

CLARENDON-COURTHOUSE NEIGHBORHOOD CONSERVATION PLAN 2007



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I. EXECUTIVE SUMMARY

Clarendon-Courthouse exemplifies the increasingly popular walk-able, mixed-use neighborhood known as the “urban village”. The neighborhood is diverse in every sense of the word – people from varied backgrounds and ethnic groups; housing options from rental apartments to single-family homes; and business and government activity of all types including restaurants, stores, an education center, banks, entertainment venues, county government offices and more. All of this, along with easy metro access, has made the Clarendon-Courthouse Neighborhood an increasingly popular place to live and work. Census figures indicate that from 1990 to 2000, the population in the Clarendon-Courthouse neighborhood grew from 2786 to 4966 — a stunning increase of almost 80%. This means that Clarendon-Courthouse is the fastest growing neighborhood in all of Arlington.

In updating the Clarendon-Courthouse Neighborhood Conservation Plan, almost all of the survey respondents consider location/convenience/walk-ability to be the neighborhood’s greatest asset. In order, respondents identified the following as the **top three advantages enjoyed by the Clarendon-Courthouse Neighborhood:**

1. Location (proximity to Metro and Washington DC)
2. Walk-ability
3. Neighborhood character (especially local businesses)

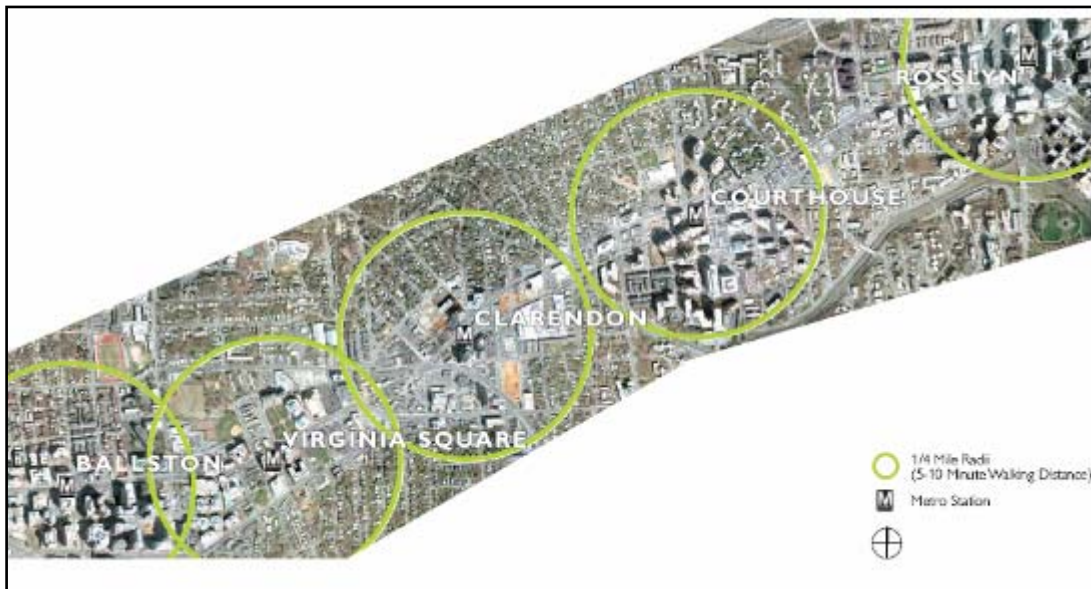
The major **concerns** expressed by residents included:

1. Parking and traffic
2. High cost of living
3. Population outstripping services and capacity (metro, parks, parking etc.)
4. Lack of quality parks and open spaces
5. Noise (airplanes, traffic, people)

This neighborhood conservation plan has attempted to mesh the thoughts of the citizens of Clarendon-Courthouse with the policy guidelines provided by numerous Arlington County advisory committees and staff reports to create comprehensive community guidance for County staff and elected officials for the coming years. While some specific recommendations are outlined, the list of recommendations (summarized in Appendix A) is not meant to be exhaustive. The overarching themes, goals, and objectives in this plan should lay the groundwork for all future development and conservation in Clarendon-Courthouse.

II. INTRODUCTION

The Clarendon-Courthouse neighborhood is a dynamic, small, but diverse area along the south side of Wilson Boulevard in the heart of the Rosslyn-Ballston Metro Corridor. Its borders are: Wilson Boulevard, North Courthouse Road, Arlington Boulevard, and 10th Street North. A collar of commercial properties surrounds the residential core of the neighborhood on the north and east sides. The Clarendon and Court House Metro stations mark the northwest and northeast corners of the neighborhood, with commercial development along Wilson and Clarendon Boulevards between the Metro stations.



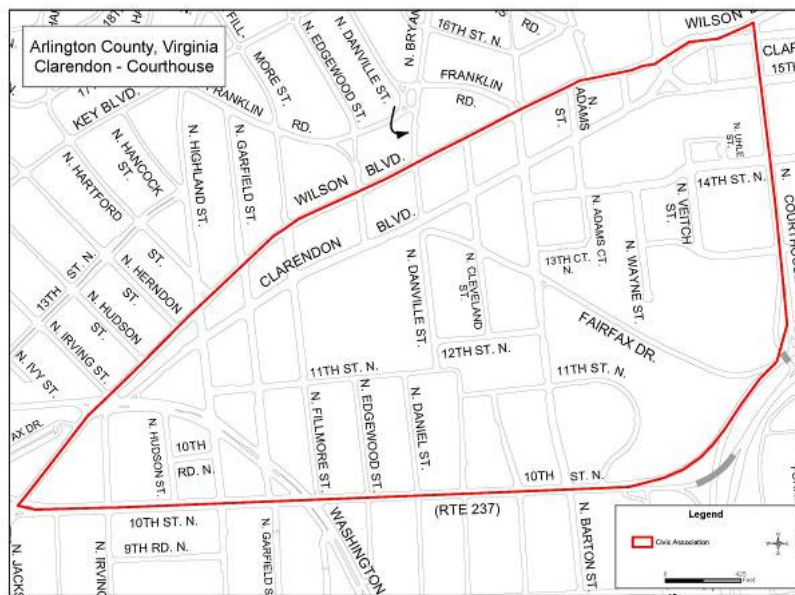
Rosslyn-Ballston Corridor

The neighborhood is composed of east and west sections with rather different characters. The section east of North Barton Street (generally considered part of “Courthouse”), which includes the Courthouse development area and Woodbury Park Apartments, is primarily high-density residential condos, apartments and townhouses north of Fairfax Drive and Rocky Run Park and Woodbury Park Apartments South of Fairfax Drive. The area west of North Barton Street, loosely considered part of “Clarendon,” is a combination of mixed-use development, small scale commercial buildings, and lower-density residential housing stock including the single-family home (zoned R-5) areas of the neighborhood. Both sections also contain office uses. The Clarendon-Courthouse neighborhood borders other, primarily low-density, single-family home neighborhoods to the north (Lyon Village) and south (Lyon Park). Since the first Neighborhood Conservation Plan for the area was published, it is an understatement to say that significant development has occurred. Additional commercial and residential development is in full swing with new projects to be completed by the end of 2007. Development maps for Clarendon and Courthouse are available in Appendix G.

As evidenced in a 1999 neighborhood survey and follow-up survey in 2003, **residents are overwhelmingly attracted to Clarendon-Courthouse by the safe, small-town neighborhood atmosphere combined with easy walk-ability, convenient access to transportation (subways, buses and major automobile routes), shopping, and restaurants.**

Neighborhood concerns reflect the diversity of land use within Clarendon-Courthouse and vicinity. Citizens are concerned about the continuous pressure from development and especially the impacts that poorly done development has on the neighborhood's character and resources such as metro, parking, and parks. Conservation of the commercial and residential character of the Clarendon section of the neighborhood is a high priority for the majority of Clarendon-Courthouse residents. Some long-time residents are still unhappy about the redevelopment in the Courthouse area through group buyouts and zoning changes that supported high-density development. The remaining low-rise commercial buildings around the Clarendon metro station and along Wilson Boulevard are extremely important to the character and interest of the neighborhood and residents want to maintain both the historic facades and the variety of commercial uses including ethnic restaurants, shops and other locally-owned, small businesses.

Through this Neighborhood Conservation (NC) Plan Clarendon-Courthouse residents seek to conserve the quality of life in residential areas while supporting appropriate adjacent commercial development. The past decade has shown that, with smart planning and adherence to solid land-use principles, neighborhoods with single and multi-family residential properties can survive and be a pleasant place to live, even in close proximity to higher-density development near a Metro station.



Clarendon-Courthouse Boundaries

III. OBJECTIVES

As development in the Metro Corridor continues, Clarendon-Courthouse should serve as an example of how neighborhood values can be preserved in the face of major growth and increased density. With this NC Plan, the residents of Clarendon-Courthouse set the following objectives to meet the overall goal of accommodating commercial redevelopment while preserving the neighborhood's traditions of livability and community values:

- 1) Pedestrian safety and neighborhood walk-ability:
 - a. sidewalk installation and maintenance
 - b. effective and attractive pedestrian lighting
- 2) A balance of locally-owned and nation-wide business.
- 3) Improved access to public parking including signage that encourages vehicular use of specified non-residential routes to additional parking facilities.
- 4) Measures to decrease speeding and commercial/non-local traffic on neighborhood streets.
- 5) Enhanced County services and infrastructure to meet the needs of a rapidly growing population.
- 6) Encourage and maintain a full range of services within a 5-10 minute walk of every residence. At minimum, this would include grocery stores, farmer's markets, restaurants, parks, dry cleaners, personal services, entertainment, and cultural activities – all in an attractive, friendly atmosphere.
- 7) Beautified streetscapes and open spaces and updated green space and park areas to better serve the increasing resident population.
- 8) Maintain Urban Village characteristics including:

Short blocks	Mixed-use development
Buildings to human-scale	Parks and plazas
Usable sidewalks	Maintenance of “aged” buildings

IV. THE CLARENDON-COURTHOUSE NEIGHBORHOOD

A. History

The Clarendon-Courthouse neighborhood (formerly Courtlands) encompasses a number of the earliest developments in Arlington's history. Clarendon, at the west end of the Clarendon-Courthouse neighborhood, was the heart of Arlington's commercial district dating back to the early part of the 20th century. Courthouse, at the east end, has always been Arlington's civic center. These continued uses, coupled with a Metrorail stop at each end of the neighborhood, place Clarendon-Courthouse among the most vital neighborhoods in the entire County.

The first subdivision of the area was laid out in 1899 and named Clarendon after the Earl of Clarendon (1609-1674). With the addition of the trolley line linking the area with Washington D.C., construction of homes and shops was so rapid that before 1910 at least five "additions to Clarendon" were subdivided by various developers. The Clarendon Citizens Association was formed in 1912 and by 1920 Clarendon had become the economic center of the County. Commercial and residential development grew in the 1920s.¹ The "Streamline Moderne" architectural style often associated with Clarendon influences many of the commercial buildings built in the 1930s and 1940s. Examples of this style are still apparent in several buildings in the area including the Underwood Building (photo page 17).

The Arlington Post Office was constructed in 1937 and was the first federal building constructed in Northern Virginia.² In the 1940s, the neighborhood developed into a typical "bedroom community" for Washington, D.C. From this time through the 1960s Clarendon-Courthouse was composed of nice, single-family residences. Wilson Boulevard was a series of shopping centers including a hardware store and other small merchants who catered to the typical suburban neighborhood in the 1950s and 1960s. Throughout this period, Clarendon-Courthouse was a typical small, southern town.



Clarendon Post Office

At that time, the area immediately west of the Court House was the residential area known as "West Courtlands," and was bounded by 14th Street North, Fairfax Drive, and North Veitch Street.

A History of "West Courtlands"

"West Courtlands" once consisted of about 40 homes with lovely old trees and an abundance of pink and white dogwoods along curbs and sidewalks. North Wayne Street in particular was fortunate enough to have dogwood trees every few feet. These were brought in by Gilbert Hall, a long time resident of 1208 N. Wayne street. (now a townhouse development) Across from the Hall house at 1201 N. Wayne was a home reported to be one of the oldest in the area. The owner had pebble walks that wound through a wooded area covered with jonquils, sweet Williams, verbenas, primrose, hibiscus, daisies, black-eyed susans, carnations, azaleas and hundreds of other flowering plants and shrubs. People contacted her to order flowers for graves at Arlington Cemetery.

In winter, it was common to see children sledding from the top of the hill at the south end of Wayne Street all the way to Wilson boulevard. Neighborhood residents would build a bonfire for the sledders to warm themselves.

¹ 1984 CSP, p. 13

² 1984 CSP, p. 15

The Clarendon-Courthouse (Courtlands) Civic Association was started in 1949 or 1950, with Herbert Howe as the first president. Although Clarendon-Courthouse was a small association, it was very active in the community and in the Civic Federation. There were three Star Trophy winners: Some Preli, Lawrence Morscher and one shared winner, Mr. Reischer. It was also in Clarendon-Courthouse that Harry F. Byrd Sr. kicked off his 1925 campaign for governor of Virginia. The state's next nine Democratic governors also began their campaigns from the same porch at Harry K. Green's house at 14th and North Barton Streets. This history of civic and political activism continues in the neighborhood today. (Additional history is provided in Appendix I)

B. Neighborhood Profile and Demographics

Census figures indicate that from 1990 to 2000, the population in the Clarendon-Courthouse neighborhood grew from 2786 to 4966 — a stunning increase of almost 80%. This means that Clarendon-Courthouse is the fastest growing neighborhood in all of Arlington.

Since the 2000 Census was taken, even more residential, retail, and office space has been built; more is under construction; and still more is planned. Hundreds more residents moved into our neighborhood between April 2000 and December 2006 — and significant additional development is still underway. In 2007, estimates show over 6000 residents in Clarendon-Courthouse. Additional interesting demographic estimates are provided in Appendix F.

Most of the population growth in the neighborhood is attributed to one-person households and married couples without children. The only census household category that showed a declining population between 1990 and 2000 was the 32% decline in the number of married couples with children. This is attributed to the loss of single-family homes that were replaced by high-density multi-family dwellings.

Residents are of many nationalities and occupations ranging from students to retired persons. The greatest increase in population has come from residents aged 35 to 54. The racial mix in the community as of 2000 was approximately 64% White, 15% Hispanic, 10% Asian, 6% African American, and 5% other.

Since 1980, when the median income of Clarendon-Courthouse residents was near that of the County as a whole, median income in the neighborhood has increased. By 2000, the median household income of neighborhood had risen to \$65,810, 4% higher than the median household income of Arlington County (\$63,001)³ and 40% higher than that of Virginia (\$46,677)⁴. However, Clarendon-Courthouse continues to be home to a significant number of lower-income households with the second highest concentration of affordable housing in the County. Also, Arlington County's sole residential facility for the homeless, the Arlington Street People's Assistance Network's Emergency Winter Shelter, is located in the Courthouse area.

It is important to Clarendon-Courthouse residents that this diversity of age, ethnicity, and income be preserved in our neighborhood.

³ "American Fact Finder" U.S. Census Bureau.

⁴ "Arlington County QuickFacts" U.S. Census Bureau.

C. Residential Properties

The residential areas of Clarendon-Courthouse contain a variety of housing stock, made up of:

- a) largely older, single-family homes that range from Bungalows to Farmhouses
- b) some infill duplexes and small town-home developments (Colin Place, Courthouse Park, Courthouse Triangle, Daniel Court, and the Village at Courtlands)
- c) 3 larger town-home developments (Barton Place, Clarendon Park, and Courthouse Hill)
- d) 4 large condominium complexes (The Charleston, Courthouse Hill Condos, Clarendon 1021, and The Williamsburg) with two others approved and under construction (Station Square and Zoso)
- e) 6 large apartment complexes (Barton House, Courtland Park, Courthouse Place, Market Common, and Woodbury Park) with one more under construction on the post office site (Pheonix)



Clarendon 1021 Condominiums



Classic Single-Family Bungalow

Single-Family Homes (R-5 Zoned areas)

Single-family homes in Clarendon-Courthouse are all zoned R-5 (meaning one residence per 5000 square feet). Many of the single-family homes in the R-5 zoned parts of the neighborhood are between 40 to 90 years old and in good condition. A few have been converted to duplexes or include rooms for rent and many others have been rehabilitated and expanded but still house just one family. The characteristics that neighbors like best about the single-family homes in Clarendon-Courthouse contribute to the neighborhood's charm and walk-ability and include:

- a) Front porches close enough to grade that people on the porch can interact with people on the street and sidewalk
- b) Consistent build-to lines that are closer to the street than the County standard of 25 feet
- c) No garages at the build-to line -- Very few houses in the neighborhood have garages and when they do, a detached rear garage is preferred.



View from one porch – you see other porches on original bungalows

These are the same positive characteristics found in neighboring civic associations such as Lyon Park and Ashton Heights. “Style Guides” created for single-family homes in these neighborhoods would be applicable to this part of Clarendon-Courthouse. In addition to home renovations and conversions, the trend of infill development is growing in Clarendon Courthouse – with mixed results.



View from same porch in other direction – you see infill homes with varying build-to lines and without porches

The following photos provide some examples of recent infill development and renovations in the R-5 zoned areas of Clarendon Courthouse.



Bungalows with second story additions on existing footprint, consistent with neighborhood design values



Farmhouses with two-story additions, consistent with neighborhood design values



In-fill homes consistent with neighborhood design values

In-fill homes with some “pros” and some “cons”



Pro: Appropriately styled and scaled to the neighborhood. No front garage

Con: This infill home would benefit from a wider porch and consistency with the build-to line

Pro: No front garage

Con: Style and scale inconsistent with neighboring homes



In-fill homes inconsistent with neighborhood design values – usually because of front garages.



**Well-maintained,
original homes.**



The mature canopy trees found in much of the single-family home section of the neighborhood are highly valued by Clarendon-Courthouse residents. Attempts to preserve mature vegetation in new developments have been largely unsuccessful, with the exception of the 11th Street Park that was created behind the Market Common. Canopy trees and other vegetation will be addressed in the Parks and Vegetation section.

Recommendation:

- 1) Adjust zoning rules to allow in-fill homes without front garages to be built at existing build-to lines instead of with a 25 foot set-back, and allow variances, with community input, for canopy tree preservation.

Multi-Family Homes (Zoned C-TH, CR, etc.)

High-rise development in the neighborhood began shortly after the adoption of the 1981 Courthouse Sector Plan and by 2000, 48% of all rental buildings in the neighborhood had 50 or more units in them and only 25% of the total housing units were single-family dwellings.⁵

As outlined at the beginning of the “Residential Properties” section, the mix of multi-family homes in Clarendon-Courthouse is as diverse as the mix of single-family homes. The physical characteristics of these buildings most valued by neighbors are those that adhere to the same “new urbanist” principles echoed throughout this plan:

⁵ “American Fact Finder 2000” U.S. Census Bureau.

- a) “Tri-partite” design features for taller buildings.
- b) Consistent build-to lines.
- c) Ample sidewalk widths with street trees and furniture and pedestrian-friendly lighting.
- d) Interesting architectural design and detailing using top-quality materials.
- e) Ample green space.



The Charleston Condominiums



Courthouse Hill Townhomes



Barton House Apartments



The Village at Courtlands

D. Commercial and Public Properties

Clarendon-Courthouse is bordered by a significant commercial community, the County governmental facilities, and two Metro stations. These features add greatly to the neighborhood's attractiveness as a 'walking community'. Those living here need not own cars to have ready access to offices, shopping, educational opportunities, mass transportation, and recreation.

Many locally-owned businesses and some nation-wide retailers are considered especially important to the neighborhood. In particular the smaller scale businesses -- the ethnic restaurants and markets, coffee shops, boutiques, delis, etc. -- distinguish Clarendon and give it a "sense of place". We support efforts to ensure existing small businesses can stay in the Clarendon-Courthouse and that new small businesses will move here. At the same time, some of the national chains in the neighborhood fill an important niche -- like the Whole Foods grocery store (the first in Virginia) -- or have served to revitalize Clarendon as an important retail center.



Whole Foods Market



**Local Independent Retailers:
CD Celler, Shoe Fly, Inspirato, AKA Spot**



Whitlow's on Wilson



**Offices and restaurants in the
Underwood Building**

Neighborhood organizations and special events are extremely important to the fabric of the Clarendon-Courthouse community. Weekly events in the area include farmers markets and an antique and collectibles market. The neighborhood also hosts important annual events such as Arlington’s Neighborhood Day, Clarendon Day, Tax Blues Night, Mardi Gras Parade, and the CSC Invitational (a professional bicycle race). The Clarendon Alliance plays a vital role in organizing many of these events and makes an important contribution to the community.



Wednesday Farmer’s Market at Clarendon Metro Park



**Spectators at the CSC-Invitational
kid’s bike race**



Neighborhood Day Parade

Clarendon-Courthouse residents respect the commercial interests of their neighbors, and want to ensure that this respect is mutual. Residents expect their commercial neighbors to demonstrate respect for neighborhood values by maintaining buildings, controlling litter, providing adequate security and lighting, etc. A continuing neighborhood goal is an acceptable integration of residential and neighborhood values with the realistic needs of existing commercial neighbors.

For example, the CCCA has been active in the quarterly Neighborhood Advisory Group (NAG) bar mediation sessions for the past several years. Attendance at these meetings is a requirement of all establishments with live entertainment use permits. The NAG meetings convene neighbors and business owners with live use permits, and a member of County staff overseeing the

meeting. Initial progress was made a few years ago when bar owners established weekend trash pickup. However, the program has not been expanded as the residential population and number of establishments has grown. Several newer establishments do not attend the meetings regularly and are unwilling to contribute to trash pickup or additional security. Thus, the NAG program's effectiveness is greatly diminished.

Going forward, we believe it is the County's responsibility to invest additional resources into trash pickup and an expanded preventive police presence near neighborhood boundaries, in order to minimize disturbances.

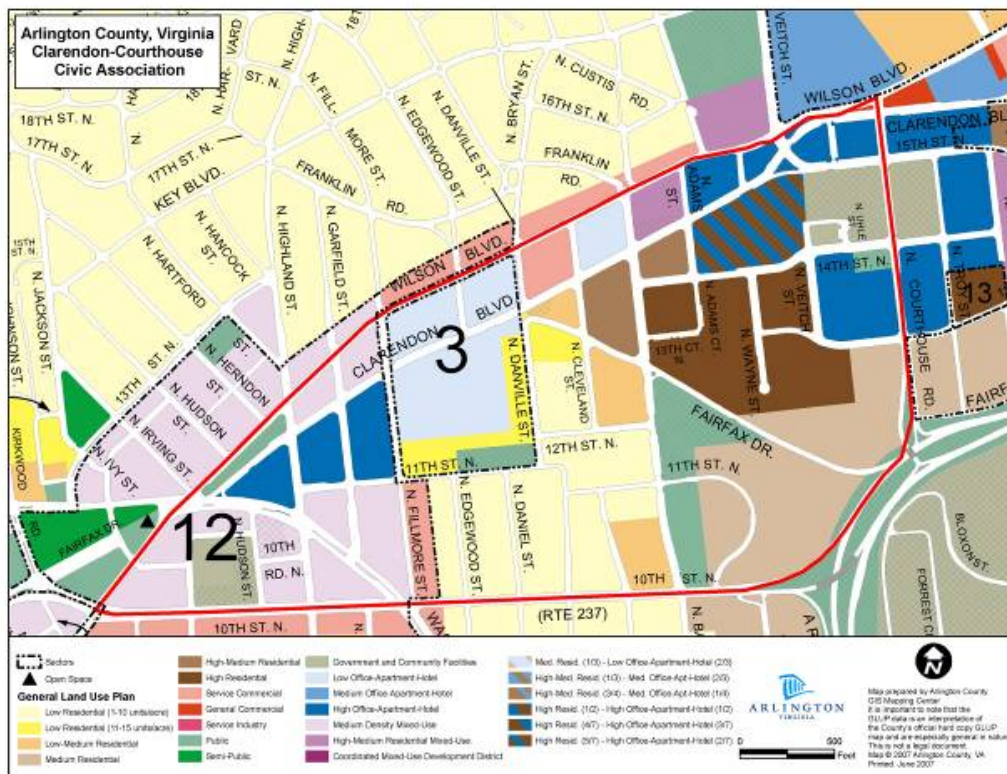
Recommendations:

- 2) Increase police patrols around North 11th and Fillmore Streets and other transition areas near bars in Clarendon on Friday, and Saturday nights during late night bar hours.
- 3) Increase and/or direct SmartScape funding toward additional trash pickup in areas where bar owners do not provide coverage. Residents express a strong preference for additional SmartScape dollars to be spent on trash pickup instead of additional garbage cans.
- 4) Enforce the existing NAG program so that bar owners fulfill their use permit requirements.

V. EXISTING PLANNING AND POLICY GUIDANCE

As in any Arlington neighborhood, the Zoning Ordinance and General Land Use Plan (GLUP) are the foundation for new development. Unlike many other neighborhoods, however, the underlying principles for development in much of the Clarendon-Courthouse Neighborhood are also outlined in the Court House and Clarendon Sector Plans. In those areas of the neighborhood not guided by the Clarendon or Court House Sector Plans, the most conservative standards applying the GLUP and Zoning Ordinance should be used. There should be no “up-zoning” or “up-GLUPing” in these areas. Changes or exceptions to the Zoning Ordinance should be made only in those cases where the change allows the building to better fit in with the historic character of the neighborhood such as in the case of the exceptions outlined in the recommendations section on single-family residences.

In addition to taking into account the GLUP, Zoning Ordinance, and Sector Plans, we have attempted to consider other major Arlington County planning documents such as; the *Master Transportation Plan*, *Public Spaces Master Plan*, and *Policy Framework for Historic Preservation in Arlington*; in the writing of this Neighborhood Conservation Plan. Unless expressly stated otherwise, readers should assume that residents of the Clarendon-Courthouse Neighborhood are generally in favor of the elements of these “Master Plans” that pertain to territory within our boundary. Maps and some pertinent text from these plans have been included here, in part, to make this Neighborhood Conservation Plan a useful reference document synthesizing the myriad planning documents that relate to our neighborhood.



General Land Use Plan for Clarendon-Courthouse Civic Association

Area 3 in the above General Land Use Plan Map shall be part of a “Special Coordinated Mixed-Use District” (East Clarendon, 7/13/82) (George Mason University/Virginia Square Shopping Center, 8/7/82) (East End of Virginia Square, 6/14/03). The “Special Coordinated Mixed-Use District” designation was established for larger sites where redevelopment may result in significant changes within a Metro Station Area.

Development of the east Clarendon district bordered by Wilson Boulevard, North Danville Street, 11th Street North, and North Fillmore Street shall be consistent with the concept plan and design guidelines included in the East Clarendon: Special Coordinated Mixed Use District Plan adopted by the County Board on 9/20/94.

In the George Mason University/Virginia Square Shopping Center district, the area designated “High” Office Apartment Hotel allows a base F.A.R. of 3.0 Office/Hotel; and up to a total of 4.3 F.A.R. in consideration of residential development, community services and cultural facilities (7/11/83). The area bordered by N. Monroe Street, N. Lincoln Street, N. Washington Boulevard, N. Kirkwood Road, and Fairfax Drive and designated “Public” is intended to accommodate existing facilities and future expansion of the George Mason University Arlington campus (7/28/012).

For the East End district of Virginia Square, designated as “Medium Density Mixed-Use” and bordered by Fairfax Drive, Wilson Boulevard, North Lincoln Street, and the intersection of 10th Street/Wilson Boulevard/Fairfax Drive, shall be developed consistent with the Virginia Square Sector Plan adopted by the County Board on 12/7/02 and any adopted amendments thereto.

Area 12 was designated the “Clarendon Revitalization District” on 7/7/90. The boundary for this district was amended on 2/25/06 and 12/9/06. The goals and objectives for this area are set forth in the “Clarendon Revitalization District” located in the GLUP booklet.

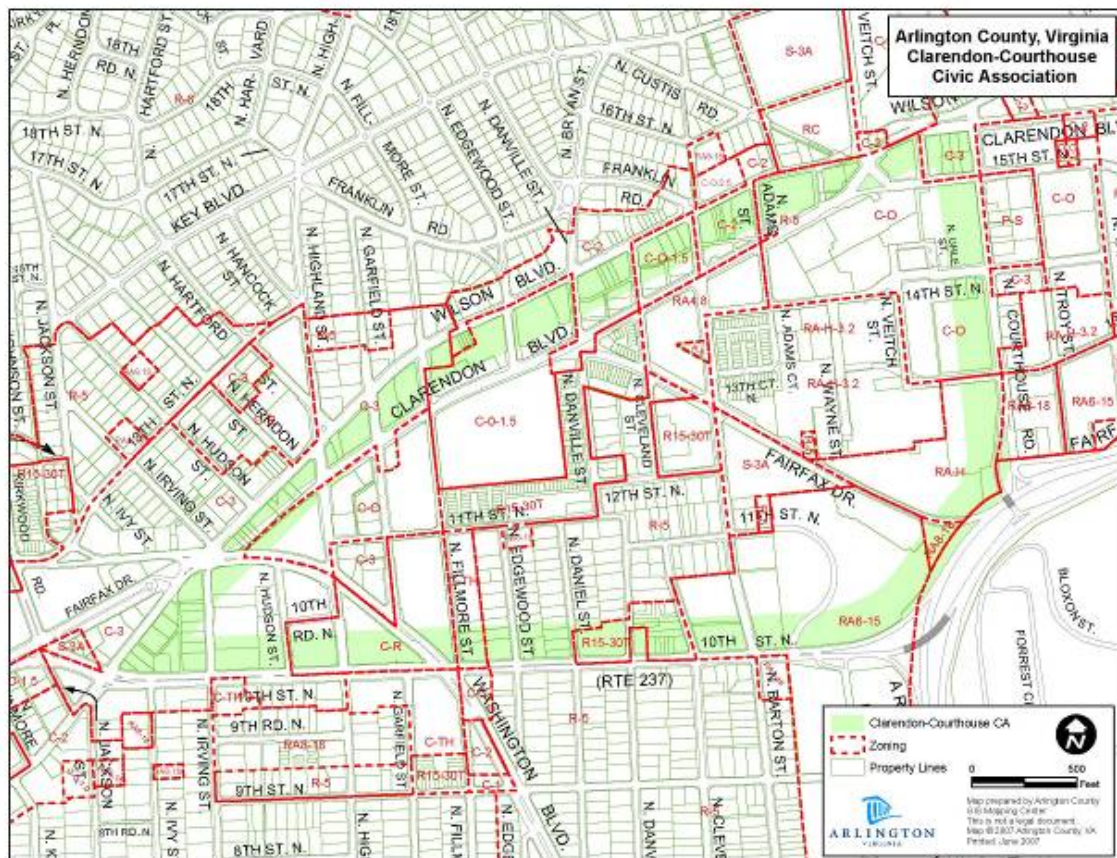
A. General Land Use Plan and Zoning

Residential

Clarendon-Courthouse has a mix of Zoning and Land Use designations in its residential areas. Most of the area that currently has single-family homes is currently designated for a density of “Low” Residential (1-10 units per acre) and is zoned R-5. The Clarendon-Courthouse Neighborhood does not support an increase in the existing zoning for any area where the GLUP indicates a density of “Low” Residential. Preserving the small, existing, pocket of single-family homes is critical to the diversity and stability of our neighborhood. The recent explosion of high-rise rental and condominium apartment buildings, while adding to the vibrancy and viability of the neighborhood, makes the preservation of the existing single-family homes all the more critical if we are to continue maintain that delicate balance between “urban” and “village” that makes Clarendon-Courthouse a great place to live.

Recommendation:

- 5) Do not allow any “upzoning” of existing R-5 areas in Clarendon-Courthouse
- 6) Adhere to the GLUP and zoning rules in areas of Clarendon-Courthouse not covered by the Clarendon-Courthouse Sector Plan



Zoning Map

Commercial

Much of the commercial corridor in Clarendon-Courthouse is designated “Medium-Density Mixed Use” on the GLUP with zoning categories C-3 and C-R. It is important to the Clarendon-Courthouse community that commercially zoned properties are built for commercial uses in hopes of trying to re-establish a better balanced use-mix in the neighborhood. We want Clarendon-Courthouse to be a good place to WORK as well as a good place to live and shop.

While we welcome the influx of new shopping and entertainment options that have come to the neighborhood since the “Clarendon Revitalization” plan began to take effect, the Clarendon-Courthouse neighborhood supports efforts to try to retain small, locally owned business in the commercial corridor. These small, locally owned businesses are what make Clarendon-Courthouse a unique, attractive place to live, work and play. They also provide some essential services critical to making the neighborhood livable for a range of residents.

Among the last remaining commercial blocks to be developed in Clarendon-Courthouse is the area between Clarendon and Wilson boulevards from Adams to Danville Streets. These blocks form a critical bridge between the Clarendon and Courthouse sections of the neighborhood. We have three priorities for these blocks – creation of open space; preservation and/or creation of space for locally-owned, small businesses; and tapering of building heights down from the metro stations.

Recommendation:

- 7) Uphold the spirit of the County Board Resolution on Commercial Development (Appendix C) throughout Clarendon-Courthouse’s commercial corridor.

B. Courthouse Sector Plan and Addendum

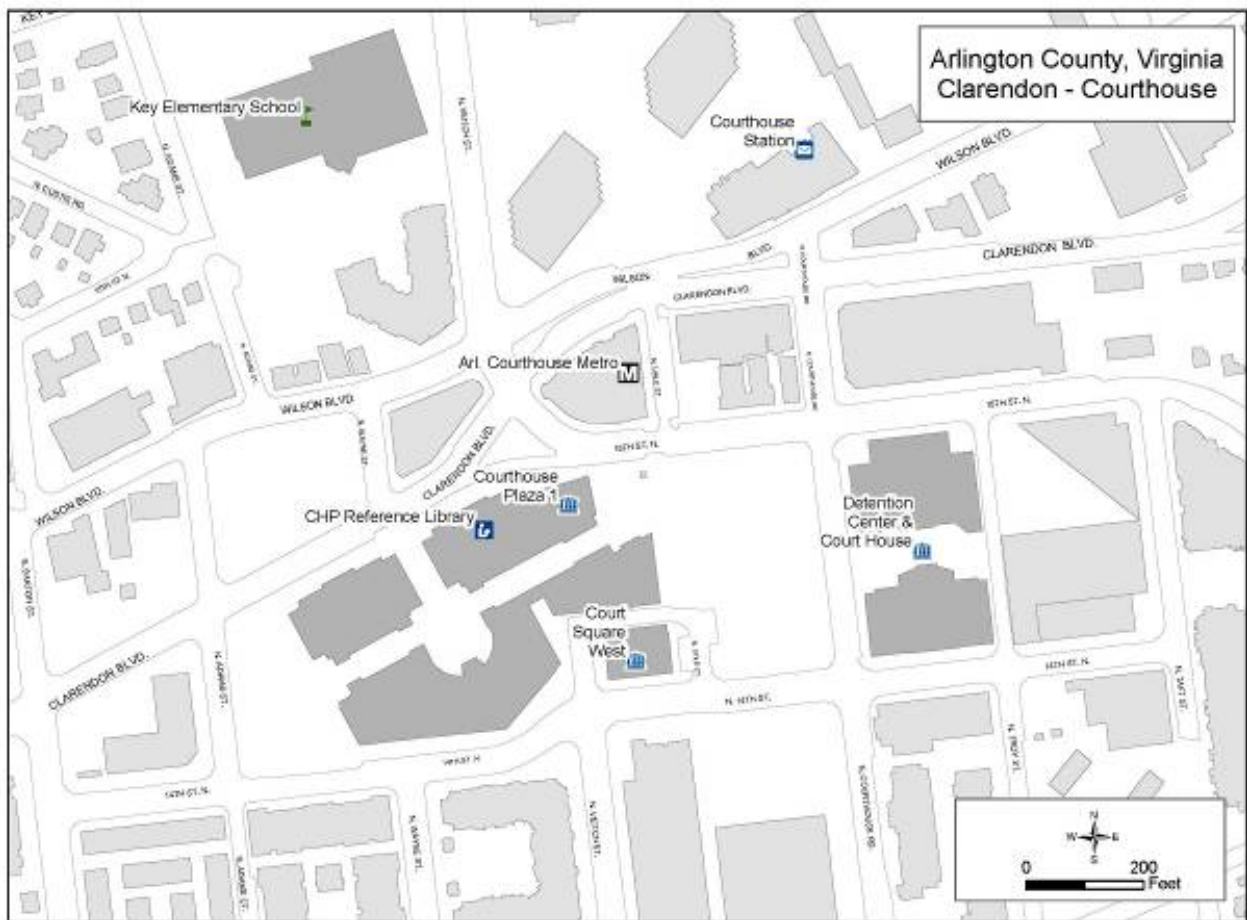
The *Courthouse Sector Plan* was adopted by the County Board in 1981. The Plan governs development between North Court House Road and North Danville Street. In East Clarendon-Courthouse the Plan called for replacement of the low-density residential area with high-density mixed-use development with major boundaries to the high-density development at North Fairfax Drive and North Barton Street. Most of the area has already been developed in accordance with the Courthouse Sector Plan. One notable exception is the “big hole in the ground” at the end of Courthouse Plaza in the block bounded by Clarendon Boulevard, Adams Street, 14th Street and Courthouse Plaza and is discussed below.

To address issues and concerns expressed at a series of Courthouse Community Forums, the *Courthouse Sector Plan Addendum* was developed and adopted by the County Board in November 1993. The Sector Plan Addendum includes an urban design concept plan developed to serve as the urban design framework for the Courthouse area. The purpose of this concept plan was to establish an overall vision for the area so that individual projects could be designed to better fit within the general Metro Station scheme, and so that the Courthouse Metro Station area could achieve an image of significance to the community as the County's Government Center.

Specifically, the concept plan advocates the creation of a centrally located open space at the Courthouse Metro Station area and a network of pedestrian connectors to help unify the area's

open space system. To be part of the local history and daily life, the seat of local government needs to be recognizable to residents and the general population as its own distinct place. Hence, the government-building complex is usually organized around a public space, with a landmark building oriented to the site. The Courthouse area currently lacks such a space.

The proposed "Courthouse Square" would be located on an existing surface parking lot bounded by 15th St. N., Courthouse Road, 14th St. N., and the Courthouse Plaza. The proposal is that the space be developed as an urban plaza offering passive recreation and space for public events such as the weekly farmers' market. In addition, the concept plan recommends that, if feasible, public parking should be provided under "Courthouse Square". Neighbors are generally supportive of such a redevelopment effort, particularly one that includes a "cultural center" as proposed in the concept design.



Courthouse Plaza

While development of the east end of Courthouse Plaza is still years away, the “big hole” at the west end of the Plaza is currently slated for development. The Courthouse Plaza area can not reach its potential as a major gathering place and event location, or adequately sustain businesses, until the “big hole” is addressed. Originally slated for development of a high-rise hotel, the space has been excavated but vacant for about fifteen years. Development of “boutique” hotel on this parcel is moving along and the Clarendon-Courthouse community has a keen interest in the outcome. The community issues for this development include the ones that have become a refrain in development in this area, i.e. managing scale and massing, ensuring appropriate use mix, ensuring high-quality design, protecting green space, and avoiding transportation problems.



Courthouse Plaza

C. The Clarendon Sector Plans

Since 1984, the *Clarendon Sector Plan* has provided general guidance on the development of the Clarendon Station area, including a large portion of the Clarendon-Courthouse Neighborhood. The 1990 Clarendon Sector Plan Addendum and 1994 East Clarendon Special Coordinated Mixed Use District Plan provided more detailed urban design, streetscape, and preservation recommendations for the Clarendon station area.⁶

The County Board approved major policies for Clarendon in February, 2006, and later adopted the full Clarendon Sector Plan in two phases in June and December, 2006. The CCCA delayed finalization of our NC Plan, in part, to incorporate elements of the new Sector Plan. The CCCA endorses and depends on the 2006 Clarendon Sector Plan for its detailed guidance. Here, we will only point out some key elements especially pertinent to our neighborhood:

- Attraction and retention of existing local and independent businesses
- Building height limits and frontage requirements to maintain human-scale development
- Improved pedestrian conditions including ample sidewalk widths, shortened street-crossing distances, and safe, visible crosswalks
- Preservation of historic buildings and/or facades in the core of the Clarendon Station area
- A network of attractive, usable open spaces connected by improved streetscapes

⁶ 2006 Clarendon Sector Plan Draft 2, p. iii

- A redesigned Central Park
- Tapering down of density and height adjacent to low-density residential areas
- Elimination of incentives for residential development and full-block consolidation
- Development of commercially zoned properties as commercial buildings
- Redesign of several intersections, most notably, the Washington-Wilson-Clarendon intersection, to improve pedestrian conditions

Recommendation:

- 8) For every project in Clarendon-Courthouse, county staff must give strong guidance to developers to adhere to these planning documents and subsequently enforce county codes and site plan conditions during and after construction.

VI. TRANSPORTATION ISSUES

Although specific concerns vary, transportation issues, in some form, are critical to every resident of Clarendon-Courthouse. The top three issues raised in the most recent neighborhood survey include:

- a) The Pedestrian Experience
- b) Traffic and Parking
- c) The Usability of Public Transportation

A. The Pedestrian Experience

Residents of Clarendon-Courthouse walk and they want to keep that experience safe and enjoyable. As a result, a high priority has been placed on having accessible sidewalks, in good repair, on at least one side of every street; adequate crosswalks and safe crossing distances; adequate sidewalk lighting; traffic controls that make walking safe (encouraging autos to yield at crosswalks, reduced speeds, and keep commercial traffic on arterial, not neighborhood minor streets); and appropriately scaled and designed development, including street and lane widths no wider than necessary.

Our arterial roads must remain friendly to pedestrians while accommodating vehicles. We want to encourage people to walk instead of drive. Pedestrian nubs and crosswalks should be installed on arterial streets and key neighborhood intersections to make them safer for pedestrians. Street lanes should be as narrow as will safely and effectively accommodate vehicles. Highway style lighting should be replaced by more pedestrian oriented lighting such as Carlyle and double globe lights. Lighting improvements are important in both the residential and commercial parts of the neighborhood.



New Sidewalks Spur Young Entrepreneurs

Clarendon-Courthouse's continuing growth has prompted new homeowner interest in the installation of sidewalks, curbs, gutters, and streetlights. While projects are still being proposed for funding, the length and tediousness of the NC process is discouraging for residents who fully expect that if we rely on NCAC funding alone, the conclusion of major development projects in the area, and the accompanying increases in traffic and density, will proceed, by years or even decades, the installation of sidewalks, curbs, gutters, and safe lighting in areas immediately surrounding the same development.

Recommendations:

- 9) Replace highway-style lights with more pedestrian friendly lights throughout the Clarendon-Courthouse neighborhood. (Preferably that meet LEED standards for energy consumption and reduced light pollution)
- 10) Prioritize sidewalk projects in areas with new development that will significantly increase pedestrian and automobile traffic.

B. Traffic and Parking



Parking Ramp Above Retail

Clarendon-Courthouse residents own fewer cars than the Arlington and National averages -- 77% of households own no car or one car. This is made possible by the many transportation alternatives available and by car-sharing programs in the neighborhood. Nevertheless, traffic and parking are still significant concerns. We acknowledge that automobile traffic is a reality of an “urban village,” but seek to implement the necessary measures to ensure the safety of pedestrians, motorists, and cyclists as well as curbing noise, pollution, and congestion.

Traffic management improvements are critical to our community’s ability to survive and flourish given the explosive residential and commercial growth of the area. General traffic and parking improvements recommended by residents are listed below.

Recommendations:

- 11) Design roads and the building sites along them in ways that manage traffic flow, allow for on-street parking, and make conditions safe for pedestrians. The neighborhood endorses a wide variety of techniques including: narrowed travel lanes, planted median strips, painted parking and bicycle lanes, pedestrian nubs and crosswalks, and controlled intersections.
- 12) Keep residential streets safe and uncongested. The traffic volume and speed should be kept low enough to permit children, the elderly, and all others to travel safely on foot or bicycle within the neighborhood.
- 13) Provide adequate off-street parking in new developments and encourage shared parking whenever possible. Ensure signage that directs motorists to available parking.

- 14) Encourage use of mass transit including: metro capacity sufficient to meet demand; safe pedestrian routes to and from the Clarendon and Court House Metro Stations; a west entrance to the Court House Metro Station that includes an elevator with sufficient speed and capacity, and elimination of parking subsidies offered to County employees who drive to work.

C. Public Transportation and Bike-ability

Courthouse and Clarendon Metro Stations

Many Clarendon-Courthouse residents chose to live here because of the proximity to the Courthouse and Clarendon Metro Stations. Our neighborhood survey results indicate that the majority of Clarendon-Courthouse residents are Metrorail users. However, ease of access, adequacy of facilities and operational safety are concerns of riders. Metrorail improvements that allow more passengers to use the subway are a high priority for the Clarendon-Courthouse neighborhood and should be strongly supported by the County Board. Unfortunately, overcrowded metro trains at the Clarendon and Courthouse stations have caused some residents to return to their cars when commuting into Washington, D.C.

The addition of a west-end entrance to the Courthouse Metro Station is overdue and the necessary planning and implementation should be made a high priority for the County and the Metro Boards. While the area served by Courthouse Metro has experienced additional large scale development, particularly near the western side of the station, the station is overcrowded and inefficiently routing many riders. The elevator, for example, cannot accommodate the current demand for its use let alone the increased demand as more and more developments open.

Bike paths and lanes provide safe routes for two constituencies – commuters and recreational cyclists. Both these groups must be considered when proposing new bike routes. The community supported bike lane installation on Barton Street in Clarendon-Courthouse as well as along Clarendon and Wilson Boulevards, and would support it anywhere else that it can be done safely. With metro trains often uncomfortably full, some Clarendon-Courthouse residents (those that aren't driving instead) are choosing bicycles as their preferred method of commuting into Washington D.C. Safe routes are important to encouraging this trend. We also want Clarendon-Courthouse to be a bike-friendly environment for other Arlington residents who might want to ride their bikes to civic meetings held in the County Government Buildings or to the various other events we host.

Recommendations:

- 15) Increase Metrorail capacity to accommodate current and future demand. This recommendation includes making a west-end entrance to Courthouse Metro station a priority.
- 16) Install bike-lanes and bike racks wherever feasible.

D. Specific Street Problems and Recommendations

Arlington Boulevard (From Courthouse Road to 10th Street)

Arlington Boulevard forms one boundary of the CCCA, between Courthouse Road and 10th street. This section of Arlington Boulevard, unfortunately, has the character of a limited access highway. VDOT controls the roadway itself, but Ft. Meyer, Arlington County, and private land-owners also control significant adjacent parcels. Substantial improvements to this travel way are an important part of the CCCA's neighborhood development plan.

One of the CCCA's major goals for this part of our roadway is eventual full trail access along both the north and south sides of Arlington Boulevard, connecting to both Rosslyn (and eventually Washington, D.C.) and Washington Boulevard (and beyond). Arlington County currently plans a memorial grove and associated trail on the South side of the roadway. Concurrent with this, VDOT has plans to undertake a major revision of the intersection of Arlington Boulevard with both Courthouse Road and 10th Street.

These changes include 1) creating a side access road on the North side of the Boulevard, 2) revising the intersection with Fairfax Drive to be a two-way signalized intersection with the access road 3) improving trail connections on both the North and South sides of Arlington Boulevard, and building two new bridges over Arlington Boulevard. A significant public art design element is to be included in this project. Unfortunately, neither of the two bridges will allow bicycles or pedestrians to cross Arlington Boulevard. Eventually, the CCCA would like such a connection to be built between it and the South of Arlington Boulevard.

This section of Arlington Boulevard is also noteworthy, because it is a boundary between the portion of Arlington Boulevard that has the character of a limited access highway (e.g. with pedestrian bridges overhead) and the portion that has the character of a boulevard (e.g. with crosswalks). Therefore the eventual redesign of this section of Arlington Boulevard is of significance not only to the CCCA, but the rest of Arlington and the region.

Recommendation:

- 17) Make it possible for pedestrians and cyclists, including those with strollers or in wheelchairs, to cross Arlington Boulevard safely at points east of Pershing Drive.

Wilson/Clarendon/Washington Blvd Intersection

This intersection is one of the most confusing and dangerous intersections in the County. It is unfriendly to drivers, cyclists, and pedestrians. Reconfiguring this intersection has been in the plans for years and we recommend that this occur soon along the lines of the solution provided in the Clarendon Sector Plan. Volumes of vehicular and pedestrian traffic will only increase with new development in the Clarendon.

Recommendation:

- 18) Reconfigure the Wilson/Clarendon/Washington Blvd. intersection consistent with the 2006 Clarendon Sector Plan.

North Barton Street (Between Wilson Boulevard and 10th Street North)

Barton Street is designated a “neighborhood principal street.” In 1986, a recommendation by County staff to reclassify North Barton Street as an “arterial” was unanimously rejected by residents as well as the County Board.

Barton Street is a major pedestrian route to the Courthouse complex, stores, Courthouse Metro Station, Key School, Rocky Run Park and hosts school and metro bus stops. The visibility at some points on Barton is poor due to the steep changes in elevation. Visible, well-maintained crosswalks are needed to ensure safety for pedestrians.

Barton Street is residential through most of Clarendon-Courthouse and its neighboring community, Lyon Park. Access to and from Rocky Run Park, Woodbury Park Apartments, and the community garden area is governed in large measure by the ability to cross and the nature of the traffic on North Barton Street. Safe pedestrian crossings and manageable traffic volumes traveling at the appropriate speed on North Barton Street are vital to the neighborhood’s interests. In particular, the park areas and the school bus stop must be safely accessible for children.

County efforts to control traffic on Barton Street to date have been unsuccessful. Yield signs and bollards placed in the painted median have come and gone. A Neighborhood Conservation project for Barton Street between Fairfax Dr. and 10th street was completed in 2006. It installed more visible crosswalks on Barton Street on all sides of the intersections with North 10th, 11th, and 12th Streets, and Fairfax Drive; eliminate the painted median and add bike lanes; and tighten somewhat the intersection at Barton and Fairfax to shorten crossing distances for pedestrians on all sides and remove the right turn lane from north-bound Barton St. to Fairfax drive. Barton Street can still be challenging to cross, however, especially for anyone who isn’t a good sprinter. A pedestrian-controlled crossing signal at 12th Street would help pedestrians access Rocky Run Park and the bus stops from the west and/or a crossing signal at Fairfax would be helpful as this is still a long way to cross.

Trash has become a major nuisance along Barton Street from 11th to 12th St. County assistance in cleaning this up or informing home-owners along the stretch of their responsibilities would be appreciated.

Recommendation:

- 19) Create a raised median strip with trees in the middle of Barton Street between Fairfax Drive and Clarendon Boulevard. Such a median strip will provide stopping places and/or reduced crossing distance for pedestrians and beautify an over-wide expanse of asphalt.
- 20) Install pedestrian-activated crossing signals at 12th St. and Barton and/or a traffic light with pedestrian signal at Fairfax.

10th Street North (From Arlington Boulevard west to Wilson Boulevard)

This VDOT Street forms the boundary between Clarendon-Courthouse and Lyon Park. Both neighborhoods are characterized principally by low-density residential properties between Barton and Fillmore Streets and by medium-density residential and commercial from Fillmore to

Wilson Blvd. Both neighborhoods are affected by speed and volume on 10th street. Pedestrian crossings are available only at Barton and Fillmore Streets creating a 5-block stretch where crossing the street is very dangerous for pedestrians. Crossing is made more difficult by the 30 mile/hour speed limit along this stretch of the road. With low-density residential structures along both sides of the street, this speed limit, and the higher speeds it encourages, is excessive and completely inconsistent with the character of the neighborhood.

The bottom line is that 10th St. needs to be easier to cross for pedestrians. The best design for that goal is a matter of discussion, however. As currently designed, the median is vitally important as it is nearly impossible to cross 4 lanes of traffic in two directions without a signal

Recommendations:

- 21) Create a more pedestrian-friendly atmosphere along and across 10th street with some combination of widening the sidewalks, lining the street with trees, replacing cobra-style lights with Carlyle street lights, reducing the width of travel lanes, expanding the median, and creating safe, more frequent crosswalks.
- 22) Install a crosswalk with pedestrian control button at the intersection of North 10th Street and North Danville Street.
- 23) Reduce the 30 mph speed limit west of Washington Boulevard to 25 mph to be consistent with the existing speed limit of 25 mph east of Washington Boulevard.

11th Street North

11th Street is a major east-west pedestrian route for both the Clarendon and Courthouse sections of the neighborhood. The length of 11th Street between Highland Street and Fillmore Street is in a commercial area. The section of the street east of North Fillmore Street through West Clarendon-Courthouse, curving south at Danville Street, and then continuing east to North Barton Street is residential, and becomes a private road at the entrance to the Woodbury Park Apartments. 11th Street is a major pedestrian walkway and was identified as such in the earlier Clarendon Sector Plan. 11th Street has seen some major improvements including an upgraded sidewalk and installation of Carlyle street lights between Highland and Danville as part of the Market Common development and from Danville to Barton as part of a Neighborhood Conservation project. The street does still need a painted cross-walk at Danville St.

12th Street North

12th Street North between Cleveland and Danville Streets is likely to be the last stretch of road within the Clarendon-Courthouse neighborhood to have sidewalks on at least one side of the street. The NC petition has been approved by neighbors but the project awaits funding.

Recommendation:

- 24) Install sidewalks, curbs, gutters, and Carlyle streetlights along both sides of 12 Street North from Danville to Barton Streets.

14th Street North

14th Street North between Barton Street and Court House Road must be crossed for hundreds of people on their way to or from the Courthouse Metro every day. Although a past County transportation study did not reach the statistical trip-wire for official traffic-calming, the community supports the integration of pedestrian assistance features into the plan of the Court House Plaza Hotel.

Recommendation:

- 25) With development of the Courthouse Plaza hotel, shorten crossing distances for pedestrians across 14th Street North at Adams and Wayne Streets.

North Cleveland Street and North Fairfax Drive

The intersection at Cleveland and Fairfax is too wide and is dangerous for both pedestrians and drivers. Vehicles traveling south on Cleveland Street must pull into the intersection with Fairfax Drive to see traffic heading west on Fairfax Drive. Even if a driver is looking carefully there is still danger of a collision with a vehicle moving west on Fairfax Drive. The community supports realigning and narrowing the intersection. Cleveland Street is unusually wide (36 ft. on County maps) for a residential street that doesn't go through. If and when curbs and gutters are installed on the west side of Cleveland Street between 12th and Fairfax, the road should be narrower.

Recommendation:

- 26) Improve pedestrian conditions at North Cleveland Street and Fairfax Drive by shortening the crossing distances and installing crosswalks.

North Fillmore Street

The 1000 block of North Fillmore Street carries a heavy volume of automobile traffic, especially coming north from Washington Boulevard. A four-way stop has done a lot to make the intersection at Fillmore and 11th Street safer for pedestrians and vehicle traffic. Once construction is complete at that corner, conditions should improve further.

North Courthouse Road

While North Courthouse Road is not a residential street, management of its traffic is important to Clarendon-Courthouse. Motorists' inappropriate use of neighborhood streets is generally a reflection of either the inadequacy of alternate commercial arterial routes or ignorance that those alternatives exist.

Motorists' choices of North Barton Street and 10th Street North are often the result of such factors as the inadequate capacity of North Court House Road, its difficult interchange with Route 50 (correctable by already proposed but not yet started State improvements,) a lack of knowledge of the North Courthouse Road option (correctable with appropriate signs,) and the relative desirability in terms of speed or lack of traffic control devices on North Barton Street and 10th Street North. Accordingly, better traffic management of North Courthouse Road can result in significant reduction of inappropriate use of Clarendon-Courthouse residential streets.

Clarendon Boulevard

Street improvements along Clarendon Blvd. that have accompanied development there, have greatly improved the pedestrian-friendliness of the stretch of Clarendon Blvd that goes through Clarendon-Courthouse. Specific improvements include new stoplights and crosswalks at the Clarendon Blvd. intersections with North Garfield, Fillmore, Edgewood and Adams Streets; and the pedestrian improvements (new and upgraded crosswalk) at N. Danville St. and (crosswalk at solar-powered crossing signal) at mid-block to Central Park. If and when remaining parcels along Clarendon Blvd. are redeveloped (the Bob Peck and Deli Dhaba sites), we expect similar improvements to be made.

Recommendation:

- 27) Street improvements comparable to those implemented in the Navy League and Station Square projects should accompany any new real estate development along Clarendon Boulevard.

VII. VEGETATION, OPEN SPACE, PARKS AND RECREATION

Clarendon-Courthouse residents recognize neighborhood green spaces and mature trees to be a vital part of its urban village. Adequate parks and greenery provide natural vistas and recreational opportunities; make streets, pedestrian routes, and the entire neighborhood more attractive; enhance air quality and temper heat-island effects; while helping to balance to dense urban blocks.

The neighborhood open spaces face several challenges. Rapid development in the neighborhood threatens the quantity and quality of green spaces, healthy trees, and vegetation. Special measures are needed to mitigate the pressures of urban activity and development on green areas and trees. Existing open spaces need improvements, while the area's need for additional green spaces today and in the future is becoming more apparent. Clarendon-Courthouse's growing density of residents and visitors and a scarcity of places in the area that could be turned into open spaces underscores the need for action -- to preserve and expand open spaces and greenery. The time is now to secure open space for our growing community before creating such space becomes impossible.

In response to these challenges, the neighborhood seeks the county's assistance in achieving these goals:

- a) maintaining current green space and trees,
- b) enhancing existing green space, and
- c) obtaining new open space.

A. Vegetation

Large, long-lived shade trees are western Clarendon-Courthouse's most attractive natural asset. The area's large oak population and other shade trees constitute an essential part of the Clarendon-Courthouse heritage and history. Large, shade trees also increase property values, help curtail air conditioning use, improve the area's air quality, and reduce storm water run off. The neighborhood has fought repeatedly to preserve such trees -- with success in some cases. Cooperation with developers and County staff yielded preservation of 12 mature trees during the development of the Market Common and Clarendon Park Townhomes, for example. One of those trees, growing close to the existing sidewalk on 11th Street, was saved when the new sidewalk and curb was designed to go around it with a nub rather than disturbing the tree's roots.

Unfortunately, we are losing many more trees than we are saving to both commercial and residential development in the neighborhood. For example, a single residential lot that was redeveloped with two new homes saw the destruction of 8 mature oak trees.

We want to maintain and expand the tree canopy in Clarendon-Courthouse. A number of street trees along Clarendon and Wilson Boulevards look stunted and ailing. The neighborhood seeks the help of the county's urban forester and staff in treating ailing street and park trees; identifying and educating the community on best practices for new plantings; and raising awareness among residents, business owners, and developers on the importance of taking adequate care of existing trees. Likewise, developers need to be responsive to ailing and

vulnerable trees. CCCA urges the County to stress the protection of large trees in any future development in Clarendon-Courthouse. We feel strongly that planning and construction designs should preserve large trees and enforce “tapering” that protects and provides adequate light for these trees. The county's shade-tree preservation policy should be strengthened. Commercial redevelopment, for instance, should abide by streetscape standards set forth in the Clarendon and Courthouse Sector Plans, and new infill housing should be encouraged to preserve existing trees, for instance, by allowing or even requiring setback variances aimed at protecting large trees.

Further, we encourage residents to plant trees – especially native species. A list of recommended native trees and plants is provided in Appendix D.

Recommendations:

- 28) Emphasize the importance of mature tree preservation in site plans.
- 29) When there is community agreement, allow residential in-fill developers variances to set backs for the preservation of mature trees.
- 30) To help us preserve our remaining mature trees and canopy, we would like to initiate a discussion with county staff to consider designating Clarendon-Courthouse an urban arboretum, such as Garrett Park, Maryland.

B. Parks and Recreation

Clarendon-Courthouse views local parks as a vital element of Arlington's residential neighborhoods. The two primary County parks within the neighborhood's boundaries, Rocky Run (a portion of which was renamed Barton St. Park) and the unnamed park at 11th & Danville Streets, are heavily used by local residents and in need of ongoing maintenance. A third “park area” is the Metro Park between Clarendon and Wilson Boulevards between N. Highland Street and Washington Boulevard. Residents want green areas that are walk-able, inviting, safe, and beautiful. (A map of Clarendon-Courthouse parks and open spaces is provided in Appendix H.)

Rocky Run Park and “Barton Park”

Rocky Run Park is the larger, more activity-oriented park with two small play areas for children, a soccer field, and basketball court. The neighborhood has long considered the picnic areas and open space (home to large coniferous and deciduous trees) along Barton Street to be part of Rocky Run also but the Parks Department recently renamed that area “Barton Park. There is also a community garden at the corner of 10th and Barton Streets that is highly valued by Clarendon-Courthouse residents and that should be preserved. A few improvements have been made to Rocky Run Park over the last 10 years – a walkway and benches along the basketball court, an additional half-court basketball court, some new, smaller trees have been planted — but the problems currently outweigh the improvements. The playground equipment is old, rusting and, in places, unsafe. There is a major drainage problem at the north-east corner of the park. Steep grade changes make drainage an issue elsewhere as well and the lack of pathways make it hard to get around in the park. The stone/aggregate surface of the soccer field is eroded, unsightly, and not a good playing surface. It is unfortunate that such a valuable piece of open space in such a densely-populated area is underutilized because of poor surface quality.



**Upper Rocky Run Park
(Tot Lot, Basketball Court, Picnic Area)**



**Lower Rocky Run Park
(Playground and Soccer Field)**



“Barton Park”



10th and Barton Community Garden

Some of the basic improvements requested for Rocky Run Park include the following.

Recommendations:

- 31) Significantly upgraded play facilities for both young and older children (preferably in the same part of the park so parents don't have to be in two places at once)
- 32) Improved connectivity and accessibility for all of the park areas including the parcel along Barton Street between 10th and 11th St.
- 33) Added features, such as a ground-level labyrinth, that would be enjoyed and appreciated by older park users as well.
- 34) Preserve the more passive part of the Park along Barton Street between 10th and 11th Street -- including the many mature trees there and the community garden.

Danville and 11th Street Park

A second, smaller park was created at the behest of Clarendon-Courthouse residents when the Market Common and Clarendon Park Townhomes were developed. This small, unnamed park at the corner of Danville and 11th Street is a more passive park, established to preserve and increase the area's tree canopy and provide true green space for residents in the heart of the Clarendon-Courthouse Neighborhood. The civic association strongly advocates that this park remain "undeveloped" except for the current paths and benches to keep it a natural, open, green space. However, high volumes of use by the ever-increasing population of the neighborhood have put significant stress on this park. The gravel path was improperly constructed without a drainage system so each heavy rain washes the gravel onto the Danville Street sidewalk. Numerous trees planted at the conclusion of the parcel's development have had to be replaced and sod conditions are poor. This is a good example of the additional stress our limited green spaces are taking as a result of increased residential population and why additional open spaces is needed.



Recommendation:

- 35) Implement an aggressive management plan to preserve and improve the sod and tree health and the condition of the path in this park.

Clarendon Central Park

The Clarendon-Courthouse Civic Association supports improvements to the Metro Park consistent with the 2006 Clarendon Sector Plan.



Clarendon Central Park - Looking East

C. Other Open Spaces

The Clarendon-Courthouse community is working actively to improve other green spaces in our small neighborhood. The Civic Association is working to beautify and make functional a sliver of space between Clarendon Boulevard and North Fairfax Drive at Danville Street (across from Whole Foods). Improvements to date include a pedestrian nub, a trash can, two park benches and some landscaping. Future planned improvements include a bulletin board kiosk, drinking fountain, and additional plantings. To help implement these improvements, the CCCA has

received a park enhancement grant and citizens volunteered at Whole Foods for one of their “5% Days” in order to raise money for the required improvements.

Green space functions as an important buffer between residential and commercial and low and high-density development. As the opportunities to create real parks or significant new open spaces diminish with additional development, Clarendon-Courthouse citizens find it necessary to emphasize the need to incorporate publicly accessible green space and plazas into site plan developments. We see a significant difference between public green space and what some developers tout as “open space”. The neighborhood does value some of the public plazas, especially when they have significant plantings that help “green” them but true (unpaved) green space is also necessary, especially in a densely populated neighborhood like ours where a minority of citizens have their own green space (i.e. a yard). Spaces that are not public (private courtyards, swimming pools, etc.) are accessible only to residents of new developments and are therefore less valuable to the community.



Public green space in Market Common Townhomes

Area residents see a particular need for new public green space in the proximity of Courthouse Metro. The Courthouse Sector Plan calls for a town square-type plaza to be built on the east end of the Courthouse Plaza – a site currently occupied by a surface parking lot. At present, on the west end of Courthouse Plaza, there exists an excavated area referred to in the neighborhood as “the big hole in the ground.” Although many neighborhood residents urged the creation of a “gateway park” here, as mentioned above, the plans for the “boutique hotel” are now in the final stages. The neighborhood has worked with the developers to ensure that as much green space can be preserved as possible. The community supports the insertion of a pocket park on the corner of Adams and 14th Street North to protect a large elm tree and provide some green space. At the east end of the Courthouse Plaza, the neighborhood supports the creation of the town square-type plaza called for in the Courthouse Sector Plan.

Recommendations:

- 36) Create a full block park and/or pocket parks between Clarendon and Wilson Boulevards and Adams and Danville Streets (and elsewhere if space becomes available).
- 37) Move forward with plans to create a town square/plaza/open space at the east end of the Courthouse Plaza.

We would also like to see greener roadsides. The Clarendon-Courthouse community considers road medians, sidewalks and other roadside easements as public spaces ripe for beautification and encourages the county to increase the amount of vegetation in these places. For instance, the County could plant trees or shrubs in an expanded median on 10th street. If unable to plant large trees in median areas, other plants such as azaleas or crape myrtles would also help beautify our neighborhood. However, maintenance of such areas is also important. There is a perception among some Clarendon-Courthouse residents that the County can not be trusted to mow grassy medians and otherwise keep them looking good.

Especially given the rate of development in our neighborhood, citizens support a wide array of other “green” and beautification initiatives including use of alternative energy, vegetative roofs, rainwater harvesting, etc., by the County and developers. The community also encourages the incorporation of art in designated open spaces and site plan developments. For example, the community has supported the temporary sculpture program administered by the County in cooperation with the Clarendon Alliance and the sculpture it placed in the park next to Clarendon Metro Station. We would be happy to see more works of art where appropriate and agreed upon by residents. Such elements contribute to the Clarendon-Courthouse streetscape.

Recommendations:

- 38) Redevelopment in the commercial areas should abide by the streetscape standards set forth in the Clarendon and Court House Sector Plans.
- 39) Plant long-lived canopy trees wherever possible on public land and easements including in the median of 10th Street and between curbs and sidewalks wherever possible.
- 40) Create safer pedestrian crossing along North Barton Street at playground entrances (see other North Barton Street recommendations in Section V).
- 41) With the help of the County’s urban forester and parks staff, treat ailing street and park trees; determining best practices for new plantings; and raising awareness among residents, business owners, and developers for caring for existing trees.
- 42) Go forward with plans to develop the east end of Courthouse Plaza as a public plaza and civic center.

VIII. COMMUNITY SERVICES

Given Clarendon-Courthouse's obvious shift from a suburban to urban community in accordance with County planning, its rapid population growth, its contribution to County coffers through taxes paid by families and businesses, and its importance as a civic and commercial center for Arlington, residents expect an accompanying increase in attention to infrastructure needs in our neighborhood. In particular, additional County funding is needed for code enforcement, parking and traffic enforcement, police coverage, Metrorail service, street and sidewalk improvements, utility under-grounding, and litter cleanup for our area and similarly growing parts of Arlington.

The neighborhood made its case on this matter in a letter from the Clarendon-Courthouse Civic Association to the County Board, presented in this plan as Attachment E.

In particular, the community is frustrated with the slow pace of County improvements as contrasted with the fast pace of development and density increase. A striking example of this is the number of new, high density residential and commercial properties adjoining neighborhood streets with no curbs, gutters and sidewalks that, furthermore, haven't been paved in decades. The current process of petitions, points, and approvals required by the NCAC process and the subsequent 2-4 YEAR delay between funding approval and completion of work, means that, even with Herculean efforts on the part of residents, Clarendon-Courthouse is likely to wait 15 – 20 years before it will have sidewalks, safe pedestrian lighting, crossings on major streets, and park improvements to help serve the rapidly increasing population. That despite the fact that residential development in the same neighborhood will double our population in just 2 years. This is an unacceptable contrast.

- 43) Provide additional funding outside the NC Bond to develop neighborhood infrastructure in those neighborhoods with the fastest growing populations and thus, the greatest demands on that infrastructure.

APPENDIX A SUMMARY OF RECOMMENDATIONS

- 1.** Adjust zoning rules to allow in-fill homes without front garages to be built at existing build-to lines instead of with a 25 foot set-back, and allow variances, with community input, for canopy tree preservation.
- 2.** Increase police patrols around North 11th and Fillmore Streets and other transition areas near bars in Clarendon on Friday, and Saturday nights during late night bar hours.
- 3.** Increase and/or direct SmartScape funding toward additional trash pickup in areas where bar owners do not provide coverage. Residents express a strong preference for additional SmartScape dollars to be spent on trash pickup instead of additional garbage cans.
- 4.** Enforce the existing Neighborhood Advisory Group (NAG) program so that bar owners fulfill their use permit requirements.
- 5.** Do not allow any “upzoning” of existing R-5 areas in Clarendon-Courthouse
- 6.** Adhere strictly to the GLUP and zoning rules in areas of Clarendon-Courthouse not covered by the Clarendon-Courthouse Sector Plan
- 7.** Enforce the County Board Resolution on Commercial Development (Appendix C)
- 8.** For every project in Clarendon-Courthouse, County Staff must give strong guidance to developers to adhere to these planning documents and subsequently enforce County Codes during and after construction.
- 9.** Replace highway-style lights with more pedestrian friendly lights throughout the Clarendon-Courthouse neighborhood. (Preferably that meet LEEDS standards for energy consumption and reduced light pollution)
- 10.** Prioritize sidewalk projects in areas with new development that will significantly increase pedestrian and automobile traffic.
- 11.** Design roads and the building sites along them in ways that manage traffic flow, allow for on-street parking, and make conditions safe for pedestrians. The neighborhood endorses a wide variety of techniques including: narrowed travel lanes, planted median strips, painted parking and bicycle lanes, pedestrian nubs and crosswalks, and controlled intersections.
- 12.** Keep residential streets safe and uncongested. The traffic volume and speed should be kept low enough to permit children, the elderly, and all others to travel safely on foot or bicycle within the neighborhood.
- 13.** Provide adequate off-street parking in new developments and encourage shared parking whenever possible.

- 14.** Encourage use of mass transit including: Metro capacity sufficient to meet demand; safe pedestrian routes to and from the Clarendon and Court House Metro
- 15.** Increase Metrorail capacity to accommodate current and future demand.
- 16.** Install bike-lanes and bike racks wherever feasible.
- 17.** Make it possible for pedestrians and cyclists, including those with strollers or in wheelchairs, to cross Arlington Boulevard safely at points east of Pershing Street.
- 18.** Reconfigure the Wilson/Clarendon/Washington Blvd. intersection consistent with Draft 2 of the 2006 Clarendon Sector Plan.
- 19.** Create a raised median strip with trees in the middle of Barton Street between Fairfax Drive and Clarendon Boulevard. Such a median strip will provide stopping places and/or reduced crossing distance for pedestrians and beautify an over-wide expanse of asphalt.
- 20.** Install pedestrian-activated crossing signals at 12th St. and Barton and/or a traffic light with pedestrian signal at Fairfax.
- 21.** Create a more pedestrian-friendly atmosphere along and across 10th street with some combination of widening the sidewalks, lining the street with trees, replacing cobra-style lights with Carlyle street lights, reducing the width of travel lanes, expanding the median, and creating safe, more frequent crosswalks.
- 22.** Install a crosswalk with pedestrian control button at the intersection of North 10th Street and North Danville Street.
- 23.** Reduce the 30 mph speed limit west of Washington Boulevard to 25 mph to be consistent with the existing speed limit of 25 mph east of Washington Boulevard.
- 24.** Install sidewalks, curbs, gutters, and Carlyle streetlights along both sides of 12 Street North from Danville to Barton Streets.
- 25.** With development of the Courthouse Plaza hotel, shorten crossing distances for pedestrians across 14th Street North at Adams and Wayne Streets.
- 26.** Improve pedestrian conditions at North Cleveland Street and Fairfax Drive by shortening the crossing distances and installing crosswalks.
- 27.** Street improvements comparable to those implemented in the Navy Leage and Station Square projects should accompany any new real estate development along Clarendon Boulevard.
- 28.** Emphasize the importance of mature tree preservation in site plans.

- 29.** When there is community agreement, allow residential in-fill developers variances to set backs for the preservation of mature trees.
- 30.** To help us preserve our large number of mature trees and canopy, we would like to initiate a discussion with county staff to consider designating Clarendon-Courthouse an urban arboretum, such as Garrett Park, Maryland.
- 31.** Significantly upgraded play facilities for both young and older children (preferably in the same part of the park so parents don't have to be in two places at once)
- 32.** Improved connectivity and accessibility for all of the park areas including the parcel along Barton Street between 10th and 11th St.
- 33.** Added features, such as a ground-level labyrinth, that would be enjoyed and appreciated by older park users as well.
- 34.** Preserve the more passive part of the Park along Barton Street between 10th and 11th Street -- including the many mature trees there and the community garden.
- 35.** Implement an aggressive management plan to preserve and improve the sod and tree health and the condition of the path in this park.
- 36.** Create a full block park and/or pocket parks between Clarendon and Wilson Boulevards and Adams and Danville Streets (and elsewhere if space becomes available).
- 37.** Move forward with plans to create a town square/plaza/open space at the east end of the Courthouse Plaza.
- 38.** Redevelopment in the commercial areas should abide by the streetscape standards set forth in the Clarendon and Court House sector Plan.
- 39.** Plant long-lived canopy trees wherever possible on public land and easements including in the median of 10th Street and between curbs and sidewalks wherever possible.
- 40.** Create safer pedestrian crossing along North Barton Street at playground entrances (see other North Barton Street recommendations in Section V).
- 41.** With the help of the County's urban forester and parks staff, treat ailing street and park trees; determining best practices for new plantings; and raising awareness among residents, business owners, and developers for caring for existing trees.
- 42.** Go forward with plans to develop the east end of Courthouse Plaza as a public plaza and civic center.
- 43.** Provide additional funding outside the NC Bond to develop neighborhood infrastructure in those neighborhoods with the fastest growing populations and thus, the greatest demands on that infrastructure.

APPENDIX B

SUMMARY OF THE NEIGHBORHOOD SURVEYS

The Neighborhood Conservation survey of Clarendon-Courthouse residents revealed several consistent goals regarding the future of the neighborhood. The first survey questionnaire was distributed door-to-door in the entire Clarendon-Courthouse residential neighborhood in the summer of 1998. For the 158 respondents, the most significant concerns expressed were by-products of higher density development in adjoining areas: traffic, noise, pollution and safety risks. A concern about lack of planning and lack of County coordination and protection ran throughout survey responses.

A survey update was disseminated in October 2003 and January 2004 to test the results of the first survey and gather additional data. It was distributed to Clarendon-Courthouse Civic Association members, at central locations in all multi-family dwellings in the neighborhood, and door-to-door to residents in single-family homes and town homes in the neighborhood. In this case, 161 surveys were returned – a summary of results are below. Samples of both surveys follow.

1) What are the BEST things about the Clarendon-Courthouse Neighborhood?

55 people responded	access to public transportation
49	easy/pleasant to walk around
40	proximity to Washington DC
26	nearby local businesses
19	close to work
15	nearby grocery store
14	low crime
14	access to major roadways
13	sense of community
10	attractive houses/buildings
6	parks and open space
6	nearby chain stores
5	good schools
5	weekend markets

2) What are the WORST things about the neighborhood?

34 people responded	hard to park
32	high cost of living
31	traffic
27	airport and other noise (10 airport, 17 “other “ noise)
26	new residential construction
20	lack or quality of parks/open spaces
14	too crowded (Metro mentioned specifically in many cases)
13	little sense of community
10	hard to walk (lighting, intersections, poor sidewalks mentioned)
8	trash/litter

Clarendon-Courthouse Community Survey

The Clarendon-Courthouse Civic Association is currently updating our community's (see map last page) Neighborhood Conservation Plan. Your ideas and suggestions on the following topics would be helpful in making sure the updated plan addresses residents' concerns in a constructive manner. Please complete this survey and return it, by July 31, 1999, to the person/location listed at the bottom of page 3.

A. Community Characteristics

1. Please list your hundred block and street name:
Hundred block 2400 Closest Street name Clarendon
2. Do you own or rent? Own Rent
3. How long have you lived in the neighborhood? 5 years 8 months
4. Overall do you have a positive or negative feeling about our neighborhood?
 positive negative
5. What three things do you like the most about our neighborhood? (List in order of importance)
A. Metro
B. Fresh Fields
C. Java Shack
6. The following is a list of other neighborhood's concerns. Check those that you feel need to be addressed in our community.
 trash removal inadequate bus transportation zoning abuses crime
 noise - - - from commercial - - - from residential - - - from traffic
 inadequate street parking lack of enforcement of local laws graffiti
 in-fill housing inadequate street lighting traffic speed
 lack of curbs pet waste (dogs) inadequate handicapped access
 lack of sidewalks poorly maintained playgrounds vandalism
 obstructed street signs lack of green space/beautification
Comment(s) on any item(s) checked: _____

7. Many communities in Arlington have installed neighborhood identification signs paid for by Arlington County. Do you favor installing "The Clarendon-Courthouse Neighborhood" signs at the entrances to our neighborhood? yes no

B. Community Improvements

1. What sites do you feel need beautification, street lights, curb, gutter &/or sidewalks, park improvements, bike path & walking path improvements.
Need more trees/green space between Clarendon and Courthouse on Wilson and Clarendon

C. Traffic

1. Please briefly describe any intersections or places in the neighborhood where it is difficult to maneuver because of traffic flow, traffic speed, visual obstructions (i.e. vegetation or structures), or the configuration of the road.

2. Please briefly describe any intersections or places in the neighborhood where traffic creates a safety hazard for children or other pedestrians

3. Would you prefer that the traffic on Wilson & Clarendon Boulevards be two-way?
 yes no

4. Should the 35 mph speed limit on Wilson & Clarendon be raised or lowered. *ok as is.*

5. Indicate your opinion of each of the following traffic control methods

	Strongly Favor			Strongly Oppose		
a) more aggressive traffic enforcement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) increased speeding fines	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) mobile electronic speed indicators	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) additional truck restrictions	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) one way streets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) restrict turns during rush hour	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) barricades	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) four way stops	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) speed humps (made for 25 mph)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j) raised crosswalks	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
k) traffic nubs (curb extensions for pedestrians)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
l) traffic circles	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
m) limit access to neighborhood	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
n) more or better marked crosswalks	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please specify any other method(s) you favor

D. Parks and Recreation

1. How many times per month does someone in your household use Rocky Run Park?
 0-3 4-8 9-12 13 or more

2. If you use Rocky Run Park, list the reasons (Check all that apply)
 Exercise Use Basketball Court Use Soccer Field Walk Dog Picnic
 Use Playground Equipment Socialize Use the open field

3. What is the overall condition of Rocky Run Park:
 Excellent Good Fair Poor

4. What, if any, are your concerns regarding Rocky Run Park
 poor lighting inadequate maintenance safety trees/vegetation
 inadequate playground equipment crowded conditions
 dogs other (list on the back of this page)
5. Are you aware that there is a small park at the corner of Danville and 11th streets?
 yes no
6. Do you use it? yes no
7. Describe any suggestions for improvement of this park in the margins of this page.

E. Parking

1. How often is it difficult to find parking on the street near your home?
 4-7 days/week 1-3 days/week Never
2. If there is a parking problem, list the hundred block and street.
Hundred Block 2400 Street Name Clarendon

F. Safety

1. Do you think neighborhood crime is a problem? yes no
2. If yes, what type of crime and at what location? _____
3. If you are aware of any fire or health hazards please give the location. _____
4. Have you seen any rats in your neighborhood within the last year? yes no
5. If yes, please give the location _____

G. Comments

If you have any additional comments feel free to write them in the margins.

If you would like to join the Clarendon-Courthouse Civic Association list your name and phone number at the bottom of this page and someone will call you with information about the Civic Association. Our Association meets monthly (typically the second Wednesday) at 7:30 P.M. at The Clarendon Education Center at Wilson Blvd. and Edgewood. (Opposite Fresh Fields).

Return this completed form to: Courthouse Hill - Jennifer & Mark Greiner 2433 13th Court; The Williamsburg - the front desk; ~~The Charleston - the front desk;~~ Barton Place - Brian Boston 2536B Fairfax Drive; single family homes - Ronnie Freeman 1206 N. Cleveland or Jane Hildt 1039 N. Edgewood; Woodbury Park - Dominic Maza at the rental office.

I am interested in participating in the Clarendon-Court House Civic Association. Please call me to discuss, my name is _____ and my phone number is _____.

Clarendon-Courthouse Neighborhood Survey December 2004

The information you provide will be used to update the citizen-driven Neighborhood Conservation Plan for the Clarendon-Courthouse Neighborhood.

Please tell us what you think!

1) What are the BEST things about the Clarendon-Courthouse Neighborhood? (Rank up to 10 of your favorites from 1-10, 1 being the best.)

- | | |
|--|--|
| <input type="checkbox"/> Easy/pleasant to walk around
<input type="checkbox"/> Close to work (Where? _____)
<input type="checkbox"/> Nearby major chain stores
<input type="checkbox"/> Nearby local businesses
<input type="checkbox"/> Nearby grocery store
<input type="checkbox"/> Good schools
<input type="checkbox"/> Parks and open space
<input type="checkbox"/> Low crime
<input type="checkbox"/> Access to public transportation
<input type="checkbox"/> Access to major roadways
<input type="checkbox"/> Proximity to Washington DC
<input type="checkbox"/> Sense of community | <input type="checkbox"/> Cultural diversity
<input type="checkbox"/> Community/cultural events
<input type="checkbox"/> Weekend markets
<input type="checkbox"/> Ease of parking
<input type="checkbox"/> Attractive houses/buildings
<input type="checkbox"/> Historic houses/buildings
<input type="checkbox"/> Moderate cost of living
<input type="checkbox"/> _____ (write-in)
<input type="checkbox"/> _____ (write-in)
<input type="checkbox"/> _____ (write-in)
<input type="checkbox"/> _____ (write-in)
<input type="checkbox"/> _____ (write-in) |
|--|--|

2) What are the WORST things about the Neighborhood? (Rank up to 10 of your concerns from 1-10, 1 being the worst.)

- | | |
|--|---|
| <input type="checkbox"/> Hard to walk (Why? _____)
<input type="checkbox"/> Too far from _____
<input type="checkbox"/> Lack/quality of parks/open space
<input type="checkbox"/> Crime
<input type="checkbox"/> New construction (Type? _____)
<input type="checkbox"/> Traffic (Where? _____)
<input type="checkbox"/> Little sense of community
<input type="checkbox"/> Few cultural/social events I like
<input type="checkbox"/> Airport-related noise
<input type="checkbox"/> Other noise _____ | <input type="checkbox"/> Hard to park
<input type="checkbox"/> Unattractive houses/buildings
<input type="checkbox"/> School concerns
<input type="checkbox"/> Too crowded
<input type="checkbox"/> High cost of living
<input type="checkbox"/> _____ (write-in)
<input type="checkbox"/> _____ (write-in)
<input type="checkbox"/> _____ (write-in)
<input type="checkbox"/> _____ (write-in) |
|--|---|

3) I propose the following neighborhood improvements (please specify):

Park Improvements _____

Beautification _____

Traffic Calming _____

Pedestrian Improvements _____

Other Improvements _____

**4) Would you like to be more involved with any of the following local issues?
(check all that apply)**

____ Community social/cultural events

____ School issues

____ Construction and development

____ Emergency preparedness

____ Transportation issues

____ Open space and tree preservation

____ Infill housing issues

____ Airport-related noise control

____ Business/Economic Development

____ Other _____

____ Please keep me informed via the neighborhood list-serve (include your e-mail address below).

____ I would like to learn more about the activities of and involvement in the Clarendon-Courthouse Civic Association via phone, e-mail, in-person, literature.

Name _____ Phone _____

Address _____ E-mail _____

You live in the Clarendon-Courthouse Neighborhood.

Your elected neighborhood officers are:

Lisa Chavez, Civic Association President; Chris Keever, Vice President; Robbie Shore, Outreach Secretary; Mike Mancini, Recording Secretary; Federico Cura, Treasurer; Peter Owen, Past President; Kristine Wood, Neighborhood Conservation Representative

APPENDIX C
RESOLUTION ON COMMERCIAL DEVELOPMENT

ARLINGTON COUNTY BOARD

**RESOLUTION ON THE PREFERRED LAND USE BALANCE FOR
THE CLARENDON URBAN VILLAGE CONCEPT**

Adopted by the Arlington County Board on December 7, 2002

WHEREAS, the Clarendon Sector Plan and subsequent Sector Plan Addenda have been adopted by the County Board to further articulate the vision of the Arlington County General Land Use Plan and, particularly, the achievement of an Urban Village surrounding the Clarendon Metro Station;

WHEREAS, the policies of the Arlington County General Land Use Plan and the Clarendon Sector Plan and subsequent Addenda generally call for a mixture of uses that provide a lively balance of residential, retail and office;

WHEREAS, recent development activity has been primarily residential and retail with only minimal office development;

WHEREAS, the County Board seeks to achieve the objectives of the General Land Use Plan, the Sector Plan and subsequent Addenda with a balance of development including office, retail and residential uses in the Clarendon area;

WHEREAS, the County Board desires to provide guidance to the County Manager and staff, as well as property owners and the public at-large, of the below stated priorities as future proposals for development are presented for consideration and approval; and,

WHEREAS, the County Board also desires to provide guidance regarding significant buildings on key development sites so that the County Manager and his staff as well as developers and the public at-large are aware of the interest in preserving these buildings in any development proposal that is brought forward;

NOW, THEREFORE, BE IT RESOLVED, that the Arlington County Board hereby finds that the fulfillment of the concept of an Urban Village surrounding the Clarendon Metro Station, as envisioned in the Arlington County General Land Use Plan, the Clarendon Sector Plan, and subsequent Addenda thereto, particularly in light of development to date, requires, and the County Board hereby declares as its priority, office, retail, and commercial development, especially in certain blocks in Clarendon. The following description is intended to be illustrative, however, it is the intent of the County Board to achieve the overall retail, commercial and office balance presented in this description:

(1) The following blocks are envisioned to be predominantly used, if not solely, for office, retail and/or commercial development:

- Block 1 - The block bounded by N. Garfield Street, Wilson Boulevard, N. Fillmore Street and Clarendon Boulevard;
- Block 6 - The block bounded by N. Highland Street, Clarendon Boulevard, N. Garfield Street, and 11th Street North;

- Block 7 - The block bounded by N. Highland Street, 11th Street N., N. Garfield Street and Washington Boulevard; and
- Block 10 - The block bounded by N. Highland Street, Wilson Boulevard, N. Garfield Street and Clarendon Boulevard.

(2) The remaining parcels should contribute to the overall mix in the area, ideally with a more or less even balance of office/retail/commercial and residential.

BE IT FURTHER RESOLVED that the Arlington County Board hereby states that Block 6, Block 10, and Block 5, which contain existing buildings that contribute to the overall character of Clarendon, are envisioned to be developed in a manner that respects the sensitive historic nature of those buildings;

BE IT FURTHER RESOLVED that the Arlington County Board hereby finds that proposed development should be carefully evaluated in terms of height, taper and setback relative to the metro station and the areas designated on the General Land Use Plan as "High-Office-Apartment-Hotel," and recognizing the guidance in the Clarendon Sector Plan and footnote 1 on the General Land Use Plan; and,

BE IT FINALLY RESOLVED, that the Arlington County Board hereby declares its intent, during the upcoming Clarendon Sector Plan review, to further refine its vision of the appropriate land uses for that area in order to achieve a mix of uses that best achieves the Urban Village concept in Clarendon.

APPENDIX D RECOMMENDED NATIVE TREES TO PLANT

The following is a list of native non invasive trees that citizens should consider planting:

According to the Virginia Department of Conservation and Recreation and the Virginia Native Plant Society, many native oaks are adequate for planting along streets or in parks. These oaks are generally available in local nurseries: (Northern) Red Oak (*Quercus rubra*), Southern Red Oak (*Quercus falcata*), Scarlet Oak (*Quercus coccinea*), Overcup Oak (*Quercus lyrata*), Black Oak (*Quercus velutina*), Willow Oak (*Quercus phellos*), Shingle Oak (*Quercus imbricaria*), Shumard Oak (*Quercus shumardi*), White Oak (*Quercus alba*), Swamp White Oak (*Quercus bicolor*), Chestnut Oak (*Quercus prinus*), Pin Oak (*Quercus palustris*), Water Oak (*Quercus nigra*),

Other good native trees include the Mockernut Hickory (*Carya tomentosa*) and the Black Gum (*Nyssa sylvatica*) (*The Black Gum has spectacular fall foliage and fruit of great interest to songbirds.*), Sweetgum (*Liquidambar styraciflua*), Red Maple (*Acer rubrum*), Sycamore (*Platanus occidentalis*), Black Walnut (*Juglans nigra*), Virginia Pine (*Pinus virginiana*), White Pine (*Pinus strobus*), River Birch (*Betula nigra*), Sweet Birch, and Black Birch (*Betula lenta*), among many others. (*Consult with an arborist to identify the best tree for a given space.*)

The following trees should never be planted in the Washington area. Not one of these ten is native to this area: they are, ecologically speaking, "exotics." Each is problematic in important ways. Most are invasive: they overrun our parks and woodlands, and replace healthy native tree communities. Some have poor form; others are subject to disfiguring diseases and insect infestations. Some self-destruct. These include: Tree of Heaven (*Ailanthus altissima*), Norway Maple (*Acer platanoides*), Sycamore Maple (*Acer pseudoplatanus*), Sawtooth Oak (*Quercus acutissima*), English Oak (*Quercus robur*), White Mulberry (*Morus alba*), White Poplar (*Populus alba*), Siberian Elm (*Ulmus pumila*), Mimosa (*Albizia julibrissin*), China-berry (*Melia azedarach*), Princess Tree (*Paulownia tomentosa*), and Bradford Pear (*Pyrus calleryana* 'Bradford').

Additional information is available online in the Virginia Department of Conservation and Recreation website at <http://www.dcr.state.va.us/dnh/natvtree.htm>. Also, basic native-plant information available at <http://www.dcr.state.va.us/dnh/native.htm> and at the Virginia Native Plant Society website at <http://www.vnps.org/references.htm> and the Virginia Cooperative Extension at <http://www.offices.ext.vt.edu/arlington>.

APPENDIX E
2002 LETTER FROM CCCA PRESIDENT ON COMMUNITY SERVICES

The Honorable Chris Zimmerman
Chairman
Arlington County Board
3rd Floor 2100 Clarendon Boulevard
Arlington, Virginia 22201

Dear Mr. Zimmerman:

I am writing to you and the County Board on behalf of the Clarendon-Courthouse Civic Association regarding the Arlington County FY 2003 budget process. We hope the Board will approve this year a budget that recognizes the dramatically increased infrastructure needs caused by the rapid population and density growth of our neighborhood. In particular, we hope the Board will provide increased funding for code enforcement, parking and traffic enforcement, police coverage, Metro rail service, street and sidewalk improvements, utility under-grounding, and litter cleanup for our area and similarly growing parts of Arlington.

Census figures indicate that from 1990 to 2000, the population in the Clarendon-Courthouse neighborhood grew from 2740 to 4966 — a stunning increase of 81%. This means that Clarendon-Courthouse is the fastest growing neighborhood in all of Arlington. A similar explosion in new office and retail space has accompanied this population increase.

Since the 2000 Census was taken, even more retail, office and residential space has been built; more is under construction; and still more is planned. Hundreds more residents are slated to move into our neighborhood between April 2000 and April 2002 — and we face the prospect of significant additional development in the neighborhood after that. We expect over the next 10 years that we may very well see another 2000-person increase in our population and a commensurate increase in retail stores, offices, restaurants and bars.

This rapid population increase has transformed our neighborhood from a suburban community made up mostly of single-family homes and townhouses into a predominantly urban community dominated by full-block development and a 24-hour lifestyle. This has dramatically increased our infrastructure needs. For example, if the 2226 new residents of Clarendon-Courthouse were all to take Metro each morning to work, they alone would fill two empty 6-car Orange line trains so completely that no one else could board.

Neighborhood businesses have been successful in creating a vibrant night-life in the area, drawing in many visitors, and making Clarendon a weeknight and weekend hot spot for younger singles and couples for eating, drinking and dancing. The opening of the Market Common in Clarendon has begun to draw people from all over the area to our neighborhood for shopping and recreation. Enormous tax revenues are now being generated from the increased development, the successful retail businesses, and most of all from increased property values in our neighborhood.

While our neighborhood has been the source of much new revenue for the County, it appears that relatively few of the new Clarendon residents have school-aged children. Because school construction and operation is the principal cost of new residential development, our population growth has on balance produced enormous net revenue for the County. Nevertheless, even without the need for increased school capacity, the transformation of our neighborhood from a suburban to an urban community has resulted in other kinds of increased or new infrastructure needs.

Increased pedestrian and vehicle traffic has strained our roads, sidewalks, and crossing areas. Increased transit usage has strained our Metro entrances, trains and stations. Increased nightlife has produced litter, noise, and parking difficulties. Increased business activity has resulted in a significant amount of truck traffic, loading and unloading, and double-parking. Above all, continuous construction projects have afflicted us with road and sidewalk closures, noise (at all hours), dust, elimination of parking spaces, and construction debris.

We have been increasingly frustrated by the inability of the County to provide appropriate services to help us cope with our new urban needs. We have found that the County too often relies solely or mostly on community members to identify and report (often to no avail) instances of unlawful or dangerous behavior, even though that behavior has become chronic or continuing in the manner of most urban communities.

We hope that the Board will move this year to address these significant needs. Specifically, we hope and expect that the 2003 budget will include appropriate funding for:

1) 24-hour Code Enforcement. Most of the code enforcement problems faced by our community, especially those related to the noise ordinance, site plan conditions, and use permit conditions, occur after regular business hours, especially during evenings and weekends. Arlington Police are both unable and unwilling to handle these concerns after-hours, when they most often occur. Yet the Code Enforcement office is generally open only during weekday hours and only episodically on the weekends and never at night. As a result, many of the compromises and agreements made by the community with the County and local businesses through use-permit and site-permit conditions are rendered un-enforced or unenforceable. 24-hour code enforcement is long overdue and very much needed.

2) Extended parking enforcement hours. Double-parking and parking near fire hydrants, in no-parking zones, near intersections, at crosswalks, on sidewalks, and in other dangerous or disruptive places are continuing problems in the active evening hours (6 p.m. - 2 a.m.) and on both Saturday and Sunday. It is no longer appropriate to rely on police to monitor all of these infractions, as their time and resources are rightly directed at more serious or difficult behavior. Nor should it be incumbent on local residents to report to police vehicles parked dangerously at night. A few parking enforcement officers working a 6 p.m. to 2 a.m. shift (especially Thursday through Sunday) in the urban parts of Arlington would make a tremendous difference.

3) Increased foot-patrol police presence. As we have further increases in the number of shoppers, bar and restaurant patrons, and other visitors to our neighborhood, we will continue to have commensurate increases in instances of disorderly conduct, fights, public drunkenness, and littering. These problems are especially disturbing to residents when they occur in or around

visitors' cars parked along neighborhood streets (including those near multi-family dwellings). Additional foot or bicycle patrols during the evening hours (especially Thursday through Sunday) would help to both detect and deter these common crimes. Again, it is no longer appropriate to rely primarily on neighborhood residents to report in each instance violations that have become frequent and recurring.

4) Metro infrastructure improvements. The enormous increase in both residential and commercial growth in Clarendon-Courthouse has stretched our public transportation resources beyond its limits. It is now common for persons attempting to board at Courthouse Metro station, or even Clarendon station, to be left on the platform after one or more trains have passed — the train being too full to fit any more passengers. Metro has slated a small number of cars to the Orange line next year, but until Metro's electrical system is upgraded, expansion to 8-car trains will not be possible. Immediate funding should be provided for this improvement, and the opening of new residential developments along the Orange line should be halted until it is complete.

5) Vehicular traffic infrastructure improvements. A similar crush of new users now affects our street lanes, crosswalks, and parking lanes. Several intersections in our neighborhood have outgrown their two-way stop signs and have become dangerous. Funding should be provided for stoplights, traffic circles, pedestrian nubs, additional painted and paver crosswalks, and other street infrastructure improvements.

6) Completion of utility undergrounding. The enormous increase in construction in our community has increased its electric power, telephone, cable, and other infrastructure needs. Utilities have been placed underground at the sites where new development has occurred, but several trunk lines go along streets with single-family homes. Because there are no plans to privately develop these streets — whose utility poles now serve commercial development — it is appropriate for the County to pay for utility undergrounding along them.

7) Accelerated sidewalk, curb, lighting, and gutter construction. Our immediate proximity to one of Arlington's urban cores has increased both the pedestrian and vehicular load on our residential travel routes. Yet we have only the very lengthy NCAC process as a means to obtain funding for the basic infrastructure that should be found on any urban street. We hope the County will set aside additional funds to provide a faster-than-usual rate of sidewalk, curb, lighting and gutter construction in those areas immediately adjacent to Arlington's urban cores.

8) Increased street and sidewalk cleaning. With the increased number of visitors, littering along neighborhood streets and sidewalks is now a chronic problem too large to be handled by police enforcement alone. We have heretofore relied on certain local businesses to pick up the trash, but this has proved unreliable. Even when working effectively, the areas designated for private effort are more localized than the problem. The County should take up this shared responsibility to keep our streets and sidewalks clean by providing resources for litter clean-up four days per week (Friday-Monday).

Arlington may be trying to achieve "smart growth" by creating an urban core along the Metro lines. However, now that our suburban neighborhood has been transformed into an urban one, we respectfully request a commensurate investment in services and infrastructure. As the budget process moves along, we look forward to working with you to achieve this result.

Sincerely,

Peter Owen
President
Clarendon-Courthouse Civic Association

Cc: Ron Carlee, County Manager
Barbara Donnellan, Director, Department of Management and Finance
R.S. Kem, Director, Department of Public Works
Toni Hubbard, Director, Dept. of Parks, Recreation and Community Resources
Warren Nelson, Chairman, Fiscal Affairs Advisory Committee
Edward Flynn, Chief, Arlington County Police Department
Carrie Johnson, Chairman, Planning Commission
Jon Kinney, Chairman, Clarendon Alliance
Donald D. Clarke, President, Arlington Ridge Civic Association
Kenneth Matzkin, President, Ashton Heights Civic Association
Leslie C. Garrison, President, Aurora Highlands Civic Association
Benjamin Axleroad, President, Ballston-Virginia Square Civic Association
Terry Savela, President, Lyon Park Citizens Association
William Gearhart, President, Lyon Village Citizens Association
Stanley G. Karson, President, Radnor/Ft. Myer Heights Conservation Association

APPENDIX F

Demographic Estimates

Pop-Facts Demographics		Estimates provided by Claritas -- a company providing market research, demographic data, marketing software and market segmentation services to business customers.					
2007		It is located in Clarendon-Courthouse and generated this data for the benefit of our NC Plan.					
Description	United States		Arlington County		Clarendon-Courthouse		
	USA	%	CTY	%	Polygon	%	
Population							
2012 Projection (Claritas Inc.)	314,920,978		205,762		6,626		
2007 Estimate (Claritas Inc.)	301,045,522		200,517		6,034		
2000 Census (Actual)	281,421,906		189,453		4,966		
1990 Census (Actual)	248,709,873		170,997		2,745		
		Annual		Annual		Annual	
Growth 2007-2012	4.61%	0.92%	2.62%	0.52%	9.81%	1.96%	
Growth 2000-2007	6.97%	1.00%	5.84%	0.83%	21.51%	3.07%	
Growth 1990-2000	13.15%	1.32%	10.79%	1.08%	80.91%	8.09%	
2007 Est. Population by Single Race Classification							
White Alone	301,045,522		200,517		6,034		
Black or African American Alone	219,977,238	73.07	143,433	71.53	4,785	79.30	
American Indian and Alaska Native Alone	37,246,257	12.37	16,446	8.20	194	3.22	
Asian Alone	2,767,192	0.92	698	0.35	10	0.17	
Native Hawaiian and Other Pacific Islander Alone	12,865,128	4.27	17,158	8.56	547	9.07	
Some Other Race Alone	476,190	0.16	218	0.11	6	0.10	
Two or More Races	19,283,397	6.41	14,066	7.01	201	3.33	
	8,430,120	2.80	8,498	4.24	291	4.82	
2007 Est. Population Hispanic or Latino by Origin*							
Not Hispanic or Latino	301,045,522		200,517		6,034		
Hispanic or Latino:	256,326,863	85.15	169,369	84.47	5,645	93.55	
Mexican	44,718,659	14.85	31,148	15.53	389	6.45	
Puerto Rican	26,335,700	58.89	2,471	7.93	48	12.34	
Cuban	4,310,157	9.64	886	2.84	15	3.86	
All Other Hispanic or Latino	1,533,798	3.43	384	1.23	8	2.06	
	12,539,004	28.04	27,407	87.99	318	81.75	
2007 Est. Pop Age 5+ by Language Spoken At Home							
Speak Only English at Home	280,665,700		190,683		5,869		
Speak Asian/Pacific Islander Language at Home	230,452,340	82.11	126,969	66.59	4,145	70.63	
Speak IndoEuropean Language at Home	7,449,552	2.65	10,350	5.43	300	5.11	
Speak Spanish at Home	10,600,630	3.78	12,887	6.76	455	7.75	
Speak Other Language at Home	30,180,873	10.75	34,513	18.10	750	12.78	
	1,982,305	0.71	5,964	3.13	219	3.73	
2007 Est. Population by Sex							
Male	301,045,522		200,517		6,034		
Female	148,320,305	49.27	101,101	50.42	3,140	52.04	
Male/Female Ratio	152,725,217	50.73	99,416	49.58	2,894	47.96	
	0.97		1.02		1.09		
2007 Est. Population by Age							
Age 0 - 4	301,045,522		200,517		6,034		
Age 5 - 9	20,379,822	6.77	9,834	4.90	165	2.73	
Age 10 - 14	19,859,148	6.60	10,553	5.26	196	3.25	
Age 15 - 17	20,680,135	6.87	9,684	4.83	155	2.57	
Age 18 - 20	12,958,039	4.30	5,167	2.58	73	1.21	
Age 21 - 24	13,108,966	4.35	4,523	2.26	76	1.26	
Age 25 - 34	16,654,099	5.53	8,245	4.11	193	3.20	
Age 35 - 44	40,250,638	13.37	44,163	22.02	2,370	39.28	
Age 45 - 49	43,260,395	14.37	35,218	17.56	1,167	19.34	
Age 50 - 54	22,691,042	7.54	16,016	7.99	484	8.02	
Age 55 - 59	20,771,791	6.90	13,988	6.98	327	5.42	
Age 60 - 64	18,114,208	6.02	13,106	6.54	284	4.71	
Age 65 - 74	14,189,842	4.71	9,508	4.74	221	3.66	
Age 75 - 84	19,621,612	6.52	10,838	5.41	217	3.60	
Age 85 and over	13,130,985	4.36	6,395	3.19	85	1.41	
Age 65 and over	5,374,800	1.79	3,279	1.64	21	0.35	
	38,127,397	12.66	20,512	10.23	323	5.35	

2007 Est. Median Age	36.53		37.30		34.11	
2007 Est. Average Age	37.35		38.48		36.81	
2007 Est. Pop. Age 25+ by Educational Attainment*	197,405,313		152,511		5,176	
Less than 9th grade	14,774,949	7.48	9,808	6.43	183	3.54
Some High School, no diploma	23,488,543	11.90	8,951	5.87	77	1.49
High School Graduate (or GED)	56,123,633	28.43	17,742	11.63	205	3.96
Some College, no degree	41,893,184	21.22	18,807	12.33	361	6.97
Associate Degree	12,593,466	6.38	5,428	3.56	33	0.64
Bachelor's Degree	31,045,357	15.73	45,202	29.64	1,928	37.25
Master's Degree	11,692,702	5.92	29,667	19.45	1,207	23.32
Professional School Degree	3,894,615	1.97	11,753	7.71	874	16.89
Doctorate Degree	1,898,864	0.96	5,153	3.38	307	5.93
Households						
2012 Projection	119,226,742		93,416		3,982	
2007 Estimate	113,668,003		91,160		3,620	
2000 Census	105,480,101		86,352		2,979	
1990 Census	91,947,410		78,557		1,179	
		Annual		Annual		Annual
Growth 2007-2012	4.89%	0.98%	2.47%	0.49%	10.00%	2.00%
Growth 2000-2007	7.76%	1.11%	5.57%	0.80%	21.52%	3.07%
Growth 1990-2000	14.72%	1.47%	9.92%	0.99%	152.67%	15.27%
2007 Est. Households by Household Income	113,668,003		91,160		3,620	
Income Less than \$15,000	14,858,195	13.07	5,815	6.38	257	7.10
Income \$15,000 - \$24,999	12,338,712	10.86	4,330	4.75	118	3.26
Income \$25,000 - \$34,999	12,712,915	11.18	5,449	5.98	197	5.44
Income \$35,000 - \$49,999	17,735,801	15.60	10,814	11.86	261	7.21
Income \$50,000 - \$74,999	22,161,944	19.50	17,150	18.81	506	13.98
Income \$75,000 - \$99,999	13,478,112	11.86	13,694	15.02	650	17.96
Income \$100,000 - \$149,999	12,838,685	11.29	17,044	18.70	759	20.97
Income \$150,000 - \$249,999	5,257,110	4.62	12,060	13.23	705	19.48
Income \$250,000 - \$499,999	1,567,720	1.38	3,280	3.60	148	4.09
Income \$500,000 and more	718,809	0.63	1,524	1.67	19	0.52
2007 Est. Average Household Income	\$66,670		\$103,763		\$111,742	
2007 Est. Median Household Income	\$49,314		\$78,692		\$93,107	
2007 Est. Per Capita Income	\$25,495		\$47,495		\$67,305	
2007 Est. Household Type, Presence Own Children*	113,668,003		91,160		3,620	
Single Male Householder	12,972,433	11.41	17,125	18.79	1,056	29.17
Single Female Householder	16,910,511	14.88	20,255	22.22	936	25.86
Married-Couple Family, own children	27,250,870	23.97	13,307	14.60	186	5.14
Married-Couple Family, no own children	32,152,393	28.29	18,844	20.67	615	16.99
Male Householder, own children	2,338,658	2.06	932	1.02	15	0.41
Male Householder, no own children	2,317,108	2.04	2,027	2.22	52	1.44
Female Householder, own children	7,948,054	6.99	3,110	3.41	105	2.90
Female Householder, no own children	5,564,814	4.90	3,292	3.61	85	2.35
Nonfamily, Male Householder	3,636,771	3.20	6,880	7.55	329	9.09
Nonfamily, Female Householder	2,576,391	2.27	5,388	5.91	240	6.63
2007 Est. Households by Number of Vehicles*	113,668,003		91,160		3,620	
No Vehicles	11,178,477	9.83	11,549	12.67	454	12.54
1 Vehicle	38,372,289	33.76	44,680	49.01	2,338	64.59
2 Vehicles	44,286,143	38.96	26,419	28.98	717	19.81
3 Vehicles	14,421,065	12.69	6,420	7.04	81	2.24
4 Vehicles	3,915,486	3.44	1,416	1.55	30	0.83
5 or more Vehicles	1,494,543	1.31	676	0.74	0	0.00
2007 Est. Average Number of Vehicles*	1.71		1.39		1.14	
2007 Est. Civ Employed Pop 16+ by Occupation*	141,825,157		119,222		4,440	
Management, Business, and Financial Operations	19,431,423	13.70	29,593	24.82	1,261	28.40
Professional and Related Occupations	28,737,806	20.26	43,558	36.54	2,080	46.85
Service	20,787,315	14.66	13,501	11.32	239	5.38
Sales and Office	37,912,593	26.73	21,498	18.03	746	16.80
Farming, Fishing, and Forestry	1,048,574	0.74	114	0.10	0	0.00
Construction, Extraction and Maintenance	13,444,889	9.48	6,967	5.84	95	2.14
Production, Transportation and Material Moving	20,462,557	14.43	3,991	3.35	19	0.43

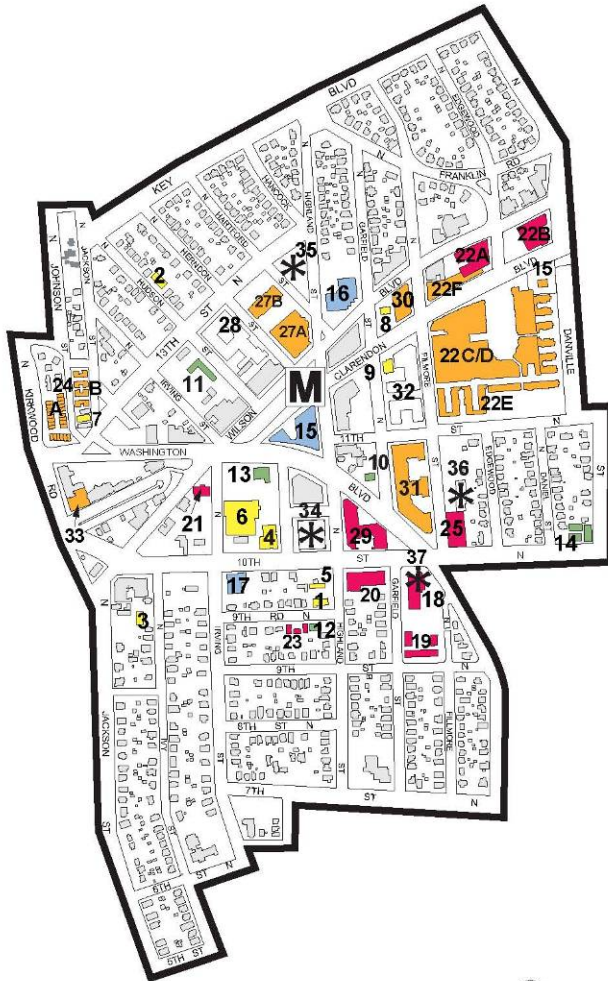
2007 Est. Workers Age 16+, Transportation To Work*	140,233,688		121,377		4,407	
Drove Alone	106,807,993	76.16	65,900	54.29	1,750	39.71
Car Pooled	16,998,625	12.12	13,948	11.49	368	8.35
Public Transportation	6,223,978	4.44	29,013	23.90	1,883	42.73
Walked	3,915,732	2.79	6,917	5.70	306	6.94
Motorcycle	156,933	0.11	134	0.11	18	0.41
Bicycle	507,085	0.36	802	0.66	0	0.00
Other Means	978,497	0.70	641	0.53	27	0.61
Worked at Home	4,644,845	3.31	4,022	3.31	54	1.23
2007 Occ Housing Units, Avg Length of Residence	10		8		4	
2007 Est. All Owner-Occupied Housing Values	76,185,530		38,190		844	
Value Less than \$20,000	2,082,127	2.73	5	0.01	0	0.00
Value \$20,000 - \$39,999	2,980,433	3.91	24	0.06	0	0.00
Value \$40,000 - \$59,999	3,938,814	5.17	58	0.15	0	0.00
Value \$60,000 - \$79,999	4,703,964	6.17	78	0.20	0	0.00
Value \$80,000 - \$99,999	5,575,748	7.32	126	0.33	0	0.00
Value \$100,000 - \$149,999	13,967,809	18.33	821	2.15	0	0.00
Value \$150,000 - \$199,999	10,569,715	13.87	1,441	3.77	2	0.24
Value \$200,000 - \$299,999	12,902,948	16.94	3,316	8.68	24	2.84
Value \$300,000 - \$399,999	7,087,476	9.30	5,241	13.72	150	17.77
Value \$400,000 - \$499,999	3,983,953	5.23	5,463	14.30	167	19.79
Value \$500,000 - \$749,999	4,665,114	6.12	11,476	30.05	320	37.91
Value \$750,000 - \$999,999	1,876,303	2.46	5,597	14.66	118	13.98
Value \$1,000,000 or more	1,851,126	2.43	4,544	11.90	63	7.46
2007 Est. Median All Owner-Occupied Housing Value	\$172,914		\$554,947		\$561,916	
2007 Est. Housing Units by Units in Structure*	126,034,880		95,329		3,879	
1 Unit Attached	6,924,467	5.49	9,574	10.04	330	8.51
1 Unit Detached	76,589,361	60.77	27,522	28.87	234	6.03
2 Units	5,127,657	4.07	1,156	1.21	42	1.08
3 to 19 Units	16,578,904	13.15	19,412	20.36	479	12.35
20 to 49 Units	4,130,164	3.28	3,543	3.72	162	4.18
50 or More Units	6,576,422	5.22	34,017	35.68	2,620	67.54
Mobile Home or Trailer	9,804,140	7.78	97	0.10	12	0.31
Boat, RV, Van, etc.	303,765	0.24	8	0.01	0	0.00
2007 Est. Housing Units by Year Structure Built	126,034,880		95,329		3,879	
Housing Units Built 1999 to 2007	16,760,156	13.30	9,444	9.91	1,100	28.36
Housing Unit Built 1995 to 1998	8,179,524	6.49	3,649	3.83	474	12.22
Housing Unit Built 1990 to 1994	8,158,838	6.47	4,916	5.16	845	21.78
Housing Unit Built 1980 to 1989	18,037,169	14.31	9,718	10.19	690	17.79
Housing Unit Built 1970 to 1979	20,817,983	16.52	9,535	10.00	164	4.23
Housing Unit Built 1960 to 1969	15,528,082	12.32	13,786	14.46	127	3.27
Housing Unit Built 1950 to 1959	14,012,291	11.12	17,521	18.38	77	1.99
Housing Unit Built 1940 to 1949	8,017,062	6.36	17,335	18.18	297	7.66
Housing Unit Built 1939 or Earlier	16,523,775	13.11	9,425	9.89	105	2.71
2007 Est. Median Year Structure Built **	1974		1962		1993	

*In contrast to Claritas Demographic Estimates, "smoothed" data items are Census 2000 tables made consistent with current year estimated and 5 year projected base counts.

**1939 will appear when at least half of the Housing Units in this reports area were built in 1939 or earlier.

APPENDIX G

Clarendon and Courthouse Development Projects 1960-2005



Clarendon Development Project Locations 1960 - 2005

- 1960 - 1969
- 1970 - 1979
- 1980 - 1989
- 1990 - 1999
- 2000 - 2005
- Under Construction
- * Approved Projects
- Other Projects
- M Metro Station



APPENDIX G
Clarendon and Courthouse Development Projects 1960-2005
(continued)

DEVELOPMENT IN THE METRO CORRIDORS, 1960 - 2005
CLARENDON

Project No.	Project Name Address	Site Plan No. or By- Right	Status	Office GFA (sq. ft.)	Retail GFA (sq. ft.)	Other GFA (sq. ft.)	Residential units	Hotel rooms	Approved Completed	GLUP Designation Zoning District	Site area (sq. ft.)	Height (in ft.) Stories	Housing type Condo?	Parking spaces
1	Highland House Apartments 3103 9th Rd N	B-R	C	0	0	0	10	0	1961	Low-Medium Residential RA8-18	12,820	25 2	G No	9
2	1325 N. Hudson St. 1325 N Hudson St	B-R	C	0	0	0	10	0	1962	Low Residential (1-10 units/acre) RA8-18	14,375	35 3	G No	10
3	Ivy Manor 922 N Ivy St	B-R	C	0	0	0	11	0	1964	Low Residential (11-15 units/acre) RA8-18	11,478	35 3	G No	12
4	Clarendon Fire Station and Community Center 1020 N Hudson St	B-R	C	0	0	20,980	0	0	1965	Gov't and Community Facilities C-3	28,212	60 4	N/A	24
5	Arlington-Alex Coalition for the Homeless 932 N Highland St	B-R	C	0	0	2,250	0	0	1965	Low-Medium Residential C-3	6,350	15 1	N/A	10
6	C & P Building 1025 N Irving St	B-R	C	54,200	0	0	0	0	1966	Gov't and Community Facilities C-3	54,250	75 5	N/A	72
7	Furniture Repair 1120 N Jackson St	B-R	C	0	2,250	0	0	0	1966	Low-Medium Residential C-3	3,567	12 1	N/A	4
8	Virginia Commerce Bank 2930 Wilson Blvd	B-R	C	2,480	0	0	0	0	1968	Medium Density Mixed Use C-3	18,086	25 1	N/A	15
9	Aegean Taverna 2950 Clarendon Blvd	B-R	C	0	4,254	0	0	0	1969	Low O-A-H C-3	6,605	25 1	N/A	*
10	First Virginia Bank 3005 Washington Blvd	B-R	C	1,788	0	0	0	0	1970	Medium Density Mixed Use C-3	16,821	25 1	N/A	10
11	Red Top Cab 1200 N Hudson St	B-R	C	0	0	11,376	0	0	1970	Medium Density Mixed Use C-3	23,000	28 2	N/A	87
12	Highland Heights 3100 9th Rd N	B-R	C	0	0	0	11	0	1971	Low-Medium Residential RA8-18	9,675	25 3	G No	9
13	Wachovia Bank 3140 Washington Blvd	B-R	C	10,429	0	0	0	0	1973	Medium Density Mixed Use C-3	38,347	28 2	N/A	65
14	Daniel Court 1001 N Daniel St	126	C	0	0	0	12	0	1979	Low Residential (1-10 units/acre) R15-30T	33,200	40 3	TH No	19
15	Olmsted Building 3100 Clarendon Blvd	194	C	212,992	45,138	0	0	0	1987	High O-A-H C-O	59,098	185 14	N/A	487

APPENDIX G
Clarendon and Courthouse Development Projects 1960-2005
(continued)

DEVELOPMENT IN THE METRO CORRIDORS, 1960 - 2005
CLARENDON

Project No.	Project Name Address	Site Plan No. or By- Right	Status	Office GFA (sq. ft.)	Retail GFA (sq. ft.)	Other GFA (sq. ft.)	Residential units	Hotel rooms	Approved Completed	GLUP Designation Zoning District	Site area (sq. ft.)	Height (in ft.) Stories	Housing type Condo?	Parking spaces
16	Clarendon Square 3033 Wilson Blvd	B-R	C	171,587	12,500	0	0	0	1987	Medium Density Mixed Use C-3	62,983	75 7	N/A	503
17	Portsmouth Building 3138 10th St N	B-R	C	30,836	0	0	0	0	1987	Service Commercial C-TH	21,213	54 5	N/A	57
18	CVS/Sala Thai 2900 10th St N	B-R	C	0	14,865	0	0	0	1994	Service Commercial C-TH	72,538	30 2	N/A	86
19	Gateway 2 902 N Fillmore St	304	C	0	0	0	16	0	1993 1995	Low-Medium Residential R15-30T	39,320	40 3	TH No	32
20	Clarendon Self Storage 3000 10th St N	B-R	C	0	12,000	97,900	0	0	1996	Service Commercial C-TH	35,801	42 3	N/A	31
21	Silver Diner 3200 Wilson Blvd	B-R	C	0	5,514	0	0	0	1996	Medium Density Mixed Use C-3	13,095	14 1	N/A	69
22A	Clarendon Education Center 2801 Clarendon Blvd	339	C	100,065	0	0	0	0	1996	Low O-A-H C-O-1.5	65,158	104 3	N/A	1,338
22B	Whole Foods 2700 Wilson Blvd	339	C	7,647	31,443	0	0	0	1996	Special Coordinated Mixed Use C-O-1.5	72,903	94 2	N/A	32
22C	The Residences at Market Common 2700 Clarendon Blvd	339	C	0	0	0	300	0	1999 2001	Special Coordinated Mixed Use C-O-1.5	*	104 10	H No	300
22D	Market Common Clarendon - Retail 2700 Clarendon Blvd	339	C	0	234,571	0	0	0	1999 2001	Special Coordinated Mixed Use C-O-1.5	445,057	40 2	N/A	1,172
22E	Clarendon Park Townhouses 2805 11th St N	339	C	0	0	0	87	0	1999 2002	Special Coordinated Mixed Use R15-30T	134,845	45 4	TH No	178
22F	Clarendon Market Common Phase II 1303 N Fillmore St	339	C	0	22,753	0	0	0	2002 2003	Low O-A-H C-O-1.5	65,158	45 3	N/A	157
23	Berkeley Square Townhouses 3102 9th Rd N	B-R	C	0	0	0	11	0	1997	Low-Medium Residential RA6-18	22,731	72 6	TH No	31
24A	Bromptons at Clarendon 3311 Washington Blvd	326	C	0	0	0	23	0	2000	Low Res./Low-Med Res. R15-30T	45,559	53 4	TH No	51

APPENDIX G
Clarendon and Courthouse Development Projects 1960-2005
(continued)

DEVELOPMENT IN THE METRO CORRIDORS, 1960 - 2005
CLARENDON

Project No.	Project Name Address	Site Plan No. or By- Right	Status	Office GFA (sq. ft.)	Retail GFA (sq. ft.)	Other GFA (sq. ft.)	Residential units	Hotel rooms	Approved Completed	GLUP Designation Zoning District	Site area (sq. ft.)	Height (in ft.) Stories	Housing type Condo?	Parking spaces
24B	Bromptons at Clarendon II 1205 Kirkwood Rd	326	C	0	0	0	14	0	2000 2001	Low Residential (11-15 units/acre) R15-30T	37,773	45 4	TH No	30
25	Storage USA 1001 N Fillmore St	B-R	C	1,635	0	78,126	0	0	2001	Service Commercial C-TH	10,601	55 6	N/A	18
26	Starbucks Coffee 2690 Clarendon Blvd	B-R	C	0	4,240	0	0	0	2002	Low O-A-H C-2	8,141	26 2	N/A	5
27A	The Hartford: Offices 3101 Wilson Blvd	298	C	207,125	15,617	0	0	0	1992 2003	Medium Density Mixed Use C-R	74,264	128 9	N/A	392
27B	The Hartford: Residential 1200 N Hartford St	298	C	0	0	0	70	0	1992 2003	Medium Density Mixed Use C-R	*	84 7	H Yes	86
28	The Clarendon 1200 N Herndon St	344	C	0	4,100	0	297	0	2000 2005	Medium Density Mixed Use C-R	79,255	122 11	H/G No	334
29	The Reserve at Clarendon Centre 3000 Washington Blvd	343	C	0	14,089	0	252	0	2000 2003	Medium Density Mixed Use C-R	64,435	110 11	H No	284
30	The Market Place 2900 Wilson Blvd	362	C	0	39,620	0	0	0	2002 2003	Medium Density Mixed Use C-3	22,537	33 2	N/A	*
31	1021 Condominium 1021 N Garfield St	B-R	C	0	0	0	417	0	2005	Medium Density Mixed Use C-R	111,495	98 10	H Yes	504
32	Station Square at Clarendon 2900 Clarendon Blvd	359	U	64,545	21,515	0	308	0	2002	High O-A-H C-O	95,014	123 10	H Yes	588
33	St. Charles Catholic Church Addition 3304 Washington Blvd	B-R	C	0	0	30,000	0	0	2004	Semi-Public C-3	83,221	46 2	N/A	*
34	The Phoenix at Clarendon Metro 1000 N Highland St	333	A	74,475	9,660	27,650	194	0	2003	Medium Density Mixed Use C-R	79,145	128 11	H Yes	555
35	The Views of Clarendon 1210 N Highland St	384	A	0	0	62,834	116	0	2004	Med. Density Mixed Use/Semi- C-R, R-5	42,667	97 10	H No	*
36	Zoso Condominium 1021 N Fillmore St	PROF	A	0	23,419	0	114	0	2004	Service Commercial C-TH	49,992	55 5	G Yes	214

APPENDIX G

Clarendon and Courthouse Development Projects 1960-2005 (continued)

DEVELOPMENT IN THE METRO CORRIDORS, 1960 - 2005
CLARENDON

Project No.	Project Name Address	Site Plan No. or By-Right	Status	Office GFA (sq. ft.)	Retail GFA (sq. ft.)	Other GFA (sq. ft.)	Residential units	Hotel rooms	Approved Completed	GLUP Designation Zoning District	Site area (sq. ft.)	Height (in ft.) Stories	Housing type Condo?	Parking spaces
37	Garfield Park at Clarendon Village 2900 10th St N	PROF	A	0	24,842	0	149	0	2004	Service Commercial C-TH	72,537	55 5	H Yes	283

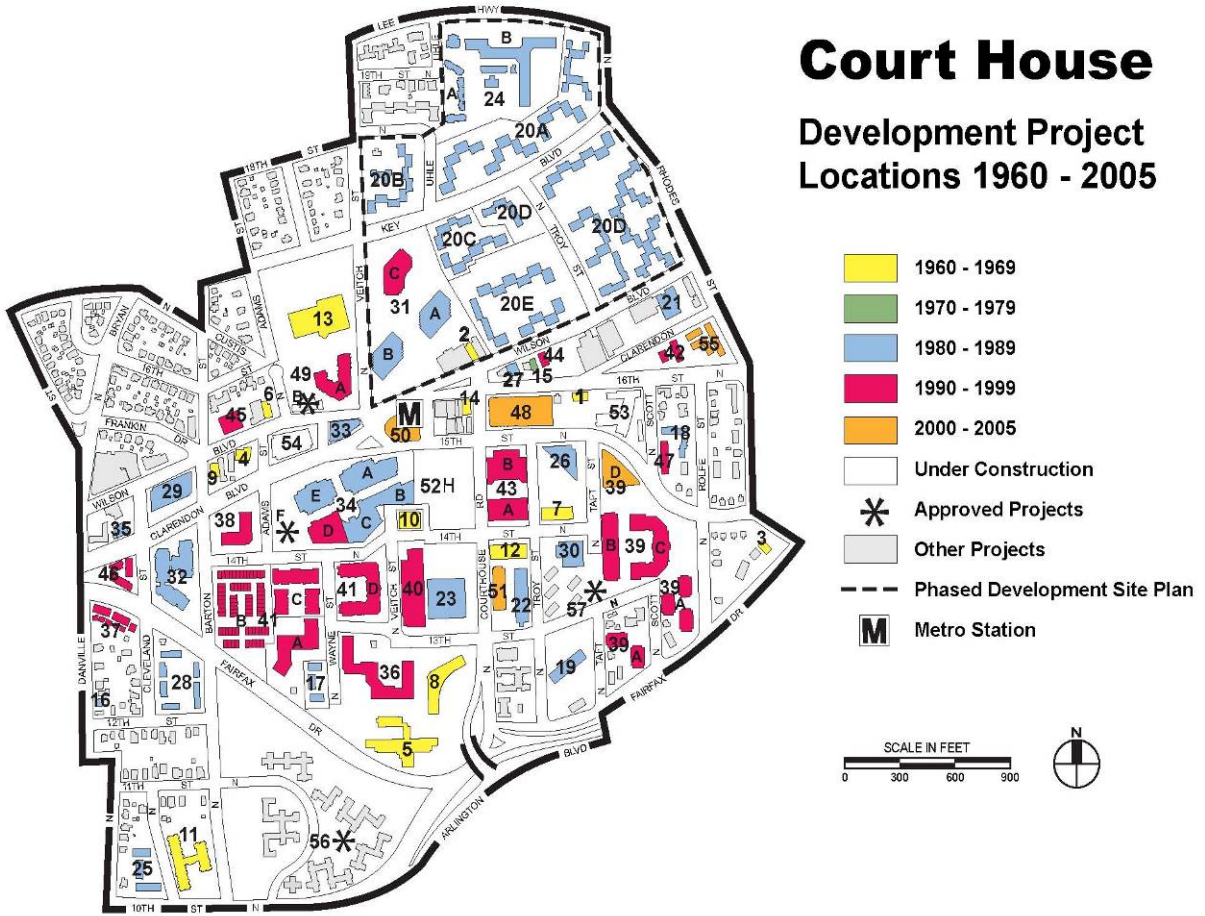
N/A = Not Applicable

B-R = By-Right (i.e., not a Site Plan project); PROF = Proffer; CP-FBC = Columbia Pike Form Based Code; URD = Unified Residential Development; UCMUD = Unified Commercial/Mixed Use Development

* Parking spaces and/or site area data for this project is recorded with a related project.

Data are as of March 2005. Please see the Appendix for descriptions of codes and terms used in the table.

APPENDIX G
Clarendon and Courthouse Development Projects 1960-2005
 (continued)



APPENDIX G
Clarendon and Courthouse Development Projects 1960-2005
(continued)

DEVELOPMENT IN THE METRO CORRIDORS, 1960 - 2005
COURT HOUSE

Project No.	Project Name Address	Site Plan No. or By- Right	Status	Office GFA (sq. ft.)	Retail GFA (sq. ft.)	Other GFA (sq. ft.)	Residential units	Hotel rooms	Approved Completed	GLUP Designation Zoning District	Site area (sq. ft.)	Height (in ft.) Stories	Housing type Condo?	Parking spaces
1	2000 Clarendon Blvd. 2000 Clarendon Blvd.	B-R	C	13,440	0	0	0	0	1960	High O-A-H C-2	13,800	45 3	N/A	128
2	Post Office Branch 2043 Wilson Blvd	B-R	C	4,459	0	0	0	0	1961	Med.office/Apt.hotel C-3	8,803	14 1	N/A	36
3	Cozzo Apts. 1300 N Rhodes St.	B-R	C	0	0	0	7	0	1961	Medium Residential RA6-18	8,615	40 4	N/A	20
4	Universal Bldg. 2400 Wilson Blvd.	B-R	C	12,680	0	0	0	0	1961	High-Med. Res. Mixed Use C-2	9,383	45 3	N/A	54
5	Quality Hotel 1190 N Courthouse Rd.	76	C	0	0	0	0	154	1961	Medium Residential RA-H	144,911	55 4	N/A	217
6	South Eastern Printing 2401 Wilson Blvd.	B-R	C	0	4,010	0	0	0	1962	Service Commercial C-2	6,290	20 1	N/A	14
7	Executive Office-South 2009 14th St. N	173	C	69,832	0	0	0	0	1962	High O-A-H C-O	50,000	104 7	N/A	198
8	Quality Hotel 1200 N Courthouse Rd.	75	C	0	0	0	0	237	1963	Medium Residential RA-H	94,017	96 8	N/A	202
9	Potomac Bldg. 2440 Wilson Blvd	B-R	C	3,675	3,675	0	0	0	1964	High-Med. Res. Mixed Use C-2	10,666	26 2	N/A	40
10	Court Square West 1400 N Uhle St.	B-R	C	53,570	0	0	0	0	1965	Gov't and Community Facilities C-O	13,139	105 7	N/A	80
11	Barton House 2525 10th St. N	B-R	C	0	5,435	0	214	0	1966	Low-Medium Residential RA6-15	173,260	88 8	H No	239
12	Thomas Building 2020 14th St. N	B-R	C	78,321	0	0	0	0	1966	High O-A-H C-3	15,811	105 7	N/A	124
13	Francis Scott Key School 2300 Key Blvd.	B-R	C	0	0	97,152	0	0	1967	Public S-3A	189,921	25 2	N/A	88
14	Summers Restaurant 1520 N Courthouse Rd	B-R	C	0	3,000	0	0	0	1969	High O-A-H C-3	4,521	16 1	N/A	*
15	Wachovia 2026 Wilson Blvd.	B-R	C	0	3,750	0	0	0	1977	General Commercial C-2	8,558	30 2	N/A	16
16	1205 N. Danville St. 1205 N Danville St.	139	C	0	0	0	4	0	1980	Low Residential (1-10 units/acre) R15-30T	11,687	-	D No	4

APPENDIX G
Clarendon and Courthouse Development Projects 1960-2005
(continued)

DEVELOPMENT IN THE METRO CORRIDORS, 1960 - 2005
COURT HOUSE

Project No.	Project Name Address	Site Plan No. or By- Right	Status	Office GFA (sq. ft.)	Retail GFA (sq. ft.)	Other GFA (sq. ft.)	Residential units	Hotel rooms	Approved Completed	GLUP Designation Zoning District	Site area (sq. ft.)	Height (in ft.) Stories	Housing type Condo?	Parking spaces
17	Colin Place 1200 N Wayne St.	266	C	0	0	0	16	0	1980	High Res./Medium Res. RA-H-3.2	26,964	-	TH No	19
18	Summer Hill (Co-op) 1504 N Rolfe St.	B-R	C	0	0	0	14	0	1981	Medium Residential RA8-18	24,750	-	TH No	16
19	Taft Towers 1210 N Taft St.	B-R	C	0	0	0	98	0	1981	Medium Residential RA6-15	35,749	99 9	H Yes	110
20A	Colonial Village I 1903 Key Blvd.	161	C	0	0	0	176	0	1981	Low-Medium Residential RA7-16	191,100	24 2	G Yes	616
20B	Colonial Village Commons (Co-op) 1754 N Troy St.	161	C	0	0	0	72	0	1982	Low-Medium Residential RA7-16	56,000	36 3	G No	*
20C	Colonial Village II 1719 N Troy St.	161	C	0	0	0	255	0	1982	Low-Medium Residential RA7-16	379,300	36 3	G Yes	*
20D	Colonial Village West 2111 Key Blvd	161	C	0	0	0	70	0	1983	Low-Medium Residential RA7-16	116,883	36 3	G No	*
20E	Colonial Village Apartments 1702 N Troy St	161	C	0	0	0	114	0	1988	Low-Medium Residential RA7-16	224,101	36 3	G No	*
21	NSTA 1840 Wilson Blvd.	B-R	C	46,080	0	0	0	0	1982	Service Commercial C-2	30,788	61 4	N/A	154
22	Woodbury Heights 1301 N Courthouse Rd.	154	C	0	0	0	170	0	1983	High O-A-H RA-H-3.2	47,698	170 18	H Yes	190
23	Bell Atlantic Plaza 1310 N Courthouse Rd.	153	C	360,325	0	0	0	0	1983	High O-A-H/High Residential C-O	86,019	153 11	N/A	590
24A	Chelsea Landing 1801 N Uhle St.	161	C	0	0	0	28	0	1983	Low-Medium Residential RA7-16	278,454	-	TH Yes	34
24B	Astoria 2100 Lee Hwy.	161	C	0	0	0	241	0	1987	Low-Medium Residential RA7-16	*	57 5	H Yes	350
25	Courthouse Park 1016 N Cleveland St.	136	C	0	0	0	16	0	1984	Low Residential (1-10 units/acre) R15-30T	47,367	-	TH No	25
26	Arlington Plaza (SRA) 2000 15th St. N	173	C	194,737	0	0	0	0	1985	High O-A-H C-O	49,990	163 11	N/A	335

APPENDIX G
Clarendon and Courthouse Development Projects 1960-2005
(continued)

DEVELOPMENT IN THE METRO CORRIDORS, 1960 - 2005
COURT HOUSE

Project No.	Project Name Address	Site Plan No. or By- Right	Status	Office GFA (sq. ft.)	Retail GFA (sq. ft.)	Other GFA (sq. ft.)	Residential units	Hotel rooms	Approved Completed	GLUP Designation Zoning District	Site area (sq. ft.)	Height (in ft.) Stories	Housing type Condo?	Parking spaces
34E	Court House Plaza: Office Bldg. 2 2200 Clarendon Blvd.	231	C	258,715	20,000	0	0	0	1989	High Res./High O-A-H/Govt&Comm. C-O	45,041	197 14	N/A	197
34F	Court House Plaza: Hotel 2300 Clarendon Blvd.	231	A	0	0	0	0	276	1985	High Res./High O-A-C-O	53,929	188 17	N/A	193
35	Riggs Bank 1410 N Cleveland St.	B-R	C	4,618	0	0	0	0	1988	Service Commercial C-2	12,010	15 1	N/A	10
36	Courtland Towers 1200 N Veitch St.	242	C	0	2,950	0	575	0	1990	High Residential RA-H-3.2	150,162	180 17	H No	926
37	Village at Courtlands 2620 Fairfax Dr.	267	C	0	0	0	11	0	1990	Low Residential (11-15 units/acre) R15-30T	33,910	-	TH No	22
38	The Charleston 2400 Clarendon Blvd.	252	C	0	0	0	168	0	1989 1991	High-Medium Residential RA4.8	47,965	115 11	H Yes	185
39A	Court House Crossing 1250 N Rolfe St.	271	C	0	0	0	111	0	1991	Medium Residential RA6-15	109,609	48 4	G No	1,234
39B	The Meridian Phase 1 1401 N Taft St.	271	C	0	0	0	400	0	1993	High-Med. Res. Mixed Use RA4.8	61,573	153 15	H No	*
39C	The Meridian Phase 2 1410 N Scott St.	271	C	0	0	0	318	0	1996	High-Med. Res. Mixed Use R-C	83,702	96 7	H No	*
39D	The Meridian Phase 3 1415 N Taft St.	271	C	0	8,000	0	273	0	2000 2002	High-Med. Res. Mixed Use RA4.8	75,228	135 15	H No	293
40	Bell Atlantic II 1320 N Courthouse Rd.	153	C	365,500	0	0	0	0	1992	High O-A-H C-O	84,457	153 9	N/A	795
41A	The Williamsburg 1276 N Wayne St.	225	C	0	0	0	266	0	1993	High Residential RA-H-3.2	84,751	143 13	H Yes	399
41B	Courthouse Hill Townhouses 2422 14 St. N	225	C	0	0	0	69	0	1994 1997	High Residential RA-H-3.2	142,473	-	TH No	151
41C	Courthouse Hill Midrise 2310 14th St. N	225	C	0	0	0	133	0	1994 1997	High Residential RA-H-3.2	64,068	66 4	G Yes	193
41D	Courtland Place 1400 N Veitch St.	225	C	0	2,000	0	564	0	1994 1999	High Residential RA-H-3.2	82,836	180 18	H No	620

APPENDIX G
Clarendon and Courthouse Development Projects 1960-2005
(continued)

DEVELOPMENT IN THE METRO CORRIDORS, 1960 - 2005
COURT HOUSE

Project No.	Project Name Address	Site Plan No. or By- Right	Status	Office GFA (sq. ft.)	Retail GFA (sq. ft.)	Other GFA (sq. ft.)	Residential units	Hotel rooms	Approved Completed	GLUP Designation Zoning District	Site area (sq. ft.)	Height (in ft.) Stories	Housing type Condo?	Parking spaces
42	Washington View 1875 16th St. N	B-R	C	0	0	0	9	0	1994	Medium Residential RA8-18	24,945	-	TH No	14
43A	Court House 1425 N Court House Rd.	B-R	C	202,506	0	0	0	0	1994	Gov't and Community Facilities P-S	87,410	150 11	N/A	360
43B	Detention Center 1435 N Court House Rd.	B-R	C	0	0	231,355	0	0	1990	Gov't and Community Facilities P-S	*	150 13	N/A	*
44	Taco Bell 2620 Wilson Blvd.	B-R	C	0	2,340	0	0	0	1994	General Commercial C-2	6,976	25 1	N/A	30
45	Assoc. of the U.S. Army 2425 Wilson Blvd.	36	C	74,940	0	0	0	0	1997	Service Commercial C-O-2.5	30,201	86 6	N/A	111
46	Court House Triangle 1306 N Cleveland St.	281	C	0	0	0	14	0	1995 1999	Low-Medium Residential R15-30T	21,205	-	TH No	28
47	Towns of Court House Crossing 1415 N Scott St.	B-R	C	0	0	0	13	0	1999	Medium Residential RA8-18	28,382	-	TH No	29
48	Court House Towers 1515 N Court House Rd.	328	C	244,279	12,831	0	0	0	1998 2001	High O-A-H C-O	67,661	181 12	N/A	485
49A	2201 Wilson Blvd Apartments 2201 Wilson Blvd.	263	C	0	3,750	0	201	0	1996 2001	High-Med. Res. Mixed Use R-C	19,235	111 10	H No	260
49B	Demar: Office Building 2311 Wilson Blvd.	263	A	100,328	4,906	0	0	0	1996	High-Med. Res. Mixed Use R-C	4,906	89 7	N/A	183
50	Court House Metro Plaza 2121 15th St. N	345	C	41,814	11,393	0	0	0	2000 2002	High O-A-H C-O	24,137	58 3	N/A	*
51	Hilton Garden Inn 1309 N Courthouse Rd.	262	C	0	2,400	0	0	189	1998 2002	High O-A-H C-O	21,995	85 8	N/A	101
52	Courthouse Square Office 1400 N Court House Rd.	231	A	257,000	23,000	0	0	0	1997	Gov't and Community Facilities C-O	89,556	250 18	N/A	888
53	The Odyssey 1506 N Scott St.	350	U	1,500	6,800	0	306	0	2001	High-Medium Res./High O-A-H C-O/RA4.8	72,531	175 17	H Yes	347
54	Navy League 2300 Wilson Blvd.	351	U	196,181	16,766	0	0	0	2001	High O-A-H C-O	49,273	121 7	N/A	358

APPENDIX G
Clarendon and Courthouse Development Projects 1960-2005
(continued)

DEVELOPMENT IN THE METRO CORRIDORS, 1960 - 2005
COURT HOUSE

Project No.	Project Name Address	Site Plan No. or By- Right	Status	Office GFA (sq. ft.)	Retail GFA (sq. ft.)	Other GFA (sq. ft.)	Residential units	Hotel rooms	Approved Completed	GLUP Designation Zoning District	Site area (sq. ft.)	Height (in ft.) Stories	Housing type Condo?	Parking spaces
55	Bromptons at Court House 1602 N Rhodes St.	B-R	C	0	0	0	14	0	2004	Medium Residential RA8-18	45,990	-	TH No	28
56	Woodbury Park North 2335 11th St. N	364	A	8,500	1,000	3,700	207	0	2003	Medium Residential RA6-15		102 9	H Yes	303
57	The Palatine 2601 13th St N	366	A	0	0	0	327	0	2004	High Residential RA-H-3.2	67,793	134 11	H Yes	352

N/A = Not Applicable

B-R = By-Right (i.e., not a Site Plan project); PROF = Proffer; CP-FBC = Columbia Pike Form Based Code; URD = Unified Residential Development; UCMUD = Unified Commercial/Mixed Use Development

* Parking spaces and/or site area data for this project is recorded with a related project.

Data are as of March 2005. Please see the Appendix for descriptions of codes and terms used in the table.

APPENDIX I

Additional History of “Courtlands”

History of Courtlands Arlington County, Virginia

**Prepared by EHT Tracerics, Inc.
April 24, 2007**

STATEMENT OF SIGNIFICANCE

Courtlands is notable for its collection of freestanding single-family dwellings in the amalgamated subdivisions of Moore’s Addition to Clarendon, Clement’s Addition to Clarendon, and Arlington Park. Speculative developers subdivided Courtlands, selling the vacant lots to individuals and builders who constructed modest Colonial Revival- and Craftsman-style dwellings from the late 1910s to the mid-1940s. The first buildings constructed in Courtlands were located within close proximity to the early-twentieth-century commercial corridor of Clarendon, rather than the 1898 Arlington County Courthouse in Fort Myer Heights. Development pressures in the second half of the twentieth century greatly affected Courtlands, resulting in a loss of numerous historic dwellings. The only extant residential buildings dating from the initial development period straddles the subdivisions of West Courtlands and Arlington Park. This area is roughly bounded by 10th Street on the south, North Cleveland Street and North Barton Street on the east, Fairfax Drive and 11th Street on the north, and North Edgewood Street on the west. Courtlands is more commonly known as Clarendon-Courthouse, demonstrating its juxtaposed location between the significant commercial and governmental centers of Arlington County.

HISTORICAL BACKGROUND

Arlington County

Arlington is a twenty-six-square-mile county located in Northern Virginia across the Potomac River from Washington, D.C. Fairfax County to the north and west, the City of Alexandria and Four Mile Run to the south, and the waters of the Potomac River to the east bound the county. The county’s association with Washington, D.C. dates back to 1791, when Virginia ceded approximately thirty-one square miles of land now known as Arlington County and the City of Alexandria as part of the site for the nation’s capital. Arlington was a small crossroads community with only scattered development within the environs at the time of the national capital’s founding. When Virginia officially ceded the land in 1801, the population of the county was 5,949 with all but 978 people living in Alexandria.⁷

Arlington was officially known as the County of Alexandria of the District of Columbia. With

⁷ Arlington County Bicentennial Commission, *Historic Arlington*, Rev. ed. (Arlington, VA: Arlington County Historical Commission, 1976), 3. Of those living in the town of Alexandria, 875 were slaves. Of the 978 living in the country, 297 were slaves.

the introduction of a circuit court, orphan's court, and levy court, Alexandria became the seat of local government, as well as the commercial and social center for the thirty-one-square-mile area ceded by Virginia. Referred to as the "country part" of the county, Arlington remained rural with strong agricultural interests. A few large plantations improved the land. The Alexander-Custis plantation, known as Abingdon, and the George Washington Parke Custis plantation, also known as Arlington Plantation, were the most notable of the period. Small plots held by farmers and tenants comprised the remainder of cultivated land of the county. The population of the Arlington area continued to increase in the early nineteenth century, with the majority of the population concentrated in Alexandria. Of the 8,552 who lived in the county in 1810, only 1,325 lived in the rural part of the county that is now Arlington. By 1820, the rural population had increased by only 160 persons to 1,485, a small portion of the 9,703 total county residents living outside the town limits.⁸

Following a referendum among its citizens in 1846-1847, Alexandria County, including the city of Alexandria and present-day Arlington County, voted to return to the Commonwealth of Virginia. Alexandria remained the area's center of commerce, trade, and domestic development, spurred on by the construction of canals, railroads, and trading routes. Improved roadways and the railroad further encouraged commercial prosperity by providing the necessary links between farms and commercial centers. The railroads, however, did not cross the river until after the Civil War (1861-1865), when Union forces laid rails along the existing Long Bridge, which is now the site of the 14th Street Bridge.⁹

In the decades leading up to the Civil War, the population of Alexandria County continued to grow, reaching 9,573 residents in 1830. By 1840, the population increased by only 394 residents. Census records show a steady increase from 10,008 in 1850 to 12,652 in 1860. Those living in the rural part of the county remained in the minority, numbering 1,332 residents in 1830 and 1,508 residents in 1840, with a decline to 1,274 residents in 1850.¹⁰ The 1850 census listed most of those employed in rural areas as farmers or laborers, although other professions included teachers, merchants, papermakers, carpenters, millers, shoemakers, clerks, tollgate keepers, blacksmiths, and clergymen. The Civil War, and the period of Reconstruction that followed, weakened the local government, allowing corrupt local politicians to dominate from 1870 to about 1900. It was during this period that the county seat moved from Columbus and Queen Streets in Alexandria City to the site of the present-day Arlington Courthouse.

Courthouse and Clarendon

Located south of Clarendon commercial area and southwest of Arlington County Courthouse, Courtlands developed as a direct result of the initial growth the commercial and residential enclave of Clarendon and the construction of the new Arlington County courthouse in 1898. Two years earlier, in 1896, the Virginia General Assembly allowed citizens of Alexandria County to decide whether the existing courthouse should remain in Alexandria or be moved to a new location. The county's Board of Supervisors nominated three potential locations: Addison

⁸ Census numbers from 1820 District of Columbia Census, 219.

⁹ **Rose, Jeanne.** "A History of the Arlington County Courthouse." *Arlington Historical Magazine* vol. 6, no. 2, 32-41; 77, 105.

¹⁰ 1830 population total from District of Columbia Census, reel 35 and 1840 from District of Columbia Census, reel 932.

Heights (currently the South Arlington Ridge Road area), Hunters Chapel (currently the area near the intersection of Columbia Pike and Glebe Road), and Fort Myer Heights (currently near Wilson Boulevard between Clarendon and Rosslyn). Voters determined that a new location in Fort Myer Heights would be a suitable site for a new courthouse. The deed granting the property to the county government by the Fort Myer Heights Land Company contained a covenant that read:

...no blacksmith or other shop, manufactory of any kind, livery stable, pig pen or bone boiling or similar establishment shall be erected or permitted on said lots, that no nuisance or offensive, noisy or illegal trade, calling or transaction shall be done, suffered or permitted thereon.¹¹

In February 1898, the Alexandria County Board of Supervisors hired an architect (Albert F. Goenner) and contractor (Joseph H. Hobson), who quickly began construction of the new courthouse. The courthouse was built on the site of Fort Woodbury, a Civil War fort built after the Union seized the area in May 1861. The new courthouse opened in November 1898.¹²

Although construction of a courthouse and arrival of government-related activities to a largely undeveloped area typically stimulated the construction of commercial structures, office buildings, and housing, it did not occur rapidly near the new Alexandria County courthouse. Rather, new buildings continued to be constructed along the primary transportation routes such as Wilson Boulevard and within existing commercial centers such as Clarendon.

Development in the area around Clarendon began in 1897, when Bostonian Robert Treat Paine, Jr. purchased twenty-five acres of land near the intersection of what was then the Falls Church-Georgetown Road (now Wilson Boulevard) and the Washington, Arlington & Falls Church Electric Railway line (today the path of Washington Boulevard). In 1900, Paine had the property platted as "Clarendon," which consisted of four north-south streets and one east-west street. The new subdivision was named in honor of the Earl of Clarendon (1609-1674), and the formal dedication was held on March 31, 1900.

Paine employed Wood, Harmon and Company of Washington, D.C. to advertise and sell the building lots. An advertisement for the new suburb emphasized Clarendon's natural features, its accessibility to Washington, D.C., and the advantages of home ownership in the suburbs.¹³ Officially known as the Village of Clarendon by 1907, the area grew so rapidly that several additions were subdivided and developed to meet housing and commercial needs. This included "Lyon's Addition to Clarendon" in 1904, "George Rucker's Addition" in 1906, "Moore's Addition to Clarendon" and "Porters Addition to Clarendon" in 1907, "Clement's Addition to Clarendon" in 1908, and "Latterner's Addition to Clarendon" in 1909. Six more additions to Clarendon were made between March and November of 1910.

Seeking refuge from the nation's capital, many Washingtonians began moving by the turn of the twentieth century to the more rural landscape that was to become Arlington County. The influx of residents to the area required the installation of amenities, new roads, and public

¹¹ Alexandria County Land Records, Liber Y Folio 4 (June 25, 1896).

¹² Rose, Jeanne, "A History of the Arlington County Courthouse," 32-33.

¹³ Dorothea E. Abbott, "The Roots of Clarendon," *Arlington Historical Magazine* Vol. 8, No. 2 (October 1986), 49-52.

transportation. The Great Falls and Old Dominion Railroad, organized in January 1900, established a streetcar line in 1906 from Rosslyn to Great Falls (along present-day Lee Highway) that conveniently was connected to a line that went into Washington, D.C. A second line was laid from Rosslyn to Fairfax, running parallel along the road that was eventually known as Fairfax Drive, through Clarendon. Part of the Southern Railway's Bluemont Branch, this second line first traveled through the county under the organization of the Washington & Old Dominion Railway in 1912. The arrival of the streetcar lines began the transformation of Clarendon and the surrounding area from its rural setting to its present status as the county's social and commercial center. A substantial number of local developers and builders, like Robert Treat Paine, Jr. before them, recognized the economic prosperity and residential possibilities and began to subdivide the area, creating neighborhoods supported by small local commercial enterprises. The 1915 *Clarendon Directory* states that the growth of Clarendon "has been rapid, steady and substantial, and it is now generally conceded to be the leading town of Alexandria County. Its population comprises more than fifteen hundred people, a large majority of who are home buyers...."¹⁴ This area included the three subdivisions that in part ultimately became Courtlands.

Real estate developments commonly advertised in the 1915 Arlington County Directory. E.A. Wilson presented "Wilson's Addition to Clarendon," with lots from \$150 to \$250 and "Latterner's Addition" touted beautifully located lots priced from \$150 to \$300 with accessibility to three streetcar stations. By 1919, Clarendon had been expanded by twenty-odd additions. Its convenience to the electric railway and its burgeoning commercial district, as well as its location close to the county courthouse, attracted many newcomers between 1900 and 1920.

The continuing growth of the rural area of Alexandria County in the first quarter of the twentieth century prompted the Virginia General Assembly to change the name to Arlington County in 1920. The boundaries of the newly named county were challenged when the Clarendon Citizens Association, which had been aggressively promoting Clarendon since its formation in 1912, applied to the state to incorporate the area as an independent town. After two years of ensuing court battles, the Virginia Supreme Court denied the request stating that Arlington was a "continuous, contiguous and homogenous community which could not have cities or towns incorporated within it."¹⁵ Despite this defeat, Arlington County and the Clarendon area in particular continued to prosper, surrounded by new residential subdivisions developing through the 1920s and into the 1930s.

Although Clarendon was platted at the turn of the twentieth century as a residential and commercial community, it evolved into a primary retail district with the advent of the electric railway and automobile. Land development in Clarendon, and Arlington County as a whole, slowed during the Great Depression, but regained vitality during the latter part of the 1930s. Because of the influx of government workers and its close proximity to the nation's capital, Arlington County became the fastest growing county in the United States.¹⁶ Accordingly, in 1937, the Arlington Post Office, the first federal building constructed in Northern Virginia and the central post office for the county, was constructed in Clarendon. Clarendon's commercial

¹⁴ *Clarendon Directory*, edited and published by William G. Collins, Alexandria County, Virginia, 1915, 3.

¹⁵ Quoted in *Historic Resources In the Clarendon Commercial District*, 7.

¹⁶ Oliver Martin, "Virginia's Fastest Growing County," *The Transmitter*, Washington, D.C., Vol., 25, No. 6, June 1937, 1.

nature continued to prosper and was often the target of over-zealous planning efforts that never materialized, although economists of the time documented that most Arlington County residents preferred shopping in Washington, D.C.¹⁷ By the early 1950s, the commercial community was home to the C&P Telephone Company, F.W. Woolworth Company, Lerner's Store, J.C. Penney's, Hahn's Store, Little Tavern, and Sears, Roebuck and Company. Little development, however, took place in the latter part of the twentieth century, resulting in the departure of the national department stores and local retail chains. The arrival of the Metro between 1974 and 1979, and the construction of new commercial structures such as Market Commons, greatly affected the historic commercial character of Clarendon. This construction, illustrative of the late-twentieth-century economic development occurring throughout the Washington region, resulted in the loss of numerous historic buildings, the extension of streets, the creation of a landscaped plaza, and the construction of an office tower that has been viewed as the "centerpiece and most prominent vertical landmark" of Clarendon.¹⁸ The Clarendon commercial core documents the early- to mid-twentieth-century transformation of a modest suburban neighborhood within the fastest growing county in Virginia into an urban economic center that unites a substantial number of disparate residential subdivisions such as those creating Courtlands.

Courtlands

Like the successful neighboring residential subdivisions of Lyon Village, Lyon Park, and Ashton Heights, Courtlands is comprised of portions of three different subdivisions originally platted as additions to Clarendon. The first subdivision was recorded in 1907 and was known as "Moore's Addition to Clarendon." It consisted of twenty-six acres bounded on the north by Lyon's Addition to Clarendon and Rucker's Addition to Clarendon, and by West Fort Myer Heights. The Washington and Falls Church Railway bisected the subdivision.¹⁹ Frank Lyon, noted developer of Arlington in the early twentieth century, advertised Moore's Addition to Clarendon by highlighting its ideal location, reasonable prices, and convenience of the neighborhood. Each vacant lot was offered at \$200, with a 10% discount available to those who paid in cash.

The second subdivision, recorded in 1908, consisted of 250 lots on twenty-five acres. The subdivision was initially known as "Clement's Addition to Clarendon" and was developed by developer James E. Clement. Clement's Addition was bounded on the west by Edgewood Street (originally Oak Street), on the south by 11th Street (originally Moore Avenue), on the east by North Barton Street (originally Chestnut Street), and on the north by Wilson Boulevard (originally Ballston and Georgetown Road). The Washington, Arlington and Falls Church Railway intersected the northern section of the subdivision.²⁰ In 1909, real estate developer Frank L. Evans became the owner of Clement's Addition and legally changed the name of the subdivision to "Rucker's Addition to Clarendon."²¹

¹⁷ "Wilson Boulevard Mall Shaped By Planners," June 10, 1958, 1. "Clarendon" Vertical Files, Archived at the Virginia Room, Arlington County Public Library.

¹⁸ Richard Guy Wilson and Contributors, *Buildings of Virginia: Tidewater and Piedmont*, (New York, New York: Oxford University Press, 2002), 51.

¹⁹ July 1, 1907. Book 115, 504.

²⁰ June 30, 1908. Book 118, 115.

²¹ March 24, 1909. Book 120, 13.

“Arlington Park” makes up the eastern section of Courtlands. Harry P. Huddleson, William H. Osborne, and the trustees of the Continental Trust Company platted the subdivision in 1916.²² The first section of Arlington Park consisted of approximately eleven acres with seventy-nine lots along North Danville Street (originally Pine Street). In 1919, an additional section was platted that extended the subdivision to the west to Chestnut Street.²³

The “subdividers” of the three sections making up Courtlands purchased the land, surveyed and platted it, developed a plan, laid out the building lots and roads, and improved the overall site. These improvements typically included such amenities as utilities, graded roads, curbs and sidewalks, storm-water drains, tree plantings, and graded common areas and house lots. Typically, subdividers would then sell the lots “either to prospective homeowners who would contract with their own builder, to builders buying several parcels at once to construct homes for resale, or to speculators intending to resell the land when real estate values rose.”²⁴ The building permits from the 1910s to the early 1940s document that the majority of subdivided lots in Courtlands were improved by builders who also owned the property, as was commonly the practice. However, the builders in Courtlands on average purchased just one or two lots for development, rather than speculatively improving several lots as real estate investments. This trend continued until the 1960s in Courtlands.

Like many of the contemporaneous neighborhoods in the Washington metropolitan area established as speculative developments, Courtlands was improved with freestanding single-family dwellings. The vast majority of buildings in Courtlands were built between the late 1910s and 1930. Overwhelmingly these buildings were located within close proximity to the early-twentieth-century commercial corridor of Clarendon to the west, rather than the courthouse area to the east. By 1940, a few undeveloped lots remained on the south side of North Daniel Street and the block bounded by 10th Street North, North Cleveland Street, North Barton Street and 11th Street North. Although subdivided, the lots in the immediate vicinity of the Arlington County courthouse in the subdivision noted as “Courtlands Plan” were sparsely improved by 1942. Similarly, the subdivided lots of Fort Myer Heights to the east of the courthouse were largely unimproved.

Architecturally, the dwellings of Courtlands overwhelmingly exhibit the fashionable Colonial Revival and Craftsman styles of the early to mid-twentieth century. The most prominent building form is the bungalow, with its sweeping inset porch and low-lying roof. The American Foursquare and the three-bay-wide rectangular form standing two stories are also common. A number of the houses in the neighborhood are Sears, Roebuck, and Company (Sears) mail-order houses. As Katherine Cole Stevenson and H. Ward Jandl explain in *Houses by Mail*, the intention of mail-order housing was to fill a need for “sturdy, inexpensive and, especially, *modern* homes – complete with such desirable conveniences as indoor plumbing and electricity.” The ideals of mail-order companies such as Sears were analogous to those of speculative developers and builders who were improving Courtlands.

²² June 13, 1916. Book 151, 197.

²³ June 4, 1919. Book 163, 103.

²⁴ David L. Ames and Linda Flint McClelland, “Historic Residential Suburbs,” (Washington, D.C.: U.S. Department of the Interior, National Park Service, National Register of Historic Places, September 2002), 26.

By the time the new courthouse was constructed in 1961 (it was enlarged in 1975), Courtlands was fully developed as a white middle-class residential neighborhood. Census records from 1920 and 1930, together with city directories from the second half of the twentieth century, document that Courtlands was home to natives of Virginia and Washington, D.C. Many of the residents owned their dwellings, although a substantial number of renters resided in the neighborhood. The average family consisted of two to three children, and often included a grandparent. During the difficult years of the World Wars (1914-1918 and 1941-1945) and the Great Depression (1929-1941), many property owners in Courtlands opened their homes to boarders. The federal government employed a number of the residents of Courtlands as agents, clerks, printers, bookkeepers, and file clerks. Residents of Courtlands who worked at the U.S. Navy Yard in southwest Washington, D.C. labored as machinists and engineers. Residents also worked at markets and grocery stores, bakeries, dairy farms, lumberyards, banks, real estate companies, furniture stores, hardware stores, drug stores, insurance companies, railroad companies, and in the public schools.

West Courtlands, the area to the west of North Danville Street, has changed substantially since the 1990s with the construction of mid-rise apartment and condominium buildings and the Market Commons commercial complex. Part of this new development included the creation of the 11th Street Park and townhouses that frames Market Commons on three sides. Arlington Park is largely intact as originally platted in 1916, comprising a residential portion of what is Courtlands to the north of 10th Street and Lyon Park to the south of 10th Street. The seven-building Lee Gardens North, at the eastern edge of the subdivision, was constructed in 1949-1950 using Federal Housing Authority (FHA) insured financing to serve post-war housing needs. Lee Gardens South, completed in 1942, is located to the south of 10th Street in Lyon Park. Noted architect Mihran Mesrobian designed both of these garden-apartment complexes. Barton House, an individual mid-rise apartment building dating from 1965, is located in the northwest corner of North Barton Street and 10th Street North in the Arlington Park subdivision. This nine-story apartment building is representative of the multi-family buildings constructed from the mid-1960s to the turn of the twenty-first century in East Courtlands. East Courtlands, located to the northeast of Fairfax Drive and east of North Adams Street, includes a number of mid- and high-rise apartment buildings, commercial buildings, and office buildings related to the expanding courthouse complex.

The only extant collection of freestanding single-family dwellings that illustrate the initial development of Courtlands from the late 1910s to the early 1940s straddles the subdivisions of West Courtlands and Arlington Park. It is roughly bounded by 10th Street on the south, North Cleveland Street and North Barton Street on the east, Fairfax Drive and 11th Street on the north, and North Edgewood Street on the west. This area of Courtlands is more commonly known as Clarendon-Courthouse, demonstrating its juxtaposed location between the significant commercial and governmental centers of Arlington County. Courtlands continues to be greatly affected by development pressures that have resulted in the loss of numerous small- to moderate-sized early-twentieth-century dwellings, in particular bungalow. The new construction, although consisting of freestanding single-family dwellings, is larger in form and scale, overshadowing the historic buildings of Courtlands.

APPENDIX J Staff Comments

Land Use and Zoning			
Recommendation No.	Location In Plan	Civic Association Recommendation	Comment (Department)
1	Page 14	Adjust zoning rules to allow in-fill homes without front garages to be built at existing build-to lines instead of with a 25 foot set-back, and allow variances, with community input, for canopy tree preservation.	This issue would require significant additional analysis. In addition, the issue of allowing in-fill homes without front garages to be built to the build-to lines would need comprehensive review -- County-wide in single family residential areas. This analysis is not currently on the work list for the department and would need additional discussion to determine if the work should be undertaken. -Community Planning, Housing, and Development (CPHD)
2	Page 18	Increase police patrols around North 11th and Fillmore Streets and other transition areas near bars in Clarendon on Friday, and Saturday nights during late night bar hours.	This issue was addressed in the FY07 budget authorization. The police department requested two additional full time employees to be assigned to the Clarendon area. Effective July 1, 2007, the additional officers will be available. -Arlington County Police Department
4	Page 18	Enforce the existing Neighborhood Advisory Group (NAG) program so that bar owners fulfill their use permit requirements.	Staff supports the continuation of the existing Neighborhood Advisory Group program in this area. Staff also supports that bar owners fulfill their use permit requirements. -CPHD
5	Page 21	Do not allow any "upzoning" of existing R-5 areas in Clarendon-Courthouse.	It is generally not County Board policy to expand commercial or higher density residential uses into planned single family neighborhoods. However, any rezoning application would need to be evaluated on a case by case basis against existing County policies and good planning principles. - CPHD
6	Page 21	Adhere to the GLUP and zoning rules in areas of Clarendon-Courthouse not covered by the Clarendon or Court House Sector Plans.	Every development project is evaluated based on the General Land Use Plan and the Zoning Ordinance as well as within the context of the adjacent properties and uses. -CPHD

7	Page 22	Uphold the spirit of the County Board Resolution on Commercial Development (Appendix C) throughout Clarendon-Courthouse's commercial corridor.	The issue of use mix for the Clarendon Metro Station area is addressed in detail in the 2006 Clarendon Sector Plan which supports the intent of the County Board's Resolution on Commercial Development. The Clarendon Sector Plan addresses the objective for creating an office submarket in Clarendon and recommends certain sites for a specific percentage of commercial development. However, the area between Adams and Danville Street is part of the Courthouse Station Area and is not covered by the County Board Resolution or the Clarendon Sector Plan. -CPHD
8	Page 25	For every project in Clarendon-Courthouse, County Staff must give strong guidance to developers to adhere to these planning documents and subsequently enforce County Codes during and after construction.	Staff has given guidance to developers in the past and will continue to do so in the future. -CPHD

Transportation, Traffic and Pedestrian Safety			
Recommendation No.	Location In Plan	Civic Association Recommendation	Comment (Department)
9	Page 27	Replace highway-style lights with more pedestrian friendly lights throughout the Clarendon-Courthouse neighborhood.	Staff supports this recommendation of converting all cobra lights in Clarendon-Courthouse to Carlyle lights. Staff's rough estimate to convert 60-80 cobra lights to decorative Carlyle lights is in the range of \$400,000 to \$500,000. If funding is provided in the CIP, even over 3 to 4 years, the lights could be designed and replaced within that time span. - Department of Environmental Services (DES)
13	Page 27	Provide adequate off-street parking in new developments and encourage shared parking whenever possible.	Staff agrees with this recommendation for adequate off-street parking in new developments and guidelines for shared parking are included in the Clarendon Sector Plan. -DES
16	Page 28	Install bike-lanes wherever feasible.	Staff agrees with this recommendation and will continue to install bike lanes wherever feasible and determined appropriate. -DES

17	Page 29	Make it possible for pedestrians and cyclists, including those with strollers or in wheelchairs, to cross Arlington Boulevard safely at points east of Pershing Drive.	The new trail to be implemented by VDOT along the south side of Arlington Boulevard between Pershing Drive and Rolfe Street will be accessible via the signal at Pershing Drive, and the overpass at Rhodes and Queen Streets. Although not within the scope of the project that is now underway in terms of right of way acquisition, Arlington could explore with Fort Myer the possibility of an overpass somewhere in this section. -DES
18	Page 29	Reconfigure the Wilson/Clarendon/Washington Blvd. intersection consistent with the 2006 Clarendon Sector Plan.	The recommendations for the intersection of Wilson Boulevard/Clarendon Boulevard/Washington Boulevard included in the sector plan were conceptual in nature and not based on actual right-of-way survey information, a detailed transportation analysis, and engineering design. This work still needs to be done before the intersection can be reconfigured. -DES
19	Page 30	Create a raised median strip with trees in the middle of Barton Street between Fairfax Drive and Clarendon Boulevard. Such a median strip will provide stopping places and/or reduced crossing distance for pedestrians and beautify an over-wide expanse of asphalt.	A raised median wide enough for trees would likely require the removal of parking, at least on one side of the street. If parking and bike lanes are provided, the median likely will be too narrow for trees, especially if a future traffic signal is needed at Barton and 14 th Street. -DES
21	Page 31	Create a more pedestrian-friendly atmosphere along and across 10 th Street with some combination of widening the sidewalks, lining the street with trees, replacing cobra-style lights with Carlyle street lights, reducing the width of travel lanes, expanding the median, and creating safe, more frequent crosswalks.	A street cross section for 10 th Street between Washington Boulevard and Wilson Boulevard is included in the 2006 Clarendon Sector Plan. The proposed section includes a wider median, wider and improved sidewalks, and improved parking lanes. Further analysis of additional improvements on the eastern portion of 10 th Street within the Civic Association would need to be undertaken to fully consider and determine the appropriate and preferred cross section. -DES
22	Page 31	Install a crosswalk with pedestrian control button at the intersection of North 10 th Street and North Danville Street.	A pedestrian-activated traffic signal would not be appropriate at this location for several reasons. Normally they are installed at mid-block locations, which in this case would force pedestrians walking along Danville to travel out of their way to utilize the signal. Due to the relatively low volumes of pedestrians, this location is not likely to meet the warrants for a pedestrian signal. In addition, this portion of N. 10 th Street is a VDOT controlled roadway, and they will look at these issues when considering the request. The best way to improve pedestrian safety at this intersection (and all other unsignalized intersections along N. 10 th St) is to widen the median. -DES

23	Page 31	Reduce the 30 mph speed limit west of Washington Boulevard to 25 mph to be consistent with the existing speed limit of 25 mph east of Washington Boulevard.	Lowering the posted speed limit has been found to have little effect on the actual speeds on a roadway. Staff can request that VDOT conduct a speed study, but there is always a possibility that the resulting recommendation will be to keep the existing speed limit, or possibly even to raise the speed limit. (The current speed limit on 10 th Street is 25 m.p.h. west of Washington Boulevard and 30 m.p.h. east of. The speed limit is lower in downtown Clarendon because of side friction related to the commercial area.) -DES
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Parks, Recreation, and Open Space			
Recommendation No.	Location In Plan	Civic Association Recommendation	Comment (Department)
28	Page 35	Emphasize the importance of mature tree preservation in site plans.	Staff agrees with this recommendation and tries to preserve as many mature trees as possible during the site plan process. Parks, Recreation, and Cultural Resources Parks, Recreation and Cultural Resources (PRCR).
30	Page 35	To help us preserve our large number of mature trees and canopy, we would like to initiate a discussion with county staff to consider designating Clarendon-Courthouse an urban arboretum, such as Garrett Park, Maryland.	Virginia localities have extremely limited authority (by state law) to regulate tree preservation on private property. Staff is always open to discuss tree preservation strategies. - PRCR
31	Page 36	Significantly upgraded play facilities for both young and older children (preferably in the same part of the park so parents don't have to be in two places at once).	PRCR currently has no plans or funding for renovating the existing playgrounds, however, the community can seek funding through the Neighborhood Conservation program. PRCR staff can assist the community through this process. -PRCR
33	Page 36	Added features, such as a ground-level labyrinth, that would be enjoyed and appreciated by older park users as well.	PRCR provides communities with opportunities to work with staff to discuss play element interests during the design process. This process can be initiated when funding has been identified and/or secured. Currently the community can seek funding through the Neighborhood Conservation program. -PRCR

34	Page 36	Preserve the more passive part of the Park along Barton Street between 10 th and 11 th Street -- including the many mature trees there and the community garden.	Staff agrees with this recommendation and has no plans at this time to change the passive area of the park along Barton Street between 10 th and 11 th Streets. -PRCR
35	Page 37	Implement an aggressive management plan to preserve and improve the sod and tree health and the condition of the path in this park.	Significant work has gone into tree replacement and turf restoration (incorporating mulch and overseeding) at 11 th and Danville. Any further efforts to dig up or replace the turf and/or improve pathways must also consider potential impacts of work on tree health. -PRCR
36	Page 38	Create a full-block park and/or pocket parks between Clarendon and Wilson boulevards and Adams and Danville Streets (and elsewhere if space becomes available).	Staff is not opposed to the acquisition of parcels for additional parkland; however there are limited resources available for purchasing additional land at this time. Potential options can be explored, with the assistance of staff, such as developer contribution through site plan conditions or a transfer of development rights. Acquisitions would need to be consistent with and evaluated based on priorities identified in the Public Spaces Master Plan. -PRCR
38	Page 39	Redevelopment in the commercial areas should abide by the streetscape standards set forth in the Clarendon and Court House Sector Plans.	Staff agrees with this recommendation and will work to implement the streetscape standards set forth in the Clarendon and Court House Sector Plans. -CPHD
39	Page 39	Plant long-lived canopy trees wherever possible on public land and easements including in the median of 10 th Street and between curbs and sidewalks wherever possible.	<p>Staff agrees with this recommendation, however, any medians designated for tree planting must be at least 8 ft to 10 ft wide to accommodate trees on an island surrounded by pavement. Some areas may require street improvements where adequate space does not currently exist. -PRCR</p> <p>The medians would need to be widened to a minimum of 8' to plant canopy trees (per VDOT requirements). Smaller caliper flowering trees may be possible in narrower medians provided they are limbed up to an adequate sight distance clearance. Tall shrubs are not encourage in medians or utility strips due to sight distance concerns. -DES</p>

41	Page 39	With the help of the County's urban forester and parks staff, treat ailing street and park trees; determining best practices for new plantings; and raising awareness among residents, business owners and developers for caring for existing trees.	Staff agrees with this recommendation and certainly wants to maintain ailing trees as much as current resources permit. Staff does keep current on "best practices" for tree planting and maintenance, and we do want to impart this information to builders and developers. -PRCR
43	Page 40	Additional funding should be provided outside the NC Bond and made available to develop neighborhood infrastructure in those neighborhoods with the fastest growing populations and thus, the greatest demands on that infrastructure.	Infrastructure needs would have to be measured against current priorities of the County as part of the Capital Improvement Plan Process. One important way the neighborhood can help highlight its infrastructure needs would be through the Neighborhood Infrastructure Plan. The input from the plan will be used to help the County better understand where additional resources are needed for the neighborhood. -DES

Below are two additional comments noted by County staff that do not respond to specific recommendations in the plan, but rather, respond to general statements in the document.

Recommendation No.	Location In Plan	Civic Association Recommendation	Comment (Department)
Introduction	Page 6	The remaining low-rise commercial buildings around the Clarendon metro station and along Wilson Boulevard are extremely important to the character and interest of the neighborhood and residents want to maintain both the historic facades and the variety of commercial uses including ethnic restaurants, shops and other locally-owned, small businesses.	Staff would like to ensure that the comment pertaining to "the remaining low-rise commercial buildings...along Wilson Boulevard" does not include the Summers Restaurant block. Although this particular block is on Clarendon Boulevard, this block, currently developed with low-rise commercial buildings, is a premier redevelopment site identified as such in the Courthouse Sector Plan, adopted by the County Board in 1981. In order to eliminate any potential confusion in the future it is important to clarify that the NC Plan comment is primarily for businesses located in closer proximity to the Clarendon metro station. -AED
Section V	Page 22	Among the last remaining commercial blocks to be developed in Clarendon-Courthouse is the area between Clarendon and Wilson boulevards from Adams to Danville Streets. These blocks form a critical bridge between the Clarendon and Courthouse sections of the neighborhood.	Staff will ensure that any development in this area will be consistent with the GLUP and Courthouse Sector Plan and involve a community process. -AED