



ARLINGTON COUNTY, VIRGINIA

**County Board Agenda Item
Meeting of July 10, 2004**

DATE: June 28, 2004

- SUBJECTS:**
- A. Adoption of the Nauck Village Center Action Plan (see Attachment A).
 - B. Adoption of the following General Land Use Plan amendments (see Attachment B).
 - 1. Add Note 21 designating the “Nauck Village Center Special Revitalization District” to include the area generally bordered by Glebe Road to the north, the Shirlington Road bend to the south and approximately one block east and west of Shirlington Road; and a paragraph under Special Planning Areas on the General Land Use Plan describing the vision and goals for the proposed district.
 - 2. Change from “Low” Residential (11-15 u/a) to “Service Commercial” for the northwest corner of Shirlington Road and 22nd Street South to encourage a commercial “node” for this location.
 - 3. Change from “Service Commercial” to “Low-Medium” Residential for the northeast corner of Shirlington Road and 22nd Street South to reflect the existing newer residential townhouse development for this location.
 - 4. Change from “Service Commercial” to “Low” Office-Apartment-Hotel for the southeast corner of Shirlington Road and 24th Road South to encourage greater flexibility of a achieving mixed-use projects for this location.

County Manager: _____

County Attorney: _____

Staff: James Brown and Leon Vignes, CPHD, Planning Division
Ivy Lewis, CPHD, Neighborhood Services Division
Peter Bass, Arlington Economic Development

PLA-3720

5. Change from “Service Industry” to “Medium” Office-Apartment-Hotel along the eastern edge of Shirlington Road south of 25th Street South to encourage larger-scale mixed-use developments (including residential).
 6. Change from “Service Commercial” to “Low” Office-Apartment-Hotel along the western edge of Shirlington Road south of 25th Street South to encourage greater flexibility of achieving mixed-use projects for this location.
 7. Add an Open Space symbol (triangle) to the block bounded by Shirlington Road, Kenmore Street and 24th Street South (Town Square site) to encourage an open space feature for this location; and
- C. Adoption of an Ordinance to Amend Section 31.A.17. of the Zoning Ordinance which enacts and codifies regulations for developments permitted under Subsection 26.B.21. to include new provisions under Unified Commercial/Mixed Use Development specific to properties located in the Nauck Village Center Special Revitalization District (see Attachment C).

C.M. RECOMMENDATION:

- A. Adopt the Nauck Village Center Action Plan.
- B. Adopt the attached resolution to approve the subject General Land Use Plan amendments (Subject B.1 & 3-7).
- C. Adopt the attached ordinance to amend Section 31.A.17 of the Zoning Ordinance.

SUMMARY: The Nauck Village Center Action Plan was developed as a direct result of visioning efforts conducted within the Nauck community during 2002. This visioning process produced a concept plan with goals and objectives for future development along Shirlington Road (from Glebe Road south to the Shirlington Road Bend) entitled the Shirlington Road Revitalization Study Vision and Goals. This concept plan was officially adopted by the Nauck Civic Association at its April 7, 2003 meeting. During the past year, staff worked with the Shirlington Road Revitalization Advisory Board to develop a plan for the implementation of the adopted vision. The Nauck Village Center Action Plan includes the Shirlington Road Revitalization Study – Vision and Goals, a concept plan, urban design guidelines and implementation measures relating to land use and zoning as well as economic development.

On June 12, 2004 the County Board authorized advertisement of the adoption of the plan, including General Land Use Plan and Zoning Ordinance amendments. Since that time, there have been revisions made to the plan, most notably the elimination of one of the recommended changes to the General Land Use Plan (Subject B. 2). This change was made in order to preserve the lower density residential scale existing on that block. Appendix D presents a summary of community feedback and questions as well as a summary of staff responses. By adopting this plan, the County Board adopts the vision, goals, concept plan, urban design guidelines and recommendations for implementation, including land use and zoning, transportation, and economic development. The plan will serve as the primary guide for development within the Nauck Village Center. The plan provides guidance on use, scale and design of development as well as the improvement of public areas including streets, sidewalks and the location of public amenities. In addition to plan adoption, staff also recommends that the County Board approve the General Land Use Plan and Zoning Ordinance amendments with this plan. A request for advertisement will be brought to the County Board in September for consideration of recommendations related to development incentives at the October County Board meeting.

BACKGROUND: In February 1998, the County Board approved the Nauck Comprehensive Action Plan. It recommended that County staff work with the community to conduct further study of the Nauck commercial area to develop a future vision and implementation plan for revitalization. In 2002, staff, in conjunction with the Nauck community and a planning consultant, held visioning sessions and charrettes to clarify goals and objectives for the revitalization of the neighborhood commercial corridor along Shirlington Road. This process led to the creation of the Shirlington Road Revitalization Study. The study's Vision and Goal Statement was formally adopted by the Nauck Civic Association in April 2003 and forms the basis for the Nauck Village Center Action Plan.

Following adoption of the Shirlington Road Revitalization Vision and Goals in April 2003, County staff worked with the Shirlington Road Revitalization Advisory Board (a group comprised of area property owners, residents and stakeholders) to develop implementation elements such as land use, zoning, urban design, transportation, and economic development tools. Drafts of the plan were presented at community meetings in part or in whole on January 31, and June 2, 2004 and to the Long Range Planning Committee of the Planning Commission.

On June 12, 2004 the County Board authorized advertisement of the plan as well as the recommended General Land Use Plan and Zoning Ordinance amendments. Since that time changes have been made to the plan. Most significantly, the change in the General Land Use Plan designation from "Low" Residential (11-15 u/a) to "Service Commercial" for the northwest corner of Shirlington Road and 22nd Street South is no longer being recommended. Community input suggested that no change at this location would help preserve the low density residential character prevalent on the block. Staff has concurred with this recommendation. The implementation management

recommendations described in the plan received considerable feedback at community meetings. Recommendations concerning these areas were expanded to address this input. Additional changes were made in the document in response to community input. Appendix D presents a summary of community feedback and questions as well as a summary of staff responses.

DISCUSSION:

Plan Overview: The Nauck Village Center Action Plan is the first phase of a two-part study process for the larger Nauck, Shirlington Road, Four Mile Run area and generally addresses the Shirlington Road commercial corridor from the intersection of Shirlington Road and South Glebe Road on the north to the bend in Shirlington Road on the south. Phase two, Four Mile Run-Shirlington: Vision 2030, will generally address the industrial areas along I-395 and the property along the Four Mile Run stream. The purpose of the Nauck Village Center Action Plan is to provide the community and decision makers a sound framework with guidelines and incentives for future development and revitalization within the central part of Nauck. The plan contains information on existing conditions, vision and goals for redevelopment, a concept plan that reflects this new vision, and recommendations for implementation, such as land use and zoning, urban design, transportation, and economic development.

Existing Conditions Analysis: The Nauck Village Center Action Plan includes existing conditions analysis in areas of land use and zoning, urban design, transportation, and economic development. In summary, the study found that Arlington County and its surrounding area have a vibrant growing economy, capitalizing on a central location, strong neighborhoods and superior transportation connections to the Nation's Capital and Northern Virginia's technology-driven economy. Depending on the business of a site seeker, the Shirlington Road area in Arlington has much to offer. The area's proximity to major employment centers and other regional attractions also make it an attractive location in which to live. Despite the many positive factors influencing this area, redevelopment has not kept pace with other areas of the County and barriers to redevelopment have been identified.

Zoning issues affect redevelopment potential. The current zoning allows some redevelopment, but not at densities or for uses which currently provide sufficient profit incentive. Furthermore, uncertainty regarding future zoning has many property owners in a holding pattern.

Environmental issues and uncertainty of impacts in the industrially zoned areas may limit development potential through perceived or actual increased development costs. Infrastructure and transportation resources need upgrading in much of the area. These upgrades are needed in terms of both function and aesthetics. Finally, the area is characterized by inconsistent and uneven development. A guide for uses, density and design which focuses on the area would help inform future development decisions and communicate the County's intentions for the area to the development community.

Adopted Community Vision and Development Concept: The Nauck Village Center Action Plan contains a vision and goals and a concept plan for implementation. The vision and goals were developed through a series of charrettes with the Nauck community in 2002 and incorporated into the Shirlington Road Revitalization Study – Vision and Goals adopted by the Nauck Civic Association on April 7, 2003. The vision and goal statements include the following:

1. Create an entryway/gateway site at the Glebe Road/Shirlington Road intersection.
2. Install traffic calming devices (nubs, speed tables) at northern entry gateway and on Shirlington Road just north of 24th Road South.
3. Create a neighborhood business center at the four corners location to include retail and service oriented commercial uses.
4. Ensure adequate parking.
5. Develop Shirlington Road south from the Town Square east side street frontage of Shirlington Road as higher density housing, mixed use, retail, commercial and housing (4-5 stories north of 25th Street South and 5-8 stories at the south end with setbacks above 6 or 7 floors to match heights on west side of street) and increasing density and heights eastwards towards I-395.
6. Create pedestrian-friendly, tree-lined streets throughout the study area with a boulevard and wide sidewalks south of Town Square. Block faces around Town Square are to include wide sidewalks, trees, and appropriate street furniture.
7. Develop Shirlington Road south from the Town Square west side of Shirlington Road as higher density housing with some ground level retail; Building heights 4-5 stories in block of 25th Street South to 5-8 stories at south end (setbacks above 6th floor)
8. Create a Town Square and community focal point, by assembling for public use the land bounded by Shirlington Road, South Kenmore Street, 24th Road and 24th Street.
9. Explore possibilities for a public use facility at the Town Square.
10. Develop Shirlington Road north from the Town Square as low scale residential (2-4 stories) with limited neighborhood based retail or live/work.

Implementation: The Nauck Village Center Action Plan also includes a section that presents recommendations for implementation. This Implementation component lists several General Land Use Plan amendments and Zoning Ordinance amendments to help achieve the vision set forth in the plan. The Implementation section also includes recommendations on transportation improvements to ensure adequate access to and within the Nauck Village Center. Transportation improvement recommendations also focus on encouraging a pedestrian oriented environment that accommodates bicycle and automobile traffic. Finally, the Implementation component includes Economic

Development recommendations for tools that should be utilized to facilitate and provide incentives for redevelopment. These recommended tools fall into five categories: Implementation Management, Pre-development Assistance, Tax Incentives, Special Projects, and Affordable Housing. Based on these recommendations in the plan, it is anticipated that staff will recommend authorization of advertisement of an ordinance for two property tax exemption policies or programs at the September County Board meeting for public hearings to be scheduled in October. In addition, an application for public infrastructure improvement funding will be submitted on June 18, 2004, to the County's Commercial Revitalization Program. Recommendations for funding on this application are expected in the Fall of 2004.

Response from Planning and Transportation Commissions: The Planning and Transportation Commissions voted unanimously to support the Nauck Village Center Action Plan. Both bodies noted areas of the plan that they believed needed additional detail. The central issues are outlined below.

Pedestrian Issues: Both Commissions emphasized the need for pedestrian connections throughout the subject area and key locations for these connections were highlighted. Two areas that were noted as needing improved pedestrian connections were the residential area near 23rd Street South and the residential areas east of Shirlington Road and south of 25th Street South. Additional language has been added to the Vision, Goals and Concept Plan section of the report to highlight these important issues. Additionally, it was noted that language should be added to minimize curb cuts on Shirlington Road in order to optimize the pedestrian environment and that when possible, building service should not occur on Shirlington Road. Language to this effect has been added to the Urban Design Guidelines.

Gateway at Glebe Road and Shirlington Road: It was emphasized that the gateway treatment at this intersection needs to be more than an aesthetic enhancement. A reconfiguration of this intersection could provide a traffic calming benefit and enhance pedestrian safety at this location. Additional detail has been added to Implementation Recommendation #8 to emphasize this important issue at this key location.

Transit: Implementation Recommendation #9 states that bus routing and stop location through area should be reviewed. It was suggested that this language should be strengthened to recommend that improvements be made to the transit system in the area following this review. Language has been added to reflect this in Implementation Recommendation #9.

Parking: A recommendation was made to emphasize the use of shared parking as well as providing mechanisms to ensure a supply of high-turnover parking. It was stated that only after these options had been exhausted should the construction of publicly-operated facilities be considered. Implementation Recommendation #10 has been edited to reflect the need for shared and high-turnover parking solutions.

Items for Adoption:

Plan Adoption: Staff proposes the adoption of the Nauck Village Center Action Plan. (See Attachment A.) By adopting this plan, the County Board adopts the vision, goals, concept plan, urban design guidelines, and recommendations for implementation, including land use and zoning, transportation, and economic development. The plan will serve as the primary guide for development within the Nauck Village Center. The plan provides guidance on use, scale and design of development as well as the improvement of public areas including streets, sidewalks and the location of public amenities.

General Land Use Plan Amendments: In order to implement this new vision, staff also proposes several General Land Use Plan amendments that have been recommended in the Nauck Village Center Action Plan. Changes to the General Land Use Plan will facilitate redevelopment containing the use mix and at the scale called for in the vision. The following General Land Use Plan amendments are proposed. [See attachment B, Proposed GLUP Changes. Note: A portion of the area (F. on Attachment B) recommended for change from “Service Commercial” to “Low” Office – Apartment – Hotel has been previously advertised in relationship to Site Plan #365]

- Add Note 21 to the General Land Use Plan designating the “Nauck Village Center Special Revitalization District” to include the area generally bordered by Glebe Road to the north, the Shirlington Road bend to the south and approximately one block east and west of Shirlington Road (See note A. on Attachment B.); and a paragraph under Special Planning Areas on the General Land Use Plan describing the vision and goals for the proposed district. All properties within the boundaries of this district would be eligible for the special regulations and incentives recommended in the Nauck Village Center Action Plan and be subject to special urban design guidelines. A note on the GLUP should read as follows: “This area was designated the Nauck Village Center Special Revitalization District on July 10, 2004.” The language describing the “Nauck Village Center Special Revitalization District” under Special Planning Areas on the GLUP should read as follows:

“On July 10, 2004, the County Board established the “Nauck Village Center Special Revitalization District” for the Nauck commercial area along Shirlington Road. The overall goal is to revitalize the commercial area and to encourage a balanced range of housing, recreation, employment, community services, retail and entertainment opportunities to present and future Nauck neighborhood residents and businesses while also serving, on a more limited basis, a larger regional audience. The Nauck Village Center Action Plan, adopted July 10, 2004 by the County Board, shall be used as a guide for any future development in this area. Through a series of workshops and planning charrettes, residents of the Nauck community developed and approved the following ten Vision and Goal statements:

- Create an entryway/gateway site at the Glebe Road/Shirlington Road intersection.
 - Install traffic calming devices (nubs, speed tables) at northern entry gateway and on Shirlington Road just north of 24th Road South.
 - Create a neighborhood business center at the four corners location to include retail and service oriented commercial uses.
 - Ensure adequate parking.
 - Develop Shirlington Road south from the Town Square east side frontage of Shirlington Road as higher density housing, mixed-use, retail, commercial and housing (4-5 stories north of 25th Street South and 5-8 stories at the south end with setbacks above 6 or 7 floors to match heights on west side of street) and increasing density and heights eastwards towards I-395.
 - Create pedestrian-friendly, tree-lined streets throughout the study area with a boulevard and wide sidewalks south of Town Square. Block faces around Town Square are to include wide sidewalks, trees, and appropriate street furniture.
 - Develop Shirlington Road south from the Town Square west side of Shirlington Road as higher density housing with some ground level retail; building heights 4-5 stories in block of 25th Street South to 5-8 stories at south end (setbacks above 6th floor).
 - Create a Town Square and community focal point, by assembling for public use the land bounded by Shirlington Road, South Kenmore Street, 24th Road and 24th Street.
 - Explore possibilities for a public use facility at the Town Square.
 - Develop Shirlington Road north from the Town Square as low scale residential (2-4 stories) with limited neighborhood based retail or live/work.”
- Change from “Service Commercial” to “Low-Medium” Residential for the northeast corner of Shirlington Road and 22nd Street South to reflect the predominant development pattern in this area (see location shown at note C. on Attachment B).
 - Change from “Service Commercial” to “Low” Office-Apartment-Hotel for the southeast corner of Shirlington Road and 24th Road South to encourage greater flexibility of a achieving mixed-use projects for this location (see location shown at

note D. on Attachment B).

- Change from “Service Industry” to “Medium” Office-Apartment-Hotel along the eastern edge of Shirlington Road south of 25th Street South to encourage larger-scale mixed-use developments (including residential) (see location shown at note E. on Attachment B).
- Change from “Service Commercial” to “Low” Office-Apartment-Hotel along the western edge of Shirlington Road south of 25th Street South to encourage greater flexibility of achieving mixed-use projects for this location (see location shown at note F. on Attachment B).
- Add an Open Space symbol (triangle) to the block bounded by Shirlington Road, Kenmore Street and 24th Street South (Town Square site) to encourage an open space feature for this location (see location shown at note G. on Attachment B).

Zoning Ordinance: For the area north of 24th Road South where “C-2” is the predominate zoning district, it was determined that with a few modifications specific to this area, the Special Exception Unified Commercial/Mixed Use Development - Use Permit option could provide an accessible method of achieving the desired form and scale of development. Therefore, an amendment to Section 31 of the Zoning Ordinance is being proposed. According to the adopted vision, the future redevelopment of this area should emphasize residential uses with some limited retail. Under the current Unified Commercial/Mixed Use Development guidelines, the amount of residential development is restricted in order to maintain the commercial character of “C-2” areas. As the areas within Nauck are envisioned to be more residential in character than other “C-2” areas, the amendment to Section 31 will accommodate additional residential density. Additionally, more guidance and flexibility is being given in other regulatory areas, most notably parking, in order to facilitate development. It is important to note that the proposed zoning changes will be applied only to the proposed Nauck Village Center Special Revitalization District (see Attachment C for the specific changes to Section 31 of the Zoning Ordinance).

CONCLUSION: The proposed Nauck Village Center Action Plan provides policy guidance that will assist in ensuring that future redevelopment is consistent with the adopted vision for the area. Furthermore, it provides implementation tools that will help make the vision a reality. Staff recommends that the County Board adopt the Nauck Village Center Action Plan and associated General Land Use Plan and Zoning Ordinance amendments.

GENERAL LAND USE PLAN AMENDMENTS RESOLUTION

WHEREAS, the County Board of Arlington County has been presented with proposed amendments of the General Land Use Plan (“GLUP”), a part of the County’s Comprehensive Plan, to:

- Add Note 21 to the General Land Use Plan designating the “Nauck Village Center Special Revitalization District” to include the area generally bordered by Glebe Road to the north, the Shirlington Road bend to the south and approximately one block east and west of Shirlington Road (see note A. on Attachment B); and a paragraph under Special Planning Areas on the General Land Use Plan describing the vision and goals for the proposed district. All properties within the boundaries of this district would be eligible for the special regulations and incentives recommended in the Nauck Village Center Action Plan and be subject to special urban design guidelines. A note on the GLUP should read as follows: “This area was designated the Nauck Village Center Special Revitalization District on July 10, 2004.” The language describing the “Nauck Village Center Special Revitalization District” under Special Planning Areas on the GLUP should read as follows:

“On July 10, 2004, the County Board established the “Nauck Village Center Special Revitalization District” for the Nauck commercial area along Shirlington Road. The overall goal is to revitalize the commercial area and to encourage a balanced range of housing, recreation, employment, community services, retail and entertainment opportunities to present and future Nauck neighborhood residents and businesses while also serving, on a more limited basis, a larger regional audience. The Nauck Village Center Action Plan, adopted July 10, 2004 by the County Board, shall be used as a guide for any future development in this area. Through a series of workshops and planning charrettes, residents of the Nauck community developed and approved the following ten Vision and Goal statements:

- Create an entryway/gateway site at the Glebe Road/Shirlington Road intersection.
- Install traffic calming devices (nubs, speed tables) at northern entry gateway and on Shirlington Road just north of 24th Road South.
- Create a neighborhood business center at the four corners location to include retail and service oriented commercial uses.
- Ensure adequate parking.
- Develop Shirlington Road south from the Town Square east side frontage of Shirlington Road as higher density housing, mixed-use, retail, commercial and housing (4-5 stories north of 25th Street South and 5-8 stories at the

south end with setbacks above 6 or 7 floors to match heights on west side of street) and increasing density and heights eastwards towards I-395.

- Create pedestrian-friendly, tree-lined streets throughout the study area with a boulevard and wide sidewalks south of Town Square. Block faces around Town Square are to include wide sidewalks, trees, and appropriate street furniture.
 - Develop Shirlington Road south from the Town Square west side of Shirlington Road as higher density housing with some ground level retail; building heights 4-5 stories in block of 25th Street South to 5-8 stories at south end (setbacks above 6th floor).
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 - Change from “Service Industry” to “Medium” Office-Apartment-Hotel along the eastern edge of Shirlington Road south of 25th Street South to encourage larger-scale mixed-use developments (including residential), up to six to eight stories for this location (see location shown at note E. on Attachment B).
 - Change from “Service Commercial” to “Low” Office-Apartment-Hotel along the western edge of Shirlington Road south of 25th Street South to encourage greater flexibility of achieving mixed-use projects for this location (see location shown at note F. on Attachment B).
 - Add an Open Space symbol (triangle) to the block bounded by Shirlington Road, Kenmore Street and 24th Street South (Town Square site) to encourage an open space feature for this location (see location shown at note G. on Attachment B); and

WHEREAS, the County Manager has recommended that the proposed amendments be approved; and

WHEREAS, the Planning Commission has recommended that the proposed amendments be approved; and

WHEREAS, the County Board of Arlington has considered the foregoing recommendation and the purposes of the GLUP and the Comprehensive Plan as set forth in these documents, the Arlington County Zoning Ordinance and the Code of Virginia; and

WHEREAS, the County Board of Arlington County held a duly advertised public hearing on the proposed amendments to the GLUP on July 10, 2004.

NOW, THEREFORE, be it resolved that, based on the aforementioned considerations, deliberations and all public comments, the County Board of Arlington County finds that the following proposed amendments to the GLUP should be, and hereby are, approved.

- Add Note 21 to the General Land Use Plan designating the “Nauck Village Center Special Revitalization District” to include the area generally bordered by Glebe Road to the north, the Shirlington Road bend to the south and approximately one block east and west of Shirlington Road (see note A. on Attachment B); and a paragraph under Special Planning Areas on the General Land Use Plan describing the vision and goals for the proposed district. All properties within the boundaries of this district would be eligible for the special regulations and incentives recommended in the Nauck Village Center Action Plan and be subject to special urban design guidelines. A note on the GLUP should read as follows: “This area was designated the Nauck Village Center Special Revitalization District on July 10, 2004.” The language describing the “Nauck Village Center Special Revitalization District” under Special Planning Areas on the GLUP should read as follows:

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ZONING ORDINANCE

ORDINANCE TO AMEND, REENACT, AND RECODIFY ZONING ORDINANCE, SECTION 31. SPECIAL PROVISIONS, SUBSECTION 31.A.17 UNIFIED COMMERCIAL/MIXED USE DEVELOPMENT IN ORDER TO ENCOURAGE ECONOMIC DEVELOPMENT, PROMOTE THE CREATION OF AFFORDABLE HOUSING AND TO FACILITATE THE CREATION OF A CONVENIENT, ATTRACTIVE AND HARMONIOUS COMMUNITY WITHIN THE NAUCK VILLAGE CENTER SPECIAL REVITALIZATION DISTRICT.

BE IT ORDAINED THAT, Section 31. Special Provisions subsection 31.A.17 Unified Commercial/Mixed Use Development of the Zoning Ordinance, is amended, reenacted, and recodified as follows in order to encourage economic development, promote the creation of affordable housing and to facilitate the creation of a convenient, attractive and harmonious community within the Nauck Village Center Special Revitalization District; and for other reasons required by the public necessity, convenience and general welfare and good zoning practice.

* * *

SECTION 31. SPECIAL PROVISIONS

The regulations specified in this ordinance shall be subject to the following special provisions, except as permitted by site plan approval or otherwise specified in the district classifications:

* * *

17. *Unified Commercial/Mixed Use Development:* The purposes of this subsection are to: 1) provide for flexible, site-specific solutions for the revitalization of existing shopping areas while preserving commercial service levels, including, in certain circumstances, new construction in “C-2” Districts to implement the purposes of the General Land Use Plan and Zoning Ordinance; 2) promote the compatibility of commercial developments within the commercial district and surrounding properties by coordinating building placement, orientation, scale, bulk, parking, signage, landscaping, streetscape, pedestrian facilities, and historical features where applicable; (3) provide for creative opportunities which encourage and retain local and small business; and (4) promote opportunities for affordable housing. Additionally, this subsection will provide for the construction of residential units within C-2 Districts as part of a mixed use development, according to specific guidelines. Where there is a sector plan or similar document that is at variance with or in conflict with these requirements the County Board can modify the requirements as set forth in 31.A.17. to achieve a development that is more consistent with such plans.

- a. Unified Commercial/Mixed Use Development Limitations: The County Board may, by use permit approval, approve Unified Commercial/Mixed Use developments in the “C-2” district where such a development is not within the Nauck Village Center Special Revitalization District, the Columbia Pike Special Revitalization District, the Lee Highway-Cherrydale Special Revitalization District or the Clarendon Revitalization District and where the development meets the following requirements:
- (1) Unified Commercial/Mixed Use Developments shall not include residential dwelling units, unless a project contains a minimum of .4 FAR of commercial or retail uses located on the first (ground) floor. Commercial or retail uses above .4 FAR may be located on any floor.
 - (2) Placement and Orientation: Buildings shall be sited to “build to” lines at the back of the sidewalk. At least 75% of a building’s façade must be immediately adjacent to the back of the sidewalk along any street designated as an arterial in the Master Transportation Plan. Retail uses shall be oriented to streets designated as either principal arterials or minor arterials in the Arlington County Master Transportation Plan. Where a development parcel is located adjacent to an “R” district, all buildings must be setback a minimum of twenty feet (20’) from the “R” district.
 - (3) Streetscape: The periphery of any site fronting on a public right-of-way shall be landscaped by the provision of curb, gutter, sidewalk, street light, street furniture, street trees and other elements, covering the entire area from face of curb to face of building. Sites within the area of an applicable Sector Plan, Station Area Plan or Special Revitalization District Plan shall have all streetscape improvements constructed in a manner consistent with such plan, except as otherwise specifically approved. Except as otherwise approved, sites outside such areas and located along streets designated as arterials under the Master Transportation Plan shall be constructed with a minimum 14’ distance from face of curb to face of building and sidewalks of 10’ minimum unobstructed width (such width shall not contain tree grates, light poles, or similar obstructions). Sites on all other street fronts shall include a minimum 10’ distance from face of curb to face of building and sidewalks of 6’ minimum unobstructed width. Outdoor restaurant seating may be allowed by the County Manager, so long as a straight 6’ minimum sidewalk unobstructed width is maintained.
 - (4) Parking and Loading: Surface and structured parking as well as all loading areas shall be placed to the rear or to the side of buildings.

All surface parking and loading areas shall be screened from public areas, public sidewalks, and adjacent residentially zoned properties by landscaping and a four (4) foot high solid wall; except that where parking areas abut an “R” District that is also designated “Low” residential on the General Land Use Plan, the wall shall be at a height of six (6) feet. When parking is provided at or above grade within a structure, a façade treatment which is consistent (in terms of materials and design) with the building façade shall be provided for the parking area. Parking structures shall be constructed so that commercial uses occupy the ground level floor on all street fronts. Automobile parking space is to be provided as required in Section 33, unless otherwise approved by the County Board.

- (5) Trash collection and storage areas shall be provided inside the main building or in a designated area outside the structure. Any such designated area shall be screened by a solid wall of materials similar to those used in the construction of the main building and which is a minimum of six (6) feet in height.
- (6) Building Height: Building heights shall be limited to forty-five (45) feet. Penthouses may be permitted above the forty-five (45) feet height limit, provided that they are set back a distance equal to their height from the building edge and that the penthouse height does not exceed twelve (12) feet.
- (7) First Floor Height: Along any commercial frontage, where a building fronts on a street that is designated as an arterial in the Master Transportation Plan, the First Floor shall have a minimum clear height of twelve (12) feet for at least 75% of its gross floor area.
- (8) First Floor Fenestration: Where a building fronts on a street that is designated as an arterial in the Master Transportation Plan, the First Floor shall have a façade which is at least 70% transparent (i.e., 70% glass and 30% solid walls) for the area of the façade that is between two (2) feet and ten (10) feet above the adjacent sidewalk. "Transparent" shall mean using glass or other exterior material offering a view into an area of the commercial establishment where human activity normally occurs and shall not be satisfied by views into areas blocked by display cases, the rear of shelving, interior walls, blinds, hallways, or the like.
- (9) Building Entrances: Where possible, primary building entrances shall be located on streets designated as arterials in the Master Transportation Plan. Secondary entrances and entrances to individual residential units may be placed on any street type. Entrances on streets that are designated as arterials in the Master Transportation Plan shall be placed no more than 100 feet apart.

When possible, retail entrances should be placed at street corners. Retail entrances shall have transparent doors.

- (10) Landscaping: Any Unified Commercial/Mixed Use Development which is proposed on a site of 20,000 square feet of land area or less shall have a minimum landscaped area of 10% of the total development site. Any development which is proposed on a site with a land area greater than 20,000 square feet shall provide a minimum landscaped area equivalent to 2,000 square feet plus 20% of the land area in excess of 20,000 square feet.
- (11) Density: Unified Commercial/Mixed Use developments may include both residential units and commercial uses up to a total FAR of 2.0, where the developments contain a minimum of .1 FAR and maximum of 1.1 FAR of residential uses. Any development that contains only commercial uses may develop at a density of up to 1.5 FAR.

b. Any proposed Unified Commercial/Mixed Use Development shall comply with the above standards and any zoning requirements that are not inconsistent with the above standards, unless through the use permit process, the County Board modifies such standards or requirements after finding that such modifications will better accomplish the purposes and intent of subsection 31.A.17. Provided, however, that in no event shall the County Board modify the above standards (in section 31.A.17.a) that pertain to the amount of residential density, building height or overall density, except for projects within the Nauck Village Center Special Revitalization District, which can be approved pursuant to the requirements of Section 31.A.17.c. below.

c. Unified Commercial/Mixed Use Development in Nauck Village Center Special Revitalization District: The County Board may, by use permit approval, approve Unified Commercial/Mixed Use Developments in the Nauck Village Center Special Revitalization District where a proposal meets the following minimum requirements.

- (1) Density and Use: Unified Commercial/Mixed Use developments may include both residential units and commercial uses up to a total FAR of 2.0, where the development fronts on a block face identified as “Retail Required” or “Retail Optional” within the Nauck Village Center Action Plan. On block faces specifying “Retail Required” within the Nauck Village Center Action Plan, the project must include retail uses totaling at least .4 FAR located on the ground floor along the frontages shown in the Nauck Village Center Action Plan. Commercial or retail uses above .4 FAR may be located on any floor. On block

faces specifying “Retail Optional”, residential density of up to 1.5 FAR shall be permitted, provided the total FAR for all uses on the site does not exceed 2.0. On block faces which are not identified as either “Retail Required” or “Retail Optional”, projects eligible for approval through this use permit process shall contain only residential uses, with allowances made for management and tenant amenity space, and shall be limited to 1.5 FAR, except as provided for in Section 31.A.17.c. (12) below relating to Affordable Housing.

- (2) Placement and Orientation: Buildings shall be sited to “build to” lines at the back of the sidewalk, which “build to” line shall be determined through Use Permit approval. At least 75% of a building’s façade must be immediately adjacent to the back of the sidewalk along any street designated as an arterial in the Master Transportation Plan and along Shirlington Road. Retail uses shall be oriented to the block face locations shown as “Retail Required” or “Retail Optional” within the Nauck Village Center Action Plan, as relevant. Where a development parcel is located adjacent to an “R” district, all buildings must be setback a minimum of twenty feet (20’) from the “R” district.
- (3) Streetscape: The periphery of any site fronting on a public right-of-way shall be landscaped by the provision of curb, gutter, sidewalk, street light, street furniture, street trees and other elements, covering the entire area from face of curb to face of building and conforming to the Streetspace and Streetscape Standards set forth in the Nauck Village Center Action Plan for the relevant block frontages. All streetscape improvements shall be constructed in a manner consistent with such plan, except as otherwise specifically approved. Outdoor restaurant seating may be allowed by the County Manager, so long as a clear and unobstructed 6’ minimum sidewalk width is maintained.
- (4) Parking and Loading: Surface and structured parking as well as all loading areas shall be placed to the rear or to the side of buildings. However, structured parking above a level of ground floor retail, may extend to the “build to” line, provided that it has facade treatments as further described below. All surface parking and loading areas shall be screened from public areas, public sidewalks, and adjacent residentially zoned properties by landscaping and a four (4) foot high solid wall; except that where parking areas abut an “R” District that is also designated “Low” residential on the General Land Use Plan, the wall shall be at a height of six

(6) feet. When parking is provided at or above grade within a structure, a façade treatment which is consistent (in terms of materials and design) with the building façades of the larger structures of which it is a part shall be provided for the parking area. Automobile parking space is to be provided as required in Section 33 with the following exceptions:

- i. Where a project has less than 8,000 square feet of retail space, at least one (1) parking space shall be provided for each 500 square feet of retail space above the first 1,000 square feet. No parking is required for the first 1,000 square feet of retail space in such projects.
 - ii. Residential projects or portions of projects, shall provide at least 1 1/8 parking spaces per residential unit.
 - iii. When it finds that such approval will not have an adverse affect on the surrounding neighborhood and will contribute to a better overall transportation system in the area, the County Board may allow some or all of a project's parking requirement to be provided through the use of off-site committed parking, on-street parking, cash contributions for public parking purposes, or other similar mechanisms.
- (5) Trash collection and storage areas shall be provided inside the main building or in a designated area outside the structure. Any such designated area shall be screened by a solid wall that is of materials similar to those used in the construction of the main building and at least six (6) feet in height.
- (6) Building Height: Building heights shall be limited to forty-five (45) feet. Penthouses may be permitted above the forty-five (45) feet height limit, provided that they are set back a distance equal to their height from the building edge and that the penthouse height does not exceed twelve (12) feet. The County Board may accommodate the various topographical conditions prevalent in Nauck by modifying the locations on a frontage from which building height is measured. However, such modifications shall not result in a building height of more than 48 feet, arrived at through the calculation method required by the zoning ordinance, except as provided for in 31.A.17.c(7). Provided further that in no event shall any portion of a structure located at the street frontage or build-to

- line, be taller than 45 feet from the adjoining curb grade, except as provided for in 31.A.17.c(7).
- (7) Number of Stories: Notwithstanding the above provisions on Building Height at Section 31. A.17.c (6), projects north of 22nd Street South shall not exceed three stories, with allowances made for half-story attics with eaves. Unified Commercial/Mixed Use development projects south of 24th Street South applying under these use permit provisions may include five stories, provided the total height of the building does not exceed 56 feet as measured from the adjoining curb grade along Shirlington Road.
 - (8) Ground Floor Height: Along any frontage identified in the Nauck Village Center Action Plan as “Retail Required”, the Ground Floor of any building shall have a minimum clear height of twelve (12) feet for at least 75% of the gross floor area of the ground floor that is retail uses.
 - (9) Ground Floor Fenestration: Along any frontage identified in the Nauck Village Center Action Plan as “Retail Required”, the Ground Floor shall have a façade which is at least 70% transparent (i.e., 70% glass and 30% solid walls) for the area of the façade that is between two (2) feet and ten (10) feet above the adjacent sidewalk grade. "Transparent" shall mean using glass or other exterior material offering a view into an area of the commercial establishment where human activity normally occurs and shall not be satisfied by views into areas blocked by display cases, the rear of shelving, interior walls, blinds, hallways, or any other material that could block a view.
 - (10) Building Entrances: Where possible, primary building entrances for pedestrians and guests shall be located on Shirlington Road. Secondary entrances and entrances to individual residential units may be placed on any street type. Primary entrances shall be placed no more than 100 feet apart. When possible, retail entrances should be placed at street corners. Retail entrances shall have doors that are at least eighty percent (80%) transparent.
 - (11) Landscaping: Any development on a site of 20,000 square feet of land area or less shall have a minimum landscaped area of 10% of the total development site. Any development on a site with a land area greater than 20,000 square feet shall provide a minimum landscaped area equivalent to 2,000 square feet plus 20% of the land area in excess of 20,000 square feet.
 - (12) Affordable Housing Bonus: For projects with at least 1.0 FAR of housing, up to an additional .5 FAR of density shall

be allowed if the project contains a total of 10% or more of its total housing units as affordable dwelling units, pursuant to the definition of affordable dwelling units in use by the County at the time of the application. However, in no case may the total FAR of all uses on the site exceed 2.0.

e.d. Procedures for Unified Commercial/Mixed Use Development Approval.

- (1) Unified Commercial/Mixed Use Developments shall be permitted by use permit approval, as specified in Section 36.G
- (2) An approved use permit for a Commercial/Mixed Use Development Plan may be Modified or amended as specified in Subsection 36.G
- (3) Fee(s): As specified in Section 36.G.4.e

Attachment A
Nauck Village Center Action Plan

Attachment B
Proposed GLUP Changes

Attachment C
Proposed Zoning Ordinance Amendment

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SECTION 31. SPECIAL PROVISIONS

The regulations specified in this ordinance shall be subject to the following special provisions, except as permitted by site plan approval or otherwise specified in the district classifications:

* * *

17. *Unified Commercial/Mixed Use Development*: The purposes of this subsection are to: 1) provide for flexible, site-specific solutions for the revitalization of existing shopping areas while preserving commercial service levels, including, in certain circumstances, new construction in “C-2” Districts to implement the purposes of the General Land Use Plan and Zoning Ordinance; 2) promote the compatibility of commercial developments within the commercial district and surrounding properties by coordinating building placement, orientation, scale, bulk, parking, signage, landscaping, streetscape, pedestrian facilities, and historical features where applicable; (3) provide for creative opportunities which encourage and retain local and small business; and (4) promote opportunities for affordable housing. Additionally, this subsection will provide for the construction of residential units within C-2 Districts as part of a mixed use development, according to specific guidelines. Where there is a sector plan or similar document that is at variance with or in conflict with these requirements the County Board can modify the requirements as set forth in 31.A.17. to achieve a development that is more consistent with such plans.
- a. Unified Commercial/Mixed Use Development Limitations: The County Board may, by use permit approval, approve Unified Commercial/Mixed Use developments in the “C-2” district where such a development is not within the Nauck Village Center Special Revitalization District, the Columbia Pike Special Revitalization District, the Lee Highway-Cherrydale Special Revitalization District or the Clarendon Revitalization District and where the development meets the following requirements:
- (1) Unified Commercial/Mixed Use Developments shall not include residential dwelling units, unless a project contains a minimum of .4 FAR of commercial or retail uses located on the first (ground) floor. Commercial or retail uses above .4 FAR may be located on any floor.
 - (2) Placement and Orientation: Buildings shall be sited to “build to” lines at the back of the sidewalk. At least 75% of a building’s façade must be immediately adjacent to the back of the sidewalk along any street designated as an arterial in the Master Transportation Plan. Retail uses shall be oriented to streets designated as either principal arterials or minor arterials in the Arlington County Master Transportation Plan. Where a development

parcel is located adjacent to an “R” district, all buildings must be setback a minimum of twenty feet (20’) from the “R” district.

- (3) Streetscape: The periphery of any site fronting on a public right-of-way shall be landscaped by the provision of curb, gutter, sidewalk, street light, street furniture, street trees and other elements, covering the entire area from face of curb to face of building. Sites within the area of an applicable Sector Plan, Station Area Plan or Special Revitalization District Plan shall have all streetscape improvements constructed in a manner consistent with such plan, except as otherwise specifically approved. Except as otherwise approved, sites outside such areas and located along streets designated as arterials under the Master Transportation Plan shall be constructed with a minimum 14’ distance from face of curb to face of building and sidewalks of 10’ minimum unobstructed width (such width shall not contain tree grates, light poles, or similar obstructions). Sites on all other street fronts shall include a minimum 10’ distance from face of curb to face of building and sidewalks of 6’ minimum unobstructed width. Outdoor restaurant seating may be allowed by the County Manager, so long as a straight 6’ minimum sidewalk unobstructed width is maintained.
- (4) Parking and Loading: Surface and structured parking as well as all loading areas shall be placed to the rear or to the side of buildings. All surface parking and loading areas shall be screened from public areas, public sidewalks, and adjacent residentially zoned properties by landscaping and a four (4) foot high solid wall; except that where parking areas abut an “R” District that is also designated “Low” residential on the General Land Use Plan, the wall shall be at a height of six (6) feet. When parking is provided at or above grade within a structure, a façade treatment which is consistent (in terms of materials and design) with the building façade shall be provided for the parking area. Parking structures shall be constructed so that commercial uses occupy the ground level floor on all street fronts. Automobile parking space is to be provided as required in Section 33, unless otherwise approved by the County Board.
- (5) Trash collection and storage areas shall be provided inside the main building or in a designated area outside the structure. Any such designated area shall be screened by a solid wall of materials similar to those used in the construction of the main building and which is a minimum of six (6) feet in height.
- (6) Building Height: Building heights shall be limited to forty-five (45) feet. Penthouses may be permitted above the forty-five (45) feet height limit, provided that they are set back a distance equal to their height from the building edge and that the penthouse height does not exceed twelve (12) feet.
- (7) First Floor Height: Along any commercial frontage, where a building fronts on a street that is designated as an arterial in the Master Transportation Plan, the First Floor shall have a minimum clear height of twelve (12) feet for at least 75% of its gross floor area.

- (8) First Floor Fenestration: Where a building fronts on a street that is designated as an arterial in the Master Transportation Plan, the First Floor shall have a façade which is at least 70% transparent (i.e., 70% glass and 30% solid walls) for the area of the façade that is between two (2) feet and ten (10) feet above the adjacent sidewalk. "Transparent" shall mean using glass or other exterior material offering a view into an area of the commercial establishment where human activity normally occurs and shall not be satisfied by views into areas blocked by display cases, the rear of shelving, interior walls, blinds, hallways, or the like.
 - (9) Building Entrances: Where possible, primary building entrances shall be located on streets designated as arterials in the Master Transportation Plan. Secondary entrances and entrances to individual residential units may be placed on any street type. Entrances on streets that are designated as arterials in the Master Transportation Plan shall be placed no more than 100 feet apart. When possible, retail entrances should be placed at street corners. Retail entrances shall have transparent doors.
 - (10) Landscaping: Any Unified Commercial/Mixed Use Development which is proposed on a site of 20,000 square feet of land area or less shall have a minimum landscaped area of 10% of the total development site. Any development which is proposed on a site with a land area greater than 20,000 square feet shall provide a minimum landscaped area equivalent to 2,000 square feet plus 20% of the land area in excess of 20,000 square feet.
 - (11) Density: Unified Commercial/Mixed Use developments may include both residential units and commercial uses up to a total FAR of 2.0, where the developments contain a minimum of .1 FAR and maximum of 1.1 FAR of residential uses. Any development that contains only commercial uses may develop at a density of up to 1.5 FAR.
- b. Any proposed Unified Commercial/Mixed Use Development shall comply with the above standards and any zoning requirements that are not inconsistent with the above standards, unless through the use permit process, the County Board modifies such standards or requirements after finding that such modifications will better accomplish the purposes and intent of subsection 31.A.17. Provided, however, that in no event shall the County Board modify the above standards (in section 31.A.17.a) that pertain to the amount of residential density, building height or overall density-, except for projects within the Nauck Village Center Special Revitalization District, which can be approved pursuant to the requirements of Section 31.A.17.c. below.
- c. Unified Commercial/Mixed Use Development in Nauck Village Center Special Revitalization District: The County Board may, by use permit approval, approve Unified Commercial/Mixed Use Developments in the Nauck Village Center Special Revitalization District where a proposal meets the following minimum requirements.

- (1) Density and Use: Unified Commercial/Mixed Use developments may include both residential units and commercial uses up to a total FAR of 2.0, where the development fronts on a block face identified as “Retail Required” or “Retail Optional” within the Nauck Village Center Action Plan. On block faces specifying “Retail Required” within the Nauck Village Center Action Plan, the project must include retail uses totaling at least .4 FAR located on the ground floor along the frontages shown in the Nauck Village Center Action Plan. Commercial or retail uses above .4 FAR may be located on any floor. On block faces specifying “Retail Optional”, residential density of up to 1.5 FAR shall be permitted, provided the total FAR for all uses on the site does not exceed 2.0. On block faces which are not identified as either “Retail Required” or “Retail Optional”, projects eligible for approval through this use permit process shall contain only residential uses, with allowances made for management and tenant amenity space, and shall be limited to 1.5 FAR, except as provided for in Section 31.A.17.c. (12) below relating to Affordable Housing.
- (2) Placement and Orientation: Buildings shall be sited to “build to” lines at the back of the sidewalk, which “build to” line shall be determined through Use Permit approval. At least 75% of a building’s façade must be immediately adjacent to the back of the sidewalk along any street designated as an arterial in the Master Transportation Plan and along Shirlington Road. Retail uses shall be oriented to the block face locations shown as “Retail Required” or “Retail Optional” within the Nauck Village Center Action Plan, as relevant. Where a development parcel is located adjacent to an “R” district, all buildings must be setback a minimum of twenty feet (20’) from the “R” district.
- (3) Streetscape: The periphery of any site fronting on a public right-of-way shall be landscaped by the provision of curb, gutter, sidewalk, street light, street furniture, street trees and other elements, covering the entire area from face of curb to face of building and conforming to the Streetspace and Streetscape Standards set forth in the Nauck Village Center Action Plan for the relevant block frontages. All streetscape improvements shall be constructed in a manner consistent with such plan, except as otherwise specifically approved. Outdoor restaurant seating may be allowed by the County Manager, so long as a clear and unobstructed 6’ minimum sidewalk width is maintained.
- (4) Parking and Loading: Surface and structured parking as well as all loading areas shall be placed to the rear or to the side of buildings. However, structured parking above a level of ground floor retail, may extend to the “build to” line, provided that it has facade treatments as further described below. All surface parking and loading areas shall be screened from public areas, public sidewalks, and adjacent residentially zoned properties by landscaping and a four (4) foot high solid wall; except that where parking

areas abut an “R” District that is also designated “Low” residential on the General Land Use Plan, the wall shall be at a height of six (6) feet. When parking is provided at or above grade within a structure, a façade treatment which is consistent (in terms of materials and design) with the building façades of the larger structures of which it is a part shall be provided for the parking area. Automobile parking space is to be provided as required in Section 33 with the following exceptions:

- i. Where a project has less than 8,000 square feet of retail space, at least one (1) parking space shall be provided for each 500 square feet of retail space above the first 1,000 square feet. No parking is required for the first 1,000 square feet of retail space in such projects.
 - ii. Residential projects or portions of projects, shall provide at least 1 1/8 parking spaces per residential unit.
 - iii. When it finds that such approval will not have an adverse affect on the surrounding neighborhood and will contribute to a better overall transportation system in the area, the County Board may allow some or all of a project’s parking requirement to be provided through the use of off-site committed parking, on-street parking, cash contributions for public parking purposes, or other similar mechanisms.
- (5) Trash collection and storage areas shall be provided inside the main building or in a designated area outside the structure. Any such designated area shall be screened by a solid wall that is of materials similar to those used in the construction of the main building and at least six (6) feet in height.
- (6) Building Height: Building heights shall be limited to forty-five (45) feet. Penthouses may be permitted above the forty-five (45) feet height limit, provided that they are set back a distance equal to their height from the building edge and that the penthouse height does not exceed twelve (12) feet. The County Board may accommodate the various topographical conditions prevalent in Nauck by modifying the locations on a frontage from which building height is measured. However, such modifications shall not result in a building height of more than 48 feet, arrived at through the calculation method required by the zoning ordinance, except as provided for in 31.A.17.c(7). Provided further that in no event shall any portion of a structure located at the street frontage or build-to line, be taller than 45 feet from the adjoining curb grade, except as provided for in 31.A.17.c(7).
- (7) Number of Stories: Notwithstanding the above provisions on Building Height at Section 31. A.17.c (6), projects north of 22nd Street South shall not exceed three stories, with allowances made for half-story attics with eaves. Unified Commercial/Mixed Use development projects south of 24th Street South applying under these use permit provisions may include five stories.

provided the total height of the building does not exceed 56 feet as measured from the adjoining curb grade along Shirlington Road.

- (8) Ground Floor Height: Along any frontage identified in the Nauck Village Center Action Plan as “Retail Required”, the Ground Floor of any building shall have a minimum clear height of twelve (12) feet for at least 75% of the gross floor area of the ground floor that is retail uses.
- (9) Ground Floor Fenestration: Along any frontage identified in the Nauck Village Center Action Plan as “Retail Required”, the Ground Floor shall have a façade which is at least 70% transparent (i.e., 70% glass and 30% solid walls) for the area of the façade that is between two (2) feet and ten (10) feet above the adjacent sidewalk grade. "Transparent" shall mean using glass or other exterior material offering a view into an area of the commercial establishment where human activity normally occurs and shall not be satisfied by views into areas blocked by display cases, the rear of shelving, interior walls, blinds, hallways, or any other material that could block a view.
- (10) Building Entrances: Where possible, primary building entrances for pedestrians and guests shall be located on Shirlington Road. Secondary entrances and entrances to individual residential units may be placed on any street type. Primary entrances shall be placed no more than 100 feet apart. When possible, retail entrances should be placed at street corners. Retail entrances shall have doors that are at least eighty percent (80%) transparent.
- (11) Landscaping: Any development on a site of 20,000 square feet of land area or less shall have a minimum landscaped area of 10% of the total development site. Any development on a site with a land area greater than 20,000 square feet shall provide a minimum landscaped area equivalent to 2,000 square feet plus 20% of the land area in excess of 20,000 square feet.
- (12) Affordable Housing Bonus: For projects with at least 1.0 FAR of housing, up to an additional .5 FAR of density shall be allowed if the project contains a total of 10% or more of its total housing units as affordable dwelling units, pursuant to the definition of affordable dwelling units in use by the County at the time of the application. However, in no case may the total FAR of all uses on the site exceed 2.0.

e.d. Procedures for Unified Commercial/Mixed Use Development Approval.

- (1) Unified Commercial/Mixed Use Developments shall be permitted by use permit approval, as specified in Section 36. G
- (2) An approved use permit for a Commercial/Mixed Use Development Plan may be Modified or amended as specified in Subsection 36.G
- (3) Fee(s): As specified in Section 36.G.4.e

Attachment D

Comments/Questions & Responses

Comments/Questions from Community

#	Question/Comment	Section	Response
1	The parking lot and food distribution center- is this use desired by the community? I have not heard this discussed with community representation- what I have heard are comments that it is an eyesore, unacceptable, and is allowed to exist because the County does not enforce basic code. Before including in any plan, this should be brought before residents.	Analysis - Urban Design	The intent here is to indicate that while a useful service is being provided, the present format should be improved upon to eliminate the issues you raise.
2	No mention of present condition/future stress on bridge at intersection of Shirlington Road/Arlington Mill Drive/exit ramp from 395.	Analysis - Transportation	Improvements to this bridge are currently in the engineering/design phase. The bridge is going to be re-built on the existing supports and efforts are being made to incorporate improved pedestrian space on the bridge. A note indicating this was intended to appear on the map and in the bullets. This oversight will be corrected.
3	Median turn land is described and depicted in drawing on p.31. This lane was described as a right turn land at 6/3 meeting. Why funnel traffic toward a school vs. toward Glebe Road?	Vision, Goals and Concept Plan - Streetspaces	It is intended that the median would run the length of the roadway and left turn cut-outs would be installed as needed, e.g. at 25 th Street South, for drive access to future development on the west-side of Shirlington Road and to align with new streets (second phase) on the east side of Shirlington Road as necessary. The right turn lane at 24 th Road South and Shirlington Road is a separate item.
4	Benefit of exemption re "first 1000" sq.ft. of retail space? Alternate requirement?	Implementation - Transportation	This benefit would amount to approximately 4 spaces. This figure represents a significant savings for smaller projects while not allowing too large of a reduction for bigger projects.
5	is 1 1/8 space per residential unit realistic/feasible, given that the average family has 2+ cars?	Implementation - Transportation	This is the current County standard.
6	Dedicated bike lane to connect to O & D Trail...to end at Nauck Village Center? Inclusion of bike racks in design (to accommodate pedestrian/cyclist traffic)	Implementation - Transportation	This determination will be made as part of the next phase of planning although a connection to the W & OD trail seems logical. Bike racks are required of all site plan projects and therefore would be included in the majority of development south of 24th Road South. The addition of bike racks north of this area should be considered through the Use Permit process.

#	Question/Comment	Section	Response
7	Are planning and design fees eligible for Commercial Revitalization funds? Will community input be part of the infrastructure assistance program?	Implementation - Commercial Revitalization Funds/Infrastructure Assistance Program	The Commercial Revitalization Program does not exclude planning and design costs for public improvements, nor do most other government funding guidelines (federal, state) for public improvements. Essentially, no differentiation is made between the cost of the engineer and the cost of the materials or labor associated with construction. These are all costs of implementing the improvements. Community input is intended for the entire process. As stated above, the community implementation team (NRO) would lead the process with staff assistance. The intent is that the community would provide the mechanism for community input.
8	How does the County charge for property/vacations?	Implementation - Affordable Housing (Recommendation #20)	Generally, the Arlington County has sought "fair market value" for property. The County Board sets this policy.
9	What is meant by "depth of subsidy"?	Implementation - Affordable Housing	Depth of subsidy means how "affordable" the units are. The County's standard policy is for units affordable for families earning 60% of the area median income (AMI). Making these units affordable to families earning 50%, 40% or other value below 60% would represent an increase in the "depth of subsidy".
10	I do not understand the phrase "multistory wood framed multifamily buildings (potentially including condominiums or apartments)". What is a multistory, multifamily building other than a condo or apartment? While the community may have agreed that the predominant housing type should be townhouses, I do not recall that (although I am not saying it did not happen). Because of the market in Arlington, townhouses that meet the county's affordable housing criteria are not affordable to a majority of the households in Nauck. A predominance of townhouses would only accelerate the gentrification of Nauck. As a community we are trying to preserve some vestige of Nauck's legacy a neighborhood that moderate-income households can call home. It will be my recommendation that the community consider revising this to read: "Predominant housing types are anticipated to be condos, apartments and townhouses".	Concept Plan - Housing	Multistory wood framed multifamily buildings refers to buildings that are at the scale of what are typically called "garden apartments" Wood framed is intended to differentiate from "high-rise" construction which is generally steel framed. Steel framed construction is generally required for buildings over 5 stories. Wood framed construction is used for buildings that are 1-5 stories and is less expensive than steel construction. The recommended new wording is clearer and the text can be changed.

#	Question/Comment	Section	Response
11	Gateway enhances are critical to creating a new image for a commercial corridor and thereby stimulating private investment. I am curious about the rationale for linking funding for the construction of gateway projects to the achievement of certain threshold development levels. At the very least, the threshold levels need to be defined.	Implementation - Transportation (Recommendation #8)	The \$1.5 M in Commercial Revitalization funding will likely not be sufficient to fund all public improvements. The intent of this recommendation is that the planning and design work for these features would be begin with Commercial Revitalization dollars and if these dollars proved insufficient, then additional dollars could be obtained from developers at time of development and/or through County matching funds when a project moves forward.
12	Clarification is needed as to what "significantly adjusted north or southwards from their current 'conceptual' center lines" means. How far north?	Implementation - Transportation (Recommendation #11)	The intent is to insure that the spacing between any new streets result in block that fall within the (approximate) range of 250-600 linear feet along any side. This means that a new road south of 24th Road South would be between 250 and 600 feet from the intersection of 24th Road South and Shirlington Road. The next potential location for a new road would be between 250 and 600 feet from that location and so on. During the second phase of Nauck-Shirlington-Four Mile Run planning, all of the various alternatives that fit within these parameters would be examined during the planning process.
13	As I understand it, \$300,000 of the \$1.5 million proposed from the Commercial Revitalization Fund will be used for studies and gateway treatment. Are the studies that have been budgeted for the ones that will be available through this program or are they studies of another sort? What initial level of funding is proposed for this program? Based on recent comments by the CDC as to its role, it would appear unlikely that they will be identifying and obtaining additional funding for this kind of initiative. What are the "other appropriate organizations" mentioned?	Implementation - Commercial Revitalization	The Commercial Revitalization Program has specific guidelines for how funds can be used. These guidelines dictate that dollars be utilized for public improvements. The architectural and planning fees associated with public improvements are eligible. The guidelines do not allow funds to be utilized for private party developments. Therefore, Commercial Revitalization funds cannot be used to fund Technical/Professional Service Grants/Loans for private property owners. Staff is currently investigating other sources for these funds. The Community Development Block Grant fund appears to be a likely contributor at this point.
14	Why has a recommendation been made to change the GLUP designation for the northwest corner of Shirlington Road and 22 nd St. S from "Low" Residential to "Service Commercial"? This could encourage a change of the residential character on this block north of the corner.	Implementation - GLUP Changes	This recommendation was intended to foster a secondary activity node at this corner. After discussions at several public meetings, this change is not being pursued. The recommendation is to <u>not</u> make this change.
15	The community advisory committee should be a revitalization organization named NRO (Nauck Revitalization Organization) with the potential to become a full-fledged non-profit in the future to help implement the plan.	Implementation Management (Recommendation #12)	This recommendation has been changed to reflect this input.
16	The staff implementation team should have an identified project leader.	Implementation Management (Recommendation #13)	Recommendation #13 has been updated to reflect this comment.
17	Additional language needs to be added to clarify the operation of the technical/professional services grant/loan	Implementation Management (Recommendation	Recommendation #14 has been updated to reflect this comment.

program.	#14)	
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Comments/Questions from the Long Range Planning Committee

#	Question/Comment	Section	Response
1	The "four corner" referenced on the graphic needs to be described.	Analysis - Urban Design	Text will be added to the plan to clarify this location.
2		Analysis - Transportation	
3	The sidewalk widths north of 22 nd St. South need to be clarified.	Vision, Goals and Concept Plan - Streetspaces	Sidewalks in this area should be six (6) feet wide and accompanied by a planting strip that is four (4) feet wide. The language in the plan will be improved to provide additional clarity.
4	Use of word "encourage" may be too strong in Recommendation #20.	Implementation - Affordable Housing (Recommendation #19)	The word "consider" will be substituted for "encourage".
5	The right hand turn lane at 24 th Rd. South and Shirlington Road should be reconsidered.	Implementation - Transportation (Recommendation #6)	This recommendation is being reworded to recommend that this intersection be more thoroughly studied to determine the most appropriate design that ensures a safe pedestrian environment in this key location near the proposed town square.
6	How will the new streets be implemented?	Implementation - Transportation (Recommendation #11)	Following adoption of the plan and concurrent with the commencement of phase II planning activities, a more detailed analysis will take place to address the location of new streets south of 24 th Rd. South.
7	Pedestrian connections in relationship to the Renaissance Center Site Plan need to be considered.	Other	This item will be addressed during the Site Plan Review process.
8	How will parking be planned?	Implementation - Transportation (Recommendation #11)	The analysis will consider temporary lots, shared facilities and public garages as potential parking supply solutions. Additionally, management and funding solutions will also be explored. It is anticipated that Site Plan projects within the Special Revitalization District, particularly south of 24 th Rd. South, will provide the best opportunity for shared parking facilities.

Comments/Questions from the Planning Commission

#	<i>Question/Comment</i>	<i>Section(s)</i>	<i>Response</i>
1	Pedestrian issues could use additional planning, particularly in the area of pedestrian connections between adjacent residential areas and the activity locations on Shirlington Road.	Visions, Goals & Concept Plan; Urban Design Guidelines	Language has been added to the noted sections to address pedestrian issues. It is anticipated that any specific improvements required to implement pedestrian connections will be achieved through the Special Exception approval process.
2	The location of building services need to be identified. When possible, curb-cuts on Shirlington Road should be minimized.	Urban Design Guidelines	Minimizing curb-cuts on pedestrian-oriented streets enhances pedestrian safety and aesthetics. Language has been added to the Urban Design Guidelines to stress this concept.
3	Details of the Town Square design need to be more defined. Retail should be emphasized adjacent to public space.	Vision, Goals and Concept Plan; Implementation – Special Projects	Establishment of the Town Square is a central recommendation of the NVCAP. Implementation Recommendation #18 states that Town Square planning and design needs to follow adoption of the plan. An application to the Commercial Revitalization Program has been submitted and the Town Square project is a central part of the program proposed in the application.
4	The appendices contain references to areas outside of the Nauck Village Center. Are these appendices intended to provide recommendations for these areas>	Appendices	The appendices are provided as background information only. They are included to provide some of the source information that went into the analysis and plan. A note has been added to make this clear.

Comments/Questions from the Transportation Committee

#	<i>Question/Comment</i>	<i>Section</i>	<i>Response</i>
1	The proposed gateway location at Glebe Road and Shirlington Road is an important intersection for this plan. In addition to aesthetic improvements to this gateway, a reconfiguration of this intersection should be considered; possibly including realigning the intersection to make it a 90 degree intersection. Such a change could improve pedestrian safety at this location.	Implementation - Transportation (Recommendation #8)	Providing an attractive and safe pedestrian environment is a goal of the gateway concept. Language has been added to stress this point.
2	Pedestrian Connectivity issues need additional attention.	Visions, Goals & Concept Plan; Urban Design Guidelines	Language has been added to the noted sections to address pedestrian issues. It is anticipated that any specific improvements required to implement pedestrian connections will be achieved through the Special Exception approval process.
3	The locations for vehicular loading and building service should be specified in the plan. When possible, these should not be located on Shirlington Road.	Urban Design Guidelines	Minimizing curb-cuts on pedestrian-oriented streets enhances pedestrian safety and aesthetics. Language has been added to the Urban Design Guidelines to stress this concept.
4	Transit improvements should be an important part of the implementation of this plan. Recommendation #9 should receive additional emphasis.	Implementation - Transportation (Recommendation #9)	Recommendation #9 is anticipated to be one of the action items associated with this plan that will receive significant emphasis in the short term. CPHD and DES staff will begin working this Fall to evaluate transit routes and the location and amenity level of stops and shelters.
5	It should be stated that opportunities for on-street parking as well as other high-turnover and shared parking solutions should be exhausted prior to the establishment of any publicly owned and/or operated parking facilities.	Implementation - Transportation (Recommendation #10)	Language has been added to indicate that public parking facilities should only be considered after a need has been demonstrated. Additionally, the role of shared and street parking has been emphasized.
6	10' travel lanes should be considered as opposed to the recommended 10.5' lanes.	Vision, Goals and Concept Plan - Streetspaces	Staff believes that 10.5' travel lanes are the optimal solution for this location and does not believe that the additional 1' of pavement width is detrimental to pedestrian safety or convenience.