Fort Myer Heights North Plan | 2008

Affordable Housing | Historic Buildings | Open Space | Significant Trees | Neighborhood Scale

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# Table of Contents

**Executive Summary** ................................................................. iii  
**Introduction** ................................................................. 1  
**Neighborhood Inventory** ...................................................... 8  
**Vision, Goals and Concept** .................................................. 27  
**Design Guidelines** ............................................................. 58  
**Plan Implementation** ............................................................ 70  

**Appendices**  
A: National Register of Historic Places Nomination .............. 77  
B: Preferred Tree List ............................................................. 78  
C: Aerial Photos of Fairfax Drive ........................................... 79  
D: Demographics ................................................................. 82  
E: Terms and Definitions ....................................................... 85  

**List of Figures**  
Neighborhood Location Map ..................................................... 2  
Aerial Photo Showing Study Area Boundaries ......................... 3  
Aerial Photo Showing Historic and Recent Development ............ 9  
General Land Use Plan Map and Legend Excerpts ..................... 10  
Zoning Map ................................................................. 12  
Construction Dates Map ......................................................... 14  
Block Locator/Major Property Assemblages Map ....................... 15  
Committed Affordable Housing Map .................................... 17  
Historic Buildings Inventory Map ..................................... 18  
Significant Trees Map ............................................................. 21  
Bus Routes Map ................................................................. 23  
Distance from Metro Stations Map ...................................... 25  
Neighborhood Infrastructure Inventory Map ......................... 26  
Concept Plan ................................................................. 29  
Density Plan ................................................................. 31  
Heights Plan ................................................................. 33  
Building Facade and Service Entry Plan ................................ 34  
Topography Map ................................................................. 35  
Three-Dimensional Topography Map .................................. 36  
Affordable Housing Contribution Scale ................................ 37  
Historic Resources Map ....................................................... 39  
Illustrative Examples (Three-Dimensional Block-By-Block Modeling) ......................................................... 43  
Sidewalk Transitions between New and Existing Buildings ........ 60  
Illustrative Streetspace Cross-Sections ................................ 61  
Preferred Treatment of Structured Parking Graphic ................. 65  
Rendering of Proposed Improvements to Fairfax Drive ........... 66  
Aerial Photos of Fairfax Drive ........................................... 79  
2000 Census Block Map ....................................................... 83
Executive Summary

This is a small area plan for Fort Myer Heights North in Arlington County, Virginia. The Fort Myer Heights North Special District was established on the County’s General Land Use Plan in 2005. It is bounded by Clarendon Boulevard to the north, Fairfax Drive to the south, North Pierce Street to the east and North Courthouse Road, 13th Street North and North Scott Street to the west.

Defining the Problem

Fort Myer Heights North is defined by its large supply of low-rise, brick garden apartment buildings of historic merit; its significant number of rental units considered market affordable; and a major mature tree canopy that is unique along the Rosslyn-Ballston Corridor. However, as the core areas of Rosslyn and Courthouse continue to build out, redevelopment pressure in this area has increased dramatically. The fabric of this neighborhood is being eroded by luxury by-right development that meets neither the goals of the community nor the County.

Vision and Goals

Over the course of the planning process for Fort Myer Heights North, the community developed the following vision statement and goals:

Fort Myer Heights North is a medium-density residential community separate and distinct from the adjacent core Metro Station Areas of Rosslyn and Courthouse. It is culturally and economically diverse with a significant amount of affordable housing. The neighborhood encompasses a variety of housing types and styles, with site design and architectural elements reminiscent of multifamily housing in Arlington built from the 1930s to the 1950s. Through the creative use of site design techniques and Zoning Ordinance tools and incentives identified for use in the neighborhood, with all stakeholders in mind, redevelopment shall consider the following goals and objectives:

- Preservation of existing affordable units and the construction of new affordable units;
- Preservation of neighborhood character and historic buildings;
- Preservation of tree cover and significant trees and the enhancement of streetscapes with shade trees;
- Provision of public and private open space;
- Enhanced pedestrian corridors along North Rhodes Street and 16th Street North;
- An improved neighborhood edge and pedestrian-oriented streetscape along Fairfax Drive and Clarendon Boulevard; and
- The provision of adequate parking using creative strategies.

Concept

In order to realize this vision, the 2008 Fort Myer Heights North Plan (Plan) seeks to create a strategic balance of preservation and redevelopment with an emphasis on affordable housing, historic buildings, open space, significant trees and neighborhood scale. The northern portion of the neighborhood, which includes its historic core, is intended to remain as it is, with no provisions for additional density or height. The southern portion of the neighborhood has been identified as a location for a strategic blend of conservation and redevelopment in return for significant, defined community benefits. Creative General Land Use Plan and Zoning Ordinance amendments will help to implement the recommendations of this Plan.
The Fort Myer Heights North Plan is the second phase in a two-part planning process for the area between Rosslyn and Courthouse. The first phase, the Rosslyn to Courthouse Urban Design Study, adopted by the County Board in March 2003, focused on the commercial area bordered by Wilson Boulevard, Clarendon Boulevard, North Pierce Street and North Courthouse Road. This plan presented a framework for future development by addressing elements such as land use, form, streetscape, open space and parking.

The second phase, the Fort Myer Heights North Plan, focuses on evaluating the land use goals, objectives and zoning tools for the residential area located directly south of the commercial area study and generally bordered by Clarendon Boulevard to the north, Fairfax Drive to the south, North Pierce Street to the east and North Courthouse Road, 13th Street North and North Scott Street to the west. The Fort Myer Heights North Plan includes a neighborhood inventory analysis, a vision statement with goals and objectives, a concept plan, urban design guidelines and recommendations for implementation, including General Land Use Plan and Zoning Ordinance amendments.

The future vision for this area is a strategic balance of conservation and redevelopment compatible with the existing character of the neighborhood. The preservation or provision of affordable housing, historic buildings, public open spaces, significant trees and enhanced streetscapes are the primary goals. New Zoning Ordinance tools will help to guide redevelopment proposals and creative site design will facilitate project implementation.

It is important to note that in some instances, development proposals may not be able to achieve all the goals and objectives set forth in this Plan. Each block is unique and presents distinctive opportunities and challenges. However, the development community is encouraged to make its best effort to consider all elements. Through the site plan process, the merits of each development proposal will be evaluated in more detail by the County and community to allow development to meet market demands in a manner consistent with the identified goals for this neighborhood.

Defining the Problem/Purpose of the Study

The Fort Myer Heights North area, almost evenly divided between the Rosslyn and Courthouse Sector Plan areas, contains a large supply of low-rise, brick garden apartment buildings of historic merit; a significant number of rental units considered market affordable; and a major mature tree canopy that is unique along the Rosslyn-Ballston Corridor. However, as the core areas of Rosslyn and Courthouse build out, redevelopment pressure in this area has increased dramatically.

Currently, the dominant trend in this neighborhood is the replacement of older garden apartments and single-family homes with by-right projects, including high-end townhouses, prior to a 2005 Zoning Ordinance amendment eliminating townhouses as a by-right use in the Fort Myer Heights North Special District, and more recently, luxury condominium buildings. Such development reduces the existing supply of market affordable units in the neighborhood without providing replacement rental units or new opportunities for affordable homeownership. At the same time, the demolition and site clearing that accompany such redevelopment are eroding the neighborhood’s historical context and ambience, intruding upon the incidental open areas that now exist and diminishing its tree canopy.
Fort Myer Heights North is located along the Rosslyn-Ballston Corridor in Arlington County, Virginia.
The study area, shown here in an aerial photograph taken in the winter of 2007, is bounded by Clarendon Boulevard to the north, Fairfax Drive and Arlington Boulevard to the south, North Pierce Street to the east and North Courthouse Road, 13th Street North and North Scott Street to the west.
In other sections of the Metro corridor, the County has addressed such challenges by encouraging redevelopment through the special exception site plan process. Through this process, a developer is typically offered significant increases in height and/or density, along with more flexibility in site design and development form, in exchange for the provision of high-quality design, site improvements such as enhanced streetscapes and community benefits such as affordable housing or open space. In contrast to by-right projects, which receive administrative review and approval with no formal public input, each site plan proposal goes through an extensive community review process, including public hearings and formal consideration by the Planning Commission and County Board.

In the Fort Myer Heights North area, however, the differences in height and density between the by-right and site plan provisions of the “RA8-18” and “RA6-15” zoning districts are relatively small and offer little incentive for developers to enter the often lengthy and costly site plan process. After extensive study, a draft Fort Myer Heights North Plan was prepared in 2005 that recommended site plan approval up to 72 units per acre as a way to encourage site plan as opposed to by-right development. In order to accommodate this proposed density, heights up to ten stories were recommended in certain portions of the neighborhood.

However, just as this iteration of the Plan was scheduled for review by the County Board at its April 2005 meeting, the County began an extensive review of its affordable housing policies that produced legislation establishing new formulas for housing contributions with site plan development. This necessitated pausing to refine the vision and implementation strategies for the Fort Myer Heights North area, as affordable housing was one of the primary goals of the draft Plan. In the interim, construction costs, including both materials and labor, increased significantly. Given these changes and the high price of land in this area, the tools and incentives included in the original draft Plan are not attractive enough to entice developers to forgo by-right development and enter the site plan process.

Developing large unit (approximately 1,400 square feet), luxury condominiums by-right is currently much more profitable than developing under the site plan option, as evidenced by recent projects in the neighborhood. Due to the rising costs of development, the 72 unit per acre maximum site plan option proposed in the 2005 draft Plan offers insufficient density to secure returns comparable with those obtained through by-right development, once the cost of the site plan process and benefits are factored into the equation. This is problematic, as it was through the site plan process that it was contemplated that the original goals of the Plan - the preservation of affordable housing,
historic buildings, open space and significant trees - would be achieved. Given the changing economics in this area, it is no longer feasible to achieve the primary goals of the 2005 draft Plan while abiding by its recommended densities and heights.

As the key concept plan and implementation recommendations of the 2005 draft Plan are thus no longer viable, staff has developed a new iteration of the Plan based on additional research and analysis. Staff first identified certain target blocks which may be likely to redevelop and which may present an opportunity for achieving on site one or more goals of the Plan. Staff then undertook an economic study of the area to determine what potential tools and incentives could encourage the realization of the community and the County’s desired preservation/redevelopment mix. This economic analysis, verified with the assistance of outside consultants, informed the creation of new redevelopment strategies. Staff used a three-dimensional computer graphics program to model different redevelopment scenarios and conducted additional feasibility studies to ensure that what it recommends is potentially viable from both a planning and an economic perspective.

Staff’s modeling exercises revealed that, in order to achieve the desired balance of preservation and redevelopment shown in the 2005 draft Plan, additional density over the 72 units per acre proposed in said Plan is necessary. That is, according to the economic analysis, it is at a density of approximately 3.24 FAR that developers may choose to enter the site plan process in Fort Myer Heights North. Heights greater than those shown in the 2005 draft Plan are also necessary in order to accommodate the density needed to encourage developers to elect to build by site plan and provide community benefits.

This revised version of the Fort Myer Heights North Plan represents a compromise plan that seeks to respond to the civic association’s concerns regarding density and height, yet also seeks to provide the community benefits for which the neighborhood and the County are also looking. The new concept plan aims to preserve the historic core of the community by permitting no additional density or height above what is allowed by-right in the northern half of the neighborhood, which is designated the Conservation Area. Transfer of development right incentives will further encourage the preservation of historic buildings, existing affordable housing and open space.

Through the special exception site plan process, additional density and height will be allowed in a defined swath along Fairfax Drive in the southern portion of the neighborhood in what is known as the Revitalization Area. This additional density and height will only be permitted in return for: the provision of the significant affordable housing contribution recommended in this Plan; the preservation of the historic buildings and their associated open spaces identified in this Plan; the provision of the public open spaces identified in this Plan; and the preservation of the significant trees identified in this Plan. The Plan identifies this area along Fairfax Drive as an area that could accommodate additional density and height, because this area is adjacent to high volume Arlington Boulevard and the sloping topography will minimize the appearance and impact of greater heights. Additionally, the heights needed to accommodate the density levels necessary for site plan development would not be appropriate along Clarendon Boulevard, given the lower building heights called for across the street in the Rosslyn to Courthouse Urban Design Study. Design guidelines included in this Plan will help to ensure that any new development is consistent with the community’s vision for the future.

**Community Process**

The study process for the original draft Plan began with a walking tour, community meetings and workshops. Since 2005, staff has met with members of the Radnor-Fort Myer Heights Civic Association, property owners, deve-
Members of the Radnor-Fort Myer Heights Civic Association and the community at large have been active participants in the planning process for this neighborhood.

opers and other community stakeholders on numerous occasions in both open community and smaller working group meetings. Additionally, staff has made presentations to the Planning Commission, the Long Range Planning Committee of the Planning Commission, the Zoning Ordinance Committee of the Planning Commission, the Housing Commission, the Historical Affairs and Landmark Review Board, the Urban Forestry Commission, the Park and Recreation Commission, the Environment and Energy Conservation Commission and the Transportation Commission. Staff has developed the new approach outlined in this Plan based on input and feedback received at these meetings.

Current Plans

Rosslyn Station Area Plan Addendum

Although approximately half of the study area lies within the boundaries of the Rosslyn Sector Plan area, the Rosslyn Station Area Plan Addendum, adopted by the County Board in 1992 as an update to the 1977 Rosslyn Station Area Plan, focuses more on the core area of Rosslyn and does not address in any detail the Fort Myer Heights North neighborhood. However, the Addendum does reinforce the General Land Use Plan designation of this area as a medium-density residential neighborhood. It also includes a few general recommendations for Fort Myer Heights North, such as enhanced streetscapes along Clarendon Boulevard, Fairfax Drive and North Pierce Street and a “secondary entry” at Clarendon Boulevard and North Pierce Street. Other overarching recommendations that are relevant for Fort Myer Heights North include the preservation of diverse housing types and price ranges.

Courthouse Sector Plan Addendum

The other half of the study area lies within the area covered by the Courthouse Sector Plan Addendum, adopted by the County Board in 1993 as an update to the 1981 Courthouse Sector Plan. Its concept plan again reinforces the designation of this neighborhood as medium-density residential area and identifies pedestrian linkages on North Courthouse Road, North Taft Street, North Rhodes Street, Fairfax Drive and 15th Street North. The Concept Plan also shows enhanced landscaping along Fairfax Drive and 15th Street North.

Rosslyn-Ballston Retail Action Plan/Rosslyn to Courthouse Urban Design Study

The Rosslyn-Ballston Retail Action Plan, adopted by the County Board in 2001, recommends personal and business services and retail along the north side of Clarendon Boulevard. The Rosslyn to Courthouse Urban Design Study, adopted by the County Board in 2003, reinforces this recommendation. The Retail Action Plan suggests that the south side of Clarendon Boulevard, located within the Fort Myer Heights North study area, remain predominantly residential due to the existing residential zoning districts.
Capital Improvement Program

The County’s Capital Improvement Program does not include funding for infrastructure projects within the neighborhood at this time. Recently completed projects in Fort Myer Heights North include the installation of sidewalks, curbs and gutters in areas where such improvements were previously lacking.
Land Use and Zoning

Arlington’s General Land Use Plan serves as the primary policy guide for the future development of the County. It establishes the overall character, extent and location of various land uses and serves as a means of communicating the policy of the County Board and as a guide to the County Board in its decision making process regarding future development. The Zoning Ordinance is a legally binding document that regulates: uses; the size and coverage of lots; the height, bulk and siting of buildings; parking; and density for each parcel in the County.

Fort Myer Heights North was designated as a special district on the General Land Use Plan in April 2005. The General Land Use Plan designation for this district is “Medium” Residential which allows for residential development of 37 to 72 units per acre. There is no zoning district which allows up to 72 units per acre of development, other than “RA-H” Hotel Districts, which is not recommended for this residential area.

Approximately half of Fort Myer Heights North is zoned “RA8-18” Apartment Dwelling Districts and half is zoned “RA6-15” Apartment Dwelling Districts. These two zoning categories are consistent with the “Medium” Residential General Land Use Plan designation. Both districts allow for single family, townhouse and multifamily development. Townhouses were previously permitted both by-right and by special exception in the “RA8-18” and “RA6-15” zoning districts. In April 2005, however, townhouses were removed as a by-right use in the Fort Myer Heights North Special District as a way to preserve affordable housing, historic buildings, open spaces and trees. Townhouses consume more land per unit than multifamily development and the by-right townhouse form typically includes extensive curb cuts, frontloaded garages and parking in the front, all design elements inconsistent with the predominant character of the neighborhood and the community’s vision for the future. Townhouse development is now only permitted in Fort Myer Heights North by site plan at up to 22 units per acre in the “RA8-18” district and up to 29 units per acre in the “RA6-15” district.

In terms of multifamily development, “RA8-18” allows up to 36 units per acre for such development. Heights for multifamily buildings may reach four stories or 40 feet by-right and eight stories or 75 feet with site plan approval. “RA6-15” permits up to 48 units per acre for multifamily development, with heights up to six stories or 60 feet by-right and up to 12 stories or 125 feet by site plan.

Existing Development and Trends

Fort Myer Heights North has a diminishing stock of garden-style apartments and single-family homes, as well as a number of relatively new townhouses and an increasing supply of luxury condominiums. Existing development consists mainly of two- to four-story brick, garden-style apartment buildings dating to the early and mid-20th century, many of which are eligible for listing on the National Register of Historic Places. These low-rise garden apartments were constructed from the 1930s to the 1950s and are distinguished by their open lawns graced by mature trees. This neighborhood also has a small number of older single-family homes. Starting in the 1980s, several garden apartments and single-family houses have been demolished to make way for new townhouses and condominium buildings. The loss of neighborhood fabric has now reached a critical point. (see Construction Dates Map)

Much of the Fort Myer Heights North neighborhood is currently developed at less than what the Zoning Ordinance permits and what the General Land Use Plan would allow...
This aerial photo taken in the winter of 2007 graphically illustrates the disparity in scale, height, bulk, and mass between the historic garden apartments and the new by-right development occurring in this neighborhood. The garden apartments shown on the left were demolished in 2007 to make way for another by-right project.
The Fort Myer Heights North Special District was designated on the General Land Use Plan in 2005. The entirety of this district is shown as “Medium” Residential on the General Land Use Plan, which allows for residential development up to 72 units per acre.

Legend

13 These areas were designated a “Special Affordable Housing District”: The Odyssey on 11/20/01, North Troy Street Residential on 2/7/04 and Rosslyn Ridge on 7/10/04.

22 This area was designated the Fort Myer Heights North Special District on 4/16/05.
General Land Use Plan Legend

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Density/Typical Use</th>
<th>Zoning</th>
<th>Land Use Category</th>
<th>Density/Typical Use</th>
<th>Zoning</th>
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<tbody>
<tr>
<td><strong>Residential</strong></td>
<td></td>
<td></td>
<td><strong>Public and Semi-Public</strong></td>
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<td></td>
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<tr>
<td>High-Medium</td>
<td>Up to 4.8 F.A.R. (Residential)</td>
<td>RA-H-3.2, C-O Rosslyn</td>
<td>High</td>
<td>Up to 4.8 F.A.R.</td>
<td>C-O, RA-H-3.2, C-O Rosslyn</td>
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<td>Medium</td>
<td>Up to 3.24 F.A.R. (Floor Area Ratio) Residential</td>
<td>RA-4.8</td>
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<td>Up to 2.5 F.A.R.</td>
<td>C-O-2.5</td>
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<td>High-Medium</td>
<td>Up to 3.0 F.A.R. Hotel</td>
<td>RA-H-3.2, C-O Rosslyn</td>
<td>High</td>
<td>Up to 3.8 F.A.R.</td>
<td>C-O, RA-H-3.2, C-O Rosslyn</td>
</tr>
<tr>
<td>High</td>
<td>Up to 3.24 F.A.R. Hotel</td>
<td>RA-H-3.2, C-O Rosslyn</td>
<td>High</td>
<td>Up to 3.8 F.A.R.</td>
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<td>Low</td>
<td>Up to 1.5 F.A.R.</td>
<td>RA7-16, RA6-15, RA-H</td>
<td>Low</td>
<td>Up to 1.5 F.A.R.</td>
<td>S-3A, S-D</td>
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<tr>
<td>Low</td>
<td>Up to 1.5 F.A.R.</td>
<td>R2-7, R15-30T</td>
<td>Low</td>
<td>Up to 1.5 F.A.R.</td>
<td>S-3A, S-D</td>
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<td>Low-Medium</td>
<td>16-36 units per acre</td>
<td>R15-30T, RA14-26, RA8-18</td>
<td>Medium</td>
<td>Up to 2.5 F.A.R.</td>
<td>C-O-2.5</td>
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<td>Low</td>
<td>11-15 units per acre</td>
<td>R-20, R-10, R-10T, R-8, R-6, R-5</td>
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<td>Up to 2.5 F.A.R.</td>
<td>C-O-2.5</td>
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<td>Low</td>
<td>1-10 units per acre</td>
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<td>Up to 1.5 F.A.R.</td>
<td>S-3A, S-D</td>
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<td><strong>Commercial and Industrial</strong></td>
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<td></td>
<td><strong>Mixed Use</strong></td>
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<tr>
<td>Personal and business services.</td>
<td>Generally one to four stories, with special provisions within the Columbia Pike Special Revitalization District.</td>
<td>C-1-R, C-1, C-1-O, C-2, C-O-1.0</td>
<td>Medium Density Mixed-Use</td>
<td>Up to 3.0 F.A.R., with special provision for additional density within the “Clarendon Revitalization District” (See Note 12) and the “Special Coordinated Mixed-Use District” for East End of Virginia Square (See Note 3).</td>
<td>C-R, C-3, MU-VS</td>
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<tr>
<td>Shopping goods and other mixed commercial uses, including offices. Generally a maximum of seven stories.</td>
<td>C-2, C-TH, C-3</td>
<td>High-Medium Residential Mixed-Use</td>
<td>Up to 3.24 F.A.R., including associated office and retail activities.</td>
<td>Family Use</td>
<td>R-C</td>
</tr>
<tr>
<td>Wholesale, storage, and light manufacturing uses, including those relating to building construction activity.</td>
<td>C-M, M-1, M-2</td>
<td>Coordinated Mixed-Use Development District</td>
<td>This is a high density mixed-use district with actual density determined by site size. Up to 6.0 F.A.R., with office not more than 3.0 F.A.R.</td>
<td>Coordinated Mixed-Use Development District</td>
<td>C-O-A</td>
</tr>
<tr>
<td><strong>General Commercial</strong></td>
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<td><strong>Other Commercial</strong></td>
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<tr>
<td><strong>Service Commercial</strong></td>
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<td></td>
<td><strong>Special Commercial</strong></td>
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<td></td>
</tr>
<tr>
<td><strong>Service Industry</strong></td>
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<td></td>
<td><strong>Public and Semi-Public</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Public</strong></td>
<td></td>
<td></td>
<td><strong>Semi-Public</strong></td>
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</tbody>
</table>

This Plan does not recommend changing the General Land Use Plan designation of “Medium” Residential for the Fort Myer Heights North Special District.
The Fort Myer Heights North Special District is nearly evenly divided between the “RA8-18” and “RA6-15” Apartment Dwelling Districts.
both in terms of units-per-acre density and height. Based on the property assemblages in the neighborhood, certain blocks are more likely to redevelop than those that have already experienced redevelopment or those that have homeowner units which are unlikely to redevelop in the near term, such as condominiums. Those blocks that appear most likely to redevelop include blocks 5, 6, 7 and 8. (see Block Locator/Major Property Assemblages Map)

Two full blocks and more than three-fourths of another block were assembled and cleared of buildings and trees in 2007 alone. As of May 2008, Block A has already been redeveloped by-right with a large-unit size, luxury, loft-style condominium project. Construction is underway on a by-right, high-end, townhouse-style condominium project on block 3. Block 1 is currently vacant, though it is likely that it, too, will soon be developed by-right with yet another luxury condominium project.

By-right development is resulting in a loss of affordable housing, historic buildings, open space and mature trees. By-right development does not bring with it such community benefits as an established minimum of committed affordable housing, the preservation of identified historic buildings or the provision of public open spaces. Developers of by-right projects are not even required to construct sidewalks. As a result, Fort Myer Heights North is losing at an accelerating rate the characteristics and assets which have historically defined it. By offering higher densities in strategic areas and encouraging developers to enter the site plan process, the County has an opportunity to influence and guide the redevelopment of this area to ensure that both overarching and specific community objectives are achieved.

Affordable Housing

The Radnor–Fort Myer Heights North Area has been designated a Neighborhood Enhancement Area, due in large measure to its socioeconomic diversity and its supply of affordable housing. This designation indicates that it is an area with moderate needs as defined through the broader Neighborhood Strategy Area Program. This program is designed to maximize the impact and effectiveness of Arlington’s neighborhood revitalization efforts by concentrating federal Community Development Block Grant funds and other supplementary resources in a small number of low and moderate income neighborhoods.

The neighborhood includes both committed affordable housing units and market affordable housing units. Committed Affordable Units as defined by the County are: 1) units owned by nonprofits to serve households with incomes below 80 percent of median family income, and/or 2) units guaranteed by agreement with the federal, state or local governments to remain affordable for low and moderate income households for a specified period of time through a variety of mechanisms and/or 3) units whose owner receives a government subsidy to assist with the purchase. By contrast, Market Affordable Units are defined as lower rent units in the private market which receive no County assistance and whose owners have made no commitment to retain said units as affordable in the future. Units considered market affordable are typically older and smaller than newer construction and generally have fewer amenities. The rental market places a ceiling on the rents that can be commanded for such units.

No affordable housing units or contributions are required for by-right development projects. In fact, some of the new by-right condominiums in this neighborhood are selling for more than $1 million a unit.
Starting in the 1980s, a number of blocks have been redeveloped by-right with townhouses or condominiums. In 2007 alone, two blocks were developed with by-right luxury condominiums and two others were cleared of their historic buildings and significant trees in preparation for what are likely to be similar projects. Recently redeveloped sites are unlikely to redevelop again in the near term and were not included in this Plan’s Illustrative Examples.
Property assemblages in the study area helped to identify which blocks are likely to redevelop - blocks 5, 6, 7 and 8. Should these blocks redevelop through the site plan process they represent an opportunity for achieving one or more identified goals on site.
A survey of the area finds the following:

- Although roughly 200 affordable residential rental units have been lost to redevelopment since 2004, there are nearly 500 such units remaining. Of these units, only 176 are Committed Affordable Units. Fifty are located in the Pierce Queen apartment community located on block 6. Another 112 units are situated in the Courthouse Crossing apartment community, located between North Rolfe and North Taft Streets near Fairfax Drive. Additionally, there are 14 units in the Summerhill Cooperative on block 2. The remaining units are Market Affordable Units.

- The typical older garden apartment building contains between 15 and 30 affordable units. Some blocks, such as block 5, have as many as 100 or more units.

**Historic Preservation**

Fort Myer Heights North is significant from an historic preservation perspective. The neighborhood’s older buildings reflect the scale and residential nature of Arlington as it developed starting in the second quarter of the 20th century. The garden apartments which define this neighborhood are of particular importance to the history of Arlington County. Starting in 1934, the rapid expansion of the federal government by the New Deal programs created a strong demand for more moderate-cost housing in Arlington. The new Federal Housing Administration (FHA) promoted garden apartments, an innovative housing form that featured solidly built, multi-unit buildings, two to four stories high, with modern conveniences, ample light and ventilation arrayed in park-like settings. The first of the FHA insured garden apartment projects nationwide was Colonial Village, located just north of the study area. Other complexes, mostly built of masonry in the Colonial Revival style, were constructed in Arlington between the 1930s and 1950s. A survey of the area finds the following:

- The County’s Historic Preservation Program developed a multiple resource nomination to the National Register of Historic Places that sets out the history and historical significance for garden apartment buildings in Arlington. This nomination was included in the National Register of Historic Places in May 2003. (see Appendix A) While none of the garden apartment buildings in Fort Myer Heights North are presently listed individually in the National Register, the existing buildings are eligible for listing.

- Listing in the National Register of Historic Places is one of the threshold requirements for property owners seeking federal and state tax credits in order to assist with the rehabilitation of their historic buildings.

- Sections of nearby Colonial Village have been designated a Local Historic District. Designation of a property as a Local Historic District or local landmark is a tool used to protect buildings deemed important to the history or cultural heritage of Arlington. At this time, Fort Myer Heights North does not contain buildings that have been so designated.
While there are a significant number of market affordable units in this neighborhood, there are only 176 Committed Affordable Units. As only Committed Affordable Units are guaranteed to remain affordable, this Plan seeks to secure additional committed units.
A number of the buildings identified as being of historic merit at the time the 2005 draft Plan was prepared have subsequently been demolished. A list of these buildings can be found on the following page.
Open Space and Trees

Fort Myer Heights North has but one public park, Rhode-side Green Park. Nonetheless, the historical landscape of the neighborhood is garden-like. The remaining single-family houses in Fort Myer Heights North and the neighborhood’s aptly named garden apartments generally have
open lawns dotted with mature trees and shrubs. Much of this vegetation was planted from the 1930s to the 1950s at the time of construction. While a number of significant private open spaces and mature trees have been lost as single family houses and apartment buildings have been demolished to make way for by-right townhouse or condominium development, the neighborhood still enjoys a significant tree canopy compared to other areas along the Rosslyn-Ballston Corridor.

A survey of the area finds the following:

- The sole public park in the study area, Rhodeside Green Park, is located near the intersection of North Rhodes Street and Clarendon Boulevard. This park is a grassy open park with several mature trees and benches. Another park, Hillside Park, abuts the eastern boundary of the district along North Pierce Street near 16th Road North. Hillside Park is a steeply sloped, wooded park with seating areas and a stepped trail running diagonally from north to south.

- The historic garden apartment buildings are generally set back 25 feet or more from the street with grassy or landscaped yards creating a perception of open space. Tree buffers often separate buildings within complexes. Residents have typically adapted the spaces between and around buildings to serve their informal open space needs.

- The neighborhood tree canopy offers shade for open spaces, streets and sidewalks; provides a habitat for birds and other wildlife; contributes to the environmental health of the area; and improves the overall mental and physical well-being of area residents. From an urban design perspective, the tree canopy also serves to reinforce the moderate-density scale and ambiance of the neighborhood’s historic core and provides “green curtains” that soften views of nearby high-rises.

- While there are only 20 trees with a trunk diameter at breast height of 30 inches or more at this time, all of the trees in this neighborhood are an integral part of the Rosslyn-Ballston Corridor tree canopy and the greater Arlington urban forest.

- Many trees are located on the edges of blocks, which may facilitate their preservation during redevelopment.

- Fairfax Drive has no organized or formal streetscape to visually or functionally separate and buffer the multi-use trail and the neighborhood from the fast-moving traffic along Arlington Boulevard.
Urban Forestry staff surveyed the study area in the spring of 2008 and identified these 20 trees as significant, as they are in good health and have a diameter at breast height of 30 inches or more. An accompanying list of these trees can be found on the following page. Other, less significant trees should also be taken into consideration in redevelopment projects.

The neighborhood still enjoys a significant tree canopy compared to other areas along the Rosslyn-Ballston Corridor.
### Significant Tree Locator

<table>
<thead>
<tr>
<th>Number</th>
<th>Address</th>
<th>Species</th>
<th>Diameter at Breast Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>2025 Fairfax Drive</td>
<td>White Oak*</td>
<td>36”</td>
</tr>
<tr>
<td>2.</td>
<td>1233 North Courthouse Road</td>
<td>White Oak*</td>
<td>37”</td>
</tr>
<tr>
<td>3.</td>
<td>1210 North Taft Street</td>
<td>Silver Maple</td>
<td>46”</td>
</tr>
<tr>
<td>4.</td>
<td>1210 North Taft Street</td>
<td>White Oak*</td>
<td>42”</td>
</tr>
<tr>
<td>5.</td>
<td>1800 14th Street North</td>
<td>Southern Red Oak*</td>
<td>40”</td>
</tr>
<tr>
<td>6.</td>
<td>1800 14th Street North</td>
<td>Southern Red Oak</td>
<td>30”</td>
</tr>
<tr>
<td>7.</td>
<td>1800 14th Street North</td>
<td>White Oak*</td>
<td>30”</td>
</tr>
<tr>
<td>8.</td>
<td>1808 14th Street North</td>
<td>Southern Red Oak*</td>
<td>36”</td>
</tr>
<tr>
<td>9.</td>
<td>1828 16th Street North</td>
<td>Scarlet Oak</td>
<td>40”</td>
</tr>
<tr>
<td>10.</td>
<td>1410 North Quinn Street</td>
<td>White Oak*</td>
<td>61”</td>
</tr>
<tr>
<td>11.</td>
<td>1410 North Quinn Street</td>
<td>White Oak</td>
<td>35”</td>
</tr>
<tr>
<td>12.</td>
<td>1723 14th Street North</td>
<td>White Oak</td>
<td>30”</td>
</tr>
<tr>
<td>13.</td>
<td>1723 14th Street North</td>
<td>Northern Red Oak*</td>
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<td>14.</td>
<td>1723 14th Street North</td>
<td>Red Oak</td>
<td>30”</td>
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<tr>
<td>15.</td>
<td>1505 North Quinn Street</td>
<td>White Oak*</td>
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<tr>
<td>16.</td>
<td>1505 North Quinn Street</td>
<td>Chestnut Oak*</td>
<td>60”</td>
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<td>17.</td>
<td>1610 16th Street North</td>
<td>Willow Oak</td>
<td>34”</td>
</tr>
<tr>
<td>18.</td>
<td>1600 16th Street North</td>
<td>Willow Oak</td>
<td>36”</td>
</tr>
<tr>
<td>19.</td>
<td>1600 Clarendon Boulevard</td>
<td>Pin Oak</td>
<td>36”</td>
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<tr>
<td>20.</td>
<td>1800 14th Street North</td>
<td>White Oak*</td>
<td>43”</td>
</tr>
</tbody>
</table>

* Denotes trees eligible for Notable Tree designation.

### Transportation Infrastructure and Streetspace

It is the transportation infrastructure which unites the various blocks of the neighborhood and provides connectivity to surrounding areas. Fort Myer Heights North is located along the Rosslyn-Ballston Corridor and is particularly well served from a transit standpoint. Bisected by North Rhodes Street, the eastern half of the Fort Myer Heights North Special District lies within the Rosslyn Station Area, while the western half lies within the Courthouse Station Area. The entire study area is situated a quarter to a half mile or less from a Metro station. This area is also served by both Metro and ART buses. Streetscape improvements...
Fort Myer Heights North is well served by both Metro and ART buses. Department of Environmental Services staff will monitor service levels in this area to ensure that they remain adequate as redevelopment occurs.
Streetscape improvements are needed on some blocks to better meet the needs of residents.

are needed on some blocks and along the Arlington Boulevard Trail in order to better meet the needs of residents, to enhance safety and functionality, to bolster the neighborhood tree canopy and to beautify the neighborhood.

- North Rhodes Street and 16th Street North serve as primary pedestrian, bicycle and vehicular thoroughfares within the neighborhood. These streets lack the amenities that could affirm their importance, such as street trees, trash receptacles, benches, wide sidewalks, enhanced bus stops and attractive lighting.

- Clarendon Boulevard is the principal pedestrian and vehicular thoroughfare along the northern border of the study area. The streetscape design for the north side of Clarendon Boulevard was established as part of the Rosslyn to Courthouse Urban Design Study and is to be implemented through redevelopment. The design of the southern side of the Clarendon Boulevard, which forms the northern edge of the Fort Myer Heights North Special District, was not addressed in this study.

- Arlington Boulevard serves as the gateway into Arlington and Virginia from the District of Columbia, but needs substantial streetscape enhancements for it to serve as a fitting gateway. Fairfax Drive runs parallel to Arlington Boulevard and includes a well-used, multi-use trail. Fairfax Drive is not a “complete street,” meaning a street designed for all users - pedestrians, bicyclists, transit riders and motorists.

- The Arlington Boulevard Trail is not buffered from Arlington Boulevard or Fairfax Drive by any safety barriers or landscaping.

- The sidewalks within the Fort Myer Heights North neighborhood are heavily used both by residents and neighbors from Radnor Heights, as well as others walking between Courthouse, Rosslyn, the Iwo Jima Memorial and other key destinations. There are several places where sidewalks, curbs and gutters do not exist throughout the neighborhood. Many of the existing sidewalks are narrow or generally substandard. Overhead utility poles obstruct some sidewalks and produce visual clutter throughout the neighborhood.

- While the neighborhood is clearly bounded by Clarendon Boulevard to the north and Fairfax Drive to the south, there are no defined gateways marking the entrance to this neighborhood.

- An abundance of curb cuts associated with townhouse projects completed during recent years limits the availability of on-street parking.
Fort Myer Heights North is located a quarter to a half mile from the Rosslyn and Courthouse Metro Stations and is bisected along North Rhodes Street into the Rosslyn and Courthouse Metro Station Areas for planning purposes.

The multi-use trail along Fairfax Drive is not buffered from the high volume traffic on Arlington Boulevard. Improvements to this trail are recommended in this Plan.
While a number of previously missing sidewalk segments have recently been constructed, additional sidewalk and streetspace improvements are needed.
Vision and Goals

Over the course of the planning process for Fort Myer Heights North, the community developed the following vision statement and goals:

Fort Myer Heights North is a medium-density residential community separate and distinct from the adjacent core Metro Station Areas of Rosslyn and Courthouse. It is culturally and economically diverse with a significant amount of affordable housing. The neighborhood encompasses a variety of housing types and styles, with site design and architectural elements reminiscent of multifamily housing in Arlington built from the 1930s to the 1950s. Through the creative use of site design techniques and Zoning Ordinance tools and incentives identified for use in the neighborhood, with all stakeholders in mind, redevelopment shall consider the following goals and objectives:

- Preservation of existing affordable units and the construction of new affordable units;
- Preservation of neighborhood character and historic buildings;
- Preservation of tree cover and significant trees and the enhancement of streetscapes with shade trees;
- Provision of public and private open space;
- Enhanced pedestrian corridors along North Rhodes Street and 16th Street North;
- An improved neighborhood edge and pedestrian-oriented streetscape along Fairfax Drive and Clarendon Boulevard; and
- The provision of adequate parking using creative strategies.

Concept Plan

The vision for the Fort Myer Heights North neighborhood is expressed visually in the Concept Plan and other supporting maps, including the Density Plan, the Heights Plan, the Historic Resources Map, the Building Façade and Service Entry Plan and others. The Concept Plan is intended to show the desired land uses for the neighborhood, including gateways, potential locations for neighborhood-serving retail, as well as existing and potential open spaces. The other maps provide additional information regarding specific elements of the overall vision and are supplemented by the Design Guidelines. In some instances, development proposals may be unable to satisfy each and every objective enumerated in this Plan. Each block in the Fort Myer Heights North district is unique, presenting distinctive opportunities and challenges. The development community is encouraged to make its best effort to consider all of the recommendations of this Plan in any redevelopment project.

Concept Plan Elements

The following elements shall apply to new development in the Fort Myer Heights North Special District.

Land Use

Fort Myer Heights North is intended to be a residential neighborhood characterized by a variety of housing styles and types with limited, neighborhood-serving retail. This neighborhood has historically been defined by low-rise, garden-style apartments. The northern portion of the neighborhood, which includes its historic core, is intended to remain as it is, with no provisions for additional density or height. The southern portion of the neighborhood has been identified as a location for a strategic blend of
conservation and redevelopment in return for significant, defined community benefits.

**Conservation Area**

In order to preserve the historic core and character of the neighborhood and to respond to the civic association’s concerns regarding scale, a strategic combination of regulations and incentives has been developed for the Conservation Area. In this area, no additional density over what is allowed by-right will be permitted. That is, density will be capped at the current 36 or 48 units per acre, depending on whether a property is zoned “RA8-18” or “RA6-15.” However, transfer of development rights incentives will be offered for historic preservation, affordable housing and open space purposes.

The transfer of development rights program is as follows:

- For the purposes of calculating FAR in the Fort Myer Heights North Special District, an average unit size of 1,000 square feet is to be assumed.

- The transfer of development rights is permitted for historic preservation, open space and affordable housing purposes. Density may be transferred from Conservation Area sites to Revitalization sites and from Revitalization Area sites to other Revitalization Area sites. Density may also be transferred outside of this district. Only density transferred from Conservation Area sites will be eligible for the following special provisions and multipliers. Sending sites in the Conservation Area must be specifically identified in the Density Plan or approved by the County Board.

- Up to three times the first 10,000 square feet of a preserved historic building and up to two times the density of the remaining square footage may be transferred in return for an easement to preserve the historic property in perpetuity, which includes an agreement to rehabilitate the property if necessary and to maintain it in good condition; and a commitment to maintain the open space surrounding the historic building as consistent with the Plan.

- If, in addition to meeting the preservation and rehabilitation requirements outlined above, ten percent or more of the units in the subject building are committed for a 30 year term affordable at 60 percent or less of the area median income and meet minimum habitability standards established by the County, up to an additional two times the density of the first 10,000 square feet of the preserved building and up to an additional one times the remaining density may be transferred, for a total of up to five times the density of the first 10,000 square feet of the preserved building and up to three times the density of the remaining square footage. If additional units are committed as affordable, the County Board may increase proportionally the aforementioned multipliers at its discretion.

- It is preferred that density be transferred to sites within the Revitalization Area, provided that development is consistent with the design guidelines, including building height maximums, and purposes of the Plan. Receiving sites will be expected to meet on site the aforementioned affordable housing requirements for all sites developed per the site plan process, except that the County Board may modify the requirement that 20 percent of the gross floor area designated as affordable for that portion of the density transferred from the Conservation Area designated in the Plan. At its discretion, the County Board may permit receiving sites located within the Revitalization Area designated in the Plan to exceed the Plan’s maximum density of 3.24 FAR. In such instances, receiving sites that meet or exceed 3.24 FAR will be exempt from the requirements of the Special Affordable Housing Protection District policy of the General Land Use Plan, because this Plan already requires a high level of committed affordable housing on each receiving site and because

Each block in this neighborhood is unique, presenting distinctive opportunities and challenges.
The overall concept for achieving a strategic balance of preservation and redevelopment revolves around the creation of the Conservation Area and the Revitalization Area.
Density may also be transferred with County Board approval to sites located elsewhere in the County, with a preference for the Rosslyn or Courthouse Metro Station Areas. Receiving sites located outside the Fort Myer Heights North Special District that meet or exceed 3.24 FAR will not be exempt from the requirements of the Special Affordable Housing Protection District policy of the General Land Use Plan. The regulations and incentives developed for the Conservation Area are designed to complement one another to help ensure that the scale and character of the neighborhood core are maintained and that the preservation of historic buildings, with their affordable units, surrounding open spaces and mature trees, is encouraged.

Revitalization Area
While the goal of the Conservation Area is to preserve neighborhood scale, as well as historic buildings and existing trees, it is in the Revitalization Area that the other goals of the community will be realized. Targeted redevelopment through the site plan process will be permitted up to 3.24 FAR for projects that substantially further the intent of the goals and objectives of this Plan. In order for a developer to so much as enter the site plan process, the following recommendations should be met. The affordable housing contribution recommended in the Plan must be provided; the historic buildings identified for preservation in the Plan, and such other buildings as the County Board may identify, must be preserved with their surrounding open spaces; the public open spaces identified in the Plan must be provided; and the preservation of significant trees identified in the Plan or their replacement per the County’s Tree Replacement Guidelines must be effected. The result will be a strategic mix of preservation and redevelopment.

The Plan identifies the area along Fairfax Drive as an area that could accommodate additional density and height, for several reasons.

- First, this area is a low spot topographically speaking and the sloping topography of the neighborhood will minimize the appearance and impact of greater heights. (see Topography Map)
- Second, encouraging redevelopment along the Fairfax Drive frontage would create a consistent building edge that frames the district, activates this portion of the neighborhood and provides for improvements to Fairfax Drive and the Arlington Boulevard Trail. This Plan recommends that Fairfax Drive be redesigned as a “complete street” serving pedestrians, bicyclists, transit users and motorists. New buildings and enhanced streetscapes along Fairfax Drive would serve to buffer the neighborhood and the multi-use trail from the high-volume traffic along Arlington Boulevard, a primary arterial. (see Illustrative Streetspace Cross-Sections)
- Third, due to recent by-right, luxury townhouse and condominium development along Clarendon Boulevard, there are no sites in this area that are likely to redevelop in the near or long term. There are thus no opportunities along Clarendon Boulevard for developers to enter the site plan process and provide the community benefits for which the neighborhood and the County are looking. There are, however, a limited number of sites along Fairfax Drive that could present opportunities for achieving on-site multiple identified goals. (see Construction Dates Map)
- Fourth, the heights needed to accommodate the density level needed for site plan development would not be appropriate along Clarendon Boulevard given the lower building heights called for in the 2003 Rosslyn to Courthouse Urban Design Study, which dip down as low as five stories near North Rhodes Street.
Density Plan

No additional density over what is currently allowed by-right would be permitted in the Conservation Area to encourage the preservation of the historic neighborhood core. Additional density up to 3.24 FAR would be permitted in the Revitalization Area, but only in return for the specific community benefits enumerated in this Plan.

It should be noted that an additional historic building would be required for preservation on Block 6 (see Block Locator/Major Property Assemblages Map) should the entire block be consolidated. Refer to the Illustrative Examples for further guidance.
Finally, the study area blocks along Fairfax Drive are on average slightly closer to the Courthouse Metro Station than those along Clarendon Boulevard, providing good access to transit.

Additional density purchased from a site in the Conservation Area may be used in a site plan redevelopment project in the Revitalization Area if the Design Guidelines and other recommendations outlined in this Plan are respected. Building heights shall be consistent with the Heights Plan and in no instance shall exceed 12 stories or 125 feet, exclusive of penthouses. The only exception to the requirements of the Plan that receiving sites in the Revitalization Area may be granted would be in terms of their overall density. Receiving sites may exceed 3.24 FAR if all other recommendations of this Plan are met. It should be noted, however, that it will be very challenging for developers to meet all the requirements of the Plan, including the provision of affordable housing, the preservation of historic buildings and the provision of open space, at a density greater than 3.24 FAR. Receiving sites in this district that meet or exceed 3.24 FAR will be excused from the requirement that site plan projects at these density levels must replace all lost affordable units per the Special Affordable Housing Protection District policy outlined in the General Land Use Plan.

**Form, Height and Orientation**

**Form**

Fort Myer Heights North is planned for residential development with the potential for limited, neighborhood-serving retail along Clarendon Boulevard, Fairfax Drive and other locations that experience significant pedestrian traffic. New development should be in keeping with the existing neighborhood character in terms of architecture and design.

**Height**

This Plan calls for no additional height over what is allowed by-right in the Conservation Area in order to help preserve the character and scale of the neighborhood core. In the Revitalization Area, site plan building heights should conform to the Heights Plan. For sites being redeveloped through the site plan process, those portions of a site slated for preservation will remain at existing height levels. The remainder of such sites may achieve heights up to eight stories or 85 feet north of the Boulevard Zone identified in the Concept Plan and up to 12 stories or 125 feet in the Boulevard Zone. In both the Conservation and Revitalization Areas, building heights should be calculated exclusive of the penthouse and penthouses should be minimized in terms of their height and appearance. Penthouses should have a maximum height of 16 feet and penthouse walls should be set back from the building façade a distance equal to or greater than the height of the penthouse.

Building heights should taper within the neighborhood in accordance with the Heights Plan and should also taper within blocks. Step-backs will help to create an appropriate pedestrian scale and ensure that new buildings relate and transition to the lower-scale historic buildings. Appropriate tapering and step-backs should be determined on a block-by-block basis with input from County staff, the Planning Commission and the Historical Affairs and Landmark Review Board. As each block is unique, transitions tailored for the specific resources and topography of each site are preferable to uniform step-backs. Step-backs along Fairfax Drive are discussed further in the Design Guidelines section. This Plan acknowledges that not all sites will redevelop and that varying building heights will occur naturally throughout the district.

**Orientation**

Buildings should generally be oriented toward Clarendon Boulevard, 16th Street North, 14th Street North, North Rhodes Street and Fairfax Drive. Building entrances and
The Heights Plan calls for by-right heights in the Conservation Area where the goal is to preserve the historic character and scale of the neighborhood. In the Revitalization Area, this Plan calls for a variety of heights along Fairfax Drive. Heights up to a maximum of 12 stories or 125 feet would be allowed only on certain blocks along Fairfax Drive through the site plan process.
Buildings should generally be oriented toward Clarendon Boulevard, 16th Street North, 14th Street North, North Rhodes Street and Fairfax Drive. Service entries and loading areas should generally be relegated to the north-south side streets, with the exception of North Rhodes Street.
The area along Fairfax Drive is a low spot topographically speaking. This is one of several reasons why this area was selected as an appropriate location for additional density and height. The topography here will serve to mitigate the appearance of greater heights.
This map further illustrates how the study area slopes from north to south, presenting both challenges and opportunities for redevelopment.
front facades should be focused along the aforementioned streets. Service entries and loading areas should generally be relegated to the north-south side streets, with the exception of North Rhodes Street. (see Building Facade and Service Entry Plan)

In terms of setbacks, buildings should align approximately 30 feet from the curb or should be located in line with the prevalent setback on the block face on all local streets except 16th Street North, North Rhodes Street, Clarendon Boulevard and Fairfax Drive. To distinguish 16th Street North and North Rhodes Street as primary streets in this neighborhood, slightly wider tree planting strips are recommended, which may necessitate buildings being further set back from the curb. Along Clarendon Boulevard, building facades should meet the sidewalk and follow the guidelines of the Rosslyn-Ballston Corridor Streetscape Standards. Building facades should also meet the sidewalk along Fairfax Drive to create a defined neighborhood edge and to provide viable locations for neighborhood-serving retail.

Achieving Community Goals

Affordable Housing

Even with recent by-right, luxury condominium projects resulting in a significant loss of affordable housing, Fort Myer Heights North still possesses a substantial number of rental units that are considered market affordable. Maintaining affordable housing in this neighborhood is both a community specific goal, as expressed in the Radnor-Fort Myer Heights Neighborhood Conservation Plan, and a Countywide goal. As of 2004, estimates indicated the presence of over 600 affordable residential rental units in the neighborhood. Since then, approximately 200 units have been lost. Of the total number of affordable units in the neighborhood, only 176 are committed affordable. (see Committed Affordable Housing Map) Given the substantial loss of affordable housing due to redevelopment in this neighborhood and the fact that relatively few units are committed as affordable, it is vital to preserve existing market affordable units to the extent possible and to ensure that new committed affordable units are added to the housing stock in this area.

In the Conservation Area, the redevelopment of existing properties is neither encouraged nor incentivized. In this area, it is envisioned that a majority of the existing garden-style apartments will remain and it is likely that the units in these buildings will continue to be moderately affordable. Due to their smaller size vis-à-vis new units and the more limited array of amenities typically offered, these units generally cannot command high rents. As for the Revitalization Area, it is similarly envisioned that the units in the preserved buildings that are not committed affordable through the site plan process will likely remain moderately affordable. As previously discussed, the preservation of affordable units will also be encouraged through the transfer of development rights from the Conservation Area to the Revitalization Area or other areas of the County.

In terms of new construction in the Revitalization Area, all site plan redevelopment projects must satisfy the County’s
Affordable Dwelling Unit (ADU) Ordinance requirements, which apply to all projects with a density greater than 1.0 FAR. The ADU Ordinance allows developers to choose one of four options to satisfy the ordinance requirements for the density up to the General Land Use Plan maximum which, in this “Medium” Residential district, is 72 units per acre. Assuming an average unit size of approximately 1,000 square feet, 72 units per acre may be translated as 1.65 FAR. The ADU Ordinance options include:

- A cash contribution for the entire density up to the General Land Use Plan maximum, per the formula, or
- Of the density above 1.0 FAR up to the General Land Use Plan maximum:
  - 5 percent as on-site affordable gross floor area (GFA);
  - 7.5 percent as affordable GFA off-site nearby; or
  - 10 percent as affordable GFA off-site anywhere in the County.

As the provision of affordable housing is a central tenet of this Plan, developers must designate 20 percent of the gross floor area over the General Land Use Plan maximum of 1.65 FAR as affordable, in addition to meeting the aforementioned ADU Ordinance requirements. According to Housing Division calculations, this will translate into roughly ten percent of all the units in a site plan project being affordable. This Plan recommends that units be provided on site.

To meet the 20 percent of all gross floor area above the General Land Use Plan threshold, a developer may need to provide some mix of affordable units in the existing buildings and the new buildings in order for a project to be financially viable. Because units in the preserved buildings will likely be smaller than those in the new buildings, developers may be expected to provide more units should they provide some of the required committed affordable units in the historic buildings. As a result, a greater overall number of affordable units on a particular site may be obtained through the mix of preserved and new units. Developers are encouraged to work closely with staff to determine a suitable total affordable housing package, which must be approved by the County.

Helping existing residents remain in the neighborhood as redevelopment occurs is a high priority of this Plan and the Radnor-Fort Myer Heights Civic Association. All site plans approved for this neighborhood should include a requirement that developers provide a relocation plan, which at a minimum complies with the County’s Voluntary Relocation Guidelines and is reviewed by the Tenant Landlord Commission. Site plans should also include conditions according first preference to displaced neighborhood residents to return to buildings that have been renovated or replaced with new construction.

In both the Conservation and the Revitalization Areas, all available tools for the preservation and provision of affordable housing should be explored and tapped. Strategies may include working with non-profit affordable housing providers, seeking low income housing tax credits and using County funding tools, such as the Affordable Housing Investment Fund.

**Historic Preservation**

This Plan strongly recommends the preservation of the garden apartment buildings in the Conservation Area identified on the Historic Resources Map. This Plan requires the preservation of the historic buildings in the Revitalization Area identified on the Density Plan (see note accompanying Density Plan regarding block 6), if a property owner wishes to redevelop his or her site through the site plan process. All of the historic buildings shown on the Historic Resources Map are eligible for listing in the National Register of Historic Places. Historic Preservation Program staff working with expert consultants analyzed the resources in this neighborhood and categorized the building inventory in terms of its architectural significance and overall physical condition, ranking buildings Essential.
Historic Resources Map

The ranking of the Fort Myer Heights North building inventory was conducted by Historic Preservation Program staff working in conjunction with expert consultants and members of the Historical Affairs and Landmark Review Board.
and Important. Other historic buildings which did not rise to the level of Essential or Important were identified by Historical Affairs and Landmark Review Board members as Contributing and are identified on the Density Map as eligible for transfer of development rights preservation incentives.

The owners of historic resources in this district are encouraged to take advantage of the historic preservation incentives discussed in this Plan, such as the transfer of development rights and tax credits. This Plan recognizes that the preservation of all identified historic buildings in the Conservation Area may not be possible. The Plan does, however, require the preservation of all historic buildings in the Revitalization Area identified on the Density Plan and seeks to preserve the character of this neighborhood.

**Open Space**

Open spaces on private property should evoke the “garden” element of the garden apartment concept and the traditional style of using lawns and landscaped areas to frame buildings.

The public open spaces depicted on the Concept Plan are appropriate for public plazas, pocket parks and/or more active recreational uses where practical. The topography of the neighborhood may present a challenge in programming these open spaces. The master planning of all parks will be spearheaded by Department of Parks, Recreation and Cultural Resources staff with community participation and should occur during the site plan process when parks are to be provided through redevelopment.

The Illustrative Examples provide guidance for the target blocks most likely to redevelop. Should any non-target blocks redevelop, opportunities for the creation of additional public open spaces should be considered.

**Significant Trees**

A number of trees considered important by virtue of their species, historical interest, condition or size, have been lost in recent years to by-right development or to disease. It is therefore of particular importance that the remaining trees identified in the Significant Trees Map be preserved in any potential redevelopment proposal for the property on which they are located. The comprehensive survey conducted by the Arlington County Urban Forestry staff in May 2008 meets current County standards and should replace earlier, more subjective surveys of this neighborhood which ranked trees in categories that did not match the official County definitions of such categories.

In addition to preserving existing significant trees, developers should strive to enhance overall tree canopy levels by planting healthy trees, preferably native species where appropriate, along all sidewalks and in all private and incidental open spaces. In particular, canopy trees should be planted in the landscaped setbacks on each property. Not only will these trees provide shade, create habitats for wildlife and improve the air quality and well-being of residents, they will also help to soften the transitions between buildings of different heights. The selection of appropriate streetscape trees should be done in accordance with the Rosslyn-Ballston Corridor Streetscape Standards and in consultation with the County’s Urban Foresters. A list of preferred trees for planting in the landscaped setbacks and other open spaces may be found in Appendix B.

**Retail**

Convenience uses such as a doctor’s office, neighborhood deli, dry cleaner, neighborhood library branch or small café may be appropriate along Clarendon Boulevard, Fairfax Drive and at other primary intersections or locations that experience significant pedestrian traffic, such as the intersection of North Rhodes Street and 14th Street North. Retail should be oriented towards the street in order to enhance viability and to activate the street.
Transportation and Streetspace

Neighborhood gateways are preferred at Clarendon Boulevard and 16th Street North, Clarendon Boulevard and North Rhodes Street, Clarendon Boulevard and North Quinn Street, North Courthouse Road and Fairfax Drive and North Rhodes Street and Fairfax Drive. Gateways are intended to distinguish the entrances into the Fort Myer Heights North Special District and to highlight the primary streets of this neighborhood. Appropriate gateway treatment includes, but is not limited to, entry markers and other signage, special street and sidewalk treatments, enhanced landscaping, complementary architectural features and building orientation, pedestrian plazas, open space and public art.

Clarendon Boulevard, 16th Street North, 14th Street North, North Rhodes Street and Fairfax Drive are primary pedestrian and vehicular linkages and are appropriate for enhanced streetscape treatments, possibly including additional lighting, provisions for bus shelters and crosswalk nubs. Coherent directional signs to the Metro and other important locations will improve the pedestrian experience.

The size and number of curb cuts on primary streets should be kept to a minimum to increase safety, enhance the pedestrian experience and reduce impervious coverage. Additionally, pedestrian crossings should be marked with contrasting colors and distinctive materials or markings.

As shown on the Concept Plan, a public shared-use path through the long north-south blocks from North Scott Street to North Pierce Street between 16th Street North and 14th Street North/Fairfax Drive should be provided where possible through site plan development or through agreements with current property owners. Such a path would provide relief from the topography of the neighborhood and enable easier access for pedestrians and bicyclists to the core of Rosslyn and Courthouse. The path should be American Association of State Highway and Transportation Officials (AASHTO) and Americans with Disabilities Act (ADA) compliant and should be constructed of materials sensitive to the surrounding natural and built environments.

Pedestrian and bicycle facilities should be upgraded to meet current County standards in order to enhance their safety, usability, connectivity and appearance. Regular physical maintenance is also necessary. Pedestrian focused improvements may include the construction of “missing” sidewalk segments and the widening of existing sidewalks which do not conform to the current standards outlined in the Rosslyn-Ballston Corridor Streetscape Standards, the Master Transportation Plan and all other relevant County policies. Bikeway upgrades may include the addition of traffic markings or signage, modifications to traffic signals and selective trail widening.

Existing mature trees should be considered in streetscape design and, wherever possible, all streetscapes should be enhanced with planting strips of at least five feet and preferably six feet or more in width between the curb and the sidewalk to accommodate shade trees. When planting strips cannot be provided, tree pits may be used per the specifications of the Arlington County Landscape Standards, including appropriate drainage and soil treatments. The use of tree grates is not recommended in this neighborhood, except in locations adjacent to high-turnover, on-street parking.

Parking and Loading

Underground parking is highly encouraged in order to maintain the character of the neighborhood and to meet the open space and tree preservation goals outlined in this Plan. However, if the construction of structured parking is unavoidable, it should be appropriately masked by taking advantage of topography and by using architectural and landscaping elements consistent with the site design.
of the rest of the property and the neighborhood. In a redevelopment project, to the greatest extent possible, parking for any preserved buildings on site should be accommodated in the underground parking garage provided for the new development, thereby minimizing surface parking, providing for more green space and allowing for site design consistent with this Plan’s Design Guidelines. Furthermore, to maximize parking efficiency and economy, shared parking is highly encouraged on- and off-site between both new and existing development.

Parking and loading access should be from the north-south side streets and not from Clarendon Boulevard, 16th Street North, 14th Street North, North Rhodes Street or Fairfax Drive. The Building Façade and Service Entry Plan should be consulted for guidance. On-street parking should be maximized with redevelopment and environmentally-friendly Transportation Demand Management plans should be developed to include such offerings as car-sharing spaces, telecommuting facilities, information kiosks, secure bicycle storage areas and subsidized transit programs for residents.

**Illustrative Examples**

The graphics on the following pages provide examples of how blocks in the Fort Myer Heights North neighborhood could be developed consistent with the goals and objectives outlined in this Plan. Only if the affordable housing, historic preservation, open space and tree preservation recommendations of this Plan are met, may developers enter the site plan process.

Some blocks in this neighborhood are unlikely to redevelop due to recent redevelopment or property ownership arrangements. (see the Block Locator/Major Property Assemblies Map) Only those blocks likely to redevelop are modeled. Should non-target blocks redevelop in the long-term, developers are encouraged to work with County staff and community representatives to determine how these blocks should develop. In particular, opportunities for additional open space should be evaluated.

The following Illustrative Examples are general in nature and are meant to serve as a guide for redevelopment. They are not meant to preclude other building designs and orientations. The modeling depicts general building envelopes without the façade variations, varied roof lines, fenestration and other features that would be expected. Limited tapering is shown, but additional step-backs may be requested through the site plan process. Underground parking is assumed on all blocks. Site plan projects are expected to abide by the recommendations of this Plan, including the Design Guidelines, to ensure that redevelopment is consistent with the overall vision for the neighborhood.
This overview illustrates the existing conditions in Fort Myer Heights North as of May 2008. Blocks 1 and 3 have been cleared of all but one building. By-right building permits for a condominium project have been issued for Block 3 and it is likely that Block 1 will also be redeveloped with a by-right condominium project.
If Fort Myer Heights North continued to develop by-right, it would likely be characterized by massive, blocky luxury condominium projects that do not meet any of the community’s goals vis-a-vis affordable housing, historic buildings, open space, significant trees or neighborhood scale.
If Fort Myer Heights North was to develop per the recommendations of this Plan, a strategic balance of preservation and redevelopment would be achieved. The historic core of the neighborhood would be preserved in the Conservation Area and substantial community benefits, including the provision of affordable housing, public open spaces and contributions to the tree canopy, would be realized through the site plan process in the Revitalization Area.
While some redevelopment has already occurred along 16th Street North, there is still an opportunity to preserve the historic core of the neighborhood along this street.
Study Area Massing — Likely By-Right Scenario

Southeast Axonometric

The by-right buildings that have been built in recent years are typically much larger in terms of their height, building footprints and overall mass than the two- to four-story garden apartments with open lawns which have historically characterized this neighborhood.
Through the site plan process, a significant number of units would be committed affordable for a period of thirty years, identified historic buildings would be preserved in perpetuity and the County would gain valuable public open spaces. By-right development brings with it no such benefits.
Block 5 — Existing Conditions

Block 5 is occupied by a market affordable garden apartment complex under single ownership.
Should this block be redeveloped through the site plan process, this Plan calls for the preservation of the three northernmost buildings and the creation of the public park identified in the northeastern corner. Any new buildings constructed on this site must taper down along their western edge to respect the scale of the buildings on block 4.
Block 6 — Existing Conditions

Block 6 is currently occupied by a garden apartment complex operated by an affordable housing provider to the north and by a hotel to the south. This Plan presents two different redevelopment scenarios for this block.
Block 6 — Up To 3.24 FAR By Site Plan—Alternative A

This represents the preferred alternative for the redevelopment of this block and assumes full block consolidation. In this instance, the three northernmost buildings must be preserved. Any new buildings should taper down to respect the preserved buildings.

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SITE AREA: 70,050

FAR: 3.23
In this scenario, it is assumed that full block consolidation cannot be achieved and that the northern and southern portions of the block redevelop independently. In this situation, only the two northernmost buildings along 16th Street North must be preserved to allow for a reasonable developable area for the northern portion of the block. Any new buildings should taper down to respect the preserved buildings. If the southern portion of the block is redeveloped independently, a substantial landscaped green space should be provided on site.
Block 7 — Existing Conditions

Block 7 currently includes a range of housing types and styles owned by several different individuals and assemblages. None of the buildings on this block have been identified on the Historic Resources Map.
Block 7 — Up To 3.24 FAR By Site Plan

Block 7 represents a potential receiving site for density from the Conservation Area as, based on this property assemblage and redevelopment scenario, there is additional development capacity under the established height limits of the Plan. No historic buildings are identified for preservation on this block, however the Plan does call for the creation of a public park in the northeastern corner. It should be noted that the tan building on this block was recently converted to condominium ownership and is therefore not likely to redevelop in the near future. Redevelopment of this building per the Plan’s guidelines is, however, encouraged.
Block 8 is occupied by two different garden apartment complexes considered “Essential” from an historic preservation standpoint. A small bungalow owned by one of the garden apartment complexes occupies the southeastern corner of the site, but was not identified on the Historic Resources Map. There is some crossover in the ownership of the two complexes. Fairfax Drive will dead-end along this site when the North Courthouse Road interchange project is completed. The leftover land area could be used to further the goals of this Plan and make redevelopment of this “Essential” site more viable.
Given the historic merit of these garden apartment buildings, all three are recommended for preservation. It is preferred that these “Essential” buildings be preserved through the transfer of development rights so that the scale of the site can be maintained intact. Redevelopment could, however, occur on the site presently occupied by the parking lot and bungalow. Even at 12 stories, this redevelopment scenario represents an overall FAR well under the 3.24 FAR maximum called for in this Plan due to the constrained developable area. Flexibility with regards to other Plan and County recommendations may therefore be needed to make redevelopment of this site financially feasible.
Design Guidelines

The purpose of these guidelines is to encourage the design of high-quality, sustainable architecture, attractive, well-designed public open spaces and pedestrian-friendly, tree-lined streets. These guidelines seek to bolster and build upon the historic character which distinguishes this neighborhood to create a public realm that even better meets the needs and desires of the community. Creative and sensitive design solutions should characterize all redevelopment efforts and a priority should be placed on high-quality architecture and landscape architecture. Infill projects should relate to the existing garden-style apartments characterized by Colonial Revival and Art Deco features, open lawns and mature trees. Massing, form, architectural style, site design and choice of materials are some of the elements that must be evaluated to ensure that new projects dovetail with the community’s vision for the future. Special exception projects should be consistent with these guidelines and by-right developments are strongly encouraged to follow them.

Building Design and Siting

- Developers should strive to design and construct sustainable, high-performance green buildings that meet LEED standards. Green roofs, rooftop gardens or other productive uses of rooftop space are encouraged.
- Site design, including building placement and landscaping features, should reflect the garden apartment aesthetic of open lawns and numerous hardwood and ornamental trees. Fenced or walled open spaces are not recommended, as the historic garden apartments are characterized by verdant open spaces which can be clearly viewed by residents and passersby, creating a sense of openness. Surface parking should be eliminated or avoided to the extent possible.
- The leveling or excessive regrading of sites is not recommended, as the topography of this neighborhood is one of its defining characteristics. Landscaping techniques should be used, however, to ensure that preserved buildings with large retaining walls or the like relate better to the topography of a site.
- Building facades should align with the prevalent setback on a particular block face where historic garden apartments are present, or should otherwise be located approximately 30 feet or more from the back of curb, except along Clarendon Boulevard and Fairfax Drive, where building façades should meet the sidewalk. This is generally depicted in the Illustrative Streetspace Cross-Sections. Maintaining these setbacks is important to preserving the garden-like character of the neighborhood.
- Major building facades and entrances should be oriented towards Clarendon Boulevard, 16th Street North, 14th Street North, North Rhodes Street and...
Fairfax Drive, as shown on the Building Façade and Service Entry Plan. Service entries and loading areas should generally be relegated to the north-south side-streets, with the exception of North Rhodes Street. The Building Façade and Service Entry Plan should be consulted for guidance.

- On sites with multiple buildings, particularly on sites where smaller-scale older buildings are to be preserved, new buildings should be sited and designed with appropriate tapers and setbacks to allow adequate room for circulation, light, appropriate landscaping and passive recreational use by building residents. Step-backs along Fairfax Drive should be at least 15 feet starting at the fourth floor.

- Penthouses should be minimized in terms of height, bulk and visual appearance and may not exceed sixteen feet in height. Penthouse walls should be set back from the building facade a distance equal to or greater than the height of the penthouse.

**Building Transitions**

- Building heights should vary to add visual interest, but shall not exceed the limits established by the Heights Plan.

- Building mass should be arranged in such a way that it is compatible with the scale and massing of surrounding buildings through the use of setbacks, step-backs, variable roof heights and other architectural design features.

- Taller buildings should deliberately taper down to lower-scale buildings and should be carefully sited to minimize the overshadowing of existing buildings, as well as public or private open spaces.

- Canopy trees should be planted in landscaped setbacks and other open spaces to soften transitions between buildings of different heights. (see Appendix B for a list of preferred trees)

**Open Spaces**

- Public, community-serving, open spaces should be provided in the three locations identified on the Concept Plan. The open space planned for the Conservation Area may be obtained in a variety of ways, including County acquisition of public right-of-way. The two open spaces called for in the Revitalization Area will likely be provided through the site plan process as the blocks on which they are located redevelop.

- All public open spaces should be programmed through a community process. Rhodeside Green Park and Hillside Park, which abuts the eastern edge of the district, should also be further programmed with community involvement. At a minimum, parks should offer attractive landscaping, appropriate seating, adequate lighting and trash receptacles.

- Where a new building fronts a public open space, entrances and common areas, as opposed to blank walls and loading areas, should front on and activate the public space.

- Private open spaces should be situated as generally depicted in the Illustrative Examples and planted in a manner in keeping with the garden apartment aesthetic and in such a way as to ensure continued longevity of the tree canopy. The planting of canopy trees is highly recommended for all open spaces and landscaped setbacks.

- It is recommended that sites that redevelop through the site plan process improve the landscaping of the entire site, including the area surrounding any pre-
served buildings, to enhance the relationship between buildings and the site. The undergrounding of any existing surface parking on site to create more open space is also strongly recommended.

- The through-block shared-use connection should be located between buildings on the blocks as generally depicted in the Concept Plan. Design of this path should be done in cooperation with Department of Parks, Recreation and Cultural Resources staff. The path should be a minimum of six feet in width and should be American Association of State Highway and Transportation Officials (AASHTO) and Americans with Disabilities Act (ADA) compliant. It should be constructed of materials sensitive to the surrounding natural and built environments. The County should obtain a public access easement for this path.

- Streetspaces and streetscapes should be designed in accordance with the Rosslyn-Ballston Corridor Streetscape Standards and the Illustrative Streetspace Cross-Sections depicted in this Plan. They should comply with Master Transportation Plan, WALKArlington and all other relevant County policies.

- The neighborhood’s principal streets - Clarendon Boulevard, North Rhodes Street, 16th Street North and Fairfax Drive – are appropriate for enhanced streetscape treatments, possibly including additional lighting, provisions for bus stops and crosswalk nubs. The sidewalk environment along these streets should also be improved by incorporating street furnishings into the streetscape and sidewalk design. This could include unique pavement designs, lighting, trash receptacles and benches.

- All streets should have continuous, public sidewalks on both sides of every street and be lined by street trees planted in five-foot wide, or preferably six-foot wide or wider, tree planting strips. Sidewalk clear widths should be at least six feet on all streets, except along Clarendon Boulevard, where sidewalk widths should conform to the recommendations of the Rosslyn-Ballston Corridor Streetscape Standards, which calls for sidewalk widths between 13 feet and 16 feet eight inches. Additionally, along Fairfax Drive, sidewalk widths of eight feet should be provided. In all instances, however, sidewalks should be designed around healthy, mature trees and historic buildings. Such improvements will enhance the walkability, safety and functionality of these streets and will bolster the neighborhood’s tree canopy.

- Pedestrian and bicycle facilities should be upgraded to enhance their safety, usability, connectivity and appearance. Regular physical maintenance is also necessary. Pedestrian focused improvements may include the construction of “missing” sidewalk seg-

Streetspaces and Bicycle/Pedestrian Facilities
Illustrative Streetspace Cross-Sections

Fairfax Drive
Cross-Section A:
The following cross-sections for Fairfax Drive respect the needs of pedestrians, bicyclists, transit users and motorists, resulting in a “complete street.” Further study and development of this and all other cross-sections depicted in this Plan are required prior to implementation through the site plan process or through County initiated projects.

Fairfax Drive: Cross-Section B:
This narrower cross-section is recommended for implementation in locations where right-of-way or physical constraints may preclude implementation of the wider cross-section.

*The “Green Space” may include a safety barrier and plantings.
Illustrative Streetspace Cross-Sections

Fairfax Drive Cross-Section C:
Existing conditions and likely redevelopment scenarios based on the recommendations of this Plan were taken into consideration in the development of these proposed cross-sections. Aerial photos depicting the existing conditions can be found in Appendix C.

Fairfax Drive Cross-Section D:
A full study of the Fairfax Drive area is warranted and coordination with the Virginia Department of Transportation will be necessary. The County plans to start the planning process by the end of 2008.
Illustrative Streetspace Cross-Sections

**North Rhodes Street:**
In addition to the wider tree planting strips recommended here, as on North 16th Street, the North Rhodes Street cross-section is distinguished by the addition of bike lanes on both sides of the street.

**16th Street North:**
This cross-section is recommended for 16th Street North. 16th Street North and North Rhodes Street were envisioned as key streets for this neighborhood and therefore warrant wider tree planting strips than the other local streets.
**All Other Local Streets:**

This cross-section should inform the build-out of all other local streets in the neighborhood. Six-foot planting strips are preferred.

Guidance for Clarendon Boulevard can be found in the Rosslyn-Ballston Corridor Streetscape Standards.
ments and the widening of existing sidewalks which do not conform to the current standards as expressed in the Rosslyn-Ballston Corridor Streetscape Standards, the Master Transportation Plan and all other relevant County policies. Other pedestrian improvements may include new or better delineated pedestrian crossings that may incorporate decorative elements.

- Bikeway upgrades may include the addition of traffic markings or signage, modifications to traffic signals and selective trail widening.

- Where new construction is adjacent to existing development, new sidewalks should transition harmoniously to existing sidewalks in terms of their treatment, including width, materials and elements.

- Historic buildings and mature trees should be considered in streetscape design. Sidewalks should be constructed in such a way as to minimize damage to significant, mature trees, while still meeting all applicable safety and accessibility standards.

- Five-foot wide bicycle lanes, located between the travel lanes and the parking lanes, have been provided along North Rhodes Street and Clarendon Boulevard in order to improve bicycle connections to and through adjacent areas. Bicycle lanes should be marked on 14th Street North and 15th Street North between North Courthouse Road and Fairfax Drive.

- Bicycle parking facilities should be added near parks and retail locations.

- Coherent and attractive wayfinding and directional signage to Metro stations and key locations should be developed and installed in accordance with County standards.

**Fairfax Drive**

- Fairfax Drive should become a “complete street,” meaning a street designed for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. A wider sidewalk, enhanced lighting, upgraded bus stops and a more defined frontage for buildings on Fairfax Drive are needed improvements. The circulation of Fairfax Drive and the off- and on-ramps to Arlington Boulevard should be studied to improve safety and traffic flow and to minimize the amount of paving necessary. Coordination with the Virginia Department of Transportation and a thorough study of this area are recommended. The County plans to initiate a planning process in late 2008 that will be completed within a year.

- Opportunities to further the goals of the Plan by reusing land no longer needed for Fairfax Drive or other roadways should be seized. For example, vacated land could be used to increase the developable area of a site to make the preservation of historic buildings more feasible or to provide for additional community open space.

- The Illustrative Streetspace Cross-Sections for Fairfax Drive should serve as a guide, though their application only in extraordinary circumstances will surface or structured parking be allowed. In such instances, the parking should be masked appropriately by taking advantage of topography and by using architectural and landscaping elements consistent with the site design of the remainder of the property and the neighborhood.
Streetspaces and Streetscapes

Improvements to the streetspaces and streetscapes throughout the neighborhood are an important element of this Plan and a way to enhance the public realm. Safety, functionality, aesthetics and the environment are primary considerations.

Fairfax Drive serves as a major gateway into Arlington County and the Commonwealth of Virginia from the District of Columbia. It also boasts the well-used Arlington Boulevard Trail which is a major pedestrian and bicycle thoroughfare and an important amenity for the Fort Myer Heights North community and the County as a whole.
In its current state, Fairfax Drive is in need of major improvements to make it a fitting gateway to Arlington County and for the multi-use trail to become a safer and more attractive asset for the community at large. This Plan recommends that Fairfax Drive become a “complete street” designed for pedestrians, bicyclists, transit users and motorists. This rendering is intended to illustrate how the Fairfax Drive edge of the neighborhood may look in the future. A thorough study will be needed to determine the right cross-sections that will transform Fairfax Drive into a complete street.
to individual blocks should be evaluated as sites apply for permission to redevelop through the site plan process, as a thorough transportation study of this area is necessary.

- The Arlington Boulevard multi-use trail is in need of significant upgrades to provide a more uniform width and surface, to address drainage problems, to improve separation from vehicular traffic, to provide some shade for users, to incorporate better lighting and to enhance its overall appearance. An attractive safety barrier, which may represent an opportunity for public art, and a planted buffer should separate users of the path from the traffic on Arlington Boulevard. The way in which the trail connects to Rosslyn should also be improved.

- The planting of trees is recommended along this trail, as they will provide shade and create a more attractive view for trail and roadway users. While the Master Transportation Plan recommends that trees be planted at least ten feet from the edge of trails, the right-of-way along this trail is more constrained than that on most trails and existing overhead utility lines may place limits on which species of trees can be planted and where. Care will need to be used in selecting tree species that fit within the available planting area and that are less likely to have branches or roots that would grow out into the trail causing safety hazards for trail users or damage to the surface of the trail. This may require the planting of smaller tree species or the use of root barriers or other measures to enable trees to be planted along this trail. In those areas along this trail where it is impractical to grow trees, bushes or other vegetation should be planted. A landscaping plan should be developed by Department of Environmental Services and Department of Parks, Recreation and Cultural Resources staff.

Parking and Loading

- Site plan applications should include Transportation Demand Management plans.

- Parking garages should be placed underground. Only in extraordinary circumstances should structured or surface parking be allowed on sites in this neighborhood. In such instances, the parking should be masked appropriately by taking advantage of topography and by using architectural and landscaping elements consistent with the site design of the remainder of the property and the neighborhood.

- Adequate soil depth for planting canopy trees should be provided when underground parking extends beneath open spaces.

- Site plan development should provide the maximum amount of on-street parking possible.

- In redevelopment projects, to the greatest extent possible, off-street motor vehicle parking for preserved buildings should be accommodated in the underground parking garage provided for any new development on site, thereby eliminating surface parking, providing more green space and allowing for site design consistent with the guidance of this Plan. In addition, to maximize parking efficiency and economy, shared parking is highly encouraged on- and off-site between both new and existing development.

- Adequate bicycle parking should be provided on site for all redeveloped or renovated residential properties, public parks and retail locations.

- Curb cuts should be limited to improve safety, to enhance the pedestrian experience and to provide the maximum amount of on-street parking.
• Parking and loading access should be from the north-south side streets and not from Clarendon Boulevard, North Rhodes Street, 16th Street North, 14th Street North or Fairfax Drive. The Building Façade and Service Entry Plan should be consulted for guidance.

• Proposed service and garage entrances should be evaluated for impacts to views from the street and exposed entrances may require screening.
The following actions are recommended to initiate implementation of the Fort Myer Heights North Plan:

**Small Area Plan**

**Recommendation 1: Adopt the Fort Myer Heights North Plan**

The purpose of the Fort Myer Heights North Plan is to provide the community and County decision makers with a framework of guidelines and incentives designed to implement the overall vision and concept plan for this area. The Plan includes both broad and specific recommendations regarding land use, zoning, affordable housing, historic preservation, open space, tree preservation and neighborhood scale. The Plan also contains design guidelines to ensure that the physical features and infrastructure of this neighborhood evolve in a manner consistent with the community and the County’s vision.

**Land Use and Zoning— General Land Use Plan**

**Recommendation 2: Refine and expand the description of the Fort Myer Heights North Special District**

On April 16, 2005, the County Board established the Fort Myer Heights North Special District. Note 22 was added to the General Land Use Plan designating this district which comprises the area generally bordered by Clarendon Boulevard to the north, Fairfax Drive to the south, North Pierce Street to the east and North Courthouse Road and North Scott Street to the west. Note 22 reads: “This area was designated the Fort Myer Heights North Special District on April 16, 2005.”

A paragraph describing the vision and goals of this district was also added under the Special Planning Areas section of the General Land Use Plan booklet at this time. The language reads: “The purpose of this District is to guide redevelopment in the Fort Myer Heights North neighborhood. The vision for the neighborhood includes promoting redevelopment that is in keeping with the historic character of this neighborhood, including site design and garden apartment buildings from the first multifamily buildings in Arlington County. The vision also includes preservation of affordable housing units, significant historic buildings, mature trees, and open space.” This paragraph should be revised to enhance its clarity and additional language should be added to describe the implementation mechanisms by which the community’s vision will be achieved.

The following language is recommended:

Fort Myer Heights North is a smaller scale, medium density residential community, separate and distinct from the adjacent core Metro Station Areas of Rosslyn and Courthouse. The purpose of this special district is to promote a strategic balance of preservation and redevelopment in order to achieve the community’s goals of preserving:

- affordable housing;
- historic buildings;
- open space;
- mature trees; and
- neighborhood scale.

The vision for Fort Myer Heights North emphasizes the preservation of its historic core, characterized by garden style apartments that are among the first multifamily buildings in Arlington County, while allowing a strategic blend of conservation and redevelopment along the southern edge of the district in order to achieve the other
identified community goals through the special exception site plan process.

In order to preserve the character of the neighborhood and its historic core along 16th Street North, a combination of regulations and incentives will be provided in the Conservation Area within the Fort Myer Heights North Special District. In this area, no additional density or height over what is allowed by-right will be permitted. In an effort to discourage additional by-right development that will further compromise the fabric of the neighborhood, incentives will be offered to promote the preservation of historic buildings, open space and existing affordable housing in the Conservation Area. Property owners of identified historic buildings located within the Conservation Area will be encouraged to preserve their buildings and the open space surrounding these buildings through the transfer of development rights. The Plan also encourages the transfer of development rights for affordable housing purposes. The regulations and incentives outlined for the Conservation Area will complement one another to help ensure that the scale and character of the neighborhood core are maintained and that both the preservation of historic buildings, with their surrounding open space and mature trees, and the preservation of existing affordable housing are encouraged.

When development of a site within the Revitalization Area of the Fort Myer Heights North Special District includes an application for site plan approval, the County Board may approve up to 3.24 FAR if the development proposal substantially furthers the intent of the goals and objectives of the Fort Myer Heights North Plan. Site plan projects will be expected to meet the goals in the Fort Myer Heights North Plan, including the provision of affordable housing, the preservation of historic buildings, the provision of open space and contributions to the tree canopy. Additional density purchased from the Conservation Area may be used in a site plan redevelopment project if the building height and site design recommendations outlined in this Plan are addressed.

**Recommendation 3:** Add the triangle symbol indicating a desired location for a public open space to the General Land Use Plan in the following locations: 1) Northeast corner of the block bordered by 16th Street North, North Queen Street, 14th Street North and North Quinn Street; 2) Southeast corner of the block bordered by Clarendon Boulevard, North Quinn Street, North Rhodes Street and 16th Street North (south of the existing public park); and 3) Northeast corner of the block bordered by 14th Street North, North Rhodes Street, Fairfax Drive, and North Rolfe Street

There is currently only one public park in the neighborhood, Rhodeside Green Park, and one park located adjacent to the neighborhood, Hillside Park. Adding the triangle symbol for the “General Location for Open Space” to the General Land Use Plan on the aforementioned key blocks would encourage the provision of the public open spaces called for in the Concept Plan. It is anticipated that the open spaces proposed for the first and third locations mentioned above would be realized through the special exception site plan process. The second open space could be achieved through the County acquisition of public right-of-way. Any opportunities for the County to acquire these or other spaces for public parks should be seized.

The first location is on a large block under single ownership. This site already serves as an informal private open space for the residents of the apartments on that block and would be well-used by the community at large if turned into and improved as a bona fide public park. This site has the additional merit of being relatively flat in a neighborhood marked by changes in topography. The second location is located on existing County right-of-way. The creation of a park here would result in the expansion of the neighborhood’s only existing public park. The third location is adjacent to the Rhodes Street bridge that crosses Arlington Boulevard and is along a highly used pedestrian route to and from the Courthouse Metro station. A park in this location would offer a green oasis of respite for those traveling across Arlington Boulevard.
Land Use and Zoning— Zoning Ordinance

Recommendation 4: Amend Sections 13 and 15 of the Zoning Ordinance to introduce new regulations for uses and development permitted through the special exception site plan process for properties designated “RA8-18” or “RA6-15” within the Fort Myer Heights North Special District

The trend of developing by-right luxury condominium projects in this district does not appear to be abating and such development does not meet any of the community’s stated goals. The townhouse option was removed from the list of permitted uses in the “RA8-18” and “RA6-15” districts in 2005 and is now allowed only by special exception through the site plan process. As with the earlier townhouse projects, recent by-right condominium projects are resulting in a loss of market affordable housing and are compromising the character of the neighborhood by eliminating historically significant buildings, open space and mature trees. These new large-unit size condominium projects do not even conform to the scale of the existing garden-style apartment buildings, as they are typically much larger in terms of their height, building footprints and overall mass. To address these concerns, staff proposes allowing no additional density or height over what is allowed by right in the Conservation Area, while offering new special exception incentives for the Revitalization Area of the Fort Myer Heights North Special District.

The existing special exception site plan provisions for the “RA8-18” and “RA6-15” zoning districts do not provide enough of an incentive for developers to enter the site plan process and it is through the site plan process that it was envisioned that a number of community goals would be realized. The existing special exception provisions in the Zoning Ordinance allow for development up to 36 units per acre in the “RA8-18” zoning district and up to 48 units per acre in the “RA6-15” zoning district. While the special exception provisions do allow for limited additional height, there is no effective difference between the density allowed by-right and that allowed by special exception site plan in these two districts. Additional density should be permitted in the Revitalization Area to encourage developers to choose the site plan process as opposed to developing by-right.

To this end, Sections 13 and 15 of the Arlington County Zoning Ordinance should be amended to reflect the changes outlined below. It is important to note that these changes are consistent with the vision, goals, and concept plan of this Plan and would apply only to properties within the Fort Myer Heights North Special District. Recommended amendments to the special exception provisions in the “RA8-18” and “RA6-15” districts within the Fort Myer Heights North Special District should generally include the following:

- When a site within the area designated as the “Fort Myer Heights North Special District” on the General Land Use Plan is sought to be used in a manner consistent with the purposes of this Plan, then by special exception site plan approval, development may be permitted at up to 3.24 FAR in the Revitalization Area designated in the Plan. In order to develop a site per the site plan process, the goals recommended in the Plan for that site must be met. That is, as applicable, the affordable housing contribution recommended in the Plan must be provided; the historic buildings identified for preservation in the Plan, and such other buildings as the County Board may identify, must be preserved with their surrounding open spaces; the public open spaces identified in the Plan must be provided; and the preservation of significant trees identified in the Plan or their replacement per the County’s Tree Replacement Guidelines must be effected.

- A site plan project in the Revitalization Area may exceed 3.24 FAR with bonus density for community benefits such as LEED, provided that development is...
consistent with the design guidelines, including building height maximums, and purposes of the Plan.

- Building heights shall be consistent with the heights recommended in the Plan. Building heights in the Revitalization Area shall in no event exceed 12 stories or 125 feet, exclusive of penthouses, if developed by site plan. Penthouses shall be minimized in terms of height, bulk and visual appearance and shall in no event exceed 16 feet.

- All sites developed per the site plan process shall designate as affordable 20 percent of the gross floor area over the General Land Use Plan maximum, in addition to meeting the requirements of the County’s Affordable Dwelling Unit Ordinance. Units shall be committed for a 30 year term, affordable at 60 percent or less of the area median income and shall meet minimum habitability standards established by the County.

- Neighborhood-serving retail and other service uses, such as a doctor’s office, neighborhood delicatessen, dry cleaner, neighborhood-scale library branch or small café may be approved along Clarendon Boulevard, Fairfax Drive and other primary intersections and/or locations that experience significant pedestrian traffic should the County Board find they will not adversely impact the neighborhood and will otherwise be appropriate.

- Transfer of development rights provisions, as discussed in the Concept Plan section of the Vision, Goals and Concept chapter of this Plan, should also be included.

**Affordable Housing**

**Recommendation 5: Preserve existing affordable units and provide new committed affordable units**

Affordable housing is a primary goal of this Plan. This Plan seeks to preserve existing market affordable units in the Conservation Area by not incentivizing redevelopment and by offering transfer of development rights incentives for the preservation of historic buildings and affordable units. In the Revitalization Area, this Plan aims to provide new committed affordable units.

All site plan projects must satisfy the County’s Affordable Dwelling Unit (ADU) Ordinance requirements, which apply to all projects with a density greater than 1.0 FAR. The ADU Ordinance allows developers to choose one of four options to satisfy the ordinance requirements for the density up to the General Land Use plan maximum which, in this “Medium” Residential district, is 72 units per acre. Assuming an average unit size of approximately 1,000 square feet, 72 units per acre may be translated as 1.65 FAR. The ADU Ordinance options include:

- A cash contribution for the entire density up to the General Land Use Plan maximum, per the formula, or
- Of the density above 1.0 FAR up to the General Land Use Plan maximum:
  - 5 percent as on-site affordable gross floor area (GFA);
  - 7.5 percent as affordable GFA off-site nearby; or
  - 10 percent as affordable GFA off-site anywhere in the County.

In the Fort Myer Heights North Special District, in addition to meeting the aforementioned ADU Ordinance requirements developers must also designate 20 percent of the gross floor area over the General Land Use Plan maximum of 1.65 FAR as affordable. This will translate into roughly ten percent of all the units in a site plan project being affordable, according to staff calculations, and will provide a significant level of affordable housing for this neighborhood.

To meet the 20 percent of all gross floor area above the General Land Use Plan threshold, a developer may need
to provide some mix of affordable units in the existing buildings and the new buildings in order for a project to be financially viable. Because units in the preserved buildings will likely be smaller than those in the new buildings, developers may be expected to provide more units should they provide some of the required committed affordable units in the historic buildings. As a result, a greater overall number of affordable units on a particular site may be obtained through the mix of preserved and new units. Developers are encouraged to work closely with staff and the total affordable housing package must be approved by the County.

Helping existing residents remain in the neighborhood as redevelopment occurs is important to maintaining the character and diversity of Fort Myer Heights North. All site plans approved for this neighborhood should include a requirement that developers provide a relocation plan which at a minimum complies with the County’s Voluntary Relocation Guidelines and is reviewed by the Tenant Landlord Commission. Site plans should also include conditions according first preference to displaced neighborhood residents to return to buildings that have been renovated or replaced with new construction.

In both the Conservation and the Revitalization Areas, all available tools for the preservation and provision of affordable housing should be explored and tapped. Strategies may include working with non-profit affordable housing providers, seeking low income housing tax credits and using County funding tools, such as the Affordable Housing Investment Fund.

**Historic Preservation**

**Recommendation 6: Aggressively market available historic preservation tools and incentives to property owners**

**National Register of Historic Places**

Many of the existing garden apartments in the Fort Myer Heights North district are individually eligible for listing in the National Register of Historic Places. The National Register of Historic Places was established by the 1966 Historic Preservation Act and is administered by the National Park Service. Listing on the Register extends federal recognition to nationally, regionally or locally significant historic properties. Listing on the Register does not protect historic buildings from alteration or demolition, but does serve as a required threshold for property owners to apply for federal and state tax credits for the rehabilitation of historic buildings. Designation additionally provides limited protection in cases of federally funded, licensed or permitted projects. Despite the fact that designation is largely honorific, buildings on the Register are generally more likely to be restored and reused than other older buildings. Property owners are encouraged to work with County staff to nominate their historic properties for inclusion in the National Register of Historic Places.

**Local Historic Districts**

While listing on the National Register of Historic Places is recommended, it should be noted that such designation is largely honorific and does not provide the level of protection that is conferred through Local Historic District designation. Local Historic Districts were established by the Arlington County Board as outlined in Section 31A of the Arlington Zoning Ordinance and administered by the Historical Affairs and Landmark Review Board. Local Historic Districts can be either a single site or a collection of buildings. All exterior changes, new construction, and demolition within the Local Historic Districts must receive a Certificate of Appropriateness from the Historical Affairs and Landmark Review Board before being allowed to proceed with the proposed work. Property owners who wish to preserve historic buildings, particularly those located in the Conservation Area identified in this Plan, should consider Local Historic Designation.
Transfer of Development Rights

In order to encourage the protection of Conservation Area historic properties identified for preservation on the Density Plan, property owners of these buildings or others approved by the County Board may avail themselves of this Plan’s transfer of development rights program. Should the property owners of the aforementioned historic buildings be willing to transfer their density to a site within the Fort Myer Heights North Revitalization Area, provided all of the requirements outlined in the Fort Myer Heights North Plan, including those outlined in the Concept Plan, Heights Plan and Design Guidelines, are satisfied. The only exception to the requirements of the Plan that receiving sites may be granted would be in terms of their overall density. Density also may be transferred elsewhere in the County, with a preference for the Rosslyn or Courthouse Metro station areas, which together comprise the entirety of this district. Owners of historic properties in the Revitalization Area may also use the transfer of development rights as a means of preserving their resources. It should be noted that the transfer of development rights requires County Board approval.

Preservation Easements

Provided that certain conditions are met, donors of easements may be eligible for income, estate and/or property tax benefits. Developers should consult a tax attorney for further details.

Federal and State Historic Preservation Tax Credits

Federal and/or state tax credits are available to property owners who wish to preserve and rehabilitate historic buildings. County staff is available for assistance throughout the application process.

Additions

Additions to historic buildings can be one way of making their preservation and rehabilitation more financially feasible. Any additions should be sensitively designed to be compatible with the historic building. As open space is a major goal of this Plan, any potential additions should be carefully evaluated with this in mind.

County Funds

Whenever possible, County funds should be used for historic preservation or rehabilitation.

Infrastructure Improvements

Recommendation 7: Encourage the implementation of the recommendations outlined in the Radnor-Fort Myer Heights Neighborhood Conservation Plan

In September 2007, the County Board accepted the first ever Radnor-Fort Myer Heights Neighborhood Conservation Plan. This plan, generated by the neighborhood with assistance from County staff, traces the neighborhood’s history and expresses its vision for the future, particularly with regards to infrastructure improvements. The Neighborhood Conservation Program was created by the County Board in 1964 to enhance residential areas by providing funding and support for public improvements identified in neighborhood-developed plans. The program addresses a broad spectrum of capital improvements, including sidewalk, curb and gutter, streetlight, traffic calming, park improvement, neighborhood art and beautification projects. Use of Neighborhood Conservation Program funds requires County Board acceptance of a Neighborhood Conservation Plan. Now that this neighborhood has its plan, it can take advantage of this program.

Many sites within the neighborhood will not redevelop in the near or long term. For those areas of the neighborhood that are not likely to redevelop in the short term
and are lacking basic infrastructure such as sidewalks, curb and gutter, crosswalks and landscaping, funds from the Neighborhood Conservation Program could be used in order to make needed improvements. The use of this program is encouraged as a way to supplement the improvements that may occur through site plan development in the Revitalization Area.

**Recommendation 8: Complete County infrastructure projects internal to the district and develop a plan to improve the Fairfax Drive/Arlington Boulevard edge of the district**

This Plan recommends general streetscape improvements to enhance the pedestrian experience for those living, visiting and traveling through the neighborhood. Some improvements may be achieved through the site plan process, while others may be realized through the Neighborhood Conservation Program, WALKArlington or other state and County programs.

Improvements are needed throughout the district and in particular along the Fairfax Drive/Arlington Boulevard edge of the district. Arlington Boulevard serves as a major gateway into Virginia and Arlington County from the District of Columbia. This area is also home to the Arlington Boulevard Trail, which serves as a major pedestrian and bicycle thoroughfare and is an important amenity for the Fort Myer Heights North community, as well as the County in general. This trail links Arlington County with the District of Columbia and Fairfax County, connecting with several other trails that serve the rest of Arlington. Staff recommends that this area be further evaluated and that improvements to Fairfax Drive, the Arlington Boulevard frontage and the trail be made. Pedestrians, bicyclists and motorists would all benefit from streetscape improvements to Fairfax Drive. Enhancements to the safety and appearance of the trail, such as a landscaped buffer separating trail users from the high velocity vehicular traffic along Arlington Boulevard and better lighting, are advised.

The Illustrative Streetspace Cross-Sections for Fairfax Drive should be followed, though their application to individual blocks should be evaluated as sites apply for permission to redevelop through the site plan process. More specific and detailed recommendations should be developed for this area by Department of Environmental Services and Department of Parks, Recreation and Cultural Resources staff, working with the Virginia Department of Transportation.

In 2002, Department of Environmental Services staff commenced the Arlington Boulevard Planning Study. An initial effort resulted in a summary document outlining the community’s desires for the future of Arlington Boulevard. Specific recommendations, however, were not developed at this time. The 2007 draft Rosslyn Multimodal Transportation Study also addresses this area and recommends making Fairfax Drive a “complete street,” meaning a street complete with sidewalks, streetscape and the like. Again, specific recommendations were not included. Staff plans to resume work on this project in late 2008 and completion of this study, which will include recommendations for the Arlington Boulevard Trail, is anticipated by the end of calendar year 2009. This planning process will seek to enhance the efficiency, safety and aesthetics of this area.
# Appendix A: National Register of Historic Places Nomination

The following table lists all apartment houses and buildings in the study area that are included in the Countywide multiple resource listing nomination and that qualify for inclusion in the National Register of Historic Places.

<table>
<thead>
<tr>
<th>Building Name</th>
<th>Address</th>
<th>Year Built</th>
<th>Unit Count</th>
<th>Year Demolished</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Arlington Boulevard Apartments</td>
<td>1600 North Pierce Street</td>
<td>1950</td>
<td>26</td>
<td>2005</td>
</tr>
<tr>
<td>2. Quinn Street Apartments</td>
<td>1607, 1613 North Quinn Street</td>
<td>1941</td>
<td>30</td>
<td>2007</td>
</tr>
<tr>
<td>4. Swansen Apartments</td>
<td>1512 North Rhodes Street</td>
<td>1942</td>
<td>25</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1601 North Rhodes Street</td>
<td>1942</td>
<td>15</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1600 North Quinn Street</td>
<td>1942</td>
<td>15</td>
<td>Total: 55</td>
</tr>
<tr>
<td>5. Sylvester Apartments</td>
<td>1410 North Rhodes Street</td>
<td>1949</td>
<td>14</td>
<td>2007</td>
</tr>
<tr>
<td>6. N/A</td>
<td>1500 North Rhodes Street</td>
<td>1953</td>
<td>11</td>
<td>2007</td>
</tr>
<tr>
<td>7. N/A</td>
<td>1411 North Rolfe Street</td>
<td>1950</td>
<td>14</td>
<td>2007</td>
</tr>
<tr>
<td>8. N/A</td>
<td>1412 North Rolfe Street</td>
<td>1953</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>8. Woodland Apartments</td>
<td>1808 16th Street North</td>
<td>1938</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>9. N/A</td>
<td>1828 16th Street North</td>
<td>1938</td>
<td>9</td>
<td></td>
</tr>
<tr>
<td>10. Pierce Queen Apartments</td>
<td>1600-1610 16th Street North</td>
<td>1942</td>
<td>50</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1520 North Pierce Street</td>
<td>1942</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11. Wakefield Manor Apartments</td>
<td>1201 North Courthouse Road</td>
<td>1943</td>
<td>67</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1215 North Courthouse Road</td>
<td>1943</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12. Courthouse Manor Apartments</td>
<td>1233 North Courthouse Road</td>
<td>1936</td>
<td>18</td>
<td></td>
</tr>
<tr>
<td>13. Rahill Apartments</td>
<td>1505 North Quinn Street</td>
<td>1954</td>
<td>18</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1510 North Quinn Street</td>
<td>1953</td>
<td>43</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1701 14th Street North</td>
<td>1952</td>
<td>33</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1415 North Quinn Street</td>
<td>1954</td>
<td>16</td>
<td>Total: 110</td>
</tr>
<tr>
<td>14. N/A</td>
<td>1609 North Queen Street</td>
<td>1940</td>
<td>18</td>
<td>2004</td>
</tr>
<tr>
<td>15. Arlington Community Services Board</td>
<td>1727 Fairfax Drive</td>
<td>1944</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>17. N/A</td>
<td>1501 North Rhodes Street</td>
<td>1940</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>18. N/A</td>
<td>1505 North Rhodes Street</td>
<td>1938</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>19. N/A</td>
<td>1509 North Rhodes Street</td>
<td>1940</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>20. Rhodes Street Apartments</td>
<td>1513 North Rhodes Street</td>
<td>1941</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>21. N/A</td>
<td>1517 North Rhodes Street</td>
<td>1942</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>22. N/A</td>
<td>1730 16th Street North</td>
<td>1940</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>23. N/A</td>
<td>1726 16th Street North</td>
<td>1940</td>
<td>4</td>
<td></td>
</tr>
</tbody>
</table>
This table lists preferred trees for planting in private open spaces and landscaped setbacks in Fort Myer Heights North. These are trees well-adapted to the urban environment. This list may be amended in the future and consultation with the County’s Urban Foresters should be made prior to planting.

<table>
<thead>
<tr>
<th>Latin Name</th>
<th>Common Name</th>
<th>Average Height at Maturity</th>
<th>Tolerant of Temporary Flooding</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Large Native Shade Trees – Mature Heights of 40’ or More</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Acer rubrum</td>
<td>Red Maple</td>
<td>40-60’</td>
<td>Yes</td>
</tr>
<tr>
<td>Acer saccharum</td>
<td>Sugar Maple</td>
<td>60-75’</td>
<td></td>
</tr>
<tr>
<td>Betula nigra</td>
<td>River Birch</td>
<td>50-75’</td>
<td></td>
</tr>
<tr>
<td>Celtis occidentalis</td>
<td>Common Hackberry</td>
<td>75-100’</td>
<td></td>
</tr>
<tr>
<td>Cladrastis lutea</td>
<td>American Yellowwood</td>
<td>30-50’</td>
<td></td>
</tr>
<tr>
<td>Ilex opaca</td>
<td>American Holly</td>
<td>40-50’</td>
<td></td>
</tr>
<tr>
<td>Liquidambar styraciflua</td>
<td>Sweet Gum</td>
<td>60-75’</td>
<td>Yes</td>
</tr>
<tr>
<td>Nyssa sylvatica</td>
<td>Black Gum</td>
<td>30-50’</td>
<td></td>
</tr>
<tr>
<td>Quercus bicolor</td>
<td>Swamp White Oak</td>
<td>75-100’</td>
<td>Yes</td>
</tr>
<tr>
<td>Quercus cocinea</td>
<td>Scarlet Oak</td>
<td>50–75’</td>
<td></td>
</tr>
<tr>
<td>Quercus imbricaria</td>
<td>Shingle Oak</td>
<td>50-60’</td>
<td></td>
</tr>
<tr>
<td>Quercus macrocarpa</td>
<td>Bur Oak</td>
<td>75-100’</td>
<td></td>
</tr>
<tr>
<td>Quercus palustrus</td>
<td>Pin Oak</td>
<td>50-75’</td>
<td>Yes</td>
</tr>
<tr>
<td>Quercus phellos</td>
<td>Willow Oak</td>
<td>55-75’</td>
<td>Yes</td>
</tr>
<tr>
<td>Quercus rubrum</td>
<td>Red Oak</td>
<td>60-80’</td>
<td></td>
</tr>
<tr>
<td>Taxodium distichum</td>
<td>Bald Cypress</td>
<td>60-80’</td>
<td>Yes</td>
</tr>
<tr>
<td><strong>Small Native Shade Trees – Mature Heights of 40’ or Less</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Amelancier canadensis</td>
<td>Shadblow Serviceberry</td>
<td>6-20’</td>
<td></td>
</tr>
<tr>
<td>Carpinus caroliniana</td>
<td>American Hornbeam</td>
<td>20-30’</td>
<td>Yes</td>
</tr>
<tr>
<td>Cercis canadensis</td>
<td>Eastern Redbud</td>
<td>20-30’</td>
<td></td>
</tr>
<tr>
<td>Chionanthus virginicus</td>
<td>Fringetree</td>
<td>20-35’</td>
<td></td>
</tr>
<tr>
<td>Cornus florida</td>
<td>Flowering Dogwood</td>
<td>20-40’</td>
<td></td>
</tr>
<tr>
<td>Halesia carolina</td>
<td>Carolina Silverbell</td>
<td>30-40’</td>
<td></td>
</tr>
<tr>
<td>Magnolia virginiana</td>
<td>Sweet Bay Magnolia</td>
<td>10-20’</td>
<td>Yes</td>
</tr>
<tr>
<td>Oxydendrum arboreum</td>
<td>Sourwood</td>
<td>25-30’</td>
<td></td>
</tr>
<tr>
<td><strong>Non-Native Trees</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gleditsia triacanthos</td>
<td>Honey Locust</td>
<td>30-70’</td>
<td></td>
</tr>
<tr>
<td>Lagerstroemia indica</td>
<td>Crape Myrtle</td>
<td>15-20’</td>
<td></td>
</tr>
<tr>
<td>Platanus acerifolia</td>
<td>London Plane Tree</td>
<td>75-100’</td>
<td></td>
</tr>
<tr>
<td>Ulmus parvifolia</td>
<td>Lacebark Elm</td>
<td>40-50’</td>
<td></td>
</tr>
</tbody>
</table>
Appendix C: Aerial Photos of Fairfax Drive

The aerial photos on this and the following two pages reveal the existing conditions along Fairfax Drive. The proposed cross-section types and widths shown in blue refer to the Illustrative Streetspace Cross-Sections found earlier in this document. Some improvements are already underway along this portion of Fairfax Drive as part of the Virginia Department of Transportation’s Arlington Boulevard/North Courthouse Road/North 10th Street interchange project.
In determining the proposed widths for the improved Fairfax Drive, Department of Environmental Services staff considered existing conditions, the likelihood of redevelopment on a particular block and the recommendations of this Plan.
Further study of all the proposed cross-sections for Fairfax Drive is warranted. Department of Environmental Services staff plans to complete a study of this area by the end of 2009. In particular, the area between North Quinn and Queen Streets merits additional evaluation before even a preliminary recommendation can be made, as improvements to the safety and functionality of the roadway are likely needed.
Appendix D: Demographics

The 2000 Census reveals that the Fort Myer Heights North neighborhood includes at most 4,000 residents. This Census information has been reduced to the smallest level established by the Census, the Block Group. Even so, these data include the residents of several large residential projects, such as the Meridian at Courthouse Commons and the Woodbury Heights condominiums, which are located outside the study area boundaries. It should be noted that the following analysis may be skewed by the inclusion of such adjacent larger and newer residential projects.

Data from the 2000 Census reveal that this neighborhood is both racially and ethnically diverse. Over 27 percent of the population is Hispanic or Latino, compared with 19 percent of all Arlington County residents. Over 13 percent of the neighborhood is African American and 11 percent is Asian. More than two in five persons living in the neighborhood were born outside of the United States and nearly half speak a language other than English. Spanish is the most common foreign language spoken.

The population in Fort Myer Heights North is also relatively transient. 84 percent of the housing units in the neighborhood are renter-occupied units. Only 35 percent of the residents have lived in Arlington County for five years or more, compared with 57 percent of all County residents. The neighborhood is an attractive location for new residents and young workers because of its proximity to the Metro and to downtown Washington. About 37 percent of the workers in the neighborhood use public transportation for their commutes. About 58 percent of the households in the neighborhood have one car and 15 percent have no car at all. County data indicate that 10 percent of owner-occupied housing units in the Rosslyn and Courthouse Metro Station areas, which each comprise approximately half the Fort Myer Heights North Special District, have no vehicle. The average number of vehicles per owner-occupied unit is 1.15. Additionally, County data indicate that 21 percent of renter occupied housing units in the Rosslyn and Courthouse Metro Station areas have no vehicle, with a resulting average of one vehicle per renter-occupied unit.

In terms of educational attainment, the Census reveals that approximately 56 percent of the adults in the Fort Myer Heights North neighborhood have college degrees, which is slightly less than the rate for Arlington County as a whole. The labor force participation rate is also lower at 69 percent versus 75 percent. The median household income is $50,940, which is about $12,000 less than the County average.

Current and Future Trends

Recent survey results obtained from ESRI in 2008 indicate that there has been relatively little change in the demographic make-up of the Fort Myer Heights North neighborhood since the 2000 Census was conducted. Estimate data for the three Census Block Groups that comprise the neighborhood reveal an increase in income, most likely due to infill and redevelopment of properties both within the study area (the Wooster and Mercer Lofts condominiums and the Bromptons at Rosslyn and Courthouse Heights townhouses) and just outside the study area (the Prime at Arlington Courthouse apartments). Continued development and redevelopment within the Fort Myer Heights North area will likely impact the demographic composition of the neighborhood portrayed in the forthcoming 2010 Census.
2000 Census Block Map

The 2000 Census reveals that this neighborhood is both racially and ethnically diverse.
**Block Group 1017003:**
Population: 710
Dwelling Units: 379
Resident Ownership Status: 86% rental
Foreign Born: 36% and 12% entered the US in the last 5 years
Language Spoken at Home: 59% English only; 26% Spanish
High School Education or Higher: 59%
Employed: 90%
Average Household Size: 1.88 persons
Median Gross Rent: $793
Gross Rent as % of Household Income: less than 20% = 36%; 35% or more = 24%
Unit Type: 41% live in 3-19 unit building; 54% live in 20+ unit building
Age of Unit: 37% live in housing 41 years or older
Median Family Income: $37,063
Median Household Income: $48,750

**Block Group 1017004:**
Population: 2,320
Dwelling Units: 1,147
Resident Ownership Status: 82% rental
Foreign Born: 35% and 15% entered the US in the last 5 years
Language Spoken at Home: 63% English only; 15% Spanish
High School Education or Higher: 84%
Employed: 62%
Average Household Size: 1.73 persons
Median Gross Rent: $1,220
Gross Rent as % of Household Income: less than 20% = 42%; 35% or more = 28%
Unit Type: 15% live in 3-19 unit building; 79% live in 20+ unit building
Age of Unit: 18.7% live in housing 41 years or older and 61% live in housing 10 years or less
Median Family Income: $55,147 (42% earn $75,000 or more)
Median Household Income: $64,737 (44% earn $75,000 or more)

**Block Group 1017005:**
Population: 1,073
Dwelling Units: 449
Resident Ownership Status: 91% rental
Foreign Born: 60% and 27% entered the US in the last 5 years
Language Spoken at Home: 24% English only; 60% Spanish
High School Education or Higher: 77%
Employed: 72%
Average Household Size: 2.31 persons
Median Gross Rent: $723
Gross Rent as % of Household Income: less than 20% = 32%; 35% or more = 12.5%
Unit Type: 80% live in 3-19 unit building; 11% live in 20+ unit building
Age of Unit: 54% live in housing 41 years or older
Median Family Income: $40,144
Median Household Income: $48,750
Appendix E: Terms and Definitions

These definitions are provided to assist the reader in understanding this Plan. They are not legal definitions and should not be relied upon in relation to any document other than this Plan.

Affordable Housing/Affordable Dwelling Unit (ADU)—An ADU is a unit that complies with County guidelines relative to rental rates or sales price. Generally, ADUs are those residential units that have rents or sales prices that are affordable to households earning 60 percent or less of the area median income.

Affordable Housing Investment Fund (AHIF)—This program, funded by both federal HOME money and local funds, provides financial assistance to non-profit and for-profit developers for the acquisition, development or rehabilitation of affordable housing for low and moderate income households or for housing-related services for such households. This is a competitive program that requires matching funds.

Americans with Disabilities Act (ADA)—The Americans with Disabilities Act is a civil rights law which prohibits discrimination based on disability and, among other things, outlines requirements for accessibility to buildings and facilities by individuals with disabilities.

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

By-Right Zoning—Uses that are permitted within a zoning district with only administrative review are said to be “by-right.” By-right uses can be built when a proposal meets the standard regulations for parking, setbacks, lot coverage and the like. By contrast, see “Special Exception.”

Committed Affordable Unit—All units that are: 1) owned by nonprofits, except any units planned to serve households with incomes above 80 percent of median family income; or 2) guaranteed by agreement with the federal, state, or County governments to remain affordable to low and moderate income households for a specified period of time through mechanisms such as site plan requirements, contracts with private owners or Internal Revenue Service regulations governing tax exempt financing; or 3) whose owner received a government subsidy to assist with the purchase.

Community Development Block Grant (CDBG)—CDBG is a federal program providing localities with funds that may be used to address the needs of low and moderate income residents through a variety of housing, neighborhood improvement and economic development activities.

Complete Street—A “complete street” refers to a street built and operated for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

Density—The average number of housing units, square feet of office, etc., per unit of land. Density usually is expressed “per acre.” Density may be controlled by limiting the amount of development on a parcel of land through zoning which has specific restrictions, including for example, use, height, minimum lot-size requirements, floor area ratio, units per acre, and setback or yard requirements.

Development Rights—Development rights are the right to develop a parcel of land up to the limits imposed by the Zoning Ordinance and map. Development rights can also include the concept that ownership rights to a piece of land and existing development are separate from the right to additional development. The right to additional
development may be held by someone other than the landowner.

**ESRI**—ESRI is a corporation which designs and develops geographic information systems (GIS) technology.

**HOME**—The HOME Investment Partnerships Act established in 1990 is a federal program which provides funds for programs involving: 1) acquisition, rehabilitation and/or construction of affordable housing; 2) rental assistance; and 3) homeownership assistance. Funds must be committed within specific timeframes or the U.S. Department of Housing and Urban Development (HUD) may recapture the money. HUD requires a match of 25 to 30 percent using local funds. For a federally assisted new construction housing project, Section 504 of the Rehabilitation Act of 1973, as amended, requires that five percent of the dwelling units, or at least one unit, whichever is greater, meet Uniform Federal Accessibility Standards or an equivalent or stricter standard for persons with mobility disabilities. An additional two percent of the dwelling units, or at least one unit, whichever is greater, must be accessible for persons with hearing or visual disabilities.

**Housing Cooperative/Affordable Housing Cooperative**—A housing cooperative is a development where member residents jointly own their building. An affordable housing cooperative is available to low and moderate income families. Affordability results from private or public subsidy or other governmental action. Limited equity cooperatives are affordable cooperatives that have affordability restrictions on the resale of initial membership shares. Affordability restrictions limit the resale of co-op shares to low and moderate income families and restrict increases in the resale value of these shares.

**Housing Reserve Fund (HRF)**—The HRF is a County fund that uses private developer donations to help finance the acquisition of units to mitigate the displacement of low income tenants, as well as for associated costs such as relocation payments.

**Leadership in Energy and Environmental Design (LEED)**—LEED is green building rating system developed by the U.S. Green Building Council which provides a suite of standards for environmentally sustainable construction.

**Market Affordable Unit (MARK)**—MARKS are lower rent units in the private market which receive no County assistance and whose owners have made no commitment to retain said units as affordable in the future. Determining the number of market affordable units is complicated because affordability varies depending on family size and income compared to unit size and rent.

**National Register of Historic Places**—The National Register of Historic Places is the nation’s official list of cultural resources worthy of preservation. Authorized by the National Historic Preservation Act of 1966, the National Register is part of a nationwide program to coordinate and support public and private efforts to identify, evaluate, and protect historic and archeological resources. Districts, sites, buildings, structures, and objects that are significant in American history, architecture, archeology, engineering, and culture are included in the Register. The National Register is administered by the U.S. Department of the Interior’s National Park Service.

**Setback**—A setback is the distance or requirement for a distance that a building is placed from a specified line. Setbacks are generally measured from the street centerline or from the property line.

**Site Plan**—A limited number of zoning categories permit development by site plan, a form of special exception under the Zoning Ordinance. The site plan review process provides for public review of such projects and permits the County Board to vary the uses, heights, setbacks, densities and regulations of a zoning district for a specific project to meet adopted goals. The review process is coordinated by County staff through the Site Plan Review Committee, a subcommittee of the Planning Commission.
**Special District**—A special district is a district established to accommodate a narrow or special set of uses or for special purposes is a special district. The term can signify any district beyond the conventional residential, commercial, industrial or office uses. Examples include Coordinated Development Districts, Planned Development Districts and historic preservation districts. The establishment of special districts must have an appropriate police power basis which should be spelled out in the preamble or statement of intent and there should be a reasonable market demand for the uses permitted to avoid charges of excessive and unlawful restrictions on the use of the property.

**Special Exception**—This refers to a class of uses within the Zoning Ordinance that require additional measures in order to be permitted. Special exception uses are in contrast to “by-right” uses.

**Step Back**—A step back is a technique used to break up the visual bulk of a building by pushing back by several feet the façade at the higher stories.

**Street Furniture**—Benches, trash receptacles and other items located within the public sidewalk are street furniture.

**Streetscape**—The elements that occupy the area behind the curb and immediately adjacent to the roadway comprise the streetscape. Streetscape elements may include sidewalks, planting strips, street trees, lighting utilities and street furniture.

**Taper**—A taper is a transition in building height, generally from lower to higher, either within a single building, within a block or between blocks.

**Tax Credit**—Credits are sold to private investors to raise funds for affordable housing projects under the federal Low Income Housing Tax Credit provisions. Historic preservation rehabilitation state and federal tax credits are available for buildings listed on the National Register of Historic Places. These tax credits offer a reduction on income taxes from the costs incurred from rehabilitating the historic building. Owner-occupied buildings are eligible for a 25 percent state tax credit and income-producing buildings are eligible for a 25 percent state and 20 percent federal tax credit.

**Tree Pit/Planting Strip**—The area of the public sidewalk where vegetation is planted is either a tree pit or a tree planting strip. Trees, shrubs and other plants may be grown within these areas.

**Units Per Acre**—This term is used to characterize density for residential development. A unit could be a single-family home, one half of a duplex, an individual townhouse or an individual apartment unit. The term is also referred to as Dwelling Units per Acre (DUA). The formula for a DUA, where 43,560 square feet equal one acre, is: 
\[ \text{DUA} = \frac{\text{Units}}{\text{Site Area}/43,560}. \]

**Use Permit**—This refers to a type of special exception. Land and building uses allowed by Use Permit are those that require additional safeguards beyond what is required of by-right uses in order to ensure that they do not have undesirable impacts. These safeguards are achieved through special conditions that are particular to each use. Use Permits are used to regulate site design, hours of operation, building appearance and other design and operational matters.

**Zoning District**—A zoning district is 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.