



ST. CHARLES
CATHOLIC CHURCH | CLARENDON



DAVID M.
SCHWARZ
ARCHITECTS



**ST. CHARLES BORROMEIO
CATHOLIC CHURCH**
CLARENDON SECTOR PLAN
PROPOSED CHANGES

November 18, 2020

Existing Site & Approach to Proposed Changes

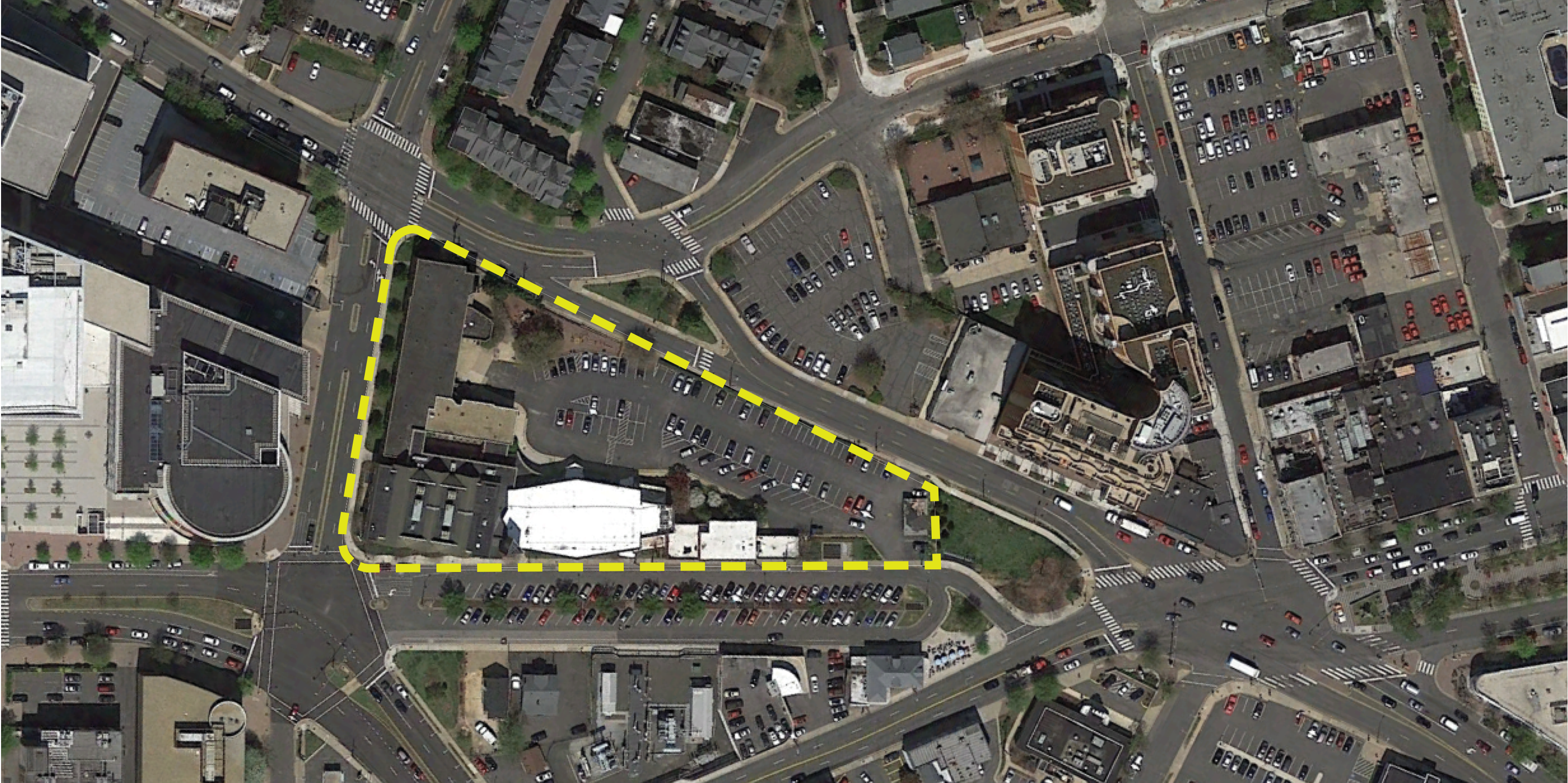


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CATHOLIC CHURCH | CLARENDON



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St. Charles is grateful for the opportunity to participate in the Clarendon Sector Plan Study LRPC.



St. Charles proposes several changes to the Clarendon Sector Plan in order to promote the highest and best use of the property and better serve the community.

St. Charles has proposed five changes: three address the St. Charles site and two consider broader issues that affect both St. Charles and the immediate neighborhood.

HEIGHT AND STEP-BACK REQUIREMENTS

- Replace 1:3 Taper Requirement along Washington Blvd with a 65' step-back above 75'. A 65' step-back maintains appropriate transition to residential neighborhoods and does not negatively impact pedestrian sight lines.
- Increase maximum height in the center of the site to 110'. This proposed change allows for a more practical building envelope that is consistent with its surroundings and respectful of sight lines.
- Revise 60' height limit along Fairfax Drive to 90' to match 90' limit on south side of Fairfax Drive. Include a 20' step-back above 90' along Fairfax Drive. This allows for consistency with neighboring guidelines.

RETAIL FRONTAGE

- Omit or make optional requirement for retail and/or retail equivalent along Washington Blvd as shown. This better reflects the realities of retail along Washington Blvd, the church's envisioned plans, and the potential conversion of Fairfax Drive into the primary pedestrian connection to Virginia Square.

LOADING & PARKING ACCESS

- Allow Parking and Loading access on Kirkwood in addition to Washington Blvd. Provide for an additional curb cut for Church's service access along Washington Blvd. This works with existing site topography, mirrors existing parking and loading access across the street, and alleviates traffic along Washington Blvd.

STREETS

- Reclassify Fairfax Drive and N. Ivy St. as pedestrian with limited vehicular access. This enables a comprehensive, pedestrian friendly connection to Virginia Square and addresses north-south pedestrian access. Regular vehicular circulation via N. Ivy Street is unnecessary.

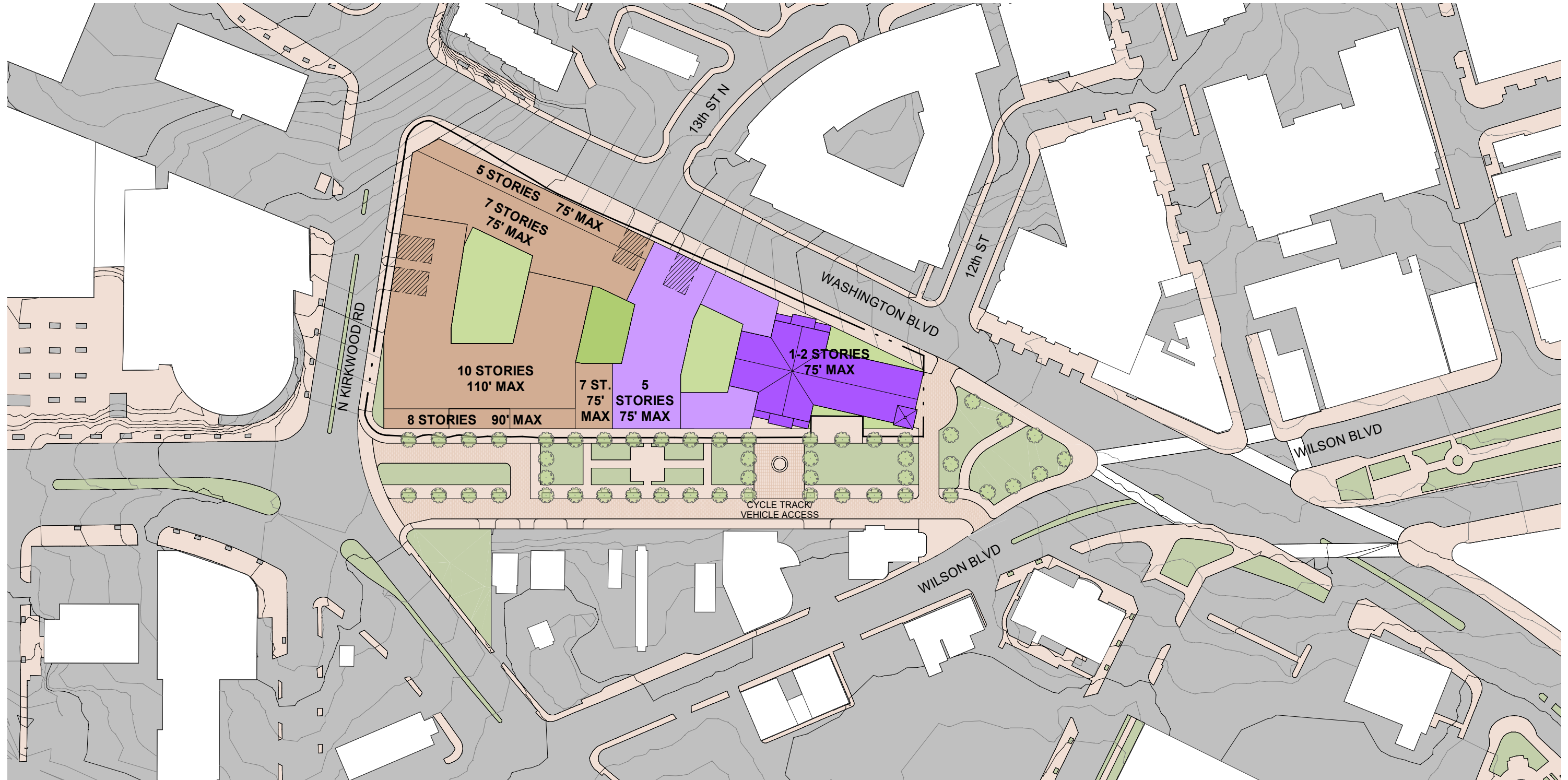
FAIRFAX DRIVE IMPROVEMENTS

- Revise Fairfax Drive into a shared use pedestrian friendly plaza
- Provide paved pedestrian connection at future 12th St. Allow limited vehicular access.
- Reroute existing bike lanes along south side of plaza to reduce interaction with pedestrians.
- One way vehicular access along south side of Fairfax and at West end of park.

Taken together, these changes allow for a more practical, realistic, and better integrated site that supports beautiful open space, increased pedestrian walkability, and a more connected Clarendon.

St. Charles Concept Plan

The St. Charles Concept Plan envisions a new church facing Clarendon Square, a Parish Center that surrounds a cloister, and a development parcel that occupies the west portion of the site.

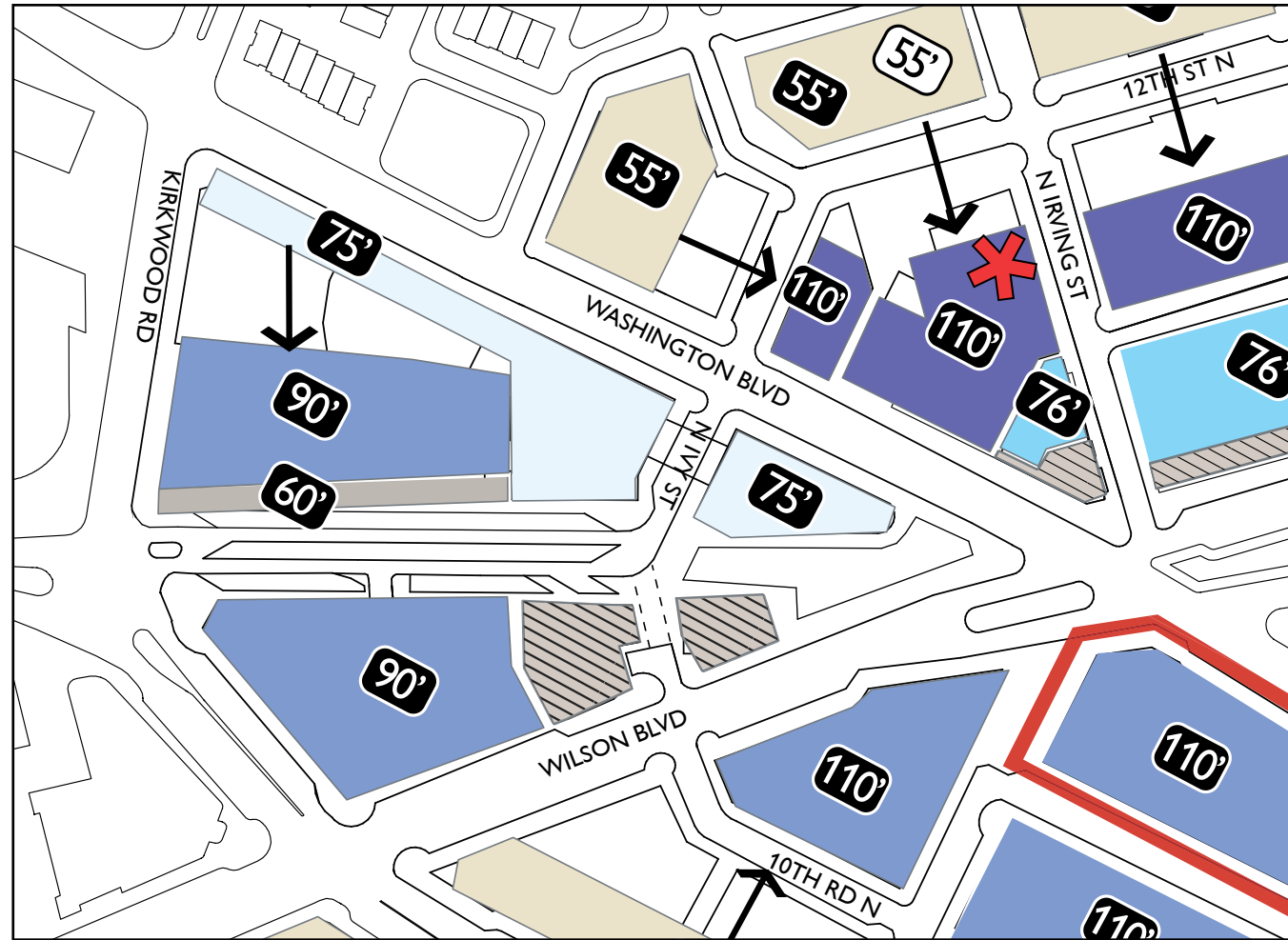


These proposed changes are anchored in the spirit of the Clarendon Sector Plan and provide updated interpretations that best support the needs of the site and the community.

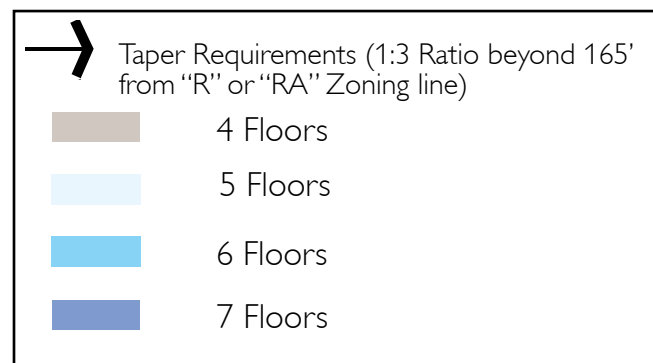
Height & Step Back Requirements (1 of 2)

The existing Clarendon Sector Plan guidance on height and step backs is unnecessarily restrictive and leads to an impractical building development parcel on the west half of the site.

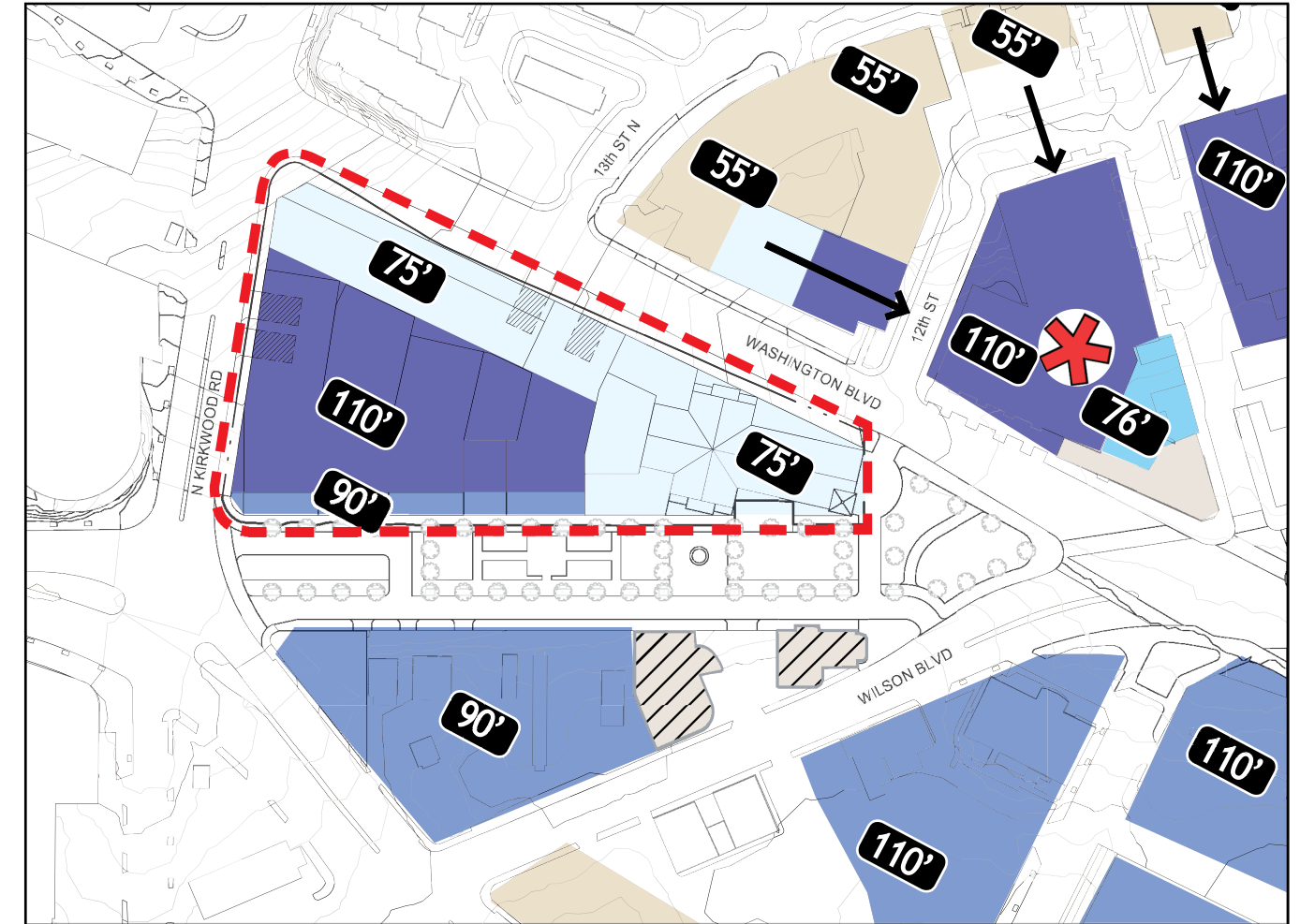
EXISTING



MAP 2.7: MAXIMUM HEIGHT LIMITS



PROPOSED



PROPOSED CHANGES

- Replace 1:3 Taper Requirement along Washington Blvd with a 65' step-back above 75'.
- Increase maximum height in the center of the site to 110'.
- Revise 60' height limit along Fairfax Drive to 90' to match 90' limit on south side of Fairfax Drive. Include a 20' step-back above 90' along Fairfax Drive.

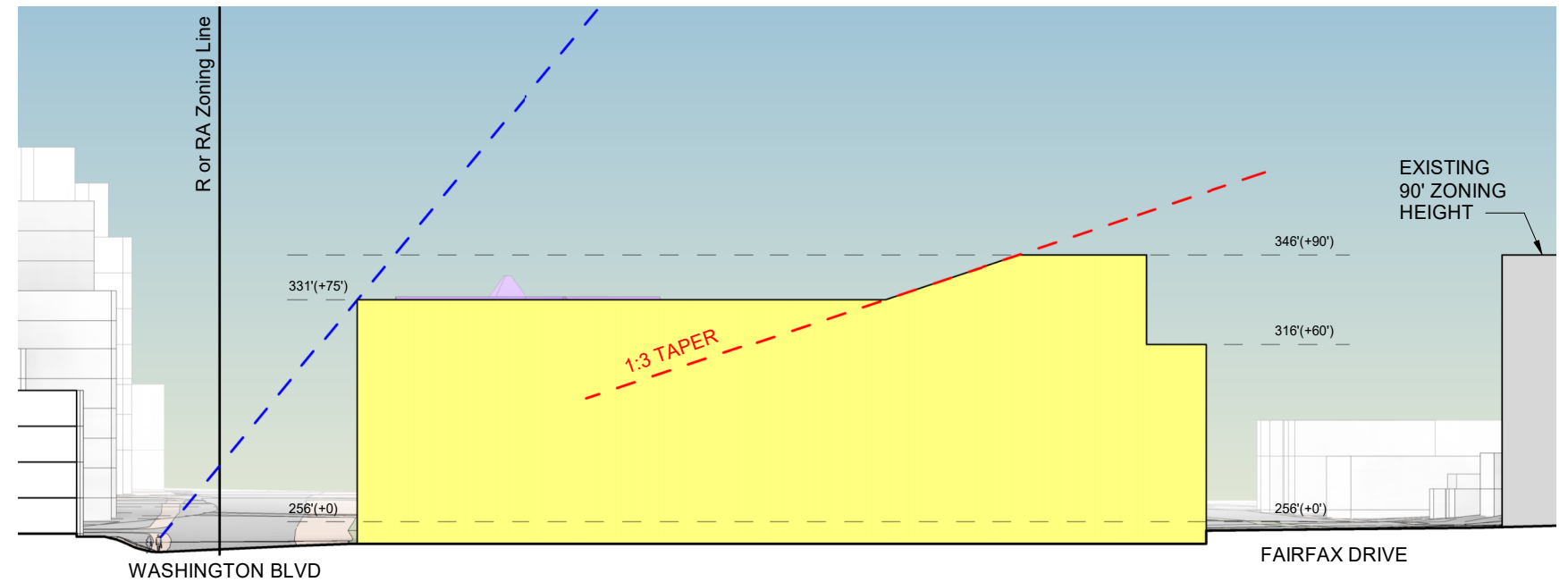
These proposed changes allow for a more practical building envelope that is consistent with its surroundings and respectful of sight lines.

The existing Clarendon Sector Plan guidance on height and step backs is unnecessarily restrictive and leads to an impractical building development parcel on the west half of the site.

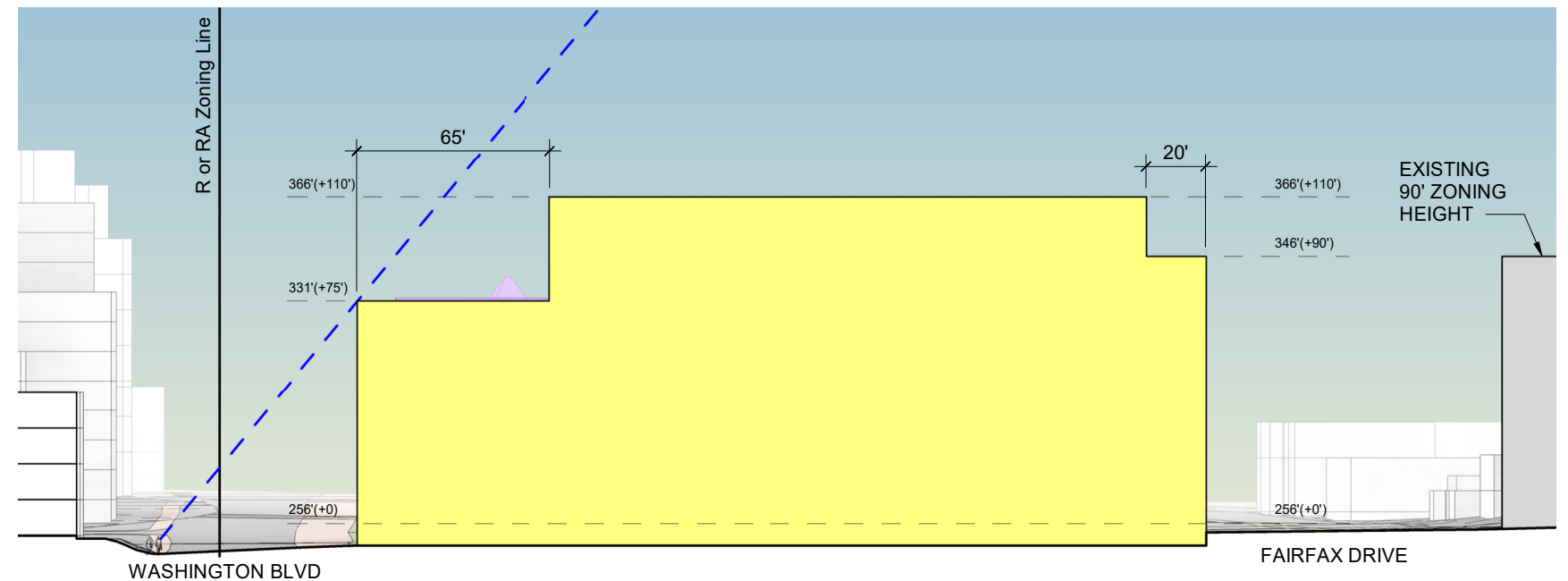
PROPOSED CHANGES

- Replace 1:3 Taper Requirement along Washington Blvd with a 65' step-back above 75'. A 65' step-back maintains appropriate transition to residential neighborhoods and does not negatively impact pedestrian sight lines. This also allows for a more practical building envelope.
- Increase maximum height in the center of the site to 110'. This proposed change allows for a more practical building envelope that is consistent with its surroundings and respectful of sight lines.
- Revise 60' height limit along Fairfax Drive to 90' to match 90' limit on south side of Fairfax Drive. Include a 20' step-back above 90' along Fairfax Drive. This allows for consistency with neighboring guidelines.




EXISTING SECTOR PLAN REQUIREMENTS



PROPOSED CHANGES TO SECTOR PLAN REQUIREMENTS



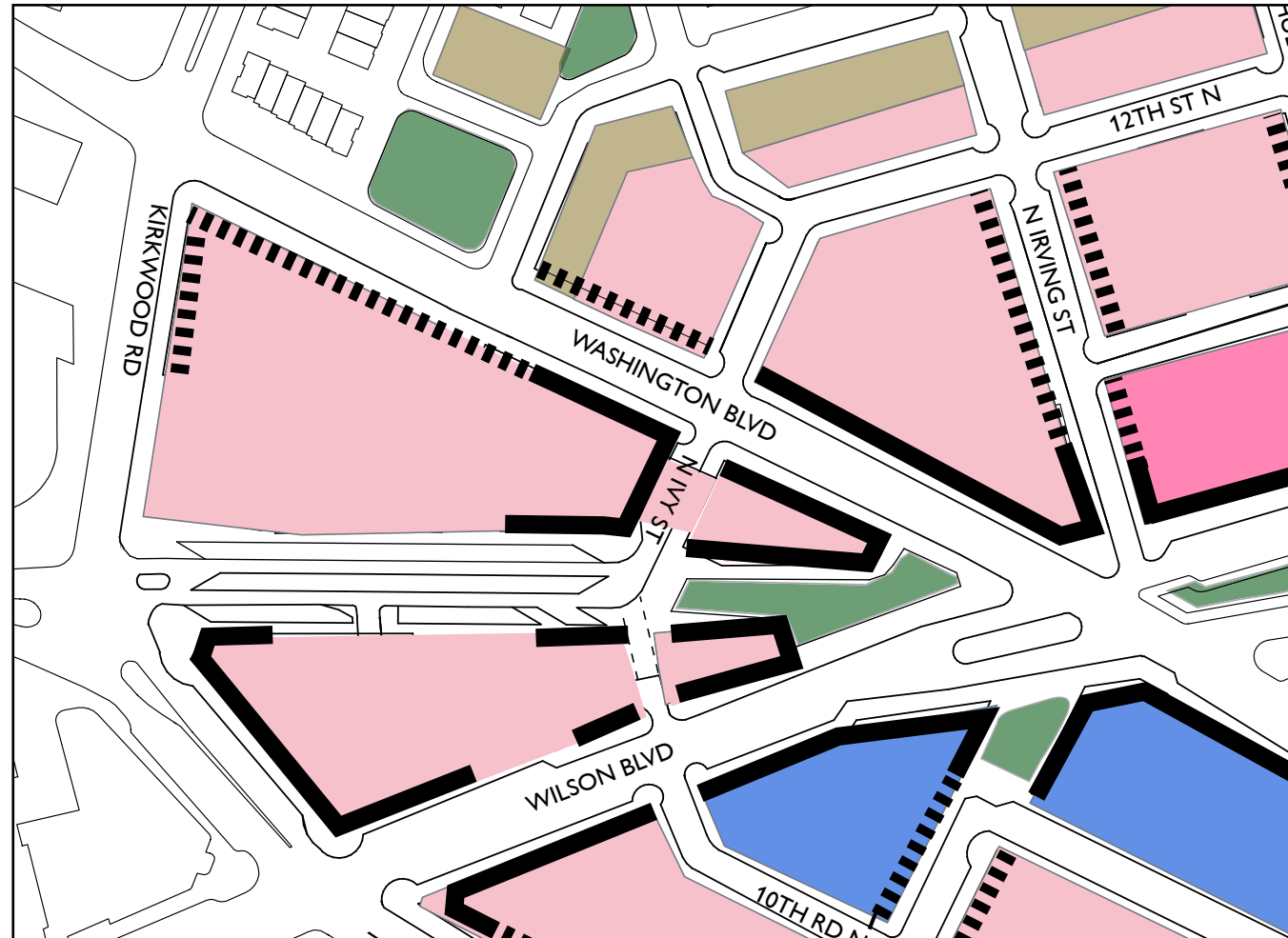
LEGEND

-  Building Section
-  1:3 Taper
-  Sight Line

These proposed changes allow for a more practical building envelope that is consistent with its surroundings and respectful of sight lines.

The existing retail guidelines are not sensitive to the area's existing needs or the needs of a future site redevelopment.

EXISTING

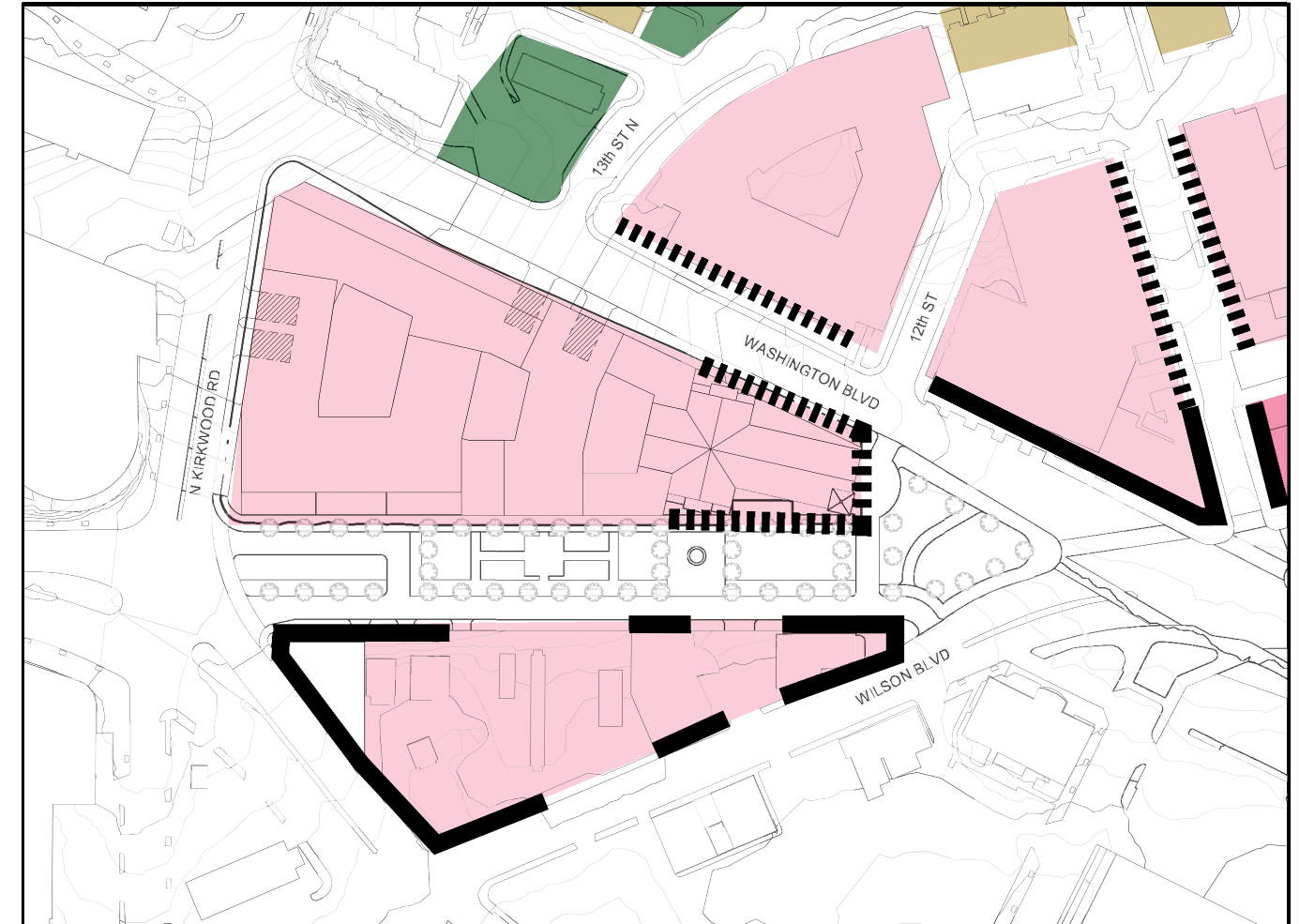


MAP 2.5: USE MIX

LEGEND

- Residential, Commercial, Hotel, or Mixed Use
- Retail Frontages
- Retail and/or Personal/Business Service Frontages

PROPOSED



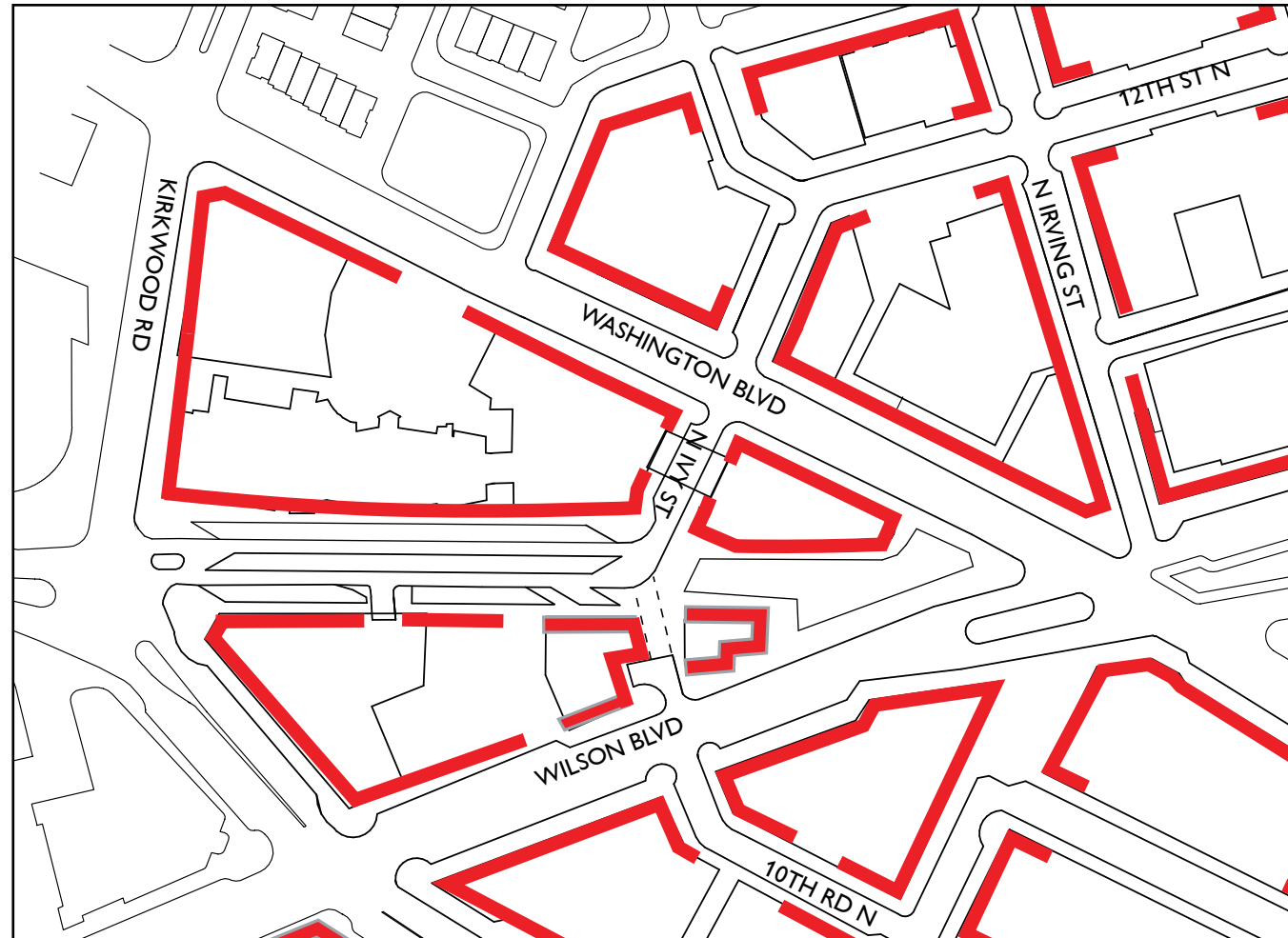
PROPOSED CHANGES

- Change “Retail Frontages” on east end of the site to “Retail and/or Personal/Business Service Frontages”
- Omit “Retail and/or Personal/Business Service Frontages” along Washington Blvd and N. Kirkwood.

Amending these guidelines better reflects the realities of retail along Washington Blvd, the site's envisioned needs, and the potential conversion of Fairfax Drive into the primary pedestrian connection to Virginia Square.



The current Sector Plan only allows for loading and parking access on Washington Blvd; this requirement is not sensitive to the unique, peak transportation requirements associated with religious services.

EXISTING

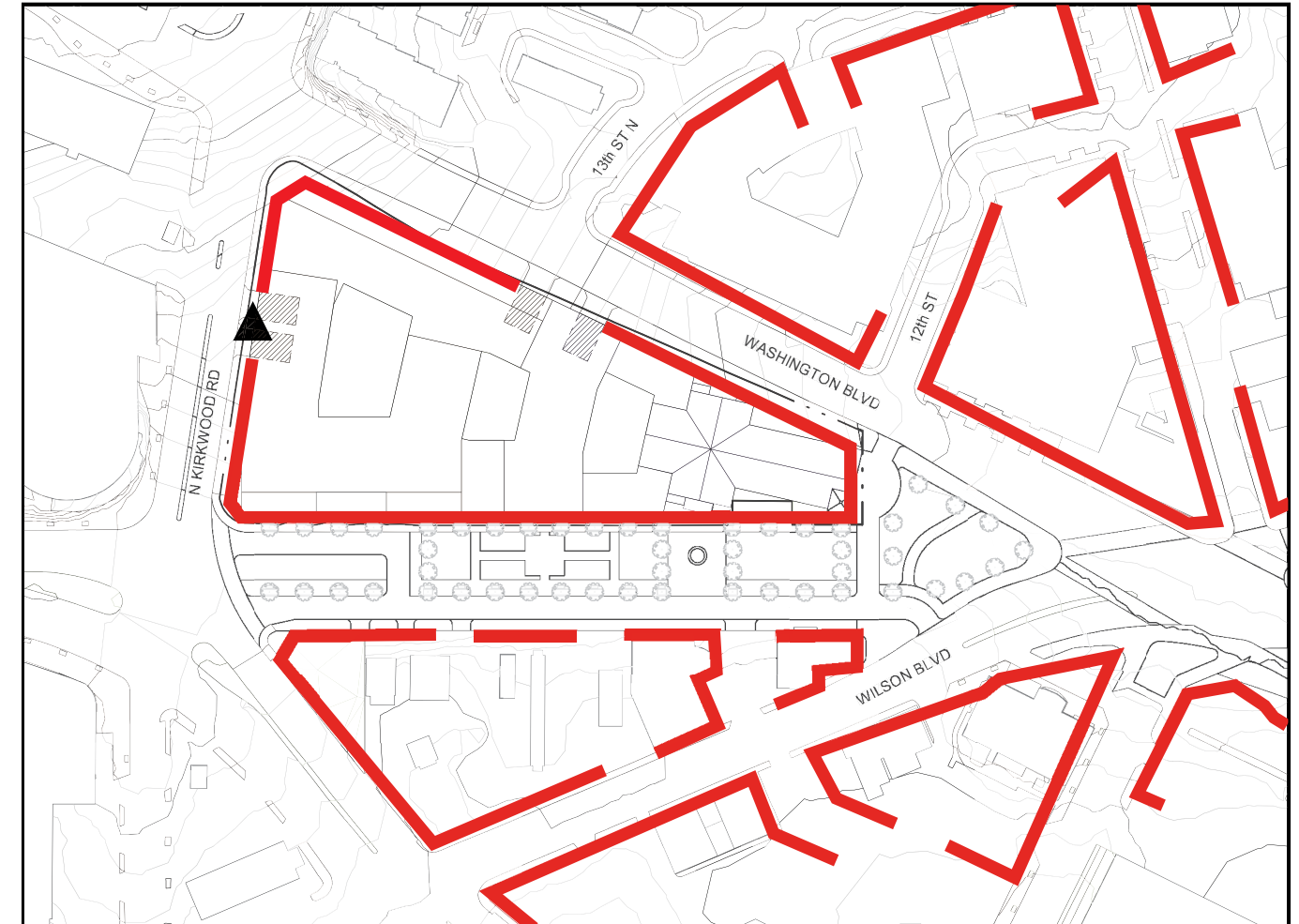


MAP 3.1: BUILD-TO LINES

LEGEND

-  Parking and Loading should be located where build-to lines are not indicated.
-  Proposed Revision

PROPOSED



PROPOSED CHANGES

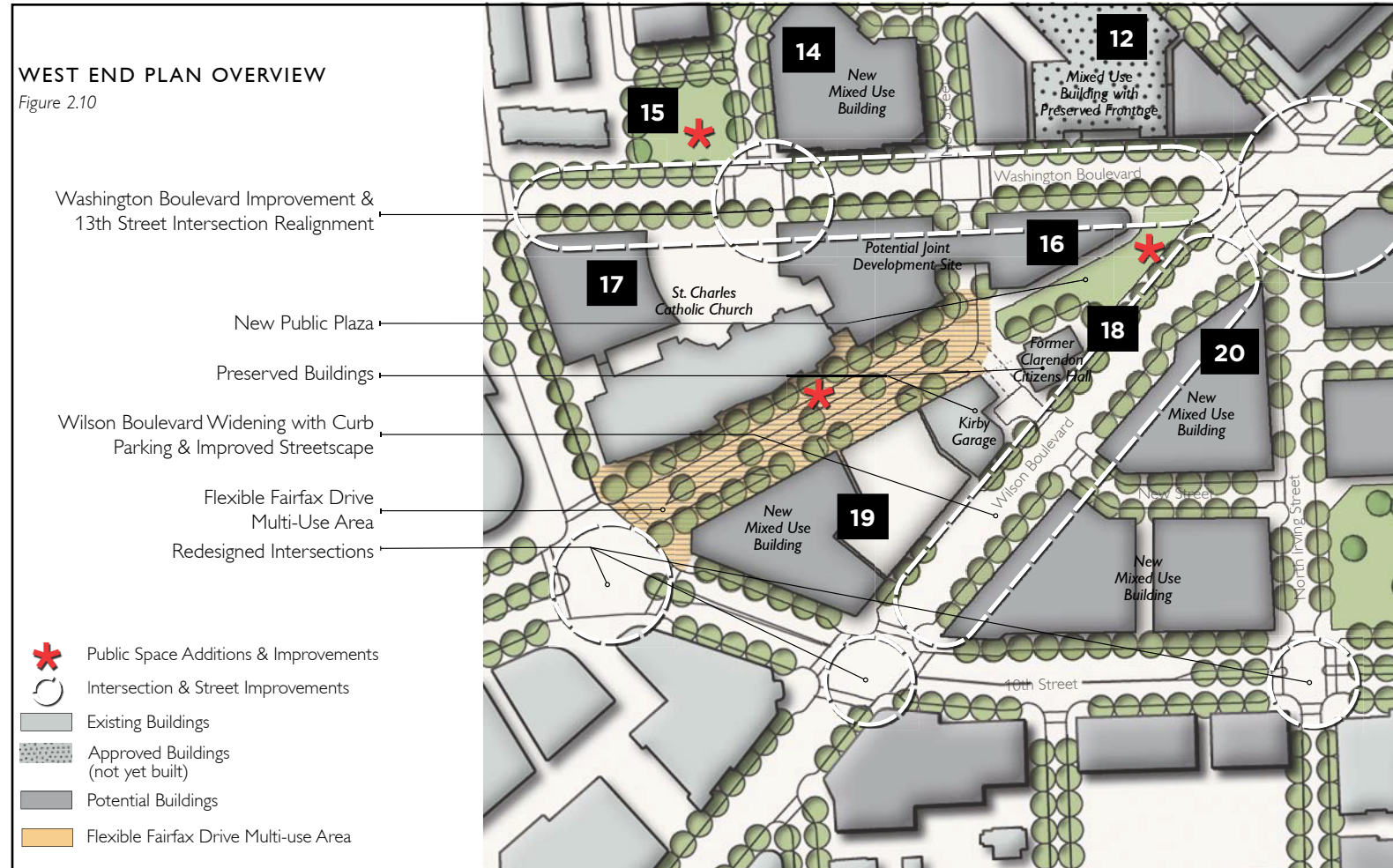
- Allow Parking and Loading access on Kirkwood in addition to Washington Blvd. Grade and natural topography along Kirkwood Rd make it easier to accommodate the extra height required by a loading bay. There is also an existing curbcut in the median for the GMU loading access.

Additional parking and loading access on Kirkwood works with existing site topography, mirrors existing parking and loading access across the street, and alleviates traffic along Washington Blvd.

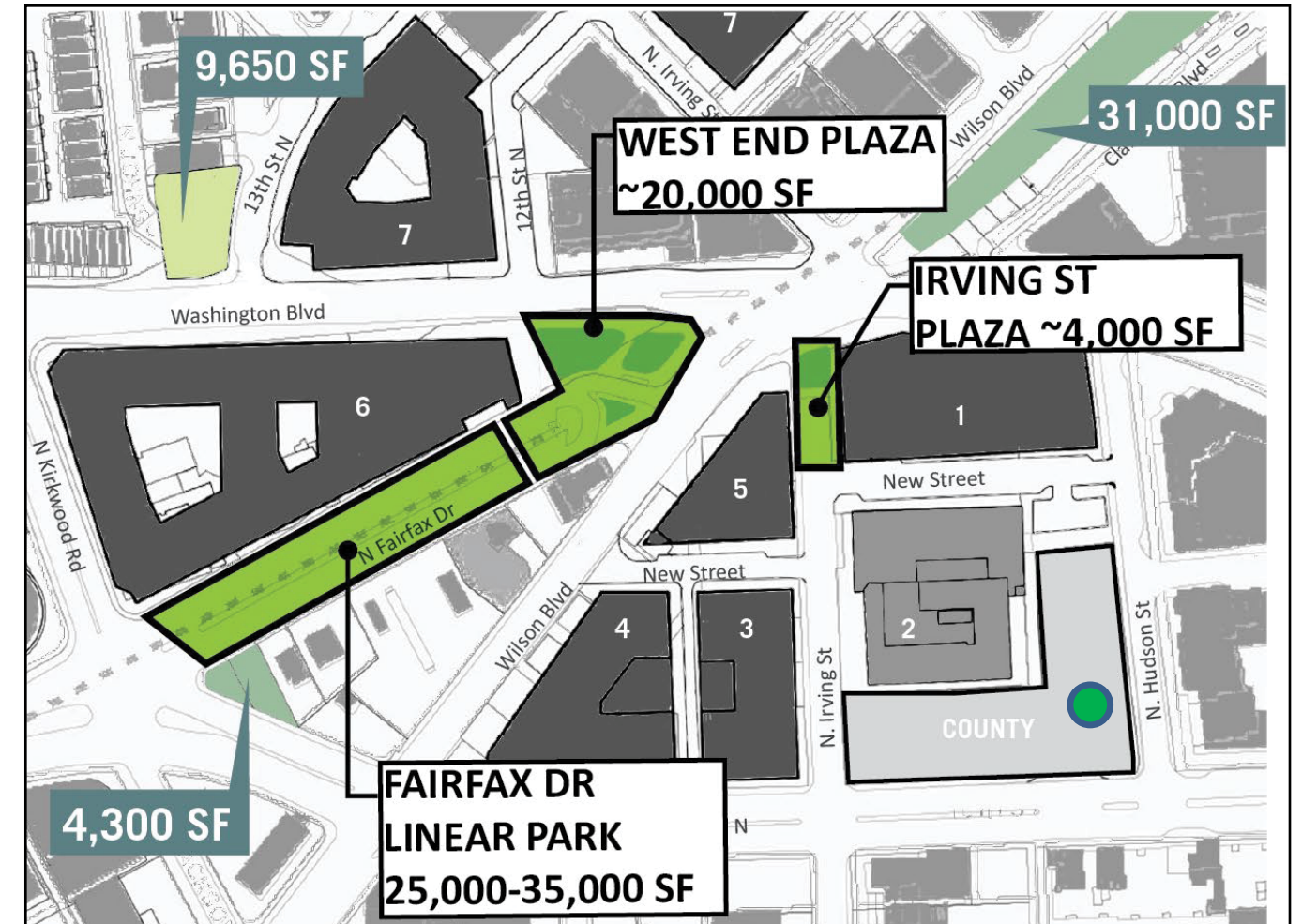
Fairfax Drive Improvements

The County has presented a new vision for the future of Fairfax Drive; this builds upon the flexible multi-use area envisioned in the Sector Plan.

EXISTING SECTOR PLAN



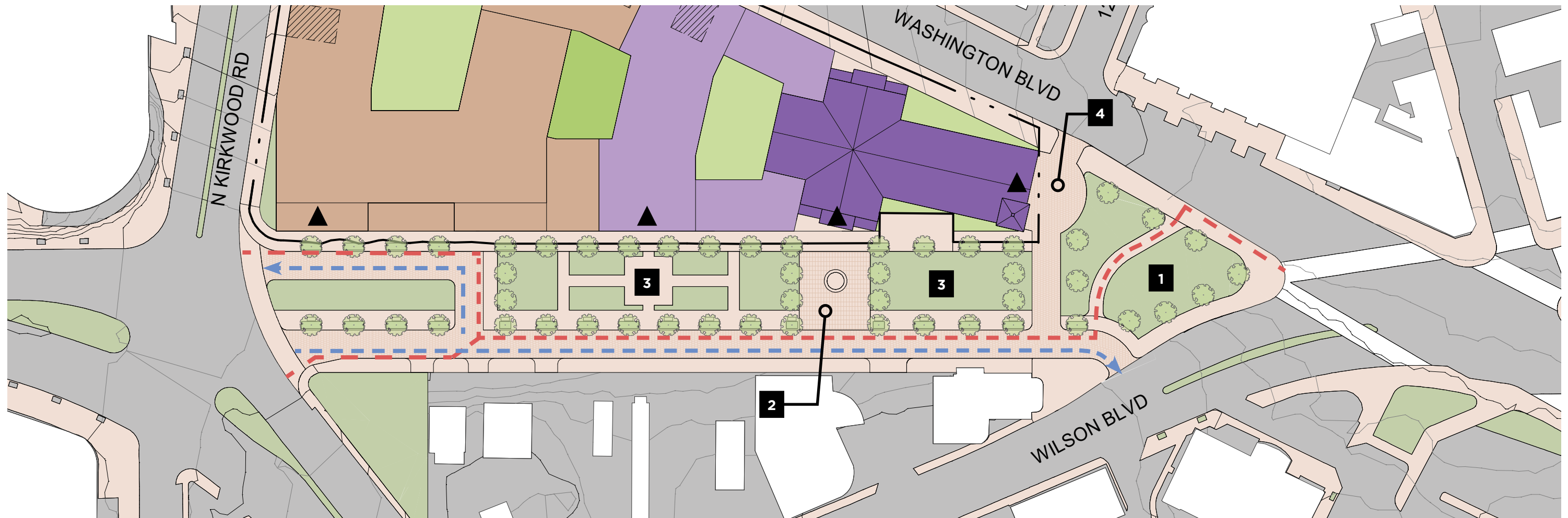
COUNTY PRESENTATION



St. Charles has studied both the original Sector Plan guidance as well as the County's new proposal in drafting a possible concept for Fairfax Drive.




In the spirit of cooperation with the community, St. Charles is pleased to propose conceptual improvements for Fairfax Drive.

PROPOSED



This park concept is illustrative of how Arlington County might develop the Fairfax Drive ROW.

LEGEND

- | | | | |
|----------|---------------------------------|---|------------------------------|
| 1 | West End Park |  | Bike Lane |
| 2 | Public Plaza with Focal Feature |  | One Way Street |
| 3 | Multi-Use Areas |  | Potential Building entrances |
| 4 | Pedestrian Connection/Plaza | | |

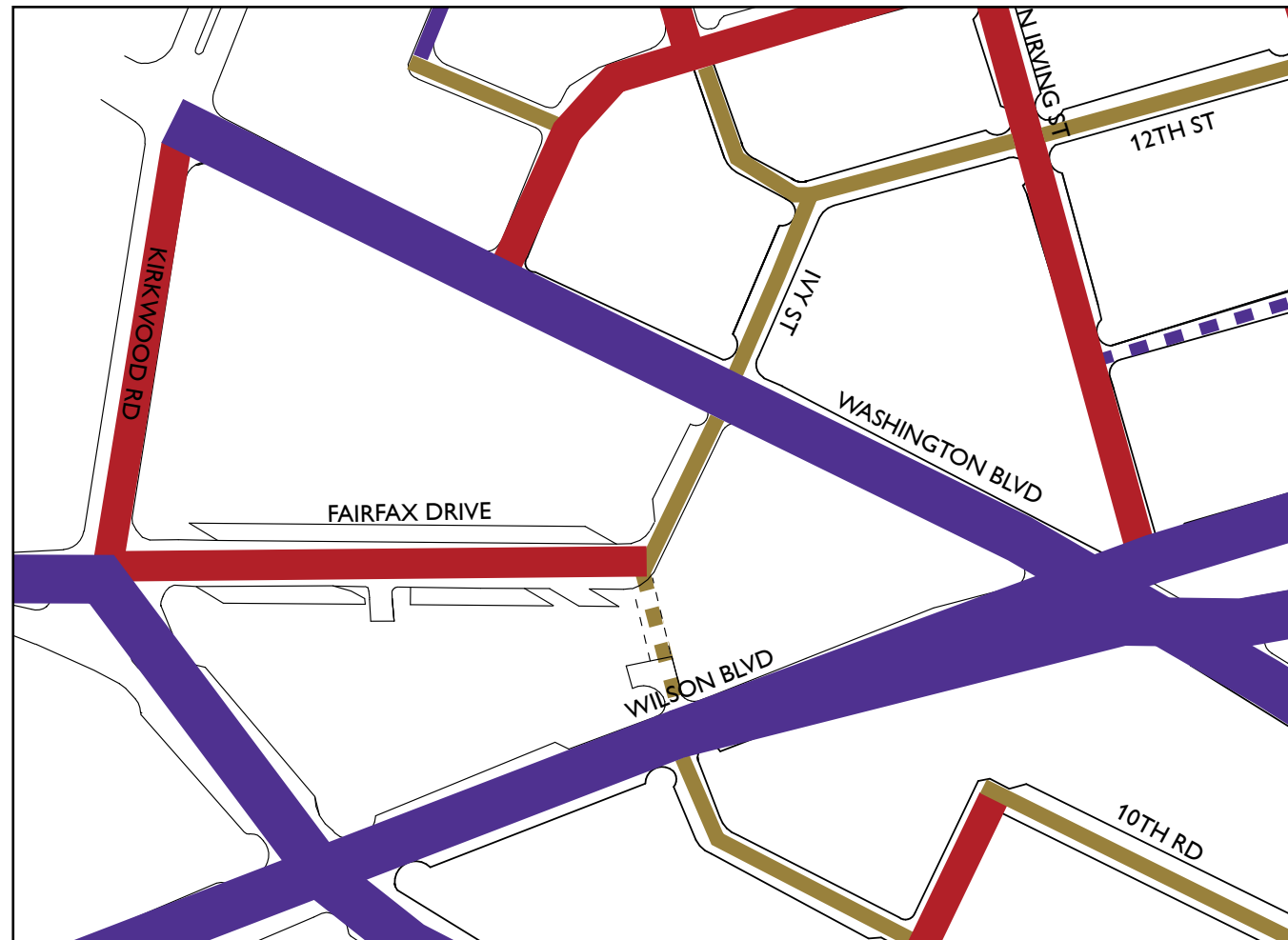
PROPOSED CHANGES

- Revise Fairfax Drive into a shared use pedestrian friendly plaza
- Provide paved pedestrian connection at future 12th St. Allow limited vehicular access.
- Reroute existing bike lanes along south side of plaza to reduce interaction with pedestrians.
- One way vehicular access along south side of Fairfax and at West end of park.

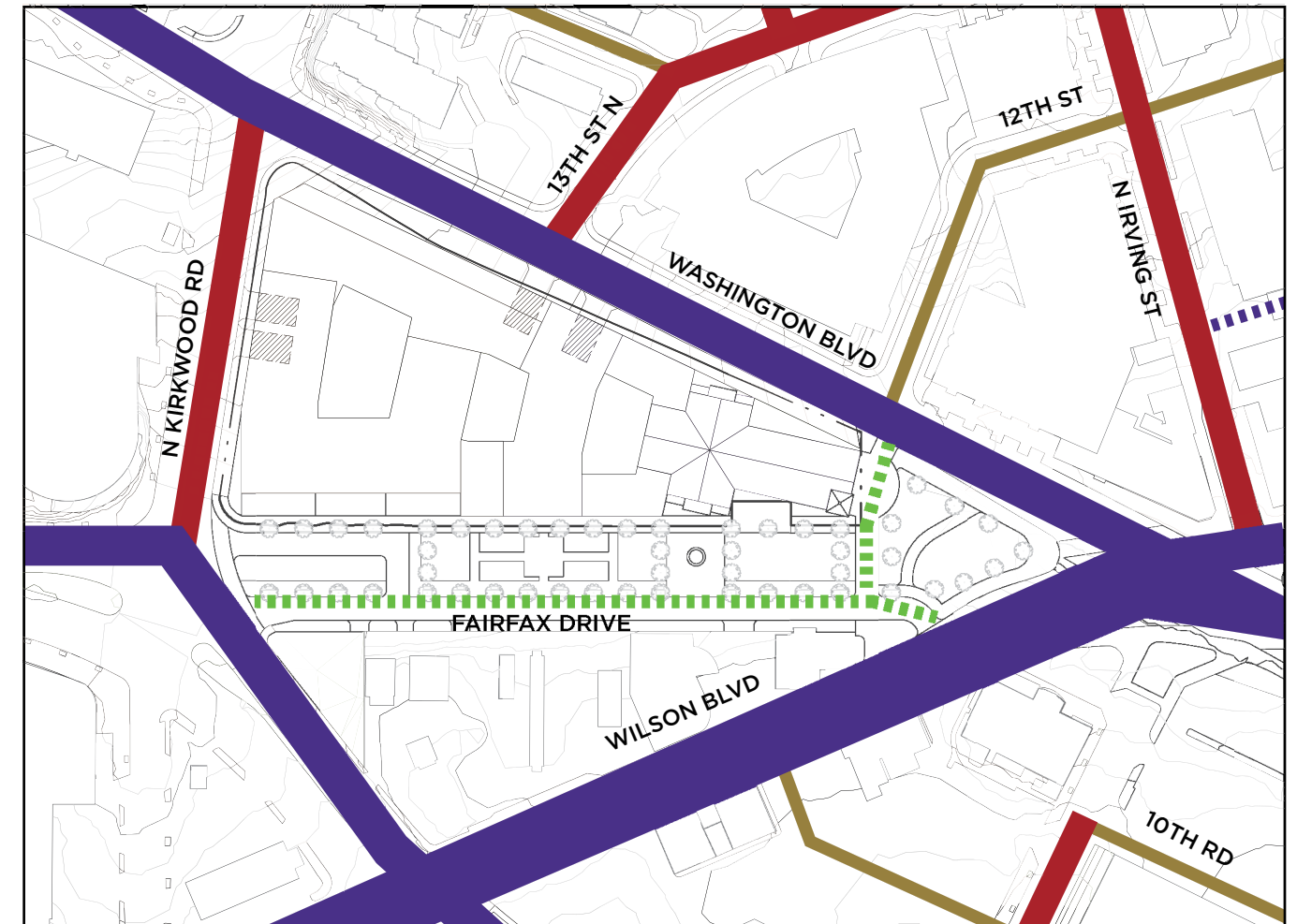
These proposed improvements create a beautiful open space for the community, complement envisioned the site redevelopment, offer limited vehicular access where necessary, and enhance pedestrian connectivity.

The proposed improvements to Fairfax Drive require necessary changes to the street guidelines included in the Clarendon Sector Plan.

EXISTING



PROPOSED






PROPOSED CHANGES

- Reclassify Fairfax Drive and N. Ivy St. as a pedestrian street with limited vehicular access.

MAP 2.10: STREETS

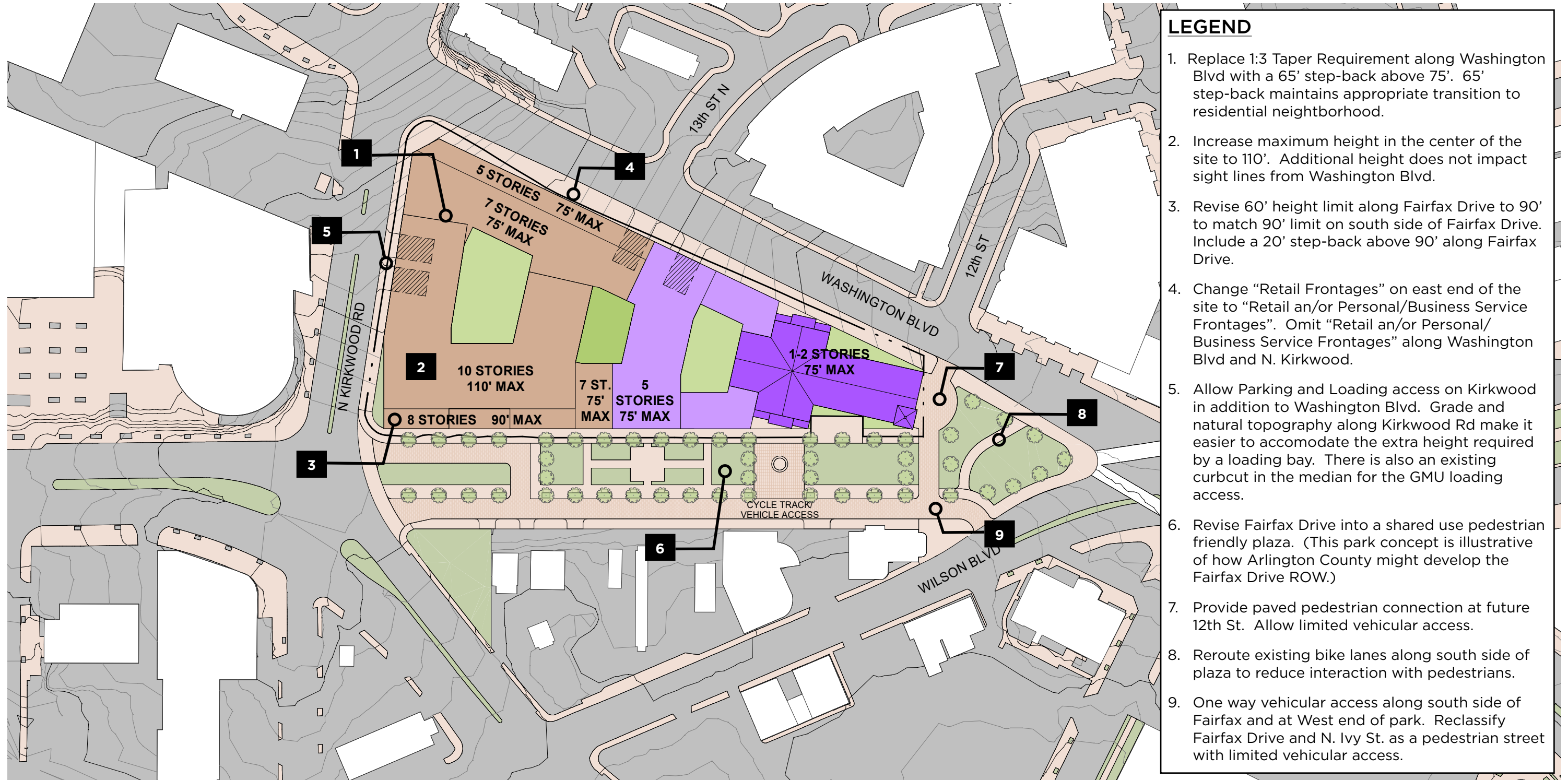
LEGEND

	Main Streets		Planned Tertiary Streets
	Secondary Streets		Alleys
	Tertiary Streets		Pedestrian Street with limited vehicular access

The conversion of N. Ivy St into a primarily pedestrian path allows for a beautiful green space directly adjacent to the future St. Charles and maintains the option to connect with a future open space along Fairfax Drive.

St. Charles Concept Plan

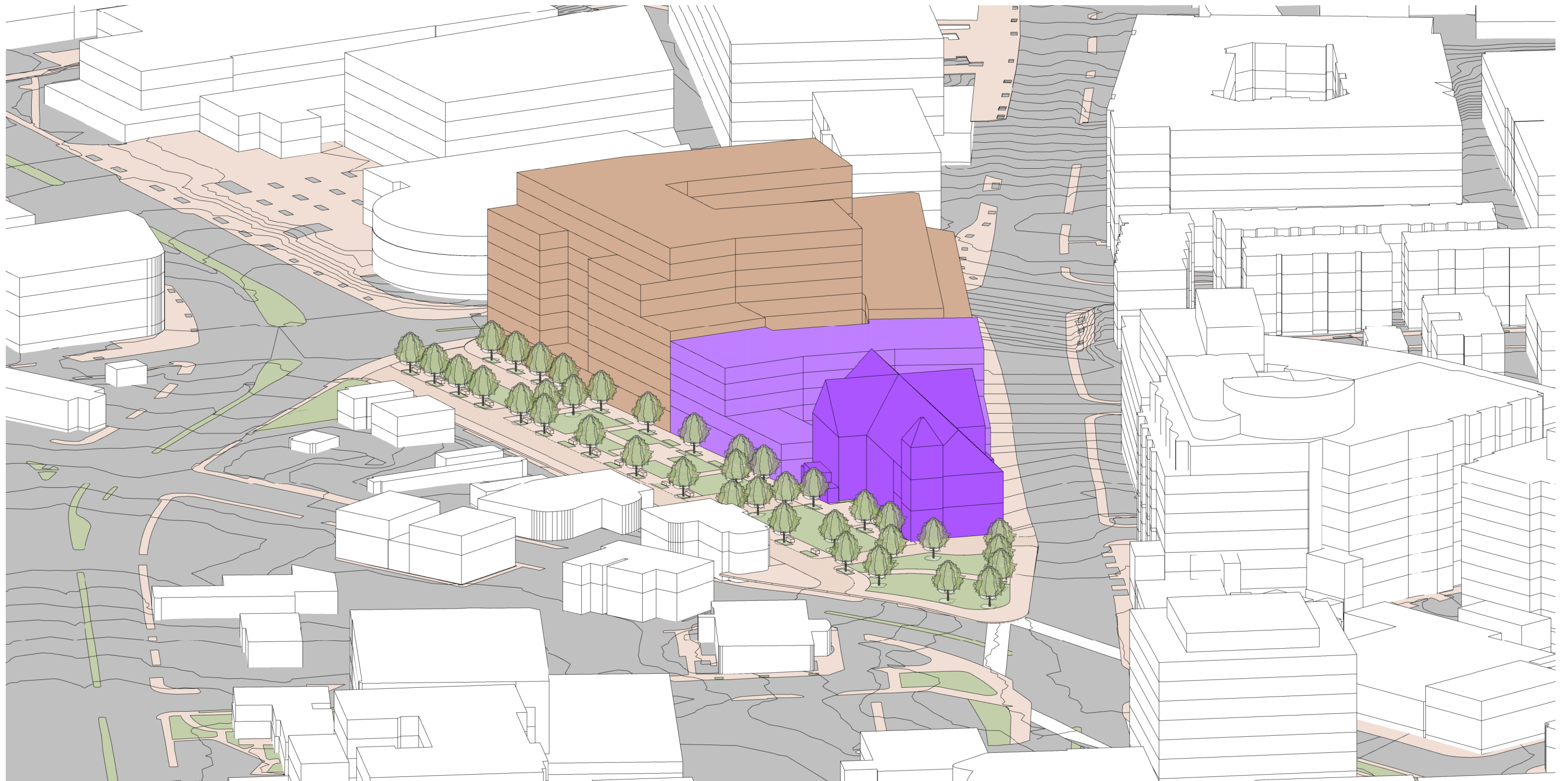
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