade
- Typical mix
- Gravel
- Tile drain

**Note:** Top of shrub root ball to bear same relationship to finished grade as it did to grade in nursery.

**Typical Street Tree Planting Detail**

- Tree Wrap
- Remove burlap from top ⅓ of root ball
- Gravel or sand fill to bottom of grate
- Support channel
- Concrete and grout

**Note:** Planting shall be according to Arlington County Public Works Tree Planting and Tree Grate Installation Details and General Standards for Tree Planting.

*Backfill mix shall consist of ⅓ clean existing soil, ⅓ sand & ⅓ peat moss*
4. High density commercial and residential projects adjacent to low-rise residential areas should provide effective transition by using plant materials, open space, topography, tapering of building heights, balconies, walls and fencing. This is consistent with the general concept of tapering building heights up from residential neighborhoods to the core area near the Clarendon Metro Station.

5. Architectural facades and other details which are added to revitalize or renovate a structure should be compatible with the character of the structure.

6. Mechanical equipment should be screened and placed where it will not disrupt the sidewalk area.

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

8. Underground parking facilities should be provided for all buildings. Where impossible to park underground, any at-grade parking facilities should be screened from adjacent residential areas by use of dense plant materials, topography, and walls.

9. Signs, lighting, windows, paving and plant materials should be coordinated along an entire block face. Changes in type or placement of these elements within a block face should be discouraged.
10. At least 50 percent of all building facades at street grade should be designed with storefront windows, open glass, or other transparent treatment and should not be obscured from public view.

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

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

13. Trailblazers should be used to direct vehicular traffic to public and semi-public places and events. These should be coordinated with other information on existing poles or incorporated into a new pole standard that is part of the overall Rosslyn-Ballston Corridor sign system.
14. Neighborhoods shall be well defined so that they are separate from commercial areas. Neighborhoods shall be identified with signage located at the entrances to each of the neighborhoods. The development of these signs shall be addressed in the Neighborhood Conservation planning process.
Transportation
Transportation planning is an integral part of planning for the Rosslyn-Ballston Corridor. As a result of technical studies, plans have been approved for transit, thoroughfares, walkways, and bikeways. These plans support the kind of community envisioned in the General Land Use Plan.

This section presents a summary of the existing and planned transportation networks in the Clarendon Station Area. In general, the approved plans envision retention of much of the existing street system. Modifications to the system including new streets, operational changes, and streetscape improvements are planned.

Goals for Transportation Planning in Clarendon

1. To provide for a safe and efficient flow of vehicular traffic to and through the Clarendon Station Area on major thoroughfares which are well designed and landscaped.

2. To discourage "commercially-oriented" vehicular traffic and "thru" traffic from using residential streets.

3. To discourage traffic that does not have a destination or origin in the Rosslyn-Ballston Corridor from using the Corridor street network.

4. To encourage and facilitate the use of Metro and other public transportation.

5. To provide adequate, safe and attractive pedestrian facilities in the Clarendon Station Area.
Clarendon Metro Station

Figure 45

PLAN VIEW

- Route 38 to Ballston
- Route 24 to Arlington Hospital
- Route 38 from Rosslyn
- Route 24 from South Arlington

SECTION A-A

*Bus Routes
Transit System

The Washington Metropolitan Area Transit Authority (WMATA) provides transit service in Arlington including both rapid rail and bus operations. At present, transit service is provided along east/west corridors by bus routes which generally terminate at the Ballston and Pentagon Metro Stations. The majority of bus operations in North Arlington form a feeder system for the five major Metrobus lines. Route 38 travels the length of the Rosslyn-Ballston Corridor, across Key Bridge to the District of Columbia. On weekdays, Route 24 provides service connecting Tysons Corner and the Pentagon, via Ballston. Although there may be changes in frequencies and termini, it is expected that there will continue to be two bus routes serving Clarendon, one in an east-west direction along Wilson Boulevard, and the other traveling north-south along Washington Boulevard.

The Clarendon Metro Station has been designed as an urban station, with no automobile parking provided specifically to serve the Metro Station. Access is, and generally will continue to be by walking, with some bus access, automobile drop-off (“Kiss and Ride”) and bicycle access. Escalator access to the station is provided at the corner of Wilson Boulevard, North Highland Street and Fairfax Drive (unconstructed). Handicapped access is also provided at this Station near the center of the planned Clarendon Metro Park.

The Clarendon Metro Station has two subsurface levels. The first subsurface platform level is constructed with knock-out panels which may be connected to future pedestrian tunnels as redevelopment occurs. One of these knock-out panels will be used to provide access to the south side of Fairfax Drive (unconstructed) by a tunnel, to be constructed as part of the planned Olmsted Foundation Building.

Approved Plan: Master Thoroughfare Plan

The Master Thoroughfare Plan defines the overall street system planned in Arlington. It designates the major components of the street network, listing primary and secondary arterials, highways and expressways (controlled access facilities), bikeways (alternative transportation uses), distributor streets and collector streets.

The Master Thoroughfare Plan underwent major revision in 1975 in response to changing needs and conditions in the County. Several amendments have been made to this Plan, the latest of which was in 1983. The adopted Plan identifies countywide transportation needs based upon growth forecasts and provides an inventory of existing community facilities, establishes County transportation goals for the future and chronicles the changes required to accommodate intra-county, regional and interstate multi-modal travel. The location of five Metrorail stations in the Rosslyn-Ballston Corridor and the market for new development likely to result created the need for a more indepth study of the Corridor to assist in the formulation of policies and programs to promote orderly growth. In 1979, a study was produced entitled Access to Metrorail Stations in the Rosslyn-Ballston Corridor.

Between 1979 and the end of 1981, the estimate of net new commercial development for the Rosslyn-Ballston Corridor, excluding Rosslyn, had changed from 4.1 to 9.2 million square feet. Rough estimates of the impact of a change of this magnitude on the street system showed a serious deficiency in street capacity. In 1982, the Traffic Engineering Study of the Rosslyn-Ballston Corridor was produced by J.H.K. & Associates, reassessing the ability of the street network, including the planned thoroughfare improvements, to accommodate the forecast traffic growth. The consultant's study assumed I-66 was built and HOV-4 regulations would be in effect. The following is a description of how the study was conducted:

- Projected land use for the Year 2000 was assumed, using projections from the Metropolitan Washington Council of Governments (M.W.C.O.G.). Some 11 million square feet of new commercial development was projected for the Rosslyn-Ballston Corridor of which about 2.56 million would be in Clarendon.

- M.W.C.O.G. used its computer models to generate weekday traffic on arterial street links. The model generally uses relative travel time and cost to estimate the split between auto and transit, and assigns vehicular traffic to the arterial street network according to the assumed minimum time path. Use of the M.W.C.O.G. models resulted in about fifty percent of the person-trips via transit, and vehicular trips based on an average auto occupancy of 1.5 persons. Today, transit modal share is less than twenty
percent, and auto occupancy in the Rosslyn-Ballston Corridor is about 1.3 persons per vehicle.

- Conditions between the year 2000 and 1980 will contrast considerably. As more rail segments become operational, ridership and transit modal share will increase.

- Two sets of data on transit modal splits for the metropolitan area (M.W.C.O.G. simulation and 1980 U.S. Census) are presented in Tables 8 and 9. The Clarendon and Rosslyn-Ballston Corridor modal splits are not available. A 1983 cordon line count in Virginia (entering Rosslyn) revealed a 39% transit share for trips to the District.

- Based upon a forecast of daily traffic on arterial streets and the existing traffic count data, the consultant for the study produced daily traffic estimates on non-arterial streets in the area, and peak hour turning movements at intersections.

- For each signalized intersection, the consultant produced estimates of service level, assuming the intersection configuration as designated by the Master Thoroughfare Plan. The method for determining level of service was the critical lane method. This method computes whether there is enough time per traffic signal cycle to accommodate the vehicular volumes at all approaches, irrespective of signal phasing splits and sequence.

The conclusions of this study are:

- Although the level of service in the Rosslyn-Ballston Corridor is projected to be much lower than today overall, the network as planned in the Master Thoroughfare Plan will offer an acceptable level of service, much like that in many crowded downtown areas.

- There are a number of key intersections where service levels will be critical. In Clarendon, the intersections of 10th Street, North with Washington and Wilson Boulevards, and North Highland Street with Fairfax Drive (A.M. rush-hour peak) and Wilson Boulevard (P.M. rush-hour peak) will be critical and susceptible to delay. The intersection of 10th Street, North and Wilson Boulevard will not offer an acceptable service level unless a tandem left turn lane to westbound Wilson Boulevard is provided.

The study refuted the notion suggested by rough estimates that major changes were needed to the Master Thoroughfare Plan. Because no changes to the Master Thoroughfare Plan were considered appropriate, no formal action on the document was proposed or taken.

Map 20 presents the Master Thoroughfare Plan for Clarendon as revised in 1975 and amended through 1983. The primary arterials, Wilson Boulevard, Fairfax Drive and 10th Street, North provide east/west traffic movements through the center of the Station Area, while serving commercial and residential areas on either side. South of 10th Street, North are the residential streets of Lyon Park and Ashton Heights. These residential streets serve the residences and are not thoroughfares. North of 13th Street, North and Wilson Boulevard the Station Area is served by the residential streets of Lyon Village. A short section of North Highland Street serves as a north/south distributor street through Clarendon, while Key Boulevard and 13th Street, North serve as collector streets through the Lyon Village Neighborhood. With completion of construction on the Wilson Boulevard-Fairfax Drive one-way pair and reconstruction of Wilson Boulevard west of Washington Boulevard as redevelopment occurs, the major street system will generally reflect the approved plan for the Station Area.

Until the spring of 1983, the Master Thoroughfare Plan designated the intersection of Wilson Boulevard and Washington Boulevard for a grade separated interchange. The County Board in the Spring of 1983 deleted the concept of a grade separated interchange from the Master Thoroughfare Plan. Need for improvements at this intersection will be reassessed as part of the next update of the Master Thoroughfare Plan. Some improvement of Washington Boulevard from 13th Street, North to Wilson Boulevard can be expected.
Master Thoroughfare Plan

Number of Travel Lanes
(Change from Existing Situation)

Primary Arterial
Secondary Arterial
Distributor Street
Collector Street

0 100 300 600 1200

NORTH
Thoroughfare Improvement Projects

2. Fairfax Drive to be constructed with the Olmsted Building in 1985.
3. Wilson Boulevard will be widened to 6 lanes as redevelopment occurs.
Implementation

Fairfax Drive between North Highland Street and Washington Boulevard will be constructed by the developer as part of the Olmsted Building project. Fairfax Drive will be part of a one-way pair with Wilson Boulevard between Clarendon and Rosslyn. Wilson Boulevard will be used for westbound traffic while Fairfax Drive will carry eastbound traffic. The segment of the one-way pair from North Veitch Street to North Danville Street will begin construction in 1984. The segment from North Veitch Street to North Uhle Street will be completed as development proceeds.

Wilson Boulevard will be widened to three lanes in each direction west of Washington Boulevard. This will be achieved as redevelopment occurs along Wilson Boulevard.

The landscaping of the traffic island at the intersection of Washington Boulevard and 13th Street, North is proposed for funding in the Capital Improvement Program in FY 1987 at a cost of $10,000. This project is intended to enhance the community by buffering incompatible land uses, and softening the visual impact of existing streets and thoroughfares. Realignment of westbound Washington Boulevard to the south is an alternative solution. This could provide a better intersection with 13th Street, North and increase the size of the blocks on the north side of Washington Boulevard. The Clarendon Sector Plan Review Committee recommended that westbound Washington Boulevard be realigned to the south to provide a better intersection with 13th Street, North.

The Clarendon Sector Plan Review Committee recommends that the Fairfax Drive Boulevard Concept, approved in the Ballston and Virginia Square Sector Plans, be extended along 10th Street, North through Clarendon, and that 10th Street, North be renamed Fairfax Drive. In addition, the Committee recommends that the eastbound portion of the one-way pair (Wilson Boulevard and Fairfax Drive) between Clarendon and Rosslyn be renamed Clarendon Boulevard or Madison Boulevard.

Thoroughfare System: Existing Conditions

The Clarendon Station Area has good accessibility and is well served by the existing street network. Wilson Boulevard, Fairfax Drive, and 10th Street, North are the major east/west routes providing good access to Ballston and the Custis Parkway (I-66) to the west, and Court House, the District of Columbia and Rosslyn to the east. Washington Boulevard, and North Kirkwood Road are the major north/south routes connecting Clarendon to Lee Highway (Rt. 29), Arlington Boulevard (Rt. 50), and I-395. Major vehicular routes which offer high speed alternatives to using Wilson Boulevard and Fairfax Drive to cross the Rosslyn-Ballston Corridor in an east-west direction are Arlington Boulevard (Rt. 50) and Custis Parkway (I-66). Map 22 shows the existing street system in the Clarendon Station Area. Map 23 shows the average daily traffic volume in 1981 and the projected future average daily traffic volume. Approved plans largely support retention of this network; however, some improvements, such as turn lanes and streetscape, may need to be made on existing streets.
Existing Street System

Map 22

- Major pedestrian-vehicular intersections
- Number and Direction of Travel Lanes
- One-way leaving intersection
- One-way entering intersection
Present and Projected Daily Traffic Volume

Source:
"Traffic Engineering Study of the Rosslyn-Ballston Corridor", JHK & Associates

* Information not available
Residential Neighborhoods

**Lyon Village**

Lyon Village, located west of North Veitch Street and east of Kirkwood Road between Wilson Boulevard and Lee Highway lies in both the Clarendon and the Court House Station Areas. Because of its location between two major commuter streets, Lyon Village historically experienced heavy street traffic during peak travel times as commuters attempted to short-cut through the neighborhood. The Lyon Village Neighborhood Conservation Plan provided that alterations be made to the street pattern to reduce traffic levels on residential streets. Alterations have included the narrowing of intersections by the construction of curb-extending nubs, rerouting of traffic through existing intersections by altering curbs, the closing of some streets to "thru" traffic and redirection of traffic on particular streets during peak travel times by using signs. Lyon Village, to date, has successfully implemented approximately ninety percent of its original traffic management plan.

**Lyon Park**

Lyon Park, located south of 10th Street, North between Arlington Boulevard and North Irving Street lies in the southern portion of the Clarendon Station Area. The Lyon Park Neighborhood Conservation Plan was developed in 1973 with a recognition of the problem of the incursion of automobiles into the community. The plan identified major traffic problems that related to "thru" traffic movements, overflow parking from Clarendon, awkwardly designed street intersections and inadequately improved streets. Some of the original recommendations relating to those problems have been successfully completed. However, at the present time, the community realizes that the impact of the redevelopment of Clarendon requires that additions be made to the original conservation plan. Particularly important factors are: continued protection of residential streets from future expansion; and pedestrian safety considerations, especially at the intersections of North Highland Street and 10th Street, North; North Highland Street and Washington Boulevard; and Washington Boulevard and 10th Street, North. Proposals for crosswalks, restricting access, eliminating turns, permit parking, completing the access road parallel to Route 50, and eliminating "thru" traffic into Lyon Park from Route 50 are currently being developed.

**Ashton Heights**

Ashton Heights, is bounded by Wilson Boulevard and 10th Street, North on the north, North Irving Street on the east, Arlington Boulevard (Rt. 50) on the south and Glebe Road on the west. Located predominantly in Virginia Square, portions of Ashton Heights also lie in both the Clarendon and Ballston Station Areas. Ashton Heights is a quiet residential community of single-family homes, garden apartments, duplexes and mixed commercial establishments. The Ashton Heights Neighborhood Conservation Plan provides recommendations that further the realization of comprehensive planning in the Rosslyn-Ballston Corridor, as well as, conservation of the Ashton Heights neighborhood.

**Ballston-Virginia Square**

Ballston-Virginia Square is the area bounded by Wilson Boulevard, Kirkwood Road, Custis Parkway (I-66) and Glebe Road. The Ballston-Virginia Square Neighborhood Conservation Plan was endorsed by the County Board in February, 1984. The Plan supports preservation and conservation of the residential neighborhoods and the coordinated redevelopment of commercial areas under the direction of the Ballston, Virginia Square, and Clarendon Sector Plans.

**Courtlands**

Courtlands is bounded by Wilson Boulevard on the north, Court House Road and Arlington Boulevard (Route 50) on the east, 10th Street, North on the south and North Highland Street on the west. Located in both the Clarendon and Court House Station Areas, Courtlands is dominated by mixed commercial establishments in the eastern portion of Clarendon (i.e., Sears, Clarendon Center), and the government center complex in the Court House Station Area. The Courtlands Civic Association has not actively participated in the Neighborhood Conservation Program, however, the civic association is very active in the planning process for both the Clarendon and Court House Metro Station Areas.
Residential Neighborhoods

- Ballston
- Virginia Square
- Lyon Village
- Ashton Heights
- Courtlands
- Lyon Park

Clarendon Station Area Boundary
Potential Street Closings

Citizens and developers are often interested in knowing which streets are essential to traffic flow and which streets may be closed and used for other purposes. Closing of unneeded streets can provide greater flexibility for site consolidation and development in that the right-of-way from closed streets may be vacated and conveyed to private ownership or used for public open space and pedestrian malls.

The transportation plans for Clarendon have identified a number of local streets which may be closed and/or potentially vacated. These local streets are shown on Map 25. In the area between Wilson Boulevard and 13th Street, North the following local streets have been identified for possible closings: North Herndon, North Hudson, North Irving and North Ivy Streets. However, some of these four streets should not be closed in order to maintain adequate traffic circulation. Between Wilson Boulevard and Fairfax Drive either North Garfield Street or North Fillmore Street may be closed or vacated. In addition, 11th Street, North between North Highland and North Fillmore Streets may be closed. However, the segment of 11th Street, North between North Fillmore and North Garfield Streets may be more difficult to close since North Fillmore Street does not open to Washington Boulevard.

In the area between Washington Boulevard and 10th Street, North, North Garfield Street may be closed. North Irving Street between Washington Boulevard and the property line of the C & P Telephone Building may be closed. Fillmore Street between Washington Boulevard and 9th Street, North may be closed, as well.

In addition to the streets shown on Map 25, many alleys may be considered for closing and vacation. Although the full segments of streets which may be closed and vacated are shown, the actual street closing design and extent of vacation will be based upon the specific access needs of site plans which reflect consolidations. Street closings and vacations require careful review to insure that local access needs and utility easements are maintained. Vacations are approved by the County Board at public hearings in response to specific requests.
Potential Street Closings

1. Either North Garfield or North Fillmore may potentially be closed.
2. May be difficult to close.
3. Some of these streets may be closed north of Wilson Boulevard but not all streets shown.
Bikeways

Arlington County has an extensive system of bikeways serving both commuter and recreation purposes. Through the Master Bikeway Plan the County Board has approved the extension of the bikeway system to most of the Metro stations. In the Clarendon Station Area the bikeway system extends from the Metro station, north along North Highland Street across Wilson Boulevard to the intersection with North Hartford Street; north along North Hartford Street to the intersection with Key Boulevard; then east along Key Boulevard toward Key School and west along Key Boulevard towards Page School. Lyon Park has suggested that the bikeway be extended south from the Metro station along North Highland Street to 7th Street, North, east on 7th Street, North to North Edgewood Street and west along 7th Street, North to North Quincy Street and along 6th Street, North to connect with the Ashton Heights Bikeway. Map 26 presents the bikeway system in the Clarendon Station Area.

Walkways

As discussed in the Urban Design Section, the development of safe, functional and attractive walkways is a key element in the redevelopment of Clarendon. This section summarizes the condition of the existing sidewalks within Clarendon. Proposed sidewalk standards and design are presented in the discussion of the Clarendon Streetscape in the Urban Design Section. Map 27 presents the existing sidewalks in the Clarendon Station Area.

Neighborhood Conservation Bond funds are available for curb, gutter, and sidewalk improvements in residential areas with approved Neighborhood Conservation Plans. The walkways in the commercial area of Clarendon can be implemented by private developers during the redevelopment process. Since all redevelopment projects within the "C-R" zoned area of Clarendon shall be required to follow a special streetscape policy, this expanded walkway policy will set an overall theme of quality pedestrian facilities and streetscape treatment. The Clarendon Streetscape Plan, as shown in the Urban Design Section, provides safe and convenient walkways or areas for pedestrian movement. The Clarendon Streetscape Plan will include metal grates for trees, coordinated paving, attractive and functional street furniture, and pedestrian level lighting.

Map 22 presents the street intersections in Clarendon where pedestrian/vehicular conflicts presently exist. A high priority should be given to resolving these conflicts in favor of pedestrians with the use of signals and architecturally treated crosswalks.
Bikeways

Map 26

- Existing Bikeways
- Suggested Bikeways

Legend:
- Existing Bikeways
- Suggested Bikeways

Scale:
0 100 300 600 1200

Legend:
- Existing Bikeways
- Suggested Bikeways

Scale:
0 100 300 600 1200

Legend:
- Existing Bikeways
- Suggested Bikeways

Scale:
0 100 300 600 1200

Legend:
- Existing Bikeways
- Suggested Bikeways

Scale:
0 100 300 600 1200

Legend:
- Existing Bikeways
- Suggested Bikeways

Scale:
0 100 300 600 1200
Walkways

Transportation

Map 27

Sidewalk
Physical Condition

- - - - Good
XX Poor

None

Tree Root Problem

NORTH
Parking

This section describes the existing parking facilities in Clarendon and provides a summary of available information on future demand. The Olmsted Building (presently under construction), at the intersection of North Highland Street, Wilson Boulevard and Washington Boulevard, will provide on-site structured parking that will serve the needs of its tenants. As redevelopment occurs new buildings will provide structured parking to meet their individual parking needs.

Existing Conditions

The Clarendon Station Area is generally planned for medium density mixed use development, except for three central blocks which are planned for high density office space development. Much of Clarendon is currently being used for surface parking lots either for shoppers and office users, or the storage of cars by automobile dealers. Sears has the largest amount of surface parking on one site in Clarendon.

Most of the parking areas are located in surface lots and represent a temporary use of land in the Metro Station Area. In general, these parking lots have been constructed on either vacant land or on land where marginal structures have been demolished. As new development progresses, these lots will be replaced with new buildings which include parking garages.

Table 7 identifies the total number of parking spaces available on Clarendon's streets and on property zoned for commercial uses.

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<tr>
<th>TYPE OF FACILITY</th>
<th>NUMBER OF SPACES*</th>
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<tr>
<td>Off-Street</td>
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<tr>
<td>Vehicle Storage</td>
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<tr>
<td>On-Street Metered</td>
<td>340</td>
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<tr>
<td>On-Street Non-Metered</td>
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<td>Zone Permit</td>
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*Planning Division Survey. 1983

Future Demand

Future demand for parking will be generated largely by increased office and residential development. New office development will generate a parking demand for approximately 5,400 spaces (1) by year 2000. Estimated new residential development of 800 to 1,200 units will generate a demand in the range of 900 to 1,344 parking spaces (2).

Conclusion

Under present policies and regulations Arlington relies primarily on the private market for the provision of parking. Given the present uncertainty regarding the future demand for parking in Clarendon, there is no clear basis for major changes in County policy at this time. The County should consider appropriate steps to improve the ability of the private market to respond to parking demand. In addition, parking needs should be monitored to ensure adequate convenience parking for retailers.

1 New office development will be required to provide one parking space per 530 square feet of gross floor area in the "C-O" zoning district and one parking space per 580 square feet of gross floor area in the "C-R" zoning district.

2 New residential development generally is required to provide 1 1/8 parking spaces per unit.
Table 8  Percentage Using Transit For Home To Work Trips  Source: 1980 U.S. Census

<table>
<thead>
<tr>
<th>FROM</th>
<th>Washington D.C.</th>
<th>Montgomery County</th>
<th>Prince Georges County</th>
<th>Arlington County</th>
<th>Alexandria</th>
<th>Fairfax County</th>
<th>Loudoun County</th>
<th>Prince William County</th>
<th>External</th>
<th>Total</th>
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Table 9  Percentage Using Transit For Home to Work Trips  -1980 Simulation

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Percentages were developed using the R.H. Pratt mode split model.
CLARENDON

Utilities
This section provides a summary of the water distribution, sanitary sewer and storm drainage facilities that serve Clarendon. Improvements needed to support planned growth are recommended for timely funding as part of the County’s Capital Improvement Program. Undergrounding of all utilities, including electrical service, is recommended.

The major utilities that serve Clarendon are generally adequate to meet existing demand, however, improvements are needed to serve anticipated redevelopment. Most of the projects recommended for public implementation are addressed in the current Fiscal Years 1984-1989 Capital Improvement Program (C.I.P.), although only those projects included in the adopted Fiscal Year 1984 Capital Budget are funded. Projects recommended for implementation in the remaining years reflect the County’s anticipated but unfunded capital needs.

Water Distribution System

For the most part, existing water distribution facilities are adequate to accommodate substantial development in the station area. Future development may create the need for improvements to local feeders; however, these improvements will likely be provided with new development. The major facilities of the existing water distribution system are shown on Map 28. Improvements recommended for implementation are shown on Map 29.

Sanitary Sewer System

The existing sanitary sewer system includes many 6” lines in projected high density areas that will eventually be replaced with an 8” minimum service. While no specific sewer projects are currently listed in the Fiscal Years 1984-1989 C.I.P., rehabilitation and improvements can be expected based upon maintaining capacity and meeting the anticipated development needs in the Rosslyn-Ballston Corridor. Capacity improvements related to specific projects are normally acquired through the development process.

Storm Sewer System

The storm drainage trunk system in the Clarendon Station Area is generally adequate for planned growth. Improvements necessary to serve new development, such as the upgrading or relocation of existing storm sewers and the construction of laterals, will be provided by future developers with little or no cost to the County.
Water Distribution System—Existing

Water Mains
12 inches and larger
(December 1981)
Water Distribution System—Proposed

Water Distribution to be Constructed in Fiscal Year 1986

To be constructed as redevelopment occurs
Sanitary Sewer System

All lines are 8'' unless noted otherwise

(All 6'' lines in high density areas will eventually be replaced with 8'' minimum)
Note: Lines sizes indicated are in inches
Community Facilities
"Community Facilities" refers primarily to the space and facilities needed to provide certain County services. The facility categories addressed include police, fire-rescue, libraries, human resources, education and open space. For the most part, the existing facilities are adequate to serve planned development.

The term "Community Facilities" in Clarendon includes not only those facilities owned by the local municipality but also may include those owned and operated by the private sector for the benefit of the community. As urban areas redevelop and are revitalized, older facilities may become outdated and unsuitable for a growing population. There may be demand for newer, expanded or more varied facilities related to the population specifically living and working in Clarendon. Planning for community facilities is determined by the needs, priorities and financing (State, Federal, Local Programs and Grants-in-Aid) available for such facilities as libraries, public service centers, fire and police stations. Map 31 shows existing community facilities in and around Clarendon.

**Police**

Police services for Arlington are administered from the Police Department and Detention Center, adjacent to the Court House. Calls for service in the County are divided into ten patrol beats. The size of each patrol beat area is based upon its resident and daytime populations. The primary goals of the Police Department are to patrol the County, protect its citizens and reduce crime. The Arlington County Police force has a very good relationship with Metro Subway police. Although Arlington police do not patrol Metro platforms, they do have the power to apprehend criminals and deter criminal activities from taking place on Metro property. The Police Department proceeds on a year to year basis, studying trends and making adjustments in programs to meet current needs.

In addition, the County Police Department is presently studying the policing of high-rise residential and office buildings. This study will be an important guide for all Metro Station areas. The Clarendon Station Area in particular may benefit from the study because the adopted General Land Use Plan shows a high density office core surrounded by new medium density office and residential development.

**Fire-Rescue**

Fire Station #4 was constructed in 1964 in the Clarendon Station Area at 10th Street, North and North Hudson Street. This station house is the "headquarters company" and thus provides a central location for the Administration and Chief's offices, Fire Marshal's office and Civil Defense Division. In addition to fire protection, the Fire Department is responsible for providing emergency medical rescue service. At present, emergency and rescue services for Clarendon are provided out of Fire Station #4.

**Library**

The Central Library for Arlington County is located west of the Clarendon Station Area, adjacent to Quincy Park at 1015 North Quincy Street. The Library offers more than 242,000 volumes and an extensive record and film collection. The Library provides a variety of services including research assistance, children's programs, home-bound services, audiovisual materials, teletype equipment for the deaf and other services for the physically handicapped. This is the largest library in the County and is supplemented by six branch facilities located in Aurora Hills, Cherrydale, Columbia Pike, Glencarlyn, Shirlington and Westover.

**Post Office**

The Clarendon Post Office (Arlington Main Post Office #45) was constructed in 1937 at the corner of Washington Boulevard and North Hudson Street. It was the first federal building constructed in Northern Virginia. It was also the first building in a wave of new construction in Clarendon that lasted through World War II (see the Background section). This structure is an important community facility in the Clarendon Station Area. It has been identified as a landmark structure in the Sector Planning process and is under investigation as part of the Clarendon Historic Properties Survey.
The Clarendon Station Area is adequately served by the Arlington Public Schools System. Long Branch and Key Elementary Schools located at 33 North Fillmore Street and 2300 Key Boulevard, respectively, serve grades 1 through 6 and those children enrolled in the Special Education Program. Swanson and Thomas Jefferson Intermediate Schools located at 5800 North Washington Boulevard and 125 South Old Glebe Road, respectively, serve students in grades 7 and 8, while Page School located at 1501 North Lincoln Street serves grades K-7. Washington-Lee High School located adjacent to Virginia Square, west of the Clarendon Station Area, serves students in the surrounding neighborhoods from grades 9 through 12.

In addition to Arlington's grade school system, the County provides an Adult Education program. These include (1) the adult basic education program for those who terminated formal education at an early age, (2) the high school credit program, and (3) vocational programs where the course offerings respond to community interest. These adult education courses are held at public schools throughout the County.

St. Charles Catholic Church operates a parochial elementary school at Washington Boulevard and Kirkwood Road in the Clarendon Station Area. There are also numerous pre-school and day care facilities in the area.

Several private institutions of higher learning provide undergraduate and graduate education opportunities in Arlington County. Marymount College of Virginia is located at 2807 North Glebe Road. It is an accredited private college with undergraduate and graduate programs. The National Graduate University, located at 1101 North Highland Street in Clarendon, offers the M.A. in Human Service and the M.M.S. in Management Science. Strayer College, located at 3045 Columbia Pike, provides bachelors and associates degree programs in business-related fields.

The state of Virginia provides higher education services through several colleges and universities in Northern Virginia. The George Mason University Metro Campus is located at 3401 North Fairfax Drive, west of Clarendon, in the Virginia Square Station Area. Although the facility is not located within the Clarendon Station Area, it is within walking distance of much of the station area and surrounding neighborhoods. The location of the Metro Campus facility is enhanced further by its proximity to the Metrorail system and I-66. The Metro Campus houses the George Mason School of Law and Professional Center, offering both graduate and undergraduate courses. The main campus of George Mason University at Fairfax, Virginia offers a wide range of undergraduate and graduate courses and degree programs for day and evening students.

The Northern Virginia Community College is a comprehensive two-year institution with five permanent campuses at Alexandria, Annandale, Loudoun, Manassas and Woodbridge. Its programs include general education, occupational-technical education, college transfer education, developmental studies, Extended Learning Institute and continuing education.
The University of Virginia and Virginia Polytechnic Institute and State University offer graduate programs at a Fairfax County Campus which they share. These universities along with George Mason University, Marymount College, Northern Virginia Community College and Strayer College are the members of the Consortium for Continuing Higher Education in Northern Virginia.

Neighborhood Retail Facilities

The retention of neighborhood retail facilities is a community concern in the Clarendon Station Area. These private businesses conveniently provide goods and services to the residents of the area.

The County is currently investigating ways of assisting in the retention of these businesses during and after the redevelopment process. Citizens in and around the Clarendon Station Area have identified the following commercial services as essential to the quality of life in the Rosslyn-Ballston Corridor.

- grocery store
- drug store
- hardware, variety store
- restaurant
- dry cleaner, laundromat
- beauty/barber shop
- bank
- bookstore, newstand
- mailing service, post office
- day care
- medical-dental services
- gas station

The General Land Use Plan provides opportunities for the conservation and expansion of neighborhood retail facilities. Areas designated "Service Commercial" particularly provide for neighborhood retail facilities.

Open Space

Arlington offers a broad array of recreation facilities ranging from nature centers to active sports facilities. In addition to County parkland and joint-use School Board properties, Arlington has two regional parks and several federally-owned open space sites. Clarendon is centrally located and has convenient access to the many park facilities within the County.

Privately-operated recreational services in the Clarendon area include the Y.M.C.A. at 3422 13th Street, North and Courts Royal Arlington at 1122 Kirkwood Road.

Map 32 identifies the open space sites within and in the immediate area of Clarendon. The Clarendon Metro Park (under construction) will be the major open space site in the station area. However, there are five open space facilities on the immediate periphery of the station area. Both Page and Key Schools provide recreational open space, while Rocky Run Playground east of Clarendon with a total of 2.3 acres and Maury Park west of the station area with 2 acres provide both active recreational equipment and open space. Quincy Park in Virginia Square is the major open space site in the Rosslyn-Ballston Corridor. This site of approximately 20 acres contains a broad spectrum of recreational facilities. Lyon Village Park located at the intersection of North Highland Street and 19th Street, North, and the Lyon Park grounds, located at the intersection of North Fillmore Street and Pershing Drive are community parks. The community centers of each neighborhood are located in these parks. In addition, the County currently owns 7,845 square feet of land used primarily for parking at the southeast corner of 13th Street, North and North Herndon Street designated "Public" on the General Land Use Plan.

<table>
<thead>
<tr>
<th>BASEBALL</th>
<th>BASKETBALL</th>
<th>BICYCLE TRAILS</th>
<th>FOOTBALL</th>
<th>PUBLIC AREA</th>
<th>PLAYGROUND EQUIPMENT</th>
<th>SHELTER (OPEN AIR)</th>
<th>SOCCER</th>
<th>SOFTBALL</th>
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Open Space Facilities
Architecturally, park space should be designed in coordination with surrounding buildings. Similarity in paving materials, street furniture, and landscaping can blend open space into the architecture and treatment of nearby buildings. Well-placed open space can better shape and complement urban form. From a design standpoint, public open space should be visible and easily accessible. Plazas should be designed to be in sunny, pleasant locations. Sensitively designed open space can give people a sense of identity, while also having the ability to integrate or buffer different types of land use. An open plaza with easy access from public sidewalks might serve as an amenity for lunchtime gathering and relaxation. In another example, a small urban park might provide a focus for a shopping arcade. These public parks and open spaces when well designed, properly located and maintained can serve the needs of intended users and improve the quality of urban life. A map has been prepared in conjunction with the Clarendon Streetscape Plan (see Urban Design Section) that earmarks potential locations for vest pocket parks and plazas throughout Central Clarendon.

Within the Clarendon Station Area the County has designated four areas for future open space. The County has purchased several parcels within the “Public” designated area at 13th Street, North and North Herndon Street. This area is used for parking at the present time.

The County does not own any of the area designated “Public” on 10th Street, North between North Daniel Street and North Edgewood Street. This area is developed with single-family homes, therefore, making it unlikely that it will ever be assembled for open space use. It is more likely, however, that open space can be achieved in this area of Clarendon through the redevelopment of the “Special Coordinated Mixed Use District” (Sears properties) one block to the north.

The third area designated for future open space in the Clarendon Station Area is the Ashton Heights Greenway. The greenway is planned as a landscaped buffer between the Ashton Heights neighborhood and the commercial development along the south side of 10th Street, North.

The fourth area designated for open space is the site of the former Henry Clay Elementary School on 7th St., North between North Highland Street and North Garfield Street.

Jogways
Many of those who will be living and working in Clarendon in the future will have lifestyles that include regular exercise. A favored type of physical activity is jogging, particularly if routes are available that do not involve hazardous conflicts with automotive traffic. The design of pedestrian and bicycle areas should consider the needs of the jogger.
Planned Open Space

Map 33

Community Facilities
Appendices and Bibliography
SUMMARY OF COUNTY BOARD ACTIONS AND POLICY RECOMMENDATIONS ON JULY 13, 1982 REGARDING THE CLARENDON STATION AREA

Adopted a new General Land Use Plan designation---"Medium Density Mixed Use" (areas noted on Map)

Authorized staff to develop a new zoning category to be compatible with the new General Land Use Plan designation "Medium Density Mixed Use" ("C-R" Commercial Redevelopment zoning district adopted May 12, 1984).

Designated the block bounded by Washington Boulevard, Wilson Boulevard and North Highland Street as the focal point of Clarendon.

Designated the Sears block as part of a "Special Coordinated Mixed Use District". (areas noted on Map)

Limited maximum height of buildings to 110 feet on the two blocks designated "High" Office-Apartment-Hotel. (excluding the Olmsted Building-focal point block) (areas noted on Map)

Authorized staff to study the feasibility of a townhouse style commercial/residential zone for areas south of 10th Street. (areas noted on Map) ("C-TH" Commercial-Townhouse zoning district adopted March 2, 1985)
General Land Use Plan

LEGEND

RESIDENTIAL

DENSITY

LOW______ 1-10 units per acre

LOW______ II -15 units per acre

LOW MEDIUM______ 16 - 30 units per acre

OFFICE - APARTMENT - HOTEL

OFFICE DENSITY APARTMENT DENSITY

HIGH______ 3 FAR allowable______ 4 FAR allowable

HOTEL DENSITY

3 FAR allowable

COMMERCIAL and INDUSTRIAL

SERVICE COMMERCIAL:

Personal and business services
Generally one to three stories, maximum 1 FAR.

GENERAL COMMERCIAL:

Sho ppi ng goods and other major mixed
commercial uses, including offices
Generally a maximum of seven stories.

PUBLIC and SEMI-PUBLIC

PUBLIC:

Parks, libraries, schools, etc.

SEMI-PUBLIC:

Churches, private schools, cemeteries

GOVERNMENT and COMMUNITY FACILITIES:

County, state, and federal government service facilities

MIXED USE

MEDIUM DENSITY MIXED USE

NOTES:

(1) All structures in this area will be restricted to

10 feet in height (7/13/62).

(2) The County Board has directed staff to study the

feasibility of a townhouse style commercial/residential

zone for this area (7/13/62).

(3) This area shall be part of a "Special Coordinated

Mixed Use District" (7/13/62).

Metro Station

NORTH
Appendix B

SUMMARY OF THE ARLINGTON COUNTY ZONING ORDINANCE

SECTION 3 “S-3A” SPECIAL DISTRICT

This district is intended primarily for institutional and recreational uses such as schools, parks and government buildings. It also allows single family homes on lots containing three (3) acres or more.

SECTION 4 “S-D” SPECIAL DEVELOPMENT DISTRICT

This district allows primarily for development of public institutions or facilities serving the public welfare.

“R-20” ONE-FAMILY DWELLING DISTRICT

This district is intended to allow for the development of single family homes at a density of 2 units per acre. It also allows several semi-public uses by Use Permit. These uses are allowed, by Use Permit approval throughout all residential districts. Residential units may be clustered on sites of 1 1/2 acres or larger by Site Plan approval.

“R-10” ONE-FAMILY DWELLING DISTRICT

This district provides for low density, residential development at a higher density than “R-20”. It allows single family homes at a density of 4 units per acre. Clustering of units is allowed with Site Plan approval on sites of 1 1/2 acres or larger.

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

This district provides for the development of town houses at a density compatible with single family densities. It allows single family units at a density of 4 units per acre by-right and town houses by site plan at a density of 10 units per acre. This district is considered appropriate for areas where it provides a transition between one-family districts and uses permitted in other district classifications. A minimum site area of 51,600 square feet is required for site plan development.

“R-8” ONE-FAMILY DWELLING DISTRICT

This district provides for low density, residential development at a density higher than “R-10”. It allows for the development of single family units at a density of 5 units per acre. Clustering of dwelling units is permitted with Site Plan approval on sites of 1 1/2 acres or larger.

“R-6” ONE-FAMILY DWELLING DISTRICT

This district provides for moderate density, residential development. It allows for the development of single family units at a density of 7 units per acre and under, certain conditions, two-family dwellings and medical offices by Use Permit approval. Dwelling units may be clustered on sites of 1 acre or larger by Site Plan approval.

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

This district provides for moderate density, residential development at a density greater than “R-6”. It allows for the development of single family units at a density of 8 units per acre by-right and, by Use Permit approval, two-family dwellings at a density of 12 units per acre. Dwelling units may be clustered on sites of 1 acre or larger by Site Plan approval.
"R2-7" TWO-FAMILY DWELLING DISTRICT

This district provides for moderate density, residential development. It allows for the development of two-family dwellings and townhouses at a density of 12 units per acre.

"R15-30T" RESIDENTIAL - TOWNHOUSE DISTRICT

This district provides for moderate density residential and by Site Plan approval, medium density residential development within "Metro Transit Corridors". It allows for the development of townhouses at a density of 15 units per acre by-right on sites with at least 8,712 square feet and up to 30 units per acre by Site Plan approval on sites with at least 17,424 square feet. Site plans may contain a variety of dwelling styles including stacked units.

"RA14-26" APARTMENT DWELLING DISTRICT

This district provides for multifamily residential development at a moderate density. It allows apartments and townhouses at a density of 24 units per acre at heights not to exceed 3 1/2 stories, except that on sites of 5 acres or more building heights may reach 6 stories. A minimum site area of 7,500 square feet is required.

"RA8-18" APARTMENT DWELLING DISTRICT

This district provides for multifamily residential development at a density higher than "RA14-26". It allows apartments and townhouses at a density of 36 units per acre at heights not to exceed 4 stories, except that by Site Plan approval building heights of 8 stories or 75 feet may be allowed. A minimum site area of 7,500 square feet is required.

"RA7-16" APARTMENT DWELLING DISTRICT

This district provides for multifamily medium density, residential development. It allows apartments and townhouses at a density of 24 units per acre by-right and, by Site Plan approval, on appropriate sites, the density may be increased to 43 units per acre at heights up to 10 stories. A minimum site area of 100,000 square feet is required.

"RA6-15" APARTMENT DWELLING DISTRICT

This district provides for multifamily, residential development at a slightly higher density than "RA7-16". It allows apartments and townhouses at a density of 48 units per acre at heights up to 6 stories by-right and up to 12 stories by Site Plan approval. A minimum site area of 7,500 square feet is required.

"RA4.8" MULTIPLE FAMILY DWELLING DISTRICT

This district provides for high-rise and multifamily development at a moderately high density. It allows for apartments and townhouses at a density of 24 units per acre by-right and, by Site Plan approval, apartments at densities of 3.24 FAR and at heights up to 136 feet. A minimum site area of 30,000 square feet is required.

"R-C" APARTMENT DWELLING AND COMMERCIAL DISTRICT

This district provides for mixed use residential and commercial development at moderately high densities. It allows, by Site Plan approval, apartments at a density of 3.24 FAR and a height of up to 95 feet. It also allows, by Site Plan approval, mixed use development with a maximum density of 2.0 FAR for residential and 1.24 FAR for commercial. This district is intended for use within a one-quarter mile radius of Metro-rail stations and is appropriate for transitional areas between high density office development and lower density residential uses. A minimum site area of 20,000 square feet is required.
"RA-H" HOTEL DISTRICT
This district provides for high-rise, multi-family and hotel development at a moderately high density. It allows apartments and town houses at a density of 24 units per acre by-right. By Site Plan approval, apartments and hotels are allowed at a density of 72 units per acre at heights up to 12 stories or 125 feet. A minimum site area of 100,000 square feet is required.

"RAH-3.2" MULTIPLE-FAMILY DWELLING AND HOTEL DISTRICT
This district provides for high-rise multifamily and hotel development at high densities. It allows 24 units per acre by-right and by Site Plan approval, apartments at a density of 4.8 FAR and hotels at a density of 3.8 FAR, at heights not to exceed 180 feet. This district is appropriate in "Metro Transit Corridors". A minimum site area of 30,000 square feet is required.

"C-1" LOCAL COMMERCIAL DISTRICT
This district provides for low-intensity, neighborhood oriented commercial uses. It allows neighborhood commercial uses (e.g.: dry cleaning, grocery, drug store, etc.) at an FAR of 1.0 and a maximum height of 35 feet.

"C-1-O" LIMITED COMMERCIAL - PROFESSIONAL OFFICE BUILDING DISTRICT
This district provides for low intensity office uses in non-retail areas. It allows for professional offices at an FAR of .60 a maximum height of 35 feet. A minimum site area of 20,000 square feet is required.

"C-O-1.0" COMMERCIAL OFFICE BUILDING, HOTEL AND APARTMENT DISTRICT
This district provides for low intensity office uses as permitted in "C-1-O" and by Site Plan approval, offices, apartments, hotels and mixed use development. It allows for offices at an FAR of .60 by-right and by Site Plan approval, offices at an FAR of 1.0, apartments at a density of 40 units per acre and hotels at a density of 60 units per acre, at heights up to 6 stories. A minimum site area of 20,000 square feet is required.

"C-O-1.5" COMMERCIAL OFFICE BUILDING, HOTEL AND APARTMENT DISTRICT
This district provides for low intensity office uses as permitted in "C 1 O" and by Site Plan approval, offices, apartments, hotels, and mixed use development at moderate densities. By Site Plan approval, offices are allowed at an FAR of 1.5, apartments at a density of 72 units per acre, hotels at a density of 110 units per acre, and mixed uses. Heights under the district typically range from 8 to 10 stories. A minimum site area of 20,000 square feet is required.

"C-O-2.5" COMMERCIAL OFFICE BUILDING, HOTEL, AND APARTMENT DISTRICT
This district provides for high-rise office building, hotel, apartment, and mixed use development within "METRO Transit Corridors". It allows "C-1-0" uses and by Site Plan approval, offices at an FAR of 2.5, apartments at a density of 115 units per acre, hotels at a density of 180 units per acre, and mixed uses. Heights under this district typically range from 12 to 16 stories. A minimum site area of 20,000 square feet is required.

"C-O" COMMERCIAL OFFICE BUILDING, HOTEL AND MULTIPLE-FAMILY DWELLING DISTRICT
This district provides for high-rise hotels, and/or multifamily dwellings in the vicinity of Metrorail stations. It allows "C-1-0" uses and by Site Plan approval, offices and hotels at an FAR of 3.8 and multi-family dwellings at an FAR of 4.8. Heights under this district typically range from 153 feet to 180 feet. A minimum site area of 30,000 square feet is required.
"C-O-A" COMMERCIAL, OFFICE, AND APARTMENT DISTRICT

This district provides for the highest density mix of office, apartment, and hotel development in the County. It allows, by Site Plan approval, a range of densities from an FAR of 1.0 to an FAR of 6.0 based on site sizes, at heights ranging from 151 feet to 216 feet. This district is appropriate in the vicinity of Metrorail stations and shall be located within an area designated for "Coordinated Mixed Use Development" on the General Land Use Plan.

"C-2" GENERAL COMMERCIAL DISTRICT

This district provides for retail uses at a slightly higher density and height than "C-1" and provides for a greater number of uses oriented to serving several neighborhoods. It allows neighborhood commercial uses, offices, and more intensive commercial uses (e.g. motor vehicle sales, general retailing, etc.) at an FAR of 1.5 and at heights up to 45 feet.

"C-3" GENERAL COMMERCIAL DISTRICT

This district incorporates for commercial uses allowed by "C-1" and "C-2" and provides for additional intensity of use, density, and height. The "C-3" district does not have a density limitation for commercial uses. The density is, however, controlled by a height limit of 75 feet and the standard setback and parking requirements.

"C-R" COMMERCIAL REDEVELOPMENT DISTRICT

This district provides for medium density mixed use redevelopment recognizing existing "C-3" development rights and encouraging a tapering of heights between higher density office development and lower density residential development. It allows service commercial uses, offices and residential at an F.A.R. of 3.0 and at heights ranging from 55 feet up to 110 feet. An additional 1.0 F.A.R. is permitted for residential use.

"C-M" LIMITED INDUSTRIAL DISTRICT

This district provides for light manufacturing. It allows "C-2" commercial uses; manufacturing, and warehousing uses at an FAR of 1.5 at heights up to 45 feet. Dwelling units are prohibited.

"M-1" LIGHT INDUSTRIAL DISTRICT

This district provides for light manufacturing and additional industrial uses. It allows "C-2" and "C-M" uses and motor vehicle storage lots, railroads and other uses at an FAR of 1.5 at heights up to 75 feet. Dwelling units are prohibited.

"M-2" SERVICE INDUSTRIAL DISTRICT

This district incorporates for industrial and manufacturing uses as provided for in "M-1" with the addition of junk yards and asphalt batching facilities by use permit approval. The maximum density allowed is an FAR of 1.5 and the height limit is 75 feet. Dwelling units and hotels are prohibited.

"P-S" PUBLIC SERVICE DISTRICT

This district is intended primarily for County operated industrial uses such as sewage treatment, trash transfer and storage yards.

SECTION 31 SPECIAL PROVISIONS

This section contains miscellaneous provisions, including, swimming pools; residential cluster development; and home occupations.
SECTION 31A HISTORIC PRESERVATION DISTRICT

SECTION 32 BULK, COVERAGE AND PLACEMENT REQUIREMENTS
This section contains requirements regarding coverage, setbacks from streets, and side and rear yards for all districts.

SECTION 32A LANDSCAPING
This section contains general landscaping requirements and specific parking lot landscaping and screening requirements.

SECTION 33 AUTOMOBILE PARKING, STANDING AND LOADING SPACE
This section contains general parking regulations and specific parking requirements for all districts.

SECTION 34 NAME PLATES, SIGNS, BILLBOARDS, AND OTHER DISPLAYS OR DEVICES TO DIRECT, IDENTIFY, INFORM, PERSUADE, ADVERTISE OR ATTRACT ATTENTION.
This section contains sign requirements for all districts.

SECTION 35 NONCONFORMING BUILDINGS AND USES

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

SECTION 37 VIOLATIONS AND PENALTIES
<table>
<thead>
<tr>
<th>ZONING DISTRICT BY SUPPORTING CLAP DESIGNATION</th>
<th>PERMITTED USES</th>
<th>SPECIAL EXCEPTION USES - USE PERMIT (U)</th>
<th>TRANSITIONAL USES (T) ON SITE PLAN (SP)</th>
<th># OF DWELLING UNITS</th>
<th>F.A.R.</th>
<th>HEIGHT</th>
<th>DEVELOPMENT BY SITE PLAN</th>
<th>MIN. LOT SIZE</th>
<th>REQUIRED PARKING SPACES</th>
<th>MISC.</th>
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</thead>
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<td>&quot;Low Residential&quot; (below)</td>
<td></td>
<td>-SF Residential</td>
<td>-Doctor's Office (T)</td>
<td>2 d.u.</td>
<td>-</td>
<td>35 Ft.</td>
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<td>20,000 Sq. Ft.</td>
<td>1 per d.u.</td>
<td>56% Cov.</td>
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<td></td>
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<td>-Churches</td>
<td>-Transitional Parking (T) (U)</td>
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<td>100 ft. width</td>
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<td>-Schools and Day Nurseries (U)</td>
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<td>-Public Libraries, Museums (U), Galleries (U)</td>
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<td>-Clubs (U)</td>
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<td>-Public Recreation Buildings (U), Playgrounds (U)</td>
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<td>-Hospitals (U)</td>
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<td>-Institutional Homes (U)</td>
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<td>-Institutions of a Philanthropic Nature (U)</td>
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<td>-Public Utilities &amp; Services (U)</td>
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<td>-Private Clubs, Dormitories (U)</td>
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<td>-SF Residential</td>
<td>-R-20 Special Exception Uses</td>
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<td>4 d.u.</td>
<td>-</td>
<td>35 Ft.</td>
<td>10,000 Sq. Ft. per d.u. 80 ft. width</td>
<td>1 per d.u. 56% Cov.</td>
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<td>-R-20 Special Exception Uses</td>
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<td>5 d.u.</td>
<td>-</td>
<td>35 Ft.</td>
<td>8,000 Sq. Ft. per d.u. 70 ft. width</td>
<td>1 per d.u. 56% Cov.</td>
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<td>per acre</td>
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<td>-SF Residential</td>
<td>-R-20 Special Exception Uses</td>
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<td>7 d.u.</td>
<td>-</td>
<td>35 Ft.</td>
<td>6,000 Sq. Ft. per d.u. 60 ft. width</td>
<td>1 per d.u. 56% Cov.</td>
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<td>&quot;R-6&quot;</td>
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<td>-2 Family (T) (U)</td>
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<td>7 d.u.</td>
<td>-</td>
<td>35 Ft.</td>
<td>6,000 Sq. Ft. per d.u. 60 ft. width</td>
<td>1 per d.u. 56% Cov.</td>
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**TABULAR SUMMARY OF THE ARLINGTON COUNTY ZONING ORDINANCE**

**DEVELOPMENT BY RIGHT**

**Miscellaneous**

- SF Residential
- R-20 Special Exception Uses
- Doctor's Office (T) (SP)
- Churches
- R-20 Special Exception Uses
- Doctor's Office (T) (SP)
- Churches
- Doctor's Office (T) (SP)
- Churches
- Doctor's Office (T) (SP)
- Churches
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<tr>
<th>ZONING DISTRICT</th>
<th>PERMITTED USES</th>
<th>SPECIAL EXCEPTION USES - USE PERMIT (U)</th>
<th>TRANSITIONAL USES (T) OR SITE PLAN (SP)</th>
<th>DEPARTMENT BY RIGHT</th>
<th>DEVELOPMENT BY SITE PLAN</th>
<th>MIN. LOT SIZE</th>
<th>REQUIRED PARKING SPACES</th>
<th>MISC.</th>
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</thead>
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<tr>
<td>&quot;R-10T&quot;</td>
<td>- SF Residential</td>
<td>- Townhouses (SF)</td>
<td>- R-20 Special Exception Uses</td>
<td>4 d.u.</td>
<td>35 Ft.</td>
<td>10 d.u. per acre</td>
<td>50%</td>
<td>51,600</td>
</tr>
<tr>
<td>&quot;R-5&quot;</td>
<td>- SF Residential</td>
<td>- R-20 Special</td>
<td>- Exception Uses</td>
<td>8 d.u.</td>
<td>35 Ft.</td>
<td>2F 12 d.u. per acre</td>
<td>7,000 sq. Ft. 50 ft.</td>
<td>2F 7,000</td>
</tr>
<tr>
<td>&quot;Low Residential&quot; (Dark Yellow)</td>
<td>- SF Residential</td>
<td>- R-20 Special</td>
<td>- Exception Uses</td>
<td>15 d.u.</td>
<td>35 Ft.</td>
<td>30 d.u. per acre</td>
<td>10,500 8,712 sq. Ft. 1,600 &amp; 4,500</td>
<td>SF 1 per d.u.</td>
</tr>
<tr>
<td>&quot;R15-30T&quot;</td>
<td>- SF Residential</td>
<td>- R-20 Special</td>
<td>- Exception Uses</td>
<td>12 d.u.</td>
<td>35 Ft.</td>
<td>10,500 8,712 sq. Ft. 1,600 &amp; 4,500</td>
<td>SF 1 per d.u.</td>
<td>56&quot; per d.u. 56&quot;) per d.u.</td>
</tr>
<tr>
<td>&quot;R2-7&quot;</td>
<td>- SF Residential</td>
<td>- R-20 Special</td>
<td>- Exception Uses</td>
<td></td>
<td></td>
<td>Townhouse 8,712 sq. Ft. 1,600 &amp; 4,500</td>
<td>SF 1 per d.u.</td>
<td>56&quot; per d.u. 56&quot;) per d.u.</td>
</tr>
<tr>
<td>ZONING DISTRICT</td>
<td>SPECIAL EXCEPTION USES - USE PERMIT (U)</td>
<td>TRANSITIONAL USES (T)</td>
<td># OF DWELLING UNITS</td>
<td>F.A.B.</td>
<td>HEIGHT</td>
<td>DEVELOPMENT BY SITE PLAN</td>
<td>MIN. LOT SIZE</td>
<td>REQUIRED PARKING SPACES</td>
</tr>
<tr>
<td>-----------------</td>
<td>----------------------------------------</td>
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<td>--------------------------</td>
</tr>
<tr>
<td>&quot;Low Med.&quot; Res. (Tan)</td>
<td>R-20 Special</td>
<td>-Churches</td>
<td>24 d.u. per acre</td>
<td>-</td>
<td>3 1/2 stories</td>
<td>Apts: 7,500 Sq. Ft. per d.u.</td>
<td>1 1/8</td>
<td>50 per d.u.</td>
</tr>
<tr>
<td>&quot;RA14-26&quot;</td>
<td>Special Exception Uses</td>
<td>-Apartments</td>
<td>-Doctor's Office (U)</td>
<td>35 Feet 5 Acres: 6 stories or 60 feet</td>
<td>TH: 7,500 Sq. Ft.</td>
<td>1,800</td>
<td>Sq. Ft. per d.u.</td>
<td></td>
</tr>
<tr>
<td>&quot;RA9-18&quot;</td>
<td>R-20 Special Exception Uses</td>
<td>-Town houses</td>
<td>36 d.u. per acre</td>
<td>-</td>
<td>8 stories or 40 feet 80 feet or 95 feet</td>
<td>Apts: 7,500 Sq. Ft. per d.u.</td>
<td>1 1/8</td>
<td>125 per d.u.</td>
</tr>
<tr>
<td>&quot;Medium&quot; Res. (Light Brown)</td>
<td>-Churches</td>
<td>-Apartments</td>
<td>-Boarding Houses (U)</td>
<td>-Tourist Houses (U)</td>
<td>-Convenience Service (U)</td>
<td>-Funeral Homes (U) &amp; (SP)</td>
<td>-Doctor's Office (U)</td>
<td>TH: 7,500 Sq. Ft.</td>
</tr>
<tr>
<td>&quot;RA8-16&quot;</td>
<td>R-20 Special</td>
<td>-Community Centers</td>
<td>24 d.u. per acre</td>
<td>-</td>
<td>3 1/2 stories or 35 Feet Stories</td>
<td>Apts: 7,500 Sq. Ft.</td>
<td>1 1/8</td>
<td>50 per d.u.</td>
</tr>
<tr>
<td>&quot;RA6-15&quot;</td>
<td>R-20 Special</td>
<td>-Town houses</td>
<td>48 d.u. per acre</td>
<td>-</td>
<td>6 stories or 60 feet feet</td>
<td>Apts. &amp; TH: 7,500 Sq. Ft. per d.u.</td>
<td>1 1/8</td>
<td>900 sq. ft. per d.u.</td>
</tr>
<tr>
<td>&quot;RA5&quot;</td>
<td>-Churches</td>
<td>-Apartments</td>
<td>-Boarding Houses (U)</td>
<td>-Tourist Houses (U)</td>
<td>-Convenience Service (U)</td>
<td>-Funeral Homes (U) &amp; (SP)</td>
<td>-Doctor's Office (U)</td>
<td>TH: 7,500 Sq. Ft.</td>
</tr>
<tr>
<td>TOWING DISTRICT</td>
<td>SPECIAL EXCEPTION USES - USE PERMIT (U)</td>
<td></td>
<td></td>
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<tr>
<td>RA-H</td>
<td>-SF Residential</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>-Townhouses</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>-Apartments</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>-Private Clubs &amp; Community Centers</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| RA-H-3.2       | -SF Residential                        |
|                | -Townhouses                            |
|                | -Apartments                            |
|                | -Associated Service Comm. (SP)          |

<table>
<thead>
<tr>
<th>DEVELOPMENT BY RIGHT</th>
<th># OF DWELLING UNITS</th>
<th>F.A.R.</th>
<th>HEIGHT</th>
<th>DEVELOPMENT BY SITE PLAN</th>
<th>MIN. LOT SIZE</th>
<th>REQUIRED PARKING SPACES</th>
<th>MISC.</th>
</tr>
</thead>
<tbody>
<tr>
<td>RA-H</td>
<td>24 d.u. per acre</td>
<td></td>
<td>3 1/2</td>
<td>72 d.u. per acre</td>
<td>100,000</td>
<td>1 per H.U.</td>
<td>50%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Stories</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>or 12 stories or 200 ft.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>35 feet</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| RA-H-3.2            | 24 d.u. per acre    |       | 3 1/2  | 3.24 FAR                  | 30,000        | 1 per d.u.               | 90%   |
|                     |                     |       |         | Stories                   |               |                         |       |
|                     |                     |       |         | or 136 feet or 150 ft.    |               |                         |       |
|                     |                     |       |         | 35 feet                   |               |                         |       |

<table>
<thead>
<tr>
<th>High Medium Residential Brown</th>
<th>Town houses</th>
<th>Hotels (SP)</th>
<th>Apartments (SP)</th>
<th>Convenience Commercial (U)</th>
<th>Town houses (SP)</th>
<th>Doctor's Office (SP) or (U)</th>
<th></th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>High Residential (Dark Brown)</th>
<th>SF Residential</th>
<th>Mixed Use (SP)</th>
<th>(Apts., Office, Service Comm., &amp; R14-26)</th>
</tr>
</thead>
</table>

<p>| R-C                            | 24 d.u. per acre |       | 3 1/2  | 3.24 FAR                  | 20,000        | 1 1/8 per d.u.           | Cov.  |
|                                |                 |       |         | Stories                   |               |                         |       |
|                                |                 |       |         | or Res. 1.24 FAR Off.     |               |                         |       |
|                                |                 |       |         | or Mixed Use: 2.0 F.A.R.  |               |                         |       |
|                                |                 |       |         | or Res. 1.24 FAR Off.     |               |                         |       |
|                                |                 |       |         | 95 feet height            |               |                         |       |</p>
<table>
<thead>
<tr>
<th>ZONING DISTRICT BY SUPPORTING</th>
<th>PERMITTED USES</th>
<th>SPECIAL EXCEPTION USES - USE PERMIT (U)</th>
<th>TRANSITIONAL USES (T) OR SITE PLAN (SP)</th>
<th># OF DWELLING UNITS</th>
<th>F.A.R.</th>
<th>HEIGHT</th>
<th>DEVELOPMENT BY SITE PLAN</th>
<th>MIN. LOT SIZE</th>
<th>REQUIRED PARKING SPACES</th>
<th>MISC.</th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot;Low&quot; Office, Apartment, Hotel (Light Blue)</td>
<td>-SF Residential -Offices</td>
<td>-R-20 Special Exception Uses -Offices (SF) -Apartments (SF) -Hotels (SP) -Mixed Use (SP) -Institutional Uses (SP) -Commercial (SF)</td>
<td></td>
<td>7 d.u. per acre</td>
<td>.60</td>
<td>35 Ft.</td>
<td>2,5 FAR</td>
<td>20,000</td>
<td>1 per h.u.</td>
<td>Office/Comm. Sq. Ft. 1 1/8 per d.u. 1 per 250</td>
</tr>
<tr>
<td>&quot;Medium&quot; Office, Apartment, Hotel (Blue)</td>
<td>-SF Residential -Offices</td>
<td>-R-20 Special Exception Uses -Offices (SF) -Apartments (SP) -Hotels (SP) -Mixed Use (SP) -Institutional Uses (SP) -Commercial (SP)</td>
<td></td>
<td>7 d.u. per acre</td>
<td>.60</td>
<td>35 Ft.</td>
<td>2,5 FAR</td>
<td>20,000</td>
<td>1 per h.u.</td>
<td>Office/Comm. Sq. Ft. 1 1/8 per d.u.</td>
</tr>
<tr>
<td>&quot;High&quot; Office, Apartment, Hotel (Dark Blue)</td>
<td>-SF Residential -Offices</td>
<td>-R-20 Special Exception Uses -Offices (SF) -Apartments (SP) -Hotels (SP) -Mixed Use (SP) -Institutional Uses (SP)</td>
<td></td>
<td>7 d.u. per acre</td>
<td>.60</td>
<td>35 Ft.</td>
<td>3,8 FAR Off./ Comm./Hotel Sq. Ft.</td>
<td>30,000</td>
<td>Office: Same as &quot;C-O-1.5&quot;</td>
<td>By Site Plan:</td>
</tr>
<tr>
<td>&quot;C-O-1.5&quot;</td>
<td>-SF Residential -Offices</td>
<td>-R-20 Special Exception Uses -Offices (SF) -Apartments (SP) -Hotels (SP) -Mixed Use (SP) -Institutional Uses (SP)</td>
<td></td>
<td>7 d.u. per acre</td>
<td>.60</td>
<td>35 Ft.</td>
<td>1.5 FAR</td>
<td>20,000</td>
<td>1 per h.u.</td>
<td>Office/Comm. Sq. Ft. 1 1/8 per d.u. 1 per 300</td>
</tr>
<tr>
<td>&quot;C-O-2.5&quot;</td>
<td>-SF Residential -Offices</td>
<td>-R-20 Special Exception Uses -Offices (SF) -Apartments (SP) -Hotels (SP) -Mixed Use (SP) -Institutional Uses (SP)</td>
<td></td>
<td>115 d.u. per acre 180 h.u. per acre</td>
<td>.60</td>
<td>35 Ft.</td>
<td>12 stories office Width 16 stories res. and hotel</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>&quot;C-O&quot;</td>
<td>-SF Residential -Offices</td>
<td>-R-20 Special Exception Uses -Offices (SF) -Apartments (SP) -Hotels (SP) -Mixed Use (SP) -Institutional Uses (SP)</td>
<td></td>
<td>153 ft. Comm./Off. width 180 ft. Res. and hotel</td>
<td>3.8 FAR Res. 125 ft.</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1 per 300</td>
<td>Sq. Ft. Mixed Use 1 per d.u. 1 per h.u.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
ZONING DISTRICT
BY SUPPORTING
CLIP DESIGNATION

"ZONING DISTRICT" SPECIAL EXCEPTION
USERS - USE PERMIT (U)
TRANSITIONAL USERS (T)
OR SITE PLAN (SP)

"Coordinated Mixed Use Development District"

"C-O-A"
-Town houses
-Apartments
-Hotels
-Service Commercial (C-2 uses)
-Accessory Bldgs.
-Parking

"C-O-1.0"
-SF Residential
-Office
-Apartments
-Hotels
-Institutional (SP)
-Mixed Use (SP)
-Commercial (SP)

"C-1"
-SF Residential
-Private Schools (U)
-Neighborhood Commercial Uses
(I.e.: bakery, cleaners, drug store, groceries)
-Office
-Restaurants
-Accessory Uses

By-Right Development

<table>
<thead>
<tr>
<th>Density By Site Plan</th>
<th>Max Office Height By Site Plan</th>
<th>Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Size</td>
<td>Total FAR</td>
<td>Hotel Comm FAR</td>
</tr>
<tr>
<td>36 d.u.</td>
<td>4,999</td>
<td>1.0</td>
</tr>
<tr>
<td>per acre sq. ft.</td>
<td>5,000</td>
<td>1.5</td>
</tr>
<tr>
<td>10,000</td>
<td>2.0</td>
<td>1.25</td>
</tr>
<tr>
<td>15,000</td>
<td>2.5</td>
<td>1.50</td>
</tr>
<tr>
<td>20,000</td>
<td>3.0</td>
<td>1.75</td>
</tr>
<tr>
<td>30,000</td>
<td>3.5</td>
<td>2.0</td>
</tr>
<tr>
<td>40,000</td>
<td>4.0</td>
<td>2.25</td>
</tr>
<tr>
<td>50,000</td>
<td>4.5</td>
<td>3.0</td>
</tr>
<tr>
<td>60,000</td>
<td>5.0</td>
<td>2.50</td>
</tr>
<tr>
<td>70,000</td>
<td>5.5</td>
<td>2.75</td>
</tr>
<tr>
<td>80,000</td>
<td>6.0</td>
<td>3.0</td>
</tr>
</tbody>
</table>

See 25A B1 for expanded information; + .5 Any FAR for 90% Residential; 10% Landscaping

DEVELOPMENT BY RIGHT

<table>
<thead>
<tr>
<th>SPECIAL EXCEPTION</th>
</tr>
</thead>
</table>
| "Service Commercial*
(Orange) |
| "C-O-1.5" | |
| SF Residential
-Office |
| Apartments |
| Hotels |
| Institutional |
| Mixed Use |
| Commercial |

<table>
<thead>
<tr>
<th># OF DWELLING</th>
</tr>
</thead>
<tbody>
<tr>
<td>7 d.u.</td>
</tr>
</tbody>
</table>

| F.A.R. |
| 20,000 |

| 1.0 FAR on |
| Mixed Use |

| Office |
| 1/8 per d.u. |

| Office: |
| Same as |

| "C-O-1.5" |

| 5 stories office |
| 6 stories res. |

<table>
<thead>
<tr>
<th>REQUIRED PARKING SPACES</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 per d.u.</td>
</tr>
</tbody>
</table>

| 1 per 300 Cov. Sq. Ft. Comm. |
| Office: |

| Same as |

| "C-O-1.5" |

| 1 per d.u. |

| 90% |

127
<table>
<thead>
<tr>
<th>Zoning District</th>
<th>Permitted Uses</th>
<th>Special Exception Uses</th>
<th># of Dwelling Units</th>
<th>F.A.R.</th>
<th>Height</th>
<th>Development By Site Plan</th>
<th>Min. Lot Size</th>
<th>Required Parking Spaces</th>
<th>Misc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot;C-1-O&quot;</td>
<td>-SF Residential -Offices</td>
<td>-R-20 Special Exception Uses</td>
<td>7 d.u. per acre</td>
<td>.60</td>
<td>35 Ft.</td>
<td>-</td>
<td>20,000 Sq. Ft. 100 Ft. width</td>
<td>1 per d.u. Officer: Same as &quot;C-0-1.5&quot;</td>
<td></td>
</tr>
<tr>
<td>&quot;General Commercial&quot;</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>&quot;C-2&quot; also complies in certain cases with &quot;Service Commercial&quot;</td>
<td>-C-1 Uses -Accessory Uses -Apartments -Town houses -Hotels -Offices -Town house Offices -Expanded Neigh. Commercial/Retail -Motor Vehicle Sales -Restaurants</td>
<td>-C-1 Special Exception Uses -Further Expanded Comm. (U) -Public Garage (U) -Auto Service Station (U)</td>
<td>36 d.u. per acre</td>
<td>1.5</td>
<td>45 Ft.</td>
<td>-</td>
<td>-</td>
<td>1 per h.u. 1 per d.u. SF 1 1/8 per d.u. other See 33C for retail Office: Same as &quot;C-0-1.5&quot;</td>
<td></td>
</tr>
<tr>
<td>&quot;C-3&quot;</td>
<td>Same as C-2</td>
<td>Same as C-2</td>
<td>36 d.u. per acre</td>
<td>No Limit</td>
<td>75 Ft.</td>
<td>-</td>
<td>-</td>
<td>Same as C-2</td>
<td></td>
</tr>
<tr>
<td>&quot;Service Industry&quot; (Pink)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>&quot;C-N&quot;</td>
<td>-Light Manufacturing -&quot;C-2&quot; Uses (except residential)</td>
<td>-&quot;C-2&quot; uses (U) (except residential)</td>
<td>-</td>
<td>1.5</td>
<td>45 Ft.</td>
<td>-</td>
<td>See 33C a-d</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&quot;N-1&quot;</td>
<td>-Railroads -Treatment Plants -Auto towing &amp; storage -C-N Uses</td>
<td>-Concrete Batching (U) -&quot;C-2&quot; Uses (U) (except residential)</td>
<td>-</td>
<td>1.5</td>
<td>75 Ft.</td>
<td>-</td>
<td>See 33C a-d</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ZONING DISTRICT</td>
<td>SPECIAL EXCEPTION USES - USE PERMIT (U)</td>
<td>PERMITTED USES</td>
<td># OF DWELLING UNITS</td>
<td>F.A.R.</td>
<td>HEIGHT</td>
<td>DEVELOPMENT BY SITE PLAN</td>
<td>MIN. LOT SIZE</td>
<td>REQUIRED PARKING SPACES</td>
<td>MISC.</td>
</tr>
<tr>
<td>-----------------</td>
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</tr>
<tr>
<td>&quot;M-1&quot; (No hotels)</td>
<td>-Junk Yard (U)</td>
<td>-Concrete Batching</td>
<td>-Asphalt Batching (U)</td>
<td>-&quot;M-1&quot; Uses</td>
<td>1 d.u. per 3 acres</td>
<td>-</td>
<td>45 Ft. (SF)</td>
<td>-</td>
<td>3 acres</td>
</tr>
<tr>
<td>&quot;Public Parks, Comm. center buildings&quot;</td>
<td>-Public Utilities (U)</td>
<td>-Private Schools (U)</td>
<td>-Institutional Homes (U)</td>
<td>-Public Parking (T) &amp; (U)</td>
<td>7 d.u. per acre</td>
<td>-</td>
<td>45 Ft.</td>
<td>-</td>
<td>7,500</td>
</tr>
<tr>
<td>&quot;N-3A&quot;</td>
<td>-Sewage Treatment</td>
<td>-Trash Collection/Transfer</td>
<td>-Water Storage/Treatment/Pumping</td>
<td>-Publicly Owned Buildings</td>
<td>-SF Residential</td>
<td>Same as S-3A</td>
<td>1 d.u. per 3 acres</td>
<td>1.5</td>
<td>75 Ft.</td>
</tr>
<tr>
<td>&quot;Public and Semi-Public&quot; (Light Green and Green)</td>
<td>-Country Clubs, pools</td>
<td>-Cemeteries</td>
<td>-Churches</td>
<td>-&quot;N-3&quot; or &quot;R&quot; (U)</td>
<td>-Public buildings, libraries, museums, etc.</td>
<td>-Hospitals (U)</td>
<td>-Explorer Owned Parking (U)</td>
<td>-Public Park &amp; Bldgs.</td>
<td>-Country Clubs, pools</td>
</tr>
</tbody>
</table>

NOTE: Standard by right uses in all residential districts include home occupations, accessory buildings, and required automobile parking.
| PLAN DESIGNATION | S-NA | B-10 | B-20 | B-6 | R-4 | R-5 | R-10 | R-25 | R-30 | R-35 | R-40 | R-75 | R-100 | R-150 | R-200 | R-300 | R-400 | R-500 | R-600 | R-700 | R-800 | R-900 | R-1000 |
|------------------|------|------|------|-----|-----|-----|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Pubilc           |      |      |      |     |     |     |      |      |      |      |      |      |       |       |       |       |       |       |       |       |       |       |       |
| Semi-Public      |      |      |      |     |     |     |      |      |      |      |      |      |       |       |       |       |       |       |       |       |       |       |       |
| Gov't. and Comm. Facilities |      |      |      |     |     |     |      |      |      |      |      |      |       |       |       |       |       |       |       |       |       |       |       |
| Low Res. 1-10 units per acre |      |      |      |     |     |     |      |      |      |      |      |      |       |       |       |       |       |       |       |       |       |       |       |
| Low Res. 11-15 units per acre |      |      |      |     |     |     |      |      |      |      |      |      |       |       |       |       |       |       |       |       |       |       |       |
| Low Med. Res. 16-30 units |      |      |      |     |     |     |      |      |      |      |      |      |       |       |       |       |       |       |       |       |       |       |       |
| Med. Res. 31-75 units per acre |      |      |      |     |     |     |      |      |      |      |      |      |       |       |       |       |       |       |       |       |       |       |       |
| High Med. Res. 3.24 FAS Res. 12-15 hotel/tna | | | | | | | | | | | | | | | | | | | | | | | |
| High Med. Res. Mixed Use 3.24 FAS | | | | | | | | | | | | | | | | | | | | | | | |
| High Res. 4.8 FAS | | | | | | | | | | | | | | | | | | | | | | | |
| Service Commercial | | | | | | | | | | | | | | | | | | | | | | | |
| General Commercial | | | | | | | | | | | | | | | | | | | | | | | |
| Service Industrial | | | | | | | | | | | | | | | | | | | | | | | |
| Low Office - Ant.-Hotel | | | | | | | | | | | | | | | | | | | | | | | |
| Med. Office Apt.-Hotel | | | | | | | | | | | | | | | | | | | | | | | |
| High Office Apt.-Hotel | | | | | | | | | | | | | | | | | | | | | | | |
| Coordinated Mixed Use Development | | | | | | | | | | | | | | | | | | | | | | | |
Appendix C

Planning Terms

ACCESS

A way of approach or physical entrance to a property. In zoning and subdivision regulations, lots of record usually are required to have direct access to a public street or highway or to a private street meeting public standards. This is done, not only to permit entry of residents and other uses, but to permit fire engines to reach buildings. In the context of land-use controls, access also includes ingress, the right to enter, and egress, the right to leave.

ACCESSORY BUILDING OR USE

A building or use which: (1) is subordinate to and serves a principal building or principal use; (2) is subordinate in area, extent, or purpose to the principal building or principal use served; (3) contributes to the comfort, convenience, or necessity of occupants of the principal building or principal use; and (4) is located on the same zoning lot as the principal building or principal use. Examples of accessory uses are private garages, storage sheds, play houses, and swimming pools. See Figure 1.

AIR RIGHTS

The rights to the space above a property for development, usually for a dissimilar use. Common law grants the owner of a piece of real estate ownership of a vertical space extending an unlimited distance above the ground. Common use of air rights are above transportation facilities such as highways, railroad tracks and subway stations.

AT PLACE EMPLOYMENT

The total number of jobs in a jurisdiction. These jobs may be filled by local residents or by persons from outside the locality.
Each census block is a well-defined piece of land bounded by streets, roads, railroad tracks, streams or other features on the ground. It is the smallest area for which census data is tabulated. Intermediate in size between census tracts and blocks are block groups (or enumeration districts).

A five member board appointed by the Virginia A. Circuit Court. The Board hears requests for variances to the Zoning Ordinance that demonstrate 'undue hardship'. Variances are usually limited to situations where the proposed placement or size of a structure is in non-compliance with the Zoning Ordinance. The B.Z.A. can also hear appeals of specific determinations made by the Zoning Administrator as it applies to the Zoning Ordinance.

A strip of land established to protect one type of land use from another with which it is incompatible. Normally, a buffer area is landscaped and kept in open space uses. But the term may be used more broadly to describe any area that separates two unlike areas such as a multifamily housing zone between single-family housing and business uses. See Figure 2.

The space remaining on a zoning lot after the minimum open-space requirements (coverage, yards, setbacks) have been met. See Figure 3.

An enclosed structure anchored to its foundation and having exterior or party walls and a roof, intended to be used for sheltering people, animals, property, or business activity. Temporary structures such as tents are not buildings, but houses, garages, factories, barns, etc., are buildings.
The amount of land covered or permitted to be covered by a building, usually measured in terms of percentage of a lot. Coverage regulations are one way to assure maintenance of open space on lots and to limit intensity of use on property. See Figure 3.

The basic term used to describe the size (including height and floor area) of buildings.

Standards that control the height, density, intensity and location of structures. Components of bulk regulations include: size and height of building; location of exterior walls at all levels with respect to lot lines, streets, or other buildings; building coverage; gross floor area of buildings in relation to lot area (floor area ratio); open space (yard) requirements; and amount of lot area provided per dwelling unit. Their purpose is to assure sufficient light, air, and open space on the ground and at all levels of a building and, secondarily, to maintain a compatible and pleasing appearance.

Uses and development standards which are determined in advance and specifically authorized by the zoning ordinance. The ordinance, as a result, is largely self-enforcing because no flexibility is involved and no discretion occurs in its administration. For example, a single-family zone would allow single-family detached residences by-right so long as site development requirements are met (e.g., height, yards, bulk).

Official certification that a building conforms to provisions of the zoning ordinance (and building code) and may be used or occupied. Such a certificate is granted for new construction or for alteration or additions to existing structures. Unless such a certificate is issued, a structure cannot be occupied.
U.S. CENSUS OF POPULATION AND HOUSING

An official enumeration of the population which is taken every ten years at the beginning of the decade. The census process includes collecting, completing, and publishing demographic, economic, and social data pertaining to all persons and housing units in the United States.

CENSUS TRACT

Statistical subdivisions of the County with an average population of 4,000. Census tracts are used to provide census to census comparability, thus census tract boundaries are usually the same from census to census.

CLUSTER DEVELOPMENT

Generally refers to a development pattern, for residential uses, in which the uses are grouped or "clustered" through a density transfer, rather than spread evenly throughout a parcel as in conventional lot-by-lot development. A zoning ordinance may authorize such development by permitting smaller lot sizes if a specified portion of the land is kept in permanent open space or common area either through public dedication or through creation of a homeowners association. See figure 4.

Figure 4.

COLLECTOR STREET

Collector streets bisect residential areas connecting local streets to arterial streets. Average daily traffic volumes on the two lane streets should not exceed 10,000 vehicles per day.

COMPREHENSIVE PLAN

A document or series of documents prepared by the local authority setting forth policies for the future of a community. It is the result of considerable study and analysis of existing physical, economic, and social conditions, a projection of future conditions and community review. When adopted by a public body such as the
CONTROLLED ACCESS FACILITY

Controlled access facilities are intended to carry very high volumes of through traffic between major generators. Access to the facility is limited to specific streets and interchanges. Average daily traffic volumes on the minimum four lane facilities exceeds 40,000 vehicles per day.

COUNCIL OF GOVERNMENTS (C.O.G.)

The regional planning agency whose member jurisdictions are the local jurisdictions of a specific region and whose directing board is made up of those member jurisdictions. They deal primarily with systems which are regionally influenced. The Metropolitan Washington Council of Governments is made up of the following jurisdictions: District of Columbia, Arlington County, Fairfax County, Loudoun County, Prince William County, Montgomery County, Prince Georges County, Falls Church, Fairfax City, Rockville, Takoma Park, Gaithersburg, Greenbelt, Alexandria, and College Park.

COVENANT

A private legal restriction on the use of land, contained in the deed to the property or otherwise formally recorded. There may be certain legal requirements for formal establishment of a covenant such as a written document, a mutual interest in the property, that the covenant be concerned with the use of the land rather than individual characteristics of ownership, etc. Covenants are most commonly used in the establishment of a subdivision to restrict the use of all individual lots in the development to a certain type of use, e.g., single-family dwellings.

DAYTIME POPULATION

The total population of an area during regular, weekday business hours. Daytime population is estimated as the number of persons holding jobs in a jurisdiction plus the number of local residents who remain at home or school during the day.

DENSITY

The average number of housing units, square feet of office, etc., per unit of land; usually density is expressed "per acre". Density is controlled by limiting the amount of development on a piece of land through zoning which has specific restrictions, e.g., use; height; minimum lot-size requirements; floor area ratio; setback and yard requirements.
DENSITY TRANSFER

Permitting unused allowable densities in one area to be used in another area. Where density transfer is permitted, the average density over an area would remain constant, but allow internal variations. Within a single development, the result would normally be a clustering of buildings on smaller lots while retaining some land in open space. Usually density is only permitted for transfer within site plan districts.

DEVELOPMENT RIGHTS

A broad range of less-than-fee simple ownership interests, mainly referring to easements. The owner keeps title but agrees to continue using the land as it had been used in the past, with the right to develop resting in the holder of the development rights. Such rights usually are expressed in terms of the density allowed under the existing zoning. In transfer of development rights, the amount may not exceed the difference between this total and that which actually exists on a given parcel of land expressed in dwelling units per acre or square feet of building area.

DISTRIBUTOR STREET

Distributor streets provide direct access to commercial and high density office or apartment areas from arterial streets. The number of travel lanes and average daily traffic volumes are dependent upon the type and intensity of the adjacent development.

EASEMENT

A right given by the owner of land to another party for specific limited use of that land. For example, a property owner may give or sell an easement on his property to allow utility facilities like power lines or pipelines, or to allow access to another property. An easement may be acquired by a government through dedication when the purpose of an entire interest in the property may be too expensive or unnecessary. See figure 1.

EMINENT DOMAIN

The legal right of government to acquire or "take" private property for public use or public purpose upon paying just compensation to the owner.

FAMILY

The Arlington County Zoning Ordinance defines family as 1) an individual, or two or more persons related by blood, marriage or adoption, or under approved foster care; or 2) a group of not more than four persons (including servants) not related by blood or marriage living together and sharing living areas in a dwelling unit.

FLOOR AREA RATIO (F.A.R.)

The ratio of floor area is an expression of density allowed on a specific parcel of land. Thus, a permitted floor area ratio of 6.0 on a 10,000 square foot lot would allow a building whose total floor area is 60,000 square feet. F.A.R. provisions may be used in combination with other bulk regulations, such as height limits, open
space, and building spacing requirements. When used alone, they give developers flexibility in deciding whether to build a low building covering most of the lot or taller buildings covering only a small part of the lot or, in some places, a combination of buildings, so long as the total F.A.R. allowed is not exceeded. See figure 5.

Figure 5.

A future estimate both short and long-range, of employment, households and population for a jurisdiction. Forecasts are used to help determine functional plans in the areas of transportation, water, resources, air quality, housing, land use and energy. Arlington participates in the Cooperative Forecasting Program established by the Metropolitan Washington Council of Governments, which includes the other local jurisdictions which are members of the Council of Governments.

The adopted policy guide for the future orderly development of land uses in the County. The Plan was initially adopted by the County Board in 1961. Periodically, the Plan is amended to respond to changing community concerns related to development or to reflect areas that are targeted for major growth (R-B and J-D Corridors). The General Land Use Plan typically has a time frame of 20 years.

The total area of all floors of a building as measured to the outside surfaces of exterior walls and including halls, stairways, and elevator shafts. This area excludes areas within a building used for parking.
INCENTIVE ZONING
A system under which developers are given bonuses in exchange for providing amenities the community feels are desirable. Bonuses granted usually are in the form of higher permitted floor area ratios or heights to improve a development’s feasibility; amenities received have been plazas, public open space, certain desired site designs, access to Metro stops, special streetscape improvements and infrastructure improvements such as streets, utilities, and landscaping.

LABOR FORCE
All those people who reside within a jurisdiction and are working or looking for work. The labor force may consist of the employed or unemployed and the civilian and military worker.

LOCAL STREET
Local or residential streets provide direct access from residential areas to higher classification facilities such as collector and arterial streets. Average daily traffic volumes on the two lane streets should not exceed 1,000 vehicles per day. Through traffic and buses are also discouraged.

MIXED USE ZONING
Zoning that permits a combination of uses within a single development. Many zoning districts specify permitted combinations of, for example, residential and office/commercial. More recently the term has been applied to major developments, often with several highrise buildings, which may contain offices, shops, hotels, apartments, and related uses.

NATIONAL CAPITAL PLANNING COMMISSION (N.C.P.C.)
The central planning agency for the Federal Government in the National Capital Region. The Commission routinely reviews Arlington County plans for their impact on the Federal interest. The Commission also prepares and adopts Federal elements of the Comprehensive Plan for the National Capital Region. They also review all proposed Federal projects.

NONCONFORMITIES
Lots, structures, uses of land and structures, and characteristics of uses, which are prohibited under the terms of the zoning ordinance but were lawful at the date of the ordinance’s enactment. They are permitted to continue, or they are given time to become conforming. The continuation of such nonconformities is based on the principal that laws cannot be applied retroactively unless there is a compelling reason - such as imminent danger to health - to do so. While ordinances permit legal nonconformities to continue, they prohibit the substitution of a new or different nonconformity, nor do they permit the extension or enlargement of nonconforming uses. Many ordinances permit the rebuilding of a nonconforming use when destroyed by fire but, if a use is abandoned for a specified period of time, it cannot be
restored, and the future use of the premises must conform to the requirements of the Zoning Ordinance. In Virginia, Zoning Ordinances give a very narrow interpretation of what is allowed in regard to nonconformities. Some ordinances provide for the abatement (amortization) of all or some nonconformities at the end of a prescribed period. Increasingly, ordinances are distinguishing among classes of nonconformities to include: nonconforming lots; nonconforming buildings or structures; nonconforming uses of land with minor structures only; nonconforming uses of major buildings and premises; and nonconforming characteristics of use; and are providing for their individualized treatment.

A regional planning agency established by the State of Virginia to serve the Northern Virginia jurisdictions. Members include: Arlington County, Fairfax County, Prince William County, Loudoun County, Alexandria, Falls Church, Leesburg, Manassas, Manassas Park, Vienna, Herndon and Fairfax City.

A use by right which is specifically authorized in a particular zoning district. It is contrasted with special permit or conditional uses which are authorized only if certain requirements are met and after review and approval by the County Board or other public body.

The public agency in a community usually empowered to prepare a comprehensive plan and to evaluate proposed changes in land use, either by public or private developers, for conformance with the plan. The Arlington County Planning Commission may consists of 5-15 members appointed by the County Board.

A map, generally of a subdivision, showing the location, boundaries, and ownership of individual properties. A plat may simply be the device for officially recording ownership changes or lot divisions; submission and approval of a plat is a prerequisite to building. Approval of a preliminary plat involves a determination that the subdivision conforms to the regulations and to the lot-size requirements of the zoning ordinance. To plat means to subdivide; where subdivision regulations are in effect this in turn may mean to obtain the necessary approvals without necessarily intending to improve or build, or, where they are not, to record. Property is frequently platted as a speculative venture; platted, but undeveloped property, may require public purchase or other action to bring it up to current regulatory standards. See Figure 6.
PREAPPLICATION CONFERENCE
Discussions held between developers and public officials, usually members of the planning staff, before formal submission of an application for a permit, site plan or for subdivision plat approval. This meeting allows the staff to: (1) acquaint the applicant with the comprehensive area or precise plans that apply to his tract, as well as the zoning and other codes that affect the proposed development; (2) suggest improvements to the proposed design on the basis of a review of the concept plan; (3) advise the applicant on ways to reduce unnecessary costs and encourage the applicant to get financial advice early; (4) encourage the applicant to consult appropriate authorities on the character and placement of public utility services; (5) help the applicant to understand the steps to be taken to receive approval; (6) give the applicant a reading on the likelihood of acceptance of his plans based on appropriate laws and ordinances; and (7) recommend that the applicant contact appropriate civic groups which may have an interest in the proposed project.

PRIMARY ARTERIAL
Primary arterials provide the main travel corridors for through traffic movement by linking outlying urban areas to major traffic generators. Limited access is provided along the facilities which are generally four lanes and carry up to 40,000 vehicles per day.
PRINCIPAL USE

The main use of land or structures as distinguished from a secondary or accessory use. A house is a principal use in a residential area; a garage or pool is an accessory use. Zoning ordinances will often establish a general rule that only one principal structure or use will be permitted on each lot. Drafters of such language generally have single-family areas in mind.

PUBLIC HEARING PROCESS

The public review of proposed plans and projects by County Staff and various advisory groups to the County Board, which has the final decision on the plan or project. Typically, this process takes two months. Public comment and testimony are encouraged during this period.

REZONING

A change in the zoning map, i.e., the zoning designation of a particular parcel or parcels. A rezoning, like enactment of the original ordinance, are legislative acts that, except under rare and specifically defined circumstances, cannot be delegated to administrative officials.

SECONDARY ARTERIAL

Secondary arterials carry an equal mix of local and thru traffic and link collector streets with controlled access facilities and primary arterials. Second arterials are either two or four lanes with an average daily traffic volume up to 15,000 vehicles per day.

SECTOR PLANNING

A detailed planning process which examines a specific area (Metro Station Area) and makes specific recommendations on land use, zoning, transportation, utilities, urban design and community facilities. These plans serve to guide development in a specific geographic area and are used by citizens, property owners, the development community, staff, and the County Board in review of specific projects.

SETBACK

A term usually defined as the required distance between every structure and the street lot line continuance of the lot; in some ordinances, setbacks refer to the distance between structures and all lot lines. In the latter case, the distance so defined is virtually indistinguishable from yard requirements. See Figure 3.

A yard is defined as an area to be kept as open space (except for specified exceptions); a setback is a distance from a lot line.

SITE

A plot of land intended or suitable for development; also the ground or area on which a building has been built.
SITE PLAN

A plan, to scale, showing uses and structures proposed for a parcel of land as required by the regulations involved. It includes lot lines, vegetation, topography, drainage, streets, building sites, reserved open space, buildings, major landscape features - both natural and man-made - and, depending on requirements, the locations of proposed utility lines. In Arlington, site plans are administered through Administrative Regulation 4.1, which specifies the rules and procedures for the approval of site plans.

SITE PLAN REVIEW

The process by which citizens, staff, and the Planning Commission review the specific development proposals for a site to assure that they meet the stated purposes and standards of the zoning category as well as the intent of the adopted policies and plans of a special area. A specific advisory committee, the Site Plan Review Committee, which is a subcommittee of the Planning Commission prepares reports with recommendations on each plan.

SPECIAL DISTRICT

A district established to accommodate a narrow or special set of uses or for special purposes. The term can signify any district beyond the conventional residential, commercial, industrial and/or office. Examples include coordinated development districts, planned development districts, and historic preservation districts. The establishment of special districts must have an appropriate police power basis (these should be spelled out in the preamble or statement of intent), and there should be a reasonable market demand for the uses permitted in order to avoid charges of excessive and unlawful restrictions on the use of the property.

SPECIAL USES: SPECIAL USE PERMIT

The term special use, with its numerous subclassifications, is so widely and variously used as to make useful definition difficult. In the simplest sense, from the administrator's point of view (and the applicant's), a use as of right is one where the permit can be issued on the basis of the application alone, and the applicant can proceed under the permit without further referrals or review, other than normal inspections. Using the exclusion approach, a special use may then be defined as a use other than a use by (or as of) right.

Variations in this left-over group are numerous as to kind and as to procedures involved. Required special approvals may be made by the Planning Commission and the County Board.

The special exception typically involves a use deemed "appropriate" in some locations within a district or group of districts, but only if certain specified conditions
are met. It is the responsibility of the Board (but only in cases where the special exception is identified in the ordinance) to determine whether such conditions are met and to attach necessary conditions and safeguards. Examples might be transitional parking lots, and day care facilities. Public notice and hearing is required on special use permits.

STANDARD METROPOLITAN STATISTICAL AREA (SMSA)

Consist of one or more entire counties economically and socially integrated that have a large population nucleus. The Washington SMSA consists of the District of Columbia, Arlington County, Charles County, Fairfax County, Prince William County, Loudoun County, Montgomery County, Prince Georges County, Falls Church, Alexandria and Fairfax City.

STRUCTURE

Anything constructed or erected on the ground or which is attached to something located on the ground. Structures include buildings, radio and TV towers, sheds, and permanent signs. It excludes vehicles, sidewalks, and paving, although for zoning purposes mobile homes usually are considered structures. Care should be taken to distinguish the definitions of “building” and “structure” when different zoning regulations are applied.

SUBDIVISION

The process (and the result) of dividing a parcel of raw land into smaller buildable sites, blocks, streets, open space, and public areas, and the designation of utility locations and other improvements.

SUBDIVISION REGULATIONS

Local ordinances that regulate the conversion of raw land into building lots for residential or other purposes. The regulations establish requirements for streets, utilities, site design, and procedures for dedicating land for open space or other public purposes to the local government or for fees in lieu of dedication, and procedures for plan review and payment of fees. Subdivision regulations which govern the land conversion process, and zoning ordinances which establish permitted land uses, have been local governments’ primary development and land-use control tools.

TRANSFER OF DEVELOPMENT RIGHTS (TDR)

A relatively new concept, in which the development rights are separated from the land in an area in which a community (or state) wishes to limit development, and permits them to be sold for use in an area desirable for high-density development. Considerable research currently is underway to determine whether the TDR concept, can be applied to actual situations. A good deal of attention is being focused on the few states and localities which have enacted variations on the scheme. (Also called development rights transfer.) Density transfer within a single property or on
adjoining properties has been fairly widely used and serves as the jumping-off point for the long-distance transfers proposed under TDR schemes.

TRANSITIONAL USES AND STRUCTURES

Uses or structures, permitted under the zoning ordinance, which, by their nature or level and scale of activity, act as a transition or buffer between two or more incompatible uses, e.g., where commercial uses are back to back against residences. Some modern zoning ordinances recognize conflicts or frictions across district boundaries by providing for transitional uses or structures such as more yard space, walls, fences, or screening, or intermediate uses, to minimize conflict. Definitions of incompatibility or friction often are difficult to make; public bodies or officials may be required to make individualized determinations of transitional needs and requirements in doubtful cases. (See also buffer area)

VARIANCE

A device which grants a property owner relief from certain provisions of a zoning ordinance when, because of the particular physical surroundings, shape, or topographical condition of the property, compliance would result in a particular hardship upon the owner, as distinguished from a mere inconvenience. A variance may be granted, for example, to reduce yard or setback requirements by the Board of Zoning Appeals.

VESTED RIGHT

A right is vested when it has become absolute and fixed and cannot be defeated or denied by subsequent conditions or change in regulations, unless it is taken and compensation paid. There is no vested right to an existing zoning classification or to have zoning remain the same forever. However, once development has been started or has been completed, there is a right to maintain that particular use regardless of the classification given the property. In order for a nonconforming use to earn the right to continue when the zoning is changed, the right must have vested before the change. If the right to complete the development has not been vested, it may not be built, and the new regulations will have to be complied with.

YARD

An open space on the same lot with a building or building group lying between the front, rear, or side wall of a building and the nearest lot line, unoccupied except for projections and the specific minor uses or structures allowed in such open space under the provisions of the zoning ordinance. Because buildings may be irregularly shaped or set on an angle to the lot, widths of yards usually are measured from the nearest lot line to the closest point of the building or averaged.
Yard requirements traditionally have been included in ordinances to satisfy aesthetic desires and to provide room for greenery; to prevent overcrowding of land; to prevent spread of fire and to facilitate firefighting; to afford general and service access; to accommodate landscaping and such outdoor requirements as parking, storage, and recreation; to provide the visibility needed for traffic safety; to permit light access to windows; to buffer noise; and to provide view. See Figure 3.

A development approach in which a building is sited on one or more lot lines with no yard. Conceivably, three of the four sides of the building could be on the lot lines. The intent is to allow more flexibility in site design and to increase the amount of usable open space on the lot. Virtually all zoning ordinances retain yard requirements; where zero lot line developments have been permitted, they have been handled through variances or planned unit development procedure, or other devices which allow for site plan review. See Figure 7.

Figure 7.

A police power measure, enacted primarily by general purpose units of local government, in which the community is divided into districts or zones within which permitted and special uses are established as are regulations governing lot size, building bulk, placement, and other development standards. Requirements vary from district to district, but they must be uniform within districts. The zoning ordinance consists of two parts: a text and a map.
The local official responsible for granting zoning permits, interpreting the Zoning Ordinance and, following a determination by the Board of Zoning Appeals, permits for special uses and variances.

A change in the Zoning Ordinance. Amendments usually take two forms: (1) A comprehensive revision or modification of the zoning text and map; and (2) A text change in zone requirements.

A section of a city or county designated in the zoning ordinance text and (usually) delineated on the zoning map, in which requirements for the use of land and building and development standards are prescribed. Within each district, all requirements must be uniform. A jurisdiction may have as few as two or three or as many as 50 districts, depending on circumstances and needs.
Appendix D

SECTION 27A. "C-R" COMMERCIAL REDEVELOPMENT DISTRICTS (Adopted May 12, 1984, as written June, 1985)

The purpose of the "C-R" classification is: to encourage medium density mixed use development; to recognize existing commercial rights; and to provide tapering of heights between higher density office development and lower density residential uses. The district is designed for use in the vicinity of the Metrorail stations and, to be eligible for the classification, a site shall be located within an area designated "Medium Density Mixed Use" and zoned "C-3".

The following regulations shall apply to all "C-R" Districts.

A. USES PERMITTED:

1. All uses permitted in the "C-1" District.
2. Art or antique shop.
3. Bird store, pet shop or taxidermist.
4. Department, furniture or household appliance store.
5. Film exchange.
6. Hotels and tourist courts.
7. Indoor swimming pools.
8. Indoor theaters.
9. Interior decorating store.
10. Medical or dental clinics and laboratories.
11. Music conservatory or music instruction.
13. Multi-family dwelling units.

B. SPECIAL EXCEPTIONS:

The following uses may be established subject to obtaining a Use Permit under the procedures established in Section 36.

1. Schools, private, elementary and high, kindergartens and day nurseries.
2. Billiard or pool halls.
3. Indoor/outdoor tennis, racquet and handball courts.
4. Dancing studio.
5. Health clubs.
6. Night clubs and restaurants providing live entertainment including dance halls.
7. Outdoor commercial enterprises including games of skill and science.
8. Outdoor fair, carnival, circus, trade show.
10. Animal hospitals within fully enclosed structures.
11. Unscreened telecommunications equipment.

C. AREA REQUIREMENTS:

Each lot shall have a minimum area of twenty thousand (20,000) square feet.

D. BULK REGULATIONS:

1. Height Limit: No building, except for penthouses, shall be hereafter erected to exceed fifty-five (55) feet in height, except:

   a. When a structure is greater than one hundred and sixty-five (165) feet from a "R" or "RA" Zoning District, height may be increased by one (1) foot for every three (3) feet beyond one hundred and sixty-five (165) feet, up to a maximum height of one hundred and ten (110) feet.

   b. For properties which front on a primary arterial and are within seven hundred and fifty (750) feet of a primary Metro entrance, building heights may be increased to seventy-five (75) feet for the first seventy-five (75) feet of property line fronting on the primary arterial.

   c. All equipment above the roof line shall be screened from view by walls of equal height and similar materials, setback a distance equal to their height from the building edge and height limit line and shall not exceed eighteen (18) feet.

2. Floor Area Requirements: Consistent with the provisions of this section the gross floor area permitted shall not exceed the site area multiplied by 3.0. An additional 1.0 F.A.R. is permitted for residential use.
3. Coverage: No building or structure including accessory buildings and all areas for parking, driveways, maneuvering and loading space shall cover more than:

a. Eighty percent (80%) of the lot area on those portions of blocks that have a height limit of seventy-five (75) or fewer feet.

b. Sixty-Five percent (65%) of the lot area on those portions of blocks that have a height limit of more than seventy-five (75) feet.

E. STREETSCAPE REQUIREMENTS:

1. The periphery of any site fronting on public rights-of-way shall be landscaped by the provision of curb, gutter, sidewalk, street light, street furniture and other elements, from face of curb to face of building according to the adopted Clarendon Streetscape Plan Standards set forth in the "Urban Design Section" of the Clarendon Sector Plan; provided however that with the approval of the Zoning Administrator, a portion of the public right-of-way may be used to provide the area needed to fulfill these requirements.

2. All aerial utilities on and at the periphery of the site shall be undergrounded with redevelopment or new construction.

3. Surface parking shall not be allowed except for convenience retail, or service commercial. Required parking for town house residential may be surface parking. Such parking shall be screened from public plaza areas, public sidewalks, and adjacent sites by landscaping and a four (4) foot masonry wall of similar materials as to the principle structure. Parking for commercial uses shall not be located across the street from or adjacent to a "Low" or "Low Medium" Residential General Land Use Plan designation.

F. PHYSICAL REQUIREMENTS:

Building across the street from or adjacent to areas designated on the General Land Use Plan as "Low" or "Low Medium" Residential shall have an exterior appearance that is compatible with residential uses in bulk, coverage, and placement. In addition, other external characteristics such as building materials should be similar.

G. PARKING REQUIREMENTS:

One (1) parking space for each five hundred and eighty (580) square feet of gross floor area. The ratio of compact to full size automobile spaces shall not exceed fifty percent (50%) for each. One (1) parking space for each dwelling unit.

H. LANDSCAPING:

Fifteen percent (15%) of the total site is required to be landscaped open space in accordance with the requirements of Section 32A, Landscaping and the Clarendon Streetscape Plan Standards.

I. ADDITIONAL REQUIREMENTS:

1. For supplemental regulations, see Section 31.

2. Loading space to be provided as required in Section 33.

3. Signs as regulated in Section 34.

4. Bulk, coverage and placement requirements as regulated in Section 32, unless otherwise stated above.

END
Appendix E

SECTION 26 A. "C-TH" COMMERCIAL TOWN HOUSE DISTRICT (Adopted March 2, 1985, as written June, 1985)

The purpose of the "C-TH" classification is: to encourage commercial development of structures with the physical characteristics of town houses and to provide tapering of heights between higher density commercial development and lower density residential uses. The district is designed for use in the vicinity of the Metrorail stations and, to be eligible for the classification, a site shall be located within an area designated "Service Commercial" or "General Commercial" on the General Land Use Plan and zoned for general commercial uses.

The following regulations shall apply to all "C-TH" Districts.

A. USES PERMITTED

1. Animal Hospital or Veterinary Clinic within a fully enclosed structure.
2. Art or Antique shop.
5. Barbershop or Beauty Parlor.
6. Blueprinting or Photostating
7. Book or Stationary Store.
8. Business College operated as a commercial enterprise.
10. Clothes Cleaning or Laundry Establishment, including launderette self-service type establishment.
11. Clothing or Wearing Apparel Shop.
12. Confectionary Store.
13. Department Store.
15. Dry Goods or Notion Store.
17. Florist or Gift Shop.
18. Grocery, Fruit or Vegetable Store.
19. Hardware, Paint or Appliance Store.
20. Home Furnishings.
21. Hotel or Tourist Court.
22. Indoor Swimming Pool.
23. Indoor Theater or Auditorium.
25. Meat Market or Delicatessen.
26. Medical or Dental Clinic or Laboratory.
27. Music Conservatory or Music Instruction.
29. Nursery, Flower or Plant Store, provided that all incidental equipment and supplies, including fertilizer and garden tools, are kept within a building or in designated areas outside which are adequately screened as approved by the Zoning Administrator.
30. Offices, Business or Professional.
31. Pet Store.
32. Photography Studio.
33. Printing, Lithographing or Publishing.
34. Public Parking Area, when located and developed as required in Section 33.
35. Public Service, including electric distributing substation, fire or police station, telephone exchange, and the like.
37. Restaurant, Tea Room or Cafe including outdoor cafes associated with such uses (excluding drive-in or fast food restaurants and dancing and entertainment except as provided for in Subsection B).
38. Retail Store or Business.
39. Shoe Repair.
40. Sign Painting Shop, if conducted wholly within a completely enclosed building.
41. Tailor or Dressmaker.
42. Trade or Commercial School, if not objectionable due to noise, odor, vibration or other similar causes.
43. Upholstery Shop, if conducted wholly within a completely enclosed building.
44. Wholesale Merchandising Broker, excluding wholesale storage.
45. Other uses which in the judgement of the Zoning Administrator are of the same general character of those listed in this Subsection and will not increase the noise, dust, smoke and traffic beyond the amount produced by other uses permitted in the district in which located.

B. SPECIAL EXCEPTIONS:

Any of the following uses may be established subject to obtaining a use permit as provided in Section 36 - Use Permits, for each such use:

1. Bowling Alley.
2. Carpet and Rug Cleaning Establishment excluding dyeing.
3. Dance Studio.
4. Fast Food Restaurant.
6. Indoor Tennis, Racquet or Handball Court.
7. Mortuary or Funeral Home, including a cremation unit within a mortuary or funeral home.
8. Restaurant providing live entertainment or dancing limited to customers.
10. Secondhand Store, if conducted wholly within a completely enclosed building.

C. AREA REQUIREMENTS:
No minimum site area required.

D. BULK REQUIREMENTS:
1. Height Limit: No building, except for penthouses, shall be hereafter erected to exceed fifty-five (55) feet in height, except:
   a. For properties which abut an “R” District that also is designated “Low” Residential (1-10 units per acre) on the General Land Use Plan, building heights shall not exceed forty-five (45) feet, including penthouses for the first fifty (50) feet of property measured from the property line abutting the “R” District.
   b. Penthouses shall be permitted above the fifty-five (55) foot height limit provided that they are set back a distance equal to their height from the building edge and shall not exceed eighteen (18) feet.
2. Density:
   a. There is no limitation on Floor Area Ratio for office, commercial, and multiple-family dwelling uses.
   b. The maximum density permitted for hotel uses shall not exceed 110 units per acre.
   c. Density for one-family and two-family dwellings is as specified for “R-5” Districts.

E. STREETSCAPE REQUIREMENTS:
1. The periphery of any site fronting on public rights-of-way shall be landscaped by the provision of curb, gutter, sidewalk, street light, street furniture and other elements, from face of curb to face of building according to the streetscape standards set forth in the adopted Sector Plan for the area in which the site is located. Sites which are not located within sector plan areas shall provide streetscape improvements consistent with the Master Walkway Policy Plan.
   a. The Zoning Administrator may approve the uses of a portion of the public right-of-way to provide the area needed to fulfill the streetscape requirements, when that is consistent with all of the adopted elements of the Comprehensive Plan and provides uniformity with adjacent sites.
   b. In cases where an existing building is preserved and the sidewalk section is less than the standard, the Zoning Administrator may waive the required width of paved sidewalk area for an abutting property, in conjunction with development of that property, in order to achieve uniformity in the streetscape. The total required width of the walkway and streetscape areas shall be maintained.
2. All aerial utilities on and at the periphery of the site shall be put underground with redevelopment or new construction.
3. Surface parking shall be allowed. Surface parking areas shall be screened from public plaza areas, public sidewalks, and adjacent residentially zoned properties by landscaping and a four (4) foot high brick wall except that where parking areas abut an “R” District that also is designated “Low” Residential (1-10 units per acre) on the General Land Use Plan the wall shall be a minimum height of six (6) feet. When parking is provided at or above grade within a structure, a facade treatment shall be provided for the parking area which is consistent, in terms of materials, with the building facade.
4. Trash collection and storage areas shall be provided inside the principal structure or in a designated area outside the structure which is screened by a brick wall or a masonry wall of similar material as the building and which is a minimum of six (6) feet in height.
F. PHYSICAL REQUIREMENTS:

Buildings shall have exterior physical characteristics that are compatible with and generally similar to residential townhouses in bulk, placement, exterior materials and other external characteristics. Buildings facades should be of materials commonly used for residential structures such as brick, wood stone, stucco or other natural finish materials.

G. PARKING REQUIREMENTS:

1. One (1) parking space for each five hundred and eighty (580) square feet of gross floor area of commercial or office space.

2. One and one-half (1 1/2) parking spaces for each dwelling unit.

3. One (1) parking space for each hotel unit.

H. LANDSCAPING:

Ten percent (10%) of the total site is required to be landscaped open space in accordance with the requirements of Section 32 A, Landscaping.

I. ADDITIONAL REGULATIONS:

1. For supplemental regulations, see Section 31.

2. Bulk, coverage and placement requirements as regulated in Section 32 unless otherwise stated above.

3. Loading space to be provided as required in Section 33.

4. Signs as regulated in Section 34.
Clarendon Sector Plan Review Committee

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Joan Allen, Vice-Chairman

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Larry Burrows
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Edward Knowles
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John McCracken
Jean Meek
David Scheele
John Schiller
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Bibliography

Arlington County Department of Community Affairs

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