

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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					County Funds Allocated \$	Future Funds Needed \$ ³	
Transportation							
39	Enhance the convenience and efficiency of bus service in Clarendon. Improve the comfort and convenience for Metrorail patrons.	A. Construct bus nubs with waiting areas and informational signs consistent with the plan at the Clarendon Blvd./Highland St., Clarendon Blvd./Edgewood St., Wilson Blvd./Fillmore St., Wilson Blvd./Garfield St., and Wilson Blvd./Highland St. intersections.	MT	DES	CIP/ Federal Grant	200,000	
		B. Install a bus shelter at the Wilson Blvd./Garfield St. intersection.	MT	DES	CIP	10,000	
		C. 1) Construct a new canopy over the Clarendon Metro station entrance to provide shelter and to create an iconic symbol for the Clarendon station area; 2) Work with the community to complete redesign efforts of Clarendon Central Park from the Metro escalator to the Metro elevator to provide enhanced waiting areas, bicycle parking improvements, and information displays.	1) C 2) ST/MT	DES PRCR CPHD	1) N/A 2) CIP	1) N/A 2) 250,000	
		D. Improve access to the Metro entrance with improved crosswalks, ADA curb ramps, and designated kiss-and-ride zone.	MT	DES	CIP		50,000
		E. As redevelopment proceeds, augment the existing bus service to and through Clarendon.	O	DES	Operating		
40	Encourage Clarendon residents, employees and visitors to travel more frequently by public transit, bicycle, carpool, or by foot, and to drive private vehicles less often.	A. Continue to work with the management of new Clarendon developments to implement the TDM related site plan conditions and policies in effect and to provide funding assistance for the County's TDM program.	O	DES CPHD	Special Exception		
		B. Continue to work with developers to review site plan on a case-by-case basis to mitigate site impacts per the County TDM policy.	O	DES CPHD	Special Exception		
		C. Implement planned improvements across Arlington for transit services, commuter services, and multi-modal transportation improvements.	O	DES	Operating		
		D. Encourage active membership of residential properties, employers, and institutional properties with Arlington County Commuter Services programs such as Arlington Transportation Properties.	O	DES	Operating		

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

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

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

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