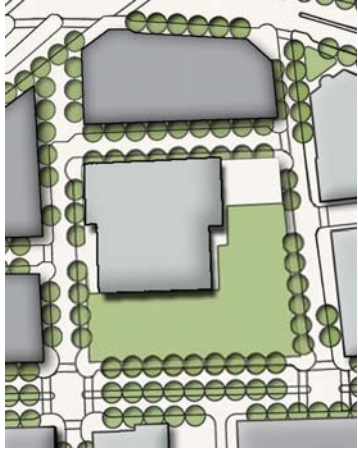


# OPTION 1

## Staff Preferred

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

## Early Phase (Verizon block)



## Long-Term Phase



## Attachment 2

### For purposes of advertising:

#### Description:

- Proposed streets (10<sup>th</sup> Rd. and N. Ivy St.) both located approximately mid-block
- Maximizes alignment of proposed streets
- Approximately 50,000 sf of contiguous open space on the Verizon/Fire Station block, achieved in long-term phases, proposed as a new urban park if public facilities relocated to other redevelopment sites
- Approximately 20,000 sf of open space proposed as a new urban plaza in the west end of Clarendon that could be used for public gatherings and possible public market activities
- Extension of open space along north edge of Fairfax Dr. by widening streetscape to approximately 45' wide; Fairfax Dr. roadway narrowed to 36' with existing diagonal parking converted to parallel parking; approx. 14' wide sidewalk built along south edge

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

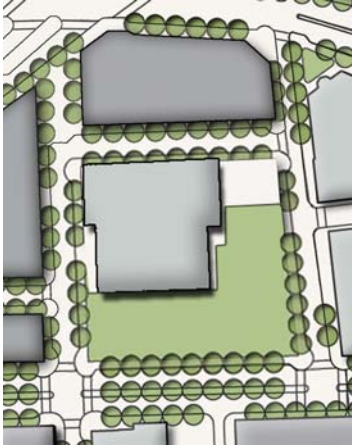
- More density capacity for other community benefits such as affordable housing and historic preservation with surrounding building floor plates beyond what would be needed to create the proposed open spaces
- Intersections of the proposed streets and arterials located approximately mid-block and further from nearby major intersections (e.g., Wilson/10<sup>th</sup> Street and "Clarendon Circle"); helps to avoid queuing problems

### For purposes of advertising, these additional alternatives within OPTION 1 are proposed:

- Designate N. Ivy Street segment between Kirby Garage and Murky Coffee buildings for through-traffic, pedestrian, bicycles, and service
- Provision of angled parking along Fairfax Drive with sidewalks constructed to approximately 14' wide along each edge (see similar layout on Option 2)

# OPTION 2

## Early Phase (Verizon block)



## Long-Term Phase



# Attachment 3

### For purposes of advertising:

#### Description:

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

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

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

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

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