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

September 2018
• Arlington Overview
• Setting the Stage
• How We Did It
• Where Are We Now
• Measuring Success
• Lessons Learned
• On-Going Commitments
• Rosslyn-Ballston Corridor Today
• 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
- 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
1979 – First Year Metro Started Service
Setting the Stage

Rosslyn 1950s-1960s

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

Courthouse 1950s-1960s

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

Clarendon – 1920s  Arlington’s Old Downtown

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

Ballston – 1970s

Metro Entrance
Setting the Stage

Rosslyn-Ballston Corridor Today

40 Years of Metro

Photo Credit: Pictometry International Corporation.
Setting the Stage
Rosslyn-Ballston Corridor Today
40 Years of Metro

Photo Credit: Pictometry International Corporation.
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

Photo Credit: Images originally produced by WMATA. Found in the RB '72 Land Use Alternatives, Arlington County Department of Community Planning, Housing & Development.
How We Did It

The Proposed Metrorail Route

Arlington lobbied strongly for an underground route along the old commercial corridor vs along the median of future highway.
How We Did It

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

Image Source: Arlington County Department of Community Planning, Housing & Development. Found in the RB '72 Land Use Alternatives.
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

Photo Credit: Arlington County Department of Community Planning, Housing & Development.
How We Did It

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 ½ 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.

<table>
<thead>
<tr>
<th>By-right</th>
<th>Site Plan</th>
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<tbody>
<tr>
<td>1.5 F.A.R.</td>
<td>3.8 – 10 F.A.R.</td>
</tr>
<tr>
<td>35-45 ft (height)</td>
<td>100-300 ft (height)</td>
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<tr>
<td>4 Parking spaces per 1,000 SF</td>
<td>2 Parking spaces per 1,000 SF</td>
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How We Did It

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)

Source: American Community Survey 2012-2016 5-Year Sample. Tabulated by the Urban Design & Research Team, Arlington County Department of Community Planning, Housing & Development.
Where Are We Now

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

Source: American Community Survey 2012-2016 5-Year Sample. Tabulated by the Urban Design & Research Team, Arlington County Department of Community Planning, Housing & 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
Measuring Success

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
Measuring Success

Land Use in R-B Corridor Station Areas

Arlington County

- Residential: 58%
- Commercial and Industrial: 2%
- Mixed Use: 1%
- Office-Apartment-Hotel: 3%
- Public and Semi-Public: 35%

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

- Residential: 36%
- Commercial and Industrial: 4%
- Mixed Use: 19%
- Office-Apartment-Hotel: 24%
- Public and Semi-Public: 17%
Balanced Development = Balanced Ridership

For All Arlington Stations

Source: WMATA 2012 Metrorail Passenger Survey
Measuring Success

Metrorail Station Access

Rosslyn-Ballston Corridor Stations

- **Walk**: 76.0%
- **Bus**: 10.6%
- **Private Car**: 10.4%
- **Other**: 3.3%

Suburban VA Orange Line Stations

- **Walk**: 18.2%
- **Bus**: 31.9%
- **Private Car**: 44.8%
- **Other**: 5.6%

Source: WMATA 2012 Metrorail Passenger Survey

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

<table>
<thead>
<tr>
<th>Mode</th>
<th>People</th>
<th>Jobs</th>
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<tr>
<td>Metrorail 0-¼ Mile</td>
<td>27%</td>
<td>72%</td>
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<tr>
<td>Metrorail 0-½ Mile</td>
<td>41%</td>
<td>80%</td>
</tr>
<tr>
<td>Any Transit 0-¼ Mile</td>
<td>100%</td>
<td>100%</td>
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Measuring Success

Awards

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
Ongoing Commitments

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.
Current Plans and Projects

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 13th 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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