

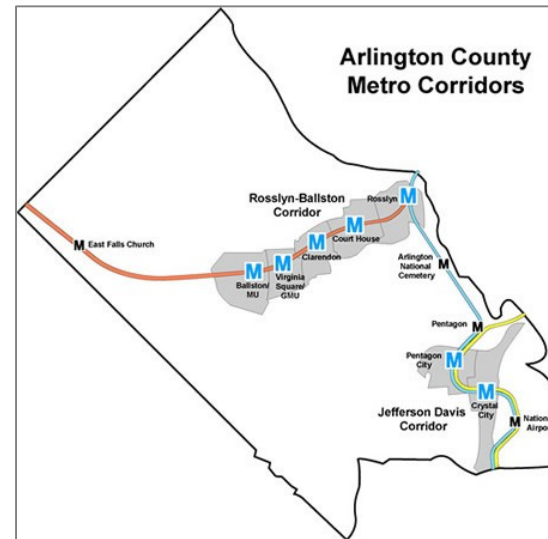
# Rosslyn-Ballston Metro Corridor

Arlington County's Smart Growth Journey  
Implementing the General Land Use Plan



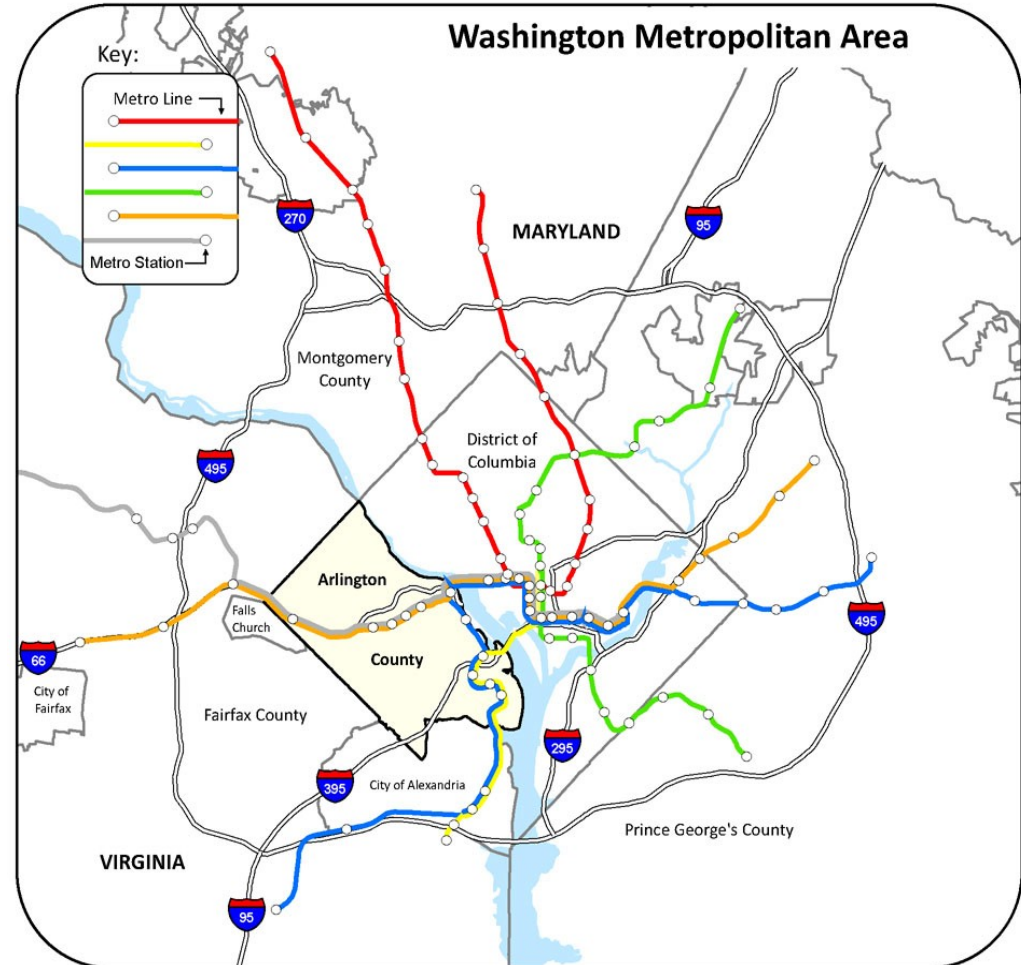
A presentation by the Arlington County Department of Community Planning,  
Housing and Development, Planning Division

- Arlington Overview
- Setting the Stage
- How We Did It
- Where Are We Now
- Measuring Success
- Lessons Learned
- On-Going Commitments
- Rosslyn-Ballston Corridor Today



# Arlington Overview

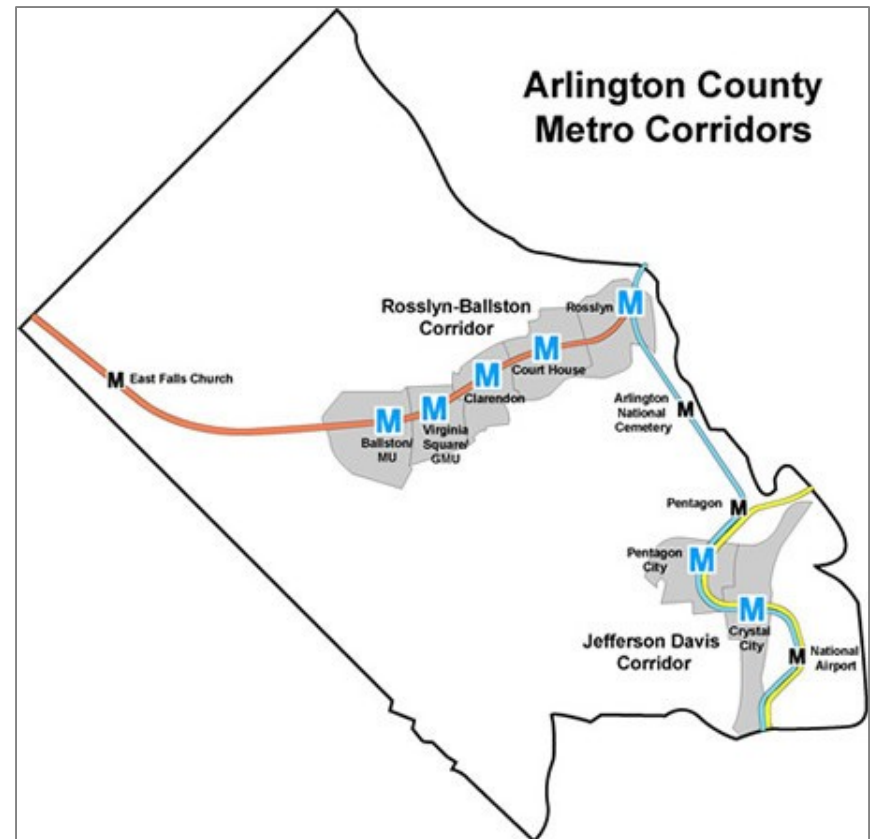
- Located in the core of Metropolitan Washington (over 6 million residents, 3 million jobs and 1,200 sq. miles of urbanized area)





## Arlington County

- 25.8 square miles
- Population 225,200 (2018)
- Employment 224,200 (2018)
- Housing Units 106,300 (2018)
- 11 Metrorail Stations





## Arlington County - 1960

- 7.5 million sq. ft. Office
- Declining retail corridors
- Emerging market for government office space
- Strong single family neighborhoods
- Large number of garden apartments, some of which were beginning to decline
- 97,505 jobs
- 71,230 housing units

## R-B Corridor: 1972



*Photo Credit: Arlington County Department of Community Planning, Housing & Development.*



# Setting the Stage

**1979 – First Year Metro Started Service**



**6 Ballston Metro**

**Virginia Square Metro**

**Clarendon Metro**

*Photo Credit: Arlington County Department of Community Planning, Housing & Development.*



## Rosslyn 1950s-1960s

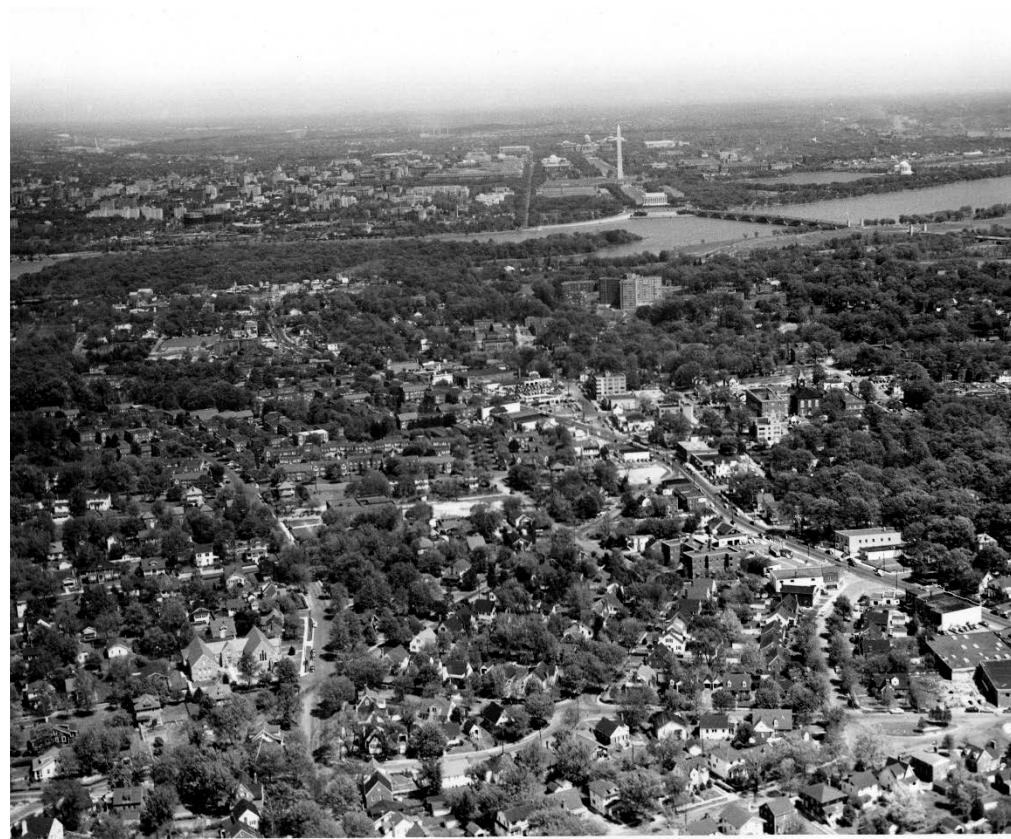


Photo Credit: Arlington County Department of Community Planning, Housing & Development.





## Courthouse 1950s-1960s





# Setting the Stage

## Clarendon – 1920s



## Arlington's Old Downtown



## Ballston – 1970s



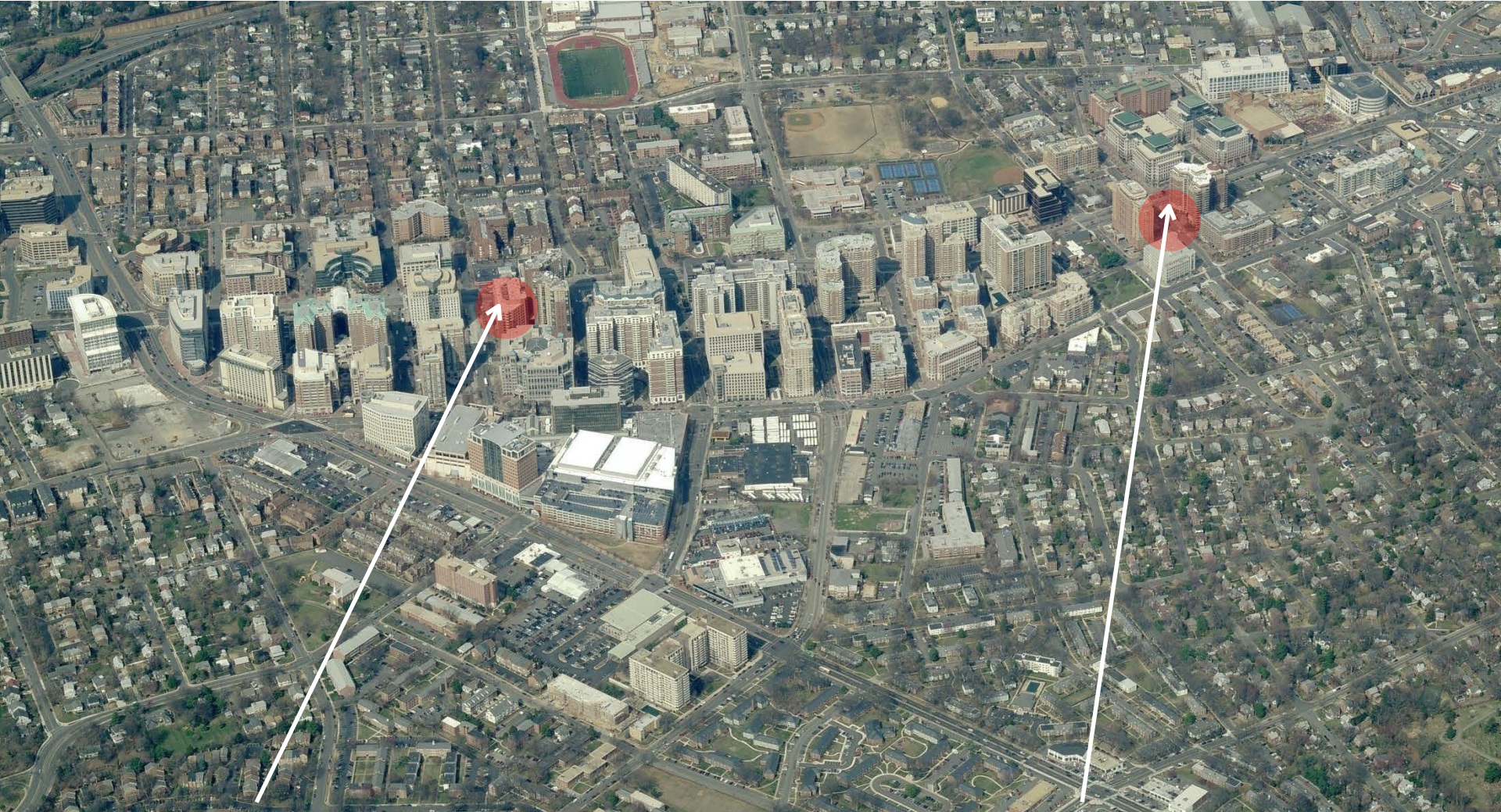
Metro Entrance





# Setting the Stage

## Rosslyn-Ballston Corridor Today 40 Years of Metro



11 **Ballston Metro**

**Virginia Square Metro**



# Setting the Stage

## Rosslyn-Ballston Corridor Today 40 Years of Metro



12 **Court House Metro**

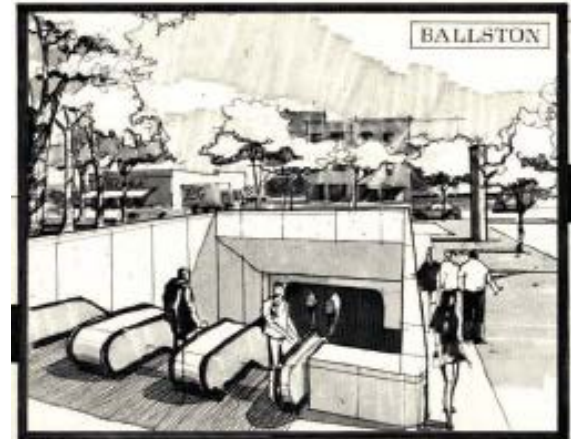
**Rosslyn**



## 1960s and 1970s

- Beginning of the planning for a regional transit system
- Embarked on an ambitious community planning effort
- Had already debated the impacts of development vs the benefits of growth and decided we wanted to encourage growth as well as encourage riders

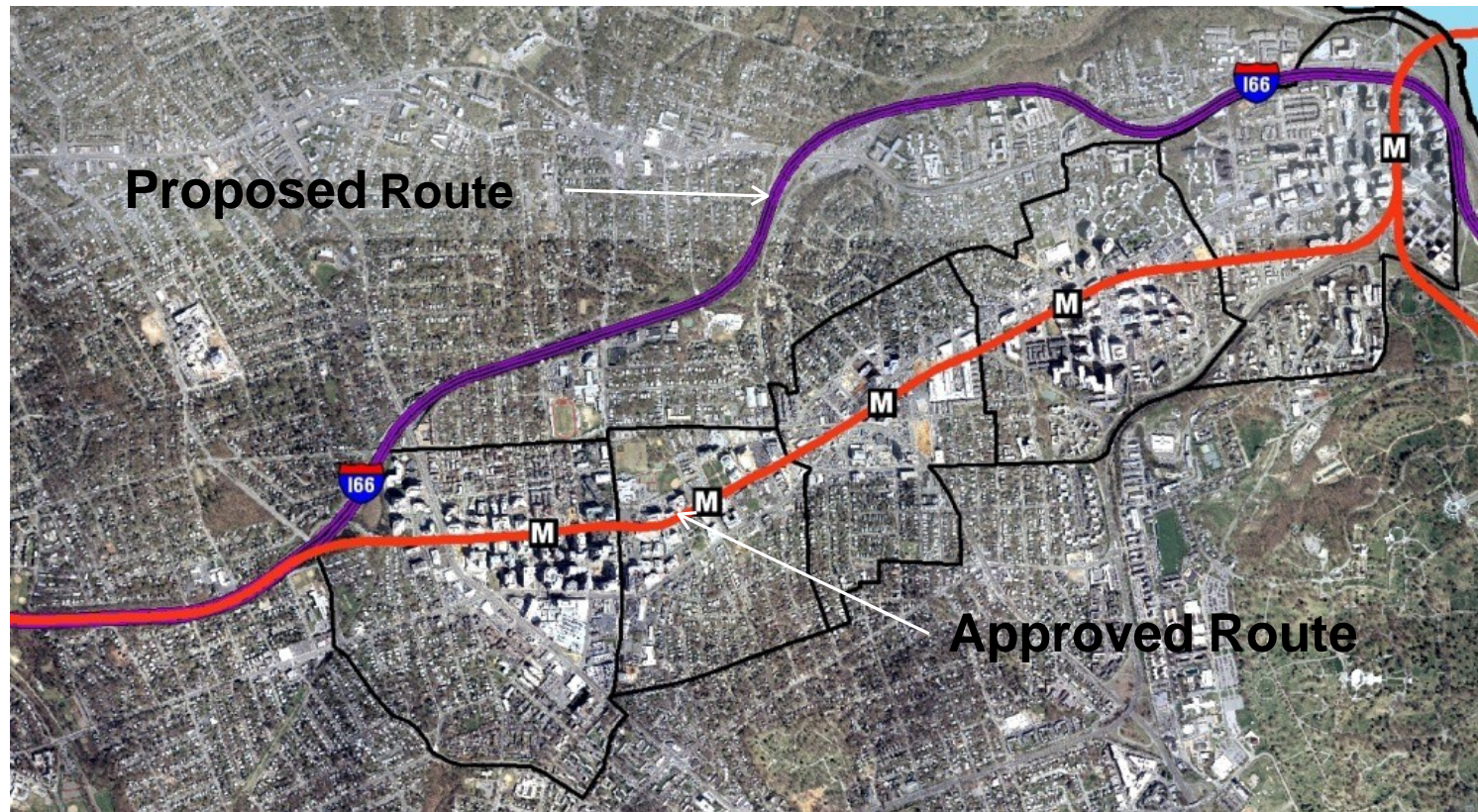
*Metro Station Renderings*



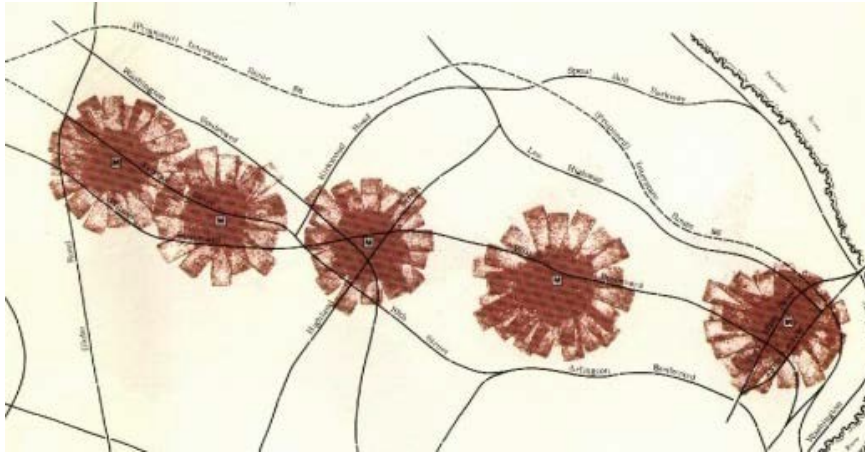


## The Proposed Metrorail Route

Arlington lobbied strongly for an underground route along the old commercial corridor vs along the median of future highway



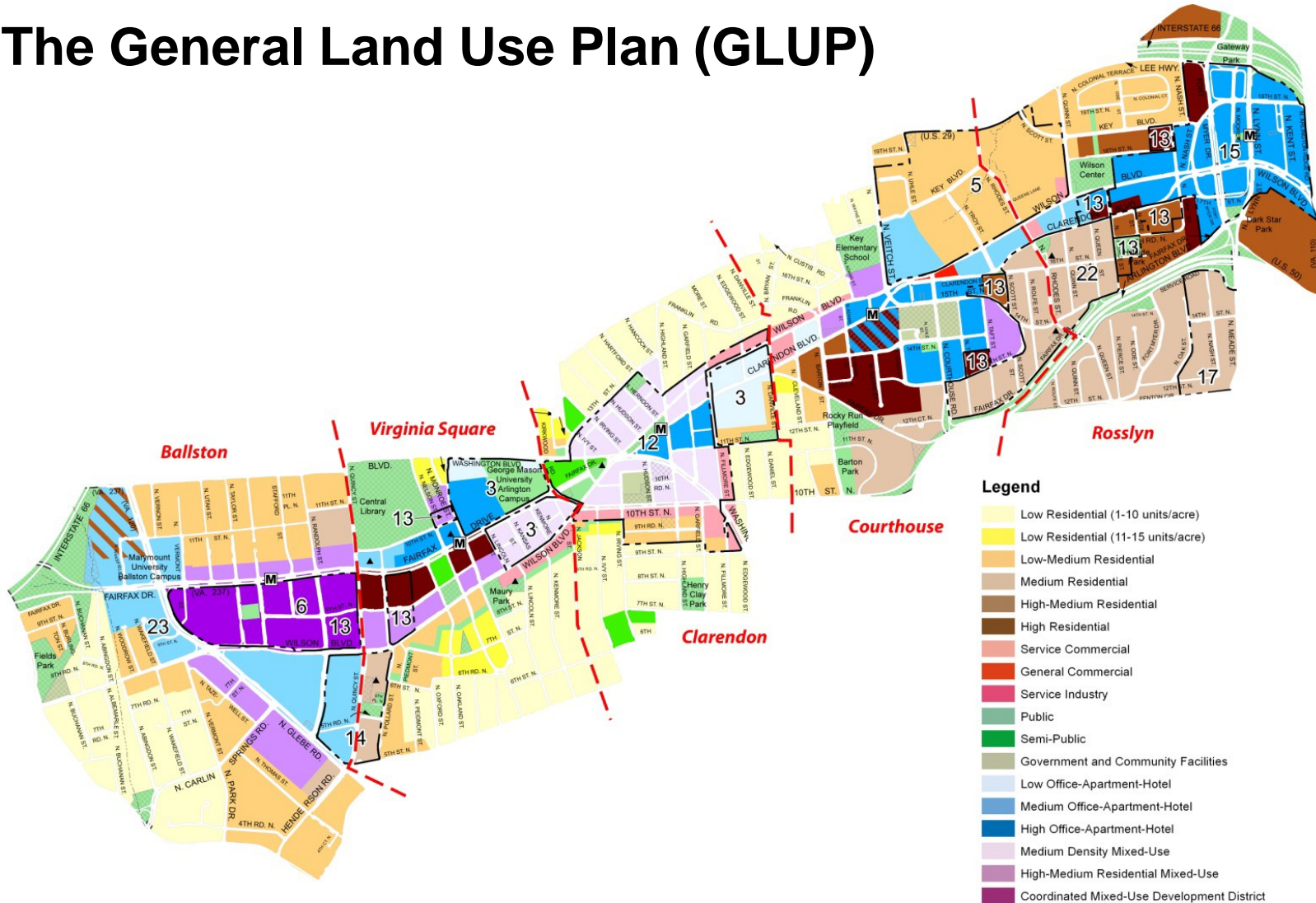
## The Bull's Eye



- Concentrate high and mid-density redevelopment around transit stations (highly targeted) and taper down to existing neighborhoods
- Encourage a mix of uses and services in station areas
- Create high quality pedestrian environments and enhanced open space
- Preserve and reinvest in established residential neighborhoods



## The General Land Use Plan (GLUP)



### Legend

- Low Residential (1-10 units/acre)
- Low Residential (11-15 units/acre)
- Low-Medium Residential
- Medium Residential
- High-Medium Residential
- High Residential
- Service Commercial
- General Commercial
- Service Industry
- Public
- Semi-Public
- Government and Community Facilities
- Low Office-Apartment-Hotel
- Medium Office-Apartment-Hotel
- High Office-Apartment-Hotel
- Medium Density Mixed-Use
- High-Medium Residential Mixed-Use
- Coordinated Mixed-Use Development District



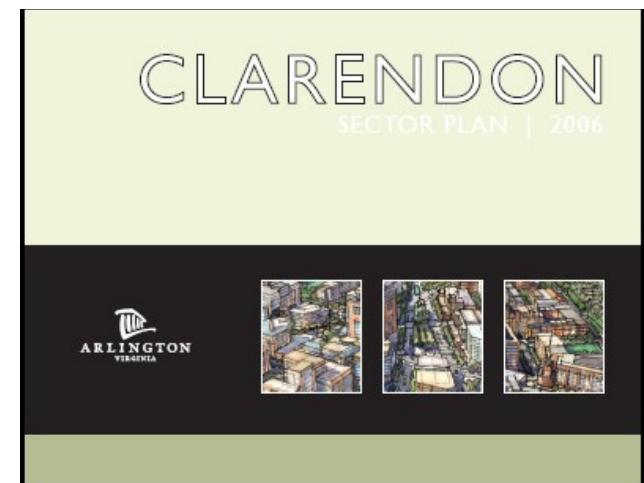
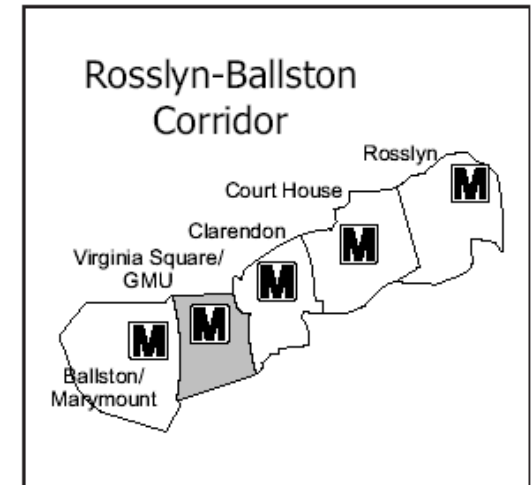
## Walkability & Multimodal Transportation Planning



- Focus community development around transit and require appropriate investments in transportation
- Emphasize community walkability
- Maximize travel choice for residents, workers and visitors
- Provide comprehensive and easy to access information about travel options
- Employ transportation demand management strategies
- Manage curb-space and parking efficiently
- Emphasize multi-modal street operations

## Sector Plans

- Adopted a corridor-wide GLUP based on agreed-to development goals
- Then focused on developing sector plans to create distinctive “urban villages”
  - Overall vision for each station area
  - Desired public improvements
  - Location for retail
  - Urban design standards
  - Public infrastructure needs
  - Open space, streetscape standards
  - Each focused on an area of approximately 1/4 mile to 1/2 mile from the metro station





## Zoning

### Planning for Metro

- 11% of County (2 rail corridors) re-planned to encourage mixed-use, high density development
- Zoning in 89% of County is primarily low density so little unplanned development can happen

## General Land Use Plan

### For Metro Corridors

- Land remains zoned for low density, but GLUP indicates willingness to rezone for higher density.
- In response to proposals, county would rezone to higher density as shown on GLUP
- Requires a special exception. **Site Plan** is used to approved the development. Requires County Board approval.

## Site Plan

- Site Plan allows flexibility but is tied to the GLUP and the adopted sector Plans in terms of uses, density, height and design
- Property owner always maintains underlying by-right zoning until they implement approved site plan
- By-right development is at a much lower density with a more limited array of uses allowed
- The site plan allows significantly higher density & height than underlying zoning

### By-right

1.5 F.A.R.

35-45 ft (height)

4 Parking spaces

per 1,000 SF

### Site Plan

3.8 – 10 F.A.R.

100-300 ft (height)

2 Parking spaces per

per 1,000 SF



## Site Plan

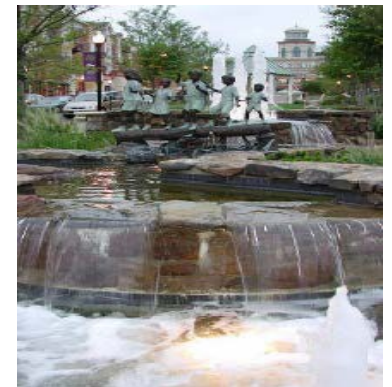
### Site Plan is Approved IF it:

- Complies with the standards of the zoning ordinance,
- Is in compliance with the mix required by the GLUP
- Provides the features called for in the sector plan for the area - including public improvements
- Matches the *FORM* identified in the Sector Plan



### Increased density in return for

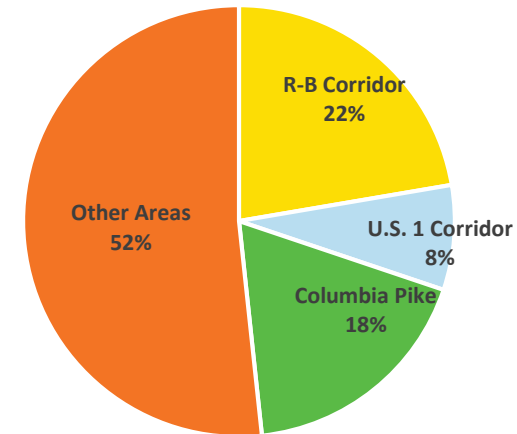
- Building the development consistent with plans
- Where plans recommend
- And building significant amount of the required and desired public improvements
- LEED & Affordable Housing



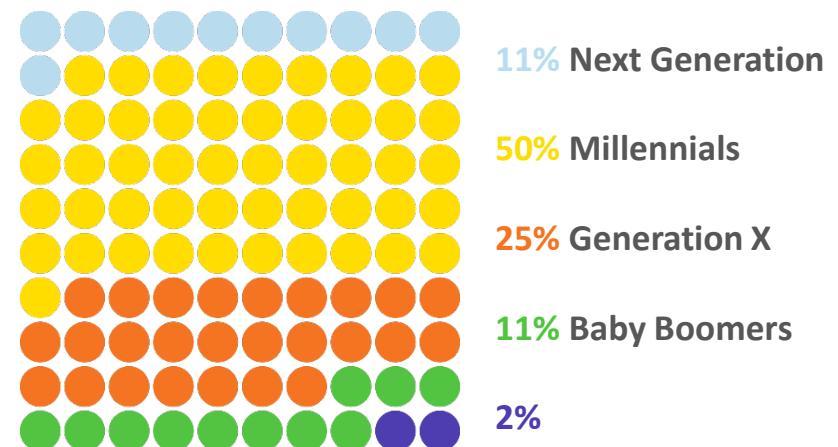
## Demographic Overview

- R-B Corridor is 22% of the County Population
- The R-B Corridor is young. 50% of the population is aged 22 to 34.
- 85% of R-B residents have a Bachelor's degree or higher
- Median Household Income for R-B Corridor: \$117,000 (2016 dollars)

Population by Corridor



R-B Corridor Population by Generation



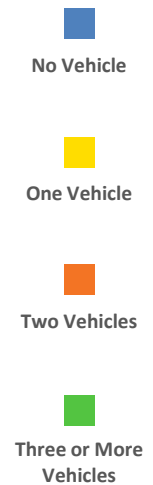
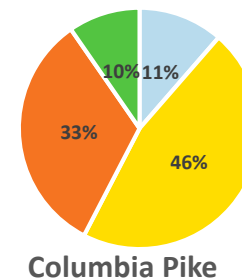
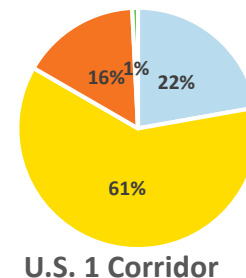
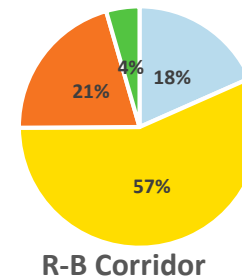
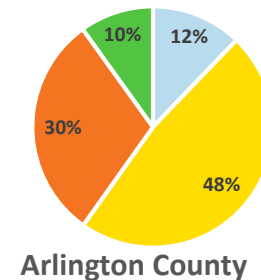
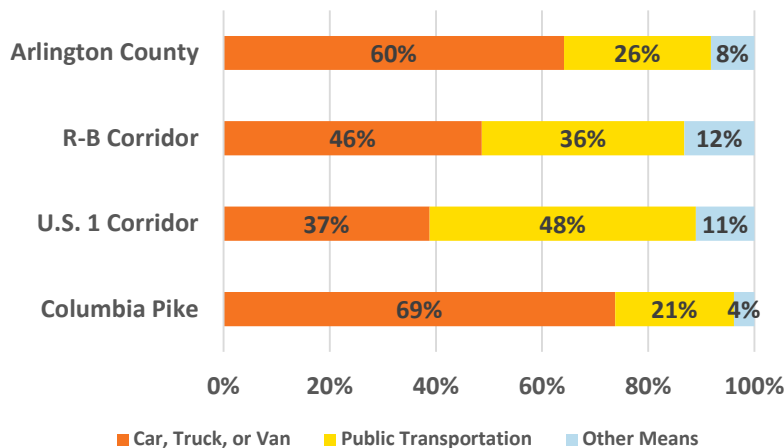


## Demographic Overview

- R-B Corridor: 36% of workers over the age of 25 take public transportation to work

- R-B Corridor has “Car-Light” households
- 18% have no vehicle available
- 57% have one available

Percent of Population by Means of Transportation to Work



## Development

**1970**

**OFFICE**

- 5,568,600 SF

**RESIDENTIAL**

- 7,000 UNITS

**RETAIL**

- 865,507

**JOBS**

- 22,000



**2018**

**OFFICE**

- 23,400,000 SF

**RESIDENTIAL**

- 33,700 UNITS

**RETAIL**

- 3,200,000 SF

**JOBS**

- 90,400

*Photo Credit: Flickr User "M.V. Jantzen".*

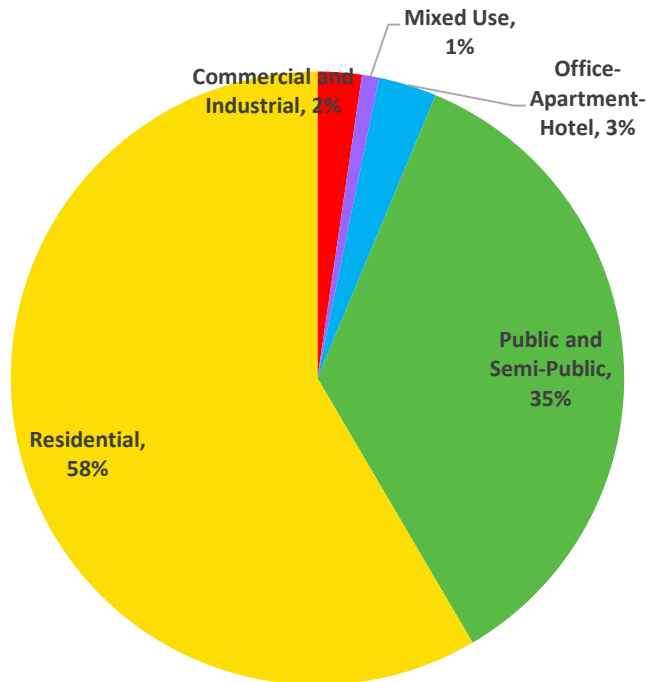


## Real Estate Assessments

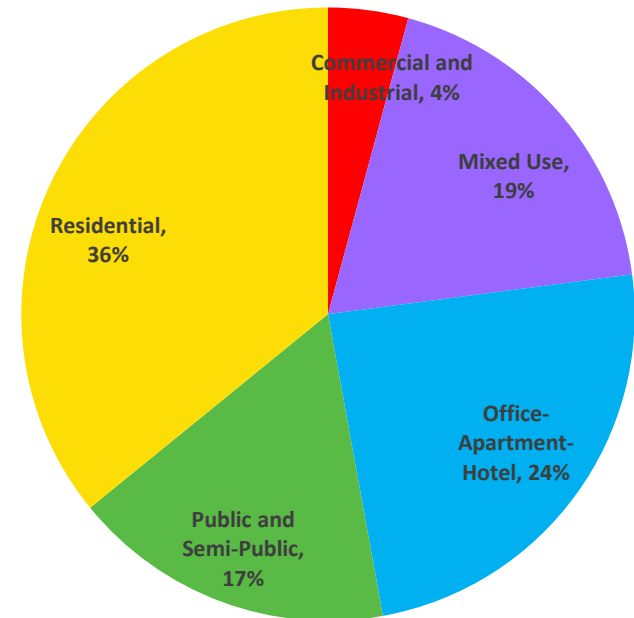
- \$27.5 billion of a total \$57.5 billion in assessed land and improvements value in the county is in the metro corridors which is 11% of total land
- Today Arlington has more office space than downtown
  - Dallas, Los Angeles, Denver, or Boston
- County has maintained low property tax rate (\$1.006 per \$100 fmv for 2018) and maintains amongst the highest levels of services
- Tax base divided between 46% commercial and 54% residential
- County consistently maintains AAA bond rating from all rating agencies

## Land Use in R-B Corridor Station Areas

**Arlington County**

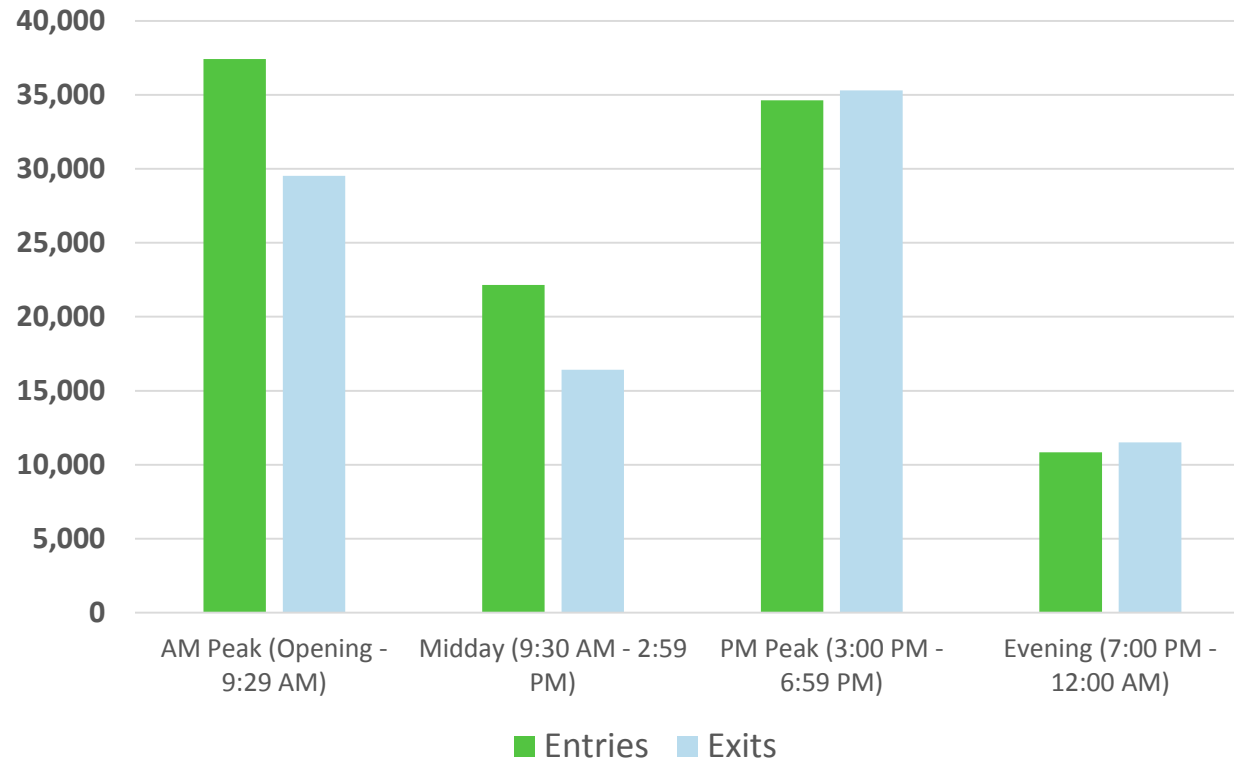


**Rosslyn-Ballston Corridor Station Areas (1/4 Mile Radius)**



## Balanced Development = Balanced Ridership

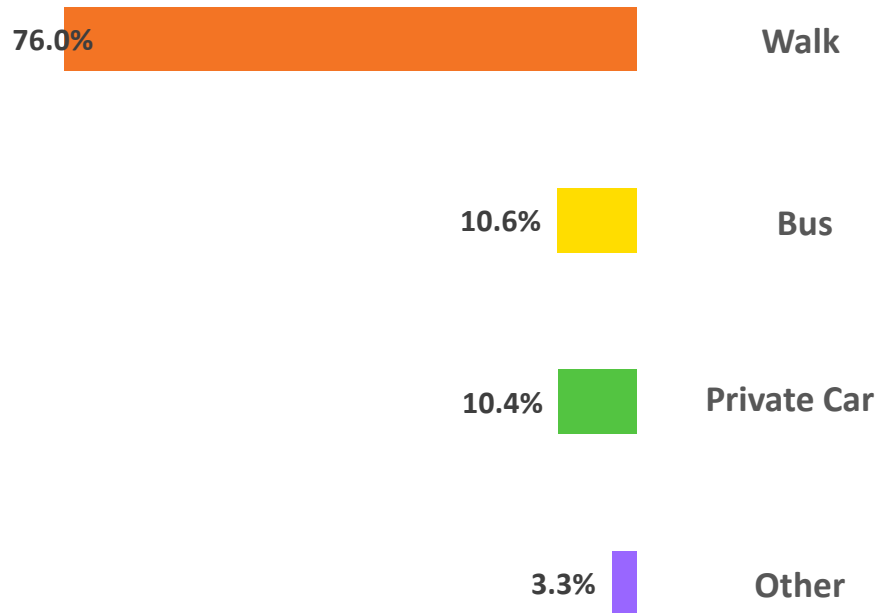
### For All Arlington Stations





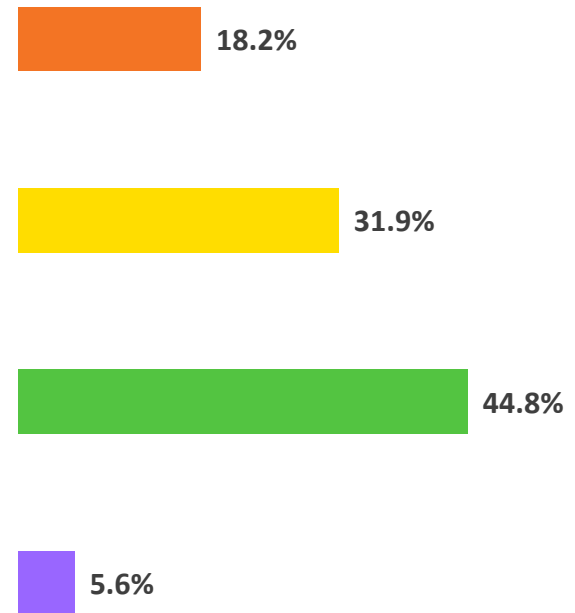
## Metrorail Station Access

### Rosslyn-Ballston Corridor Stations



Rosslyn, Court House, Clarendon, Virginia Square, and Ballston stations

### Suburban VA Orange Line Stations

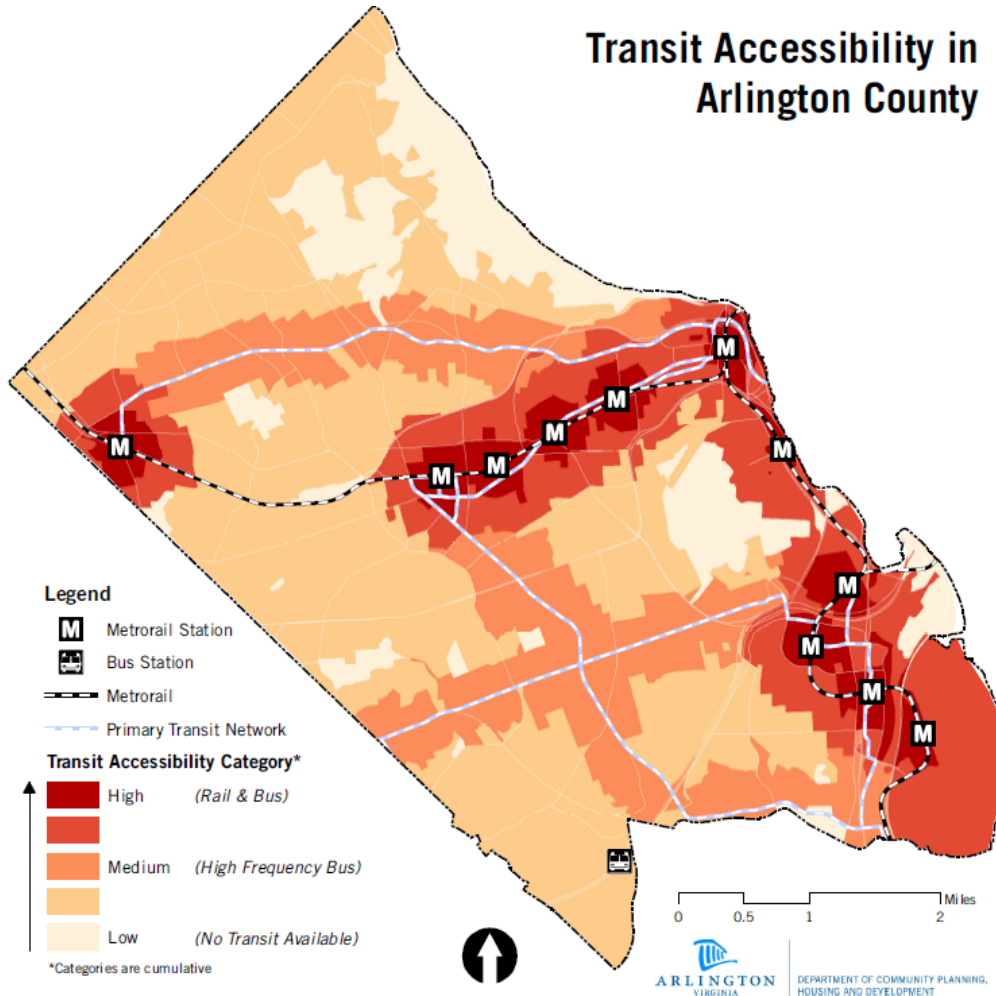


East Falls Church, West Falls Church, Dunn Loring, and Vienna stations

# Measuring Success

## High Transit Accessibility for Jobs and People

Transit Accessibility in  
Arlington County



### 2018 Estimates

People Jobs

Metrorail 27%  
0 - ¼ Mile

72%

Metrorail 41%  
0 - ½ Mile

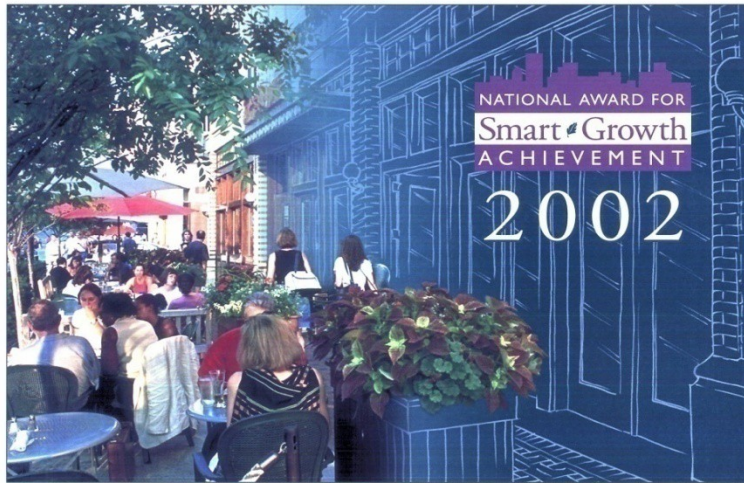
80%

Any Transit  
0 - ¼ Mile 100%

100%

## Awards

### EPA Smart Growth



#### National Award for Smart Growth Achievement

For effective planning, policies and **Overall Excellence in Smart Growth**,  
the U.S. Environmental Protection Agency recognizes the

Arlington County Government

for  
Smart Growth in the Rosslyn-Ballston Metro Corridor.

This exceptional example of planning and implementation demonstrates a commitment  
to growth that makes sense for our environment, our economy, and our communities.



  
Christine Todd Whitman  
Administrator

November 18, 2002  
Date

### EPA Smart Growth

- League of American Bicyclists -- Bicycle Friendly Community designation
- APTA -- Outstanding Public Transportation System Award (for ART)
- American Podiatric Association -- Best Walking City in America
- APA and ULI Regional and National Recognition
- APA Great Streets Award
- Congress for New Urbanism



# Lessons Learned

- Transit investments can be used as a catalyst to reshape communities
- Multimodal transportation strategies can result in substantial benefits – allowing continued growth with less reliance on autos
- Establish the vision, design supportive public policies/plans and tools and be patient
- Build community consensus



# Lessons Learned

- Ensure that transit is integrated with development – not secondary
- Walkability - An attractive and functional pedestrian environment is important
- Develop public-private partnerships to continue consensus building and assist in the implementation
- Integrity of plan – be consistent
- Do the detailed planning at the sector area to avoid the battles at development review time



# Lessons Learned

- Station areas must be able to satisfy the daily needs of users if they are to really to leave their cars behind (mixed use)
- Reduce parking requirements



## Refining the Vision

- Affordable Housing
- Transportation Demand Management (TDM)
- Ground Floor Retail and Commercial Space
- Parking
- Pedestrian improvements
- Expansion of transportation options
- Architecture & Urban Design



# Conclusion

## R-B Corridor – Today



## Ballston

### **Ballston Quarter** (approved in 2015)

Transformation of the aged, interior-focused Ballston Common Mall into a dynamic, accessible place featuring outward-facing, street-level retail shops, a new public plaza and an improved streetscape.



### **750 N. Glebe Road** (approved in 2016)

12-story, 483-unit residential building, with 68,185 sq. ft. of retail including a new grocery store and car rental business.





## Virginia Square

**4000 & 4040 Fairfax Drive** (approved in 2015)  
22-story, 330-unit residential building.



**Latitude Apartments** (approved in 2013)  
12-story, 268-unit residential building,  
ground floor retail along North Fairfax  
Drive, cultural/educational uses and 270  
underground parking spaces.



## Clarendon

### Clarendon West (approved in 2015)

Three free-standing multi-family residential buildings, consisting of 584 dwelling units and 1,295 sq. ft. of retail use.

Building heights will range from 55 feet adjacent to 13<sup>th</sup> Street North and taper up in height from existing single-family dwellings to a maximum height of 110 feet.





## Courthouse

### Envision Courthouse Square

(approved in 2015)

Long-range plan to guide the development of a new civic center and public destination, a place for visitors to gather for recreation, relaxation and events.

### 2025 Clarendon (approved in 2015)

12-story office tower on 25,000 sq. ft. of land, including a Transfer of Development Rights (TDR) from the Wakefield Manor site plan.



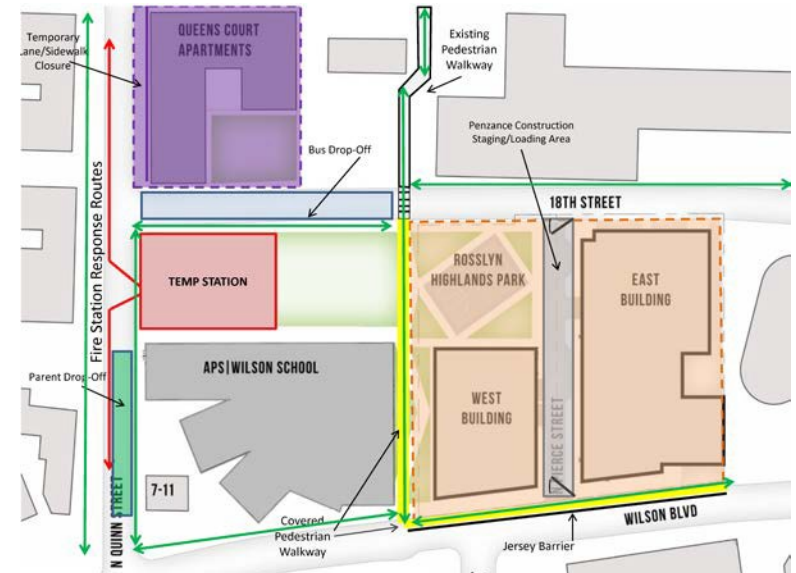


## Rosslyn

### Western Rosslyn Area Plan Study (WRAPS) (approved in 2015)

The WRAPS was a community planning process, creating a vision and Area Plan for the Wilson School and surrounding sites, which include Fire Station 10, a park, an office building, retail and affordable, multi-family apartments.

Construction is anticipated to continue through Q4 2021.



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