



30 Years of Smart Growth

Arlington County's Experience with Transit Oriented Development in the Rosslyn-Ballston Metro Corridor

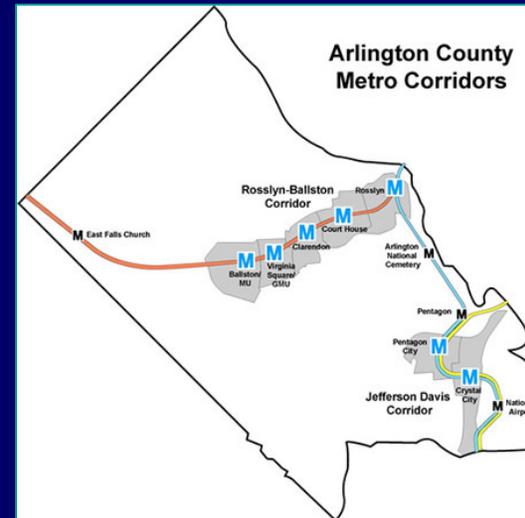


A Presentation by the Arlington County
Department of Community Planning, Housing
and Development, Planning Division

7-08

PRESENTATION OVERVIEW

- Review of Arlington's efforts to use transit to both redevelop an older commercial corridor and ensure future riders for the system
- How we planned and some of the tools we used
- Identify some of the successes and lessons learned



TRANSIT ORIENTED DEVELOPMENT

- TOD and smart growth are current “buzz” words representing the desire for another form of growth
- Arlington has been in the forefront of this trend for over 30 years

SETTING THE STAGE

- Arlington is a 26 square mile, urban county which was a part of the original District of Columbia
 - Population 204,800
 - Jobs 201,400
 - Housing units 100,614
- Located in the core of a rapidly growing Washington region (over 5 million residents, 3 million jobs and 1,200 sq. miles of urbanized area)



SETTING THE STAGE

- 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

ROSSLYN



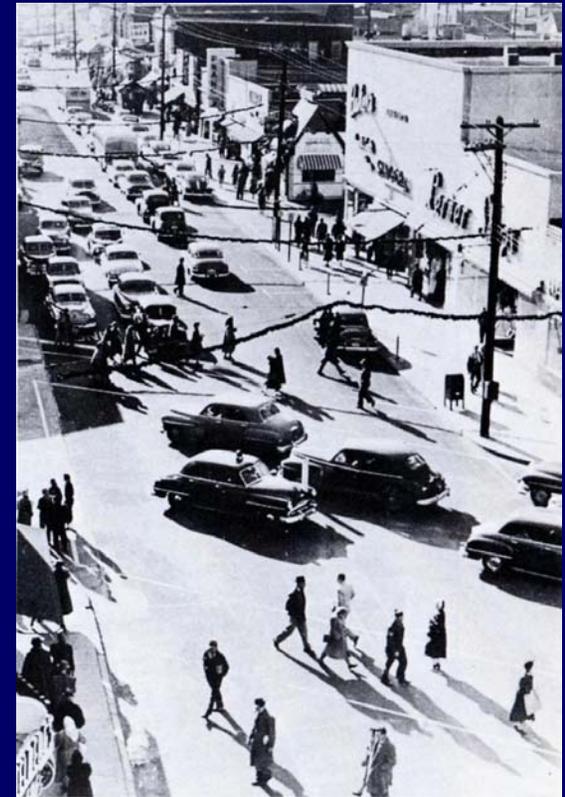
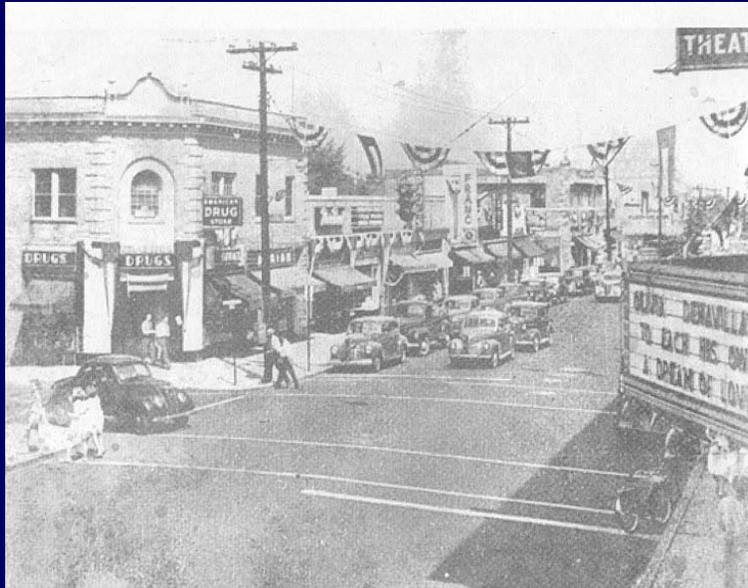
COURT HOUSE



CLARENDON



CLARENDON - ARLINGTON'S OLD DOWNTOWN



CLARENDON 1970s



VIRGINIA SQUARE



VIRGINIA SQUARE - THEN

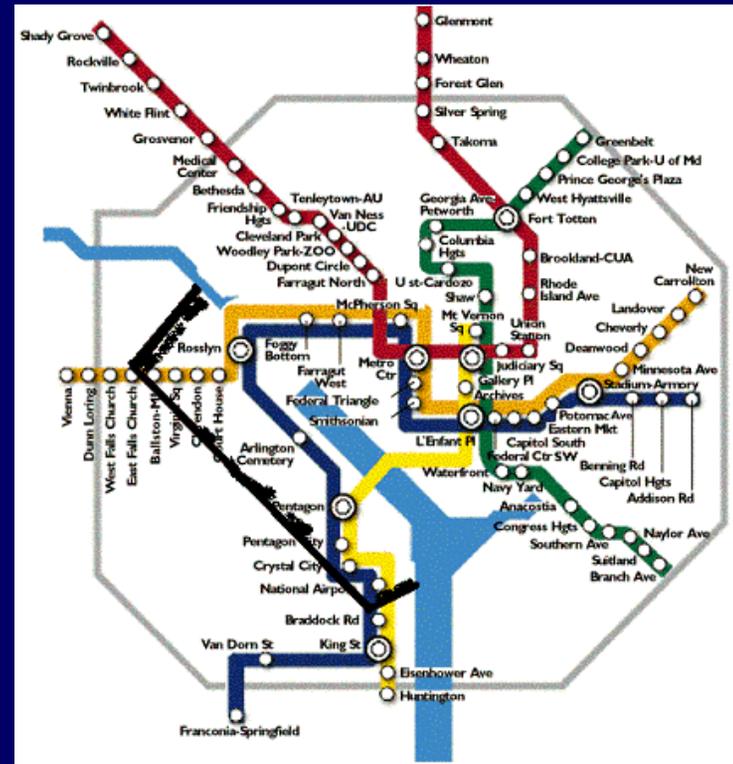


PARKINGTON (BALLSTON)

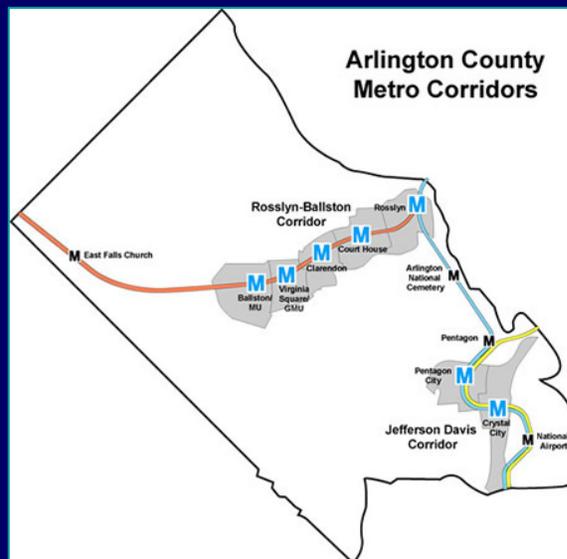


SETTING THE STAGE

- 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



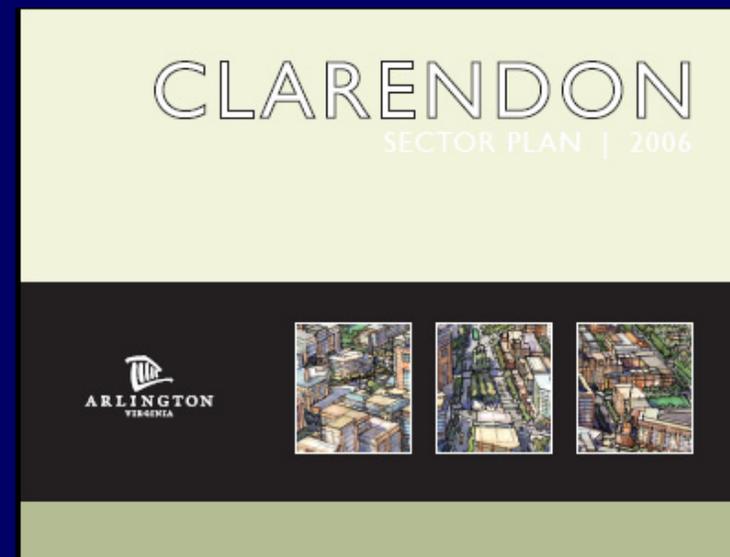
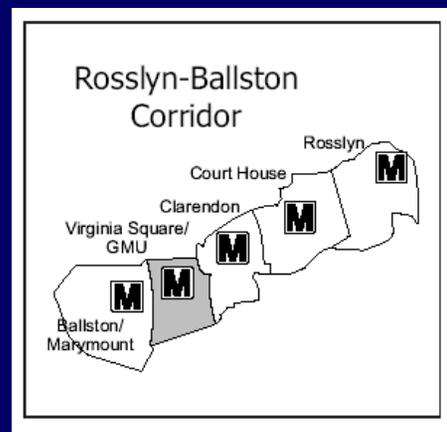
Development Concepts



- 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

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

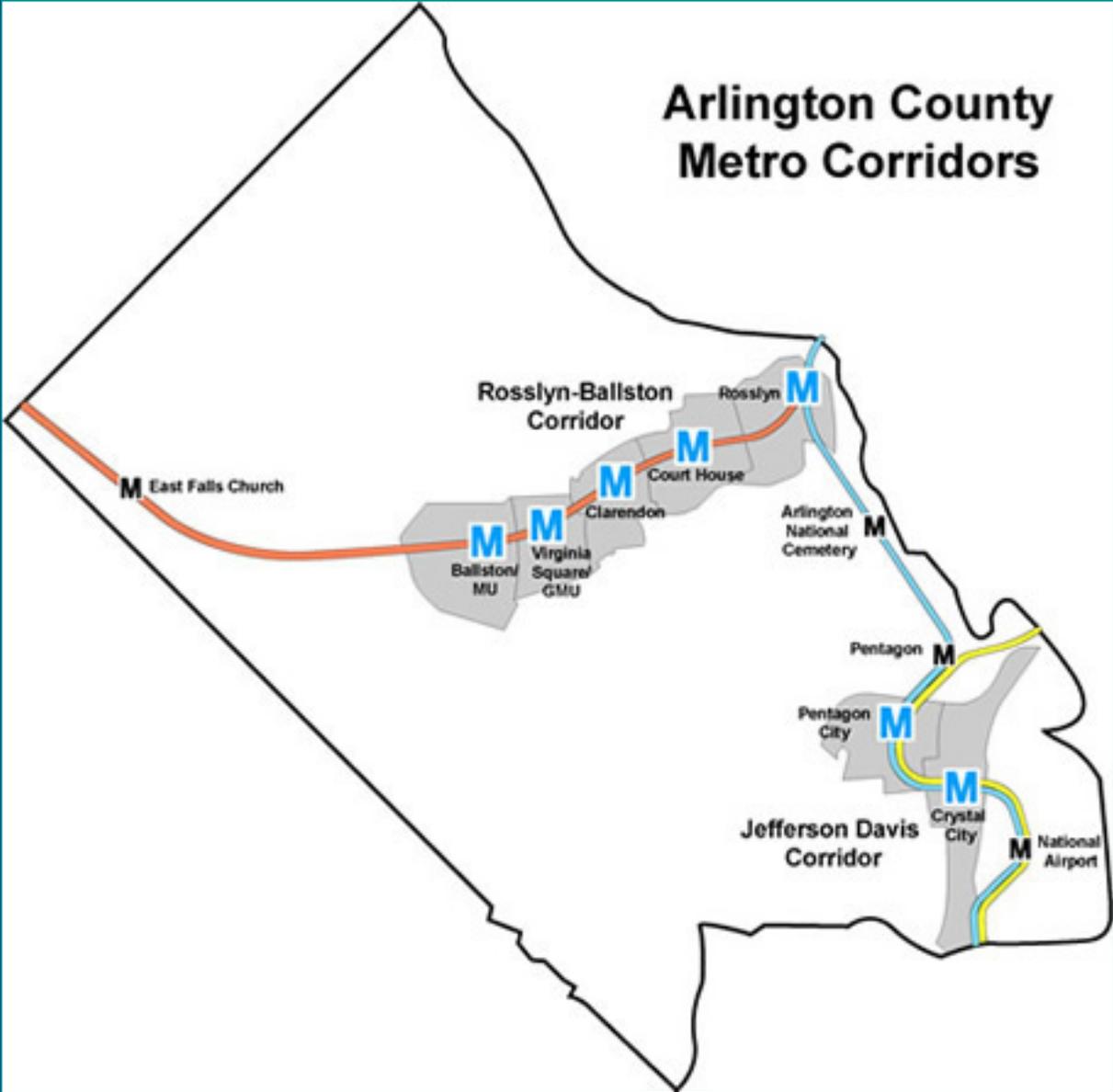


KEY TO SUCCESS

When the planning started for metro:

- 89% of county planned low residential, garden apartment/TH or retail
- 11 % of county (2 rail corridors) were re-planned to encourage mixed-use, high density development
- Zoning in the 89 % was primarily low density so little unplanned development can happen

Arlington County Metro Corridors



HOW WE DID IT

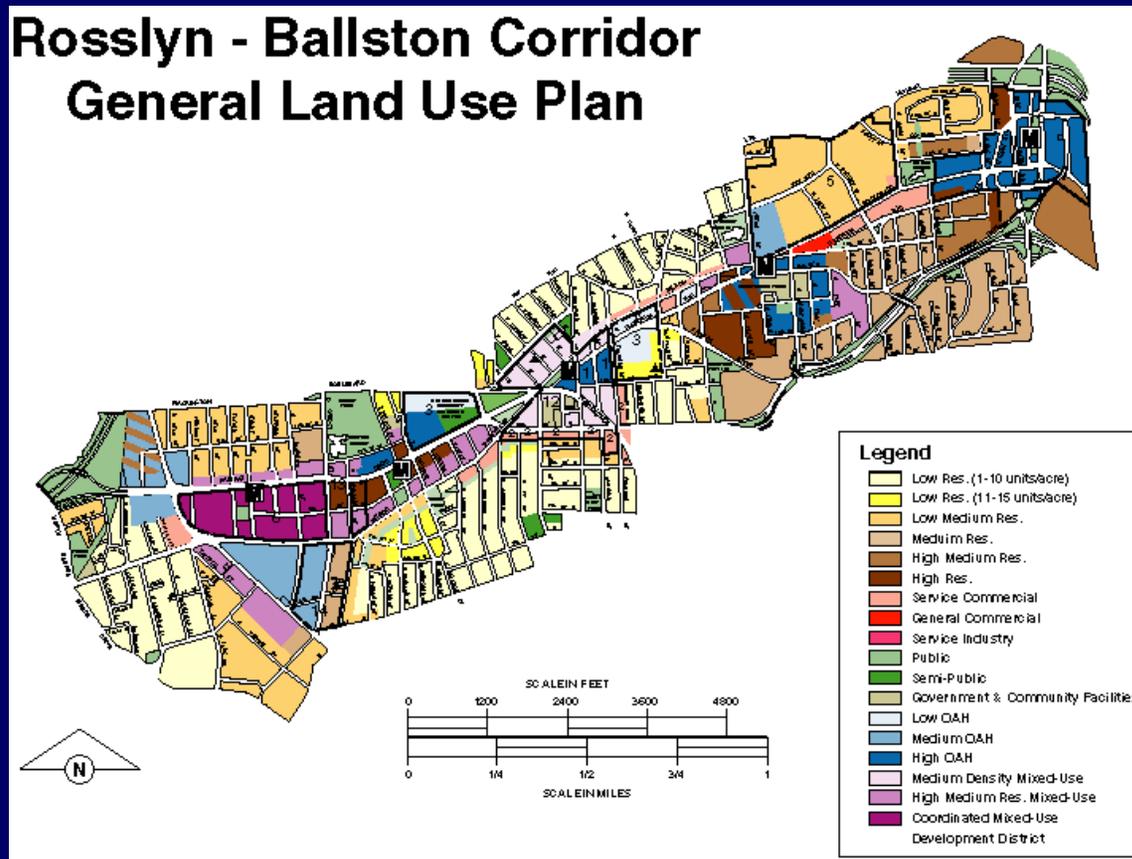
- Incentive Zoning - GLUP for metro corridors indicated the county's willingness to rezone for higher density but land remained zoned for fairly low density
- In response to development proposals, county would rezone for higher density use shown on GLUP
- A special exception, **site plan** is used to approve the development

HOW WE DID IT

- Site Plan allows only the specifically approved uses 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

HOW WE DID IT

Rosslyn - Ballston Corridor General Land Use Plan



HOW WE DID IT

- The site plan allows significantly higher density & height than underlying zoning

By-right

1.5 FAR

35-45 FT

4 spaces

per 1,000 SF

Site Plan

3.8 – 10 FAR

100-300 FT

2 spaces per

per 1,000 SF

HOW WE DID IT

- Site plan is approved only 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

SITE PLAN

- Increased density in return for
 - Building the development we want
 - Where we want it
 - And building significant amount of the required and desired public improvements



HOW WE DID IT

- Some of the zoning tools we've created include

Mixed use

- C-0-A: 50/50 res/off mix up to 6.0 FAR can be 100 % residential
- R-C: 1.24 FAR office, 2.0 FAR residential - residential must proceed first or concurrent with office

Redevelopment

- C-O Rosslyn: 10.0 FAR

ROSSLYN TODAY

C-O Rosslyn
Development: 10 FAR



ROSSLYN TODAY



ROSSLYN TODAY



ROSSLYN TODAY



AERIAL - COURTHOUSE TODAY



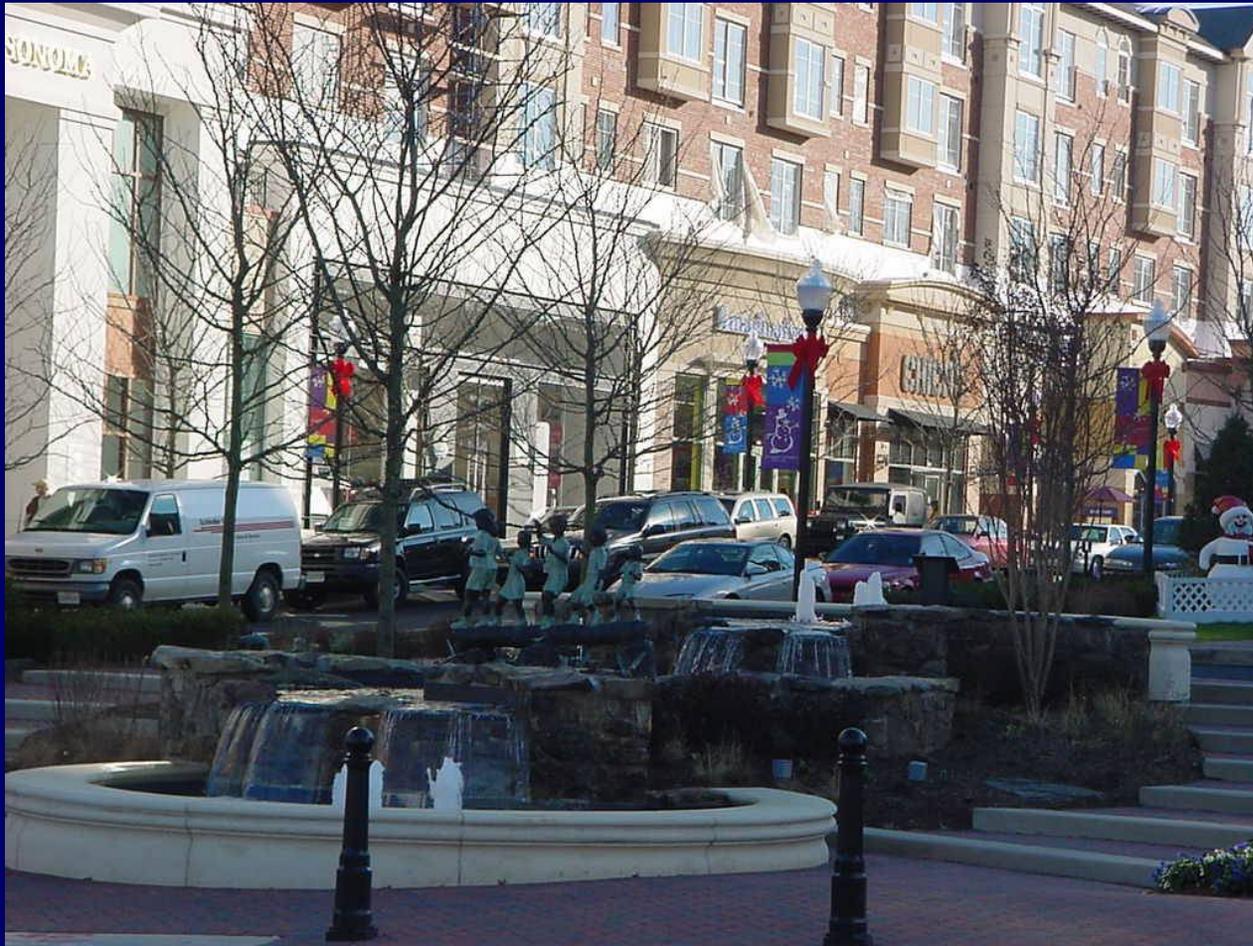
Rosslyn

Arlington County
Offices

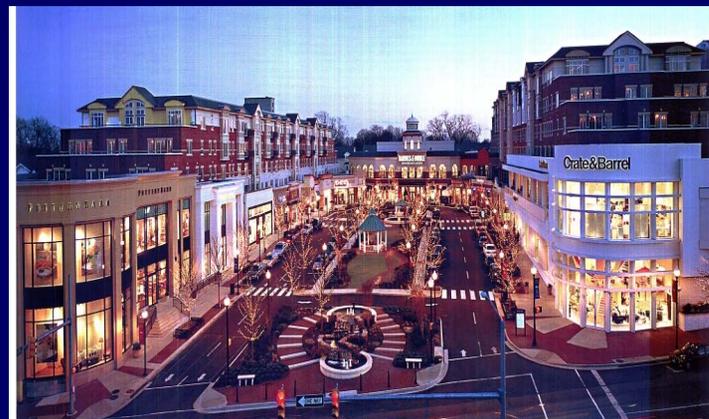
COURTHOUSE TODAY



CLARENDON TODAY



CLARENDON TODAY



VIRGINIA SQUARE TODAY



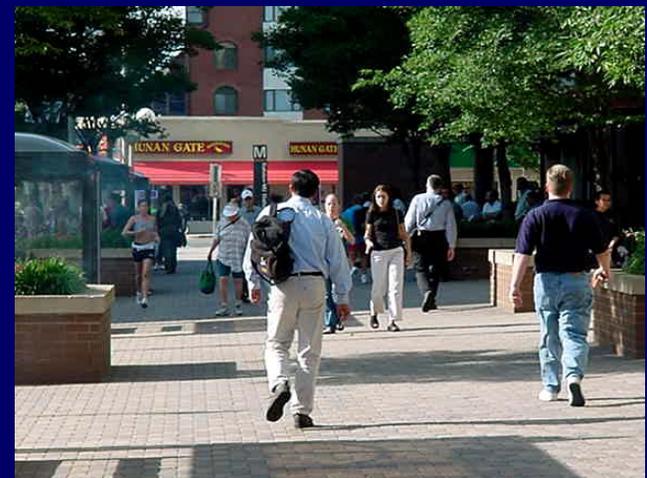
VIRGINIA SQUARE TODAY



BALLSTON TODAY

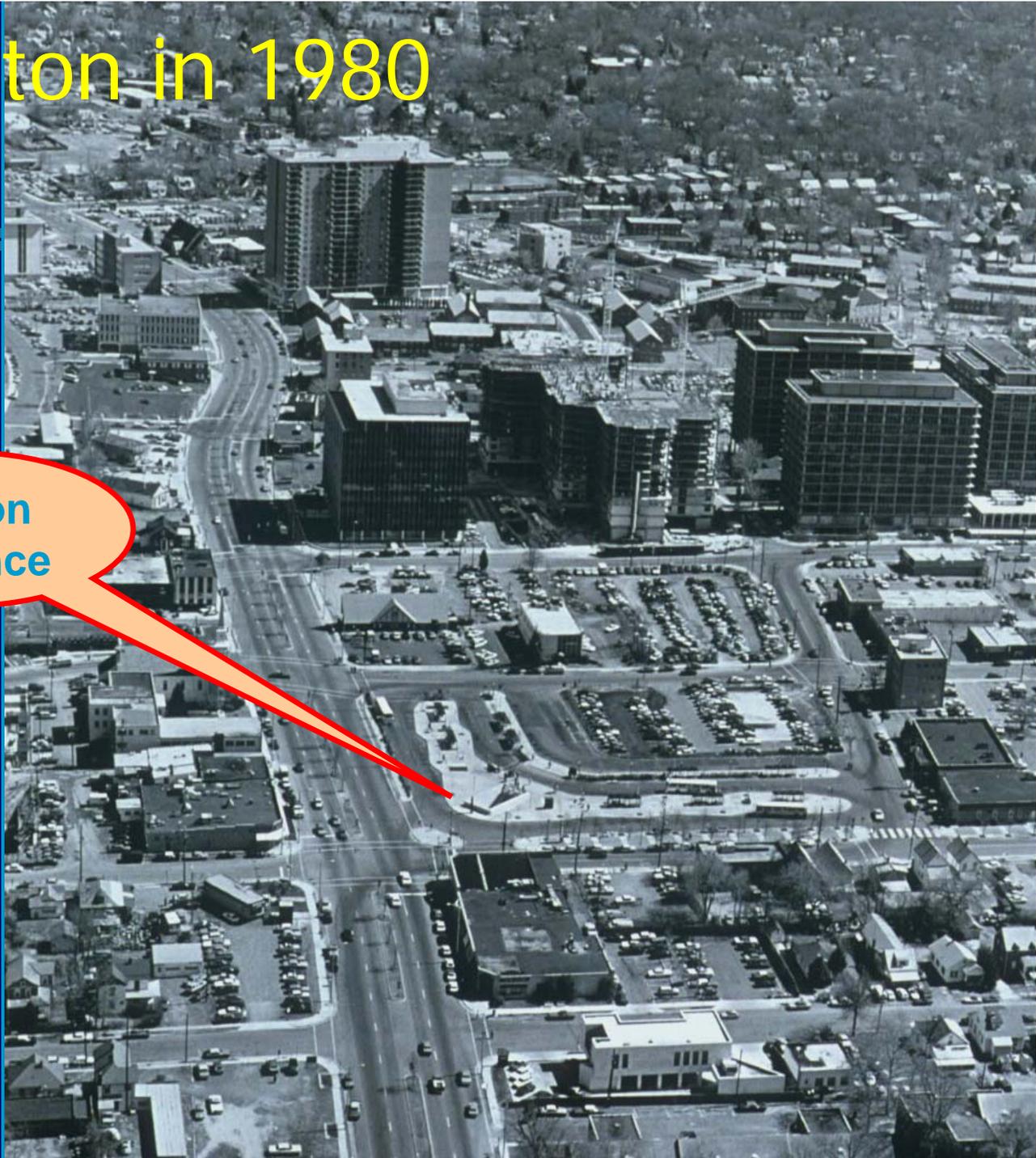


BALLSTON TODAY



Ballston in 1980

Station
Entrance



Ballston in 2001



Station Entrance

Planned Entrance

View of Rosslyn-Ballston Metro Corridor Development Patterns



MEASURING SUCCESS

1970

22,000 jobs

**5.5 million sf
office**

**7,000 housing
units**



2008

90,000 jobs

**20.8 million
sf office**

**26,572
housing
units**

METRO CORRIDORS TOTAL



- Both Metro Corridors
 - 33,675,000 sq. ft. office w/ 680,000 under construction
 - 39,600 housing units w/ another 1,946 under construction
 - Retail – 5,356,000
 - Jobs – 126,100

MEASURING SUCCESS

METRO RIDERSHIP (Average daily entries and exits)

1991

ROSSLYN

■ 13,637

COURT HOUSE

■ 5,561

CLARENDON

■ 2,964

BALLSTON

■ 9,482

2006

ROSSLYN

■ 31,662

COURT HOUSE

■ 14,199

CLARENDON

■ 8,190

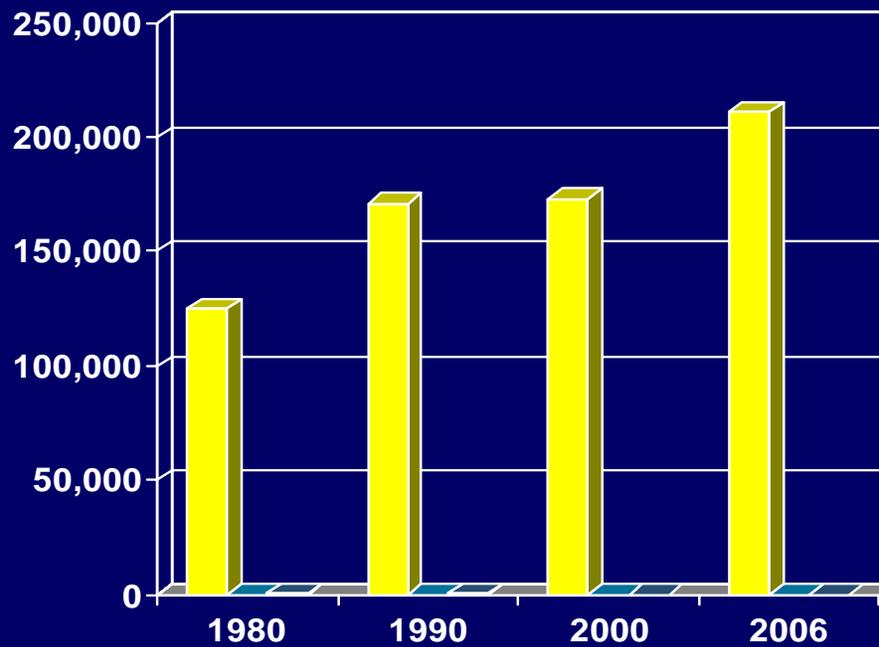
BALLSTON

■ 24,150

MEASURING SUCCESS

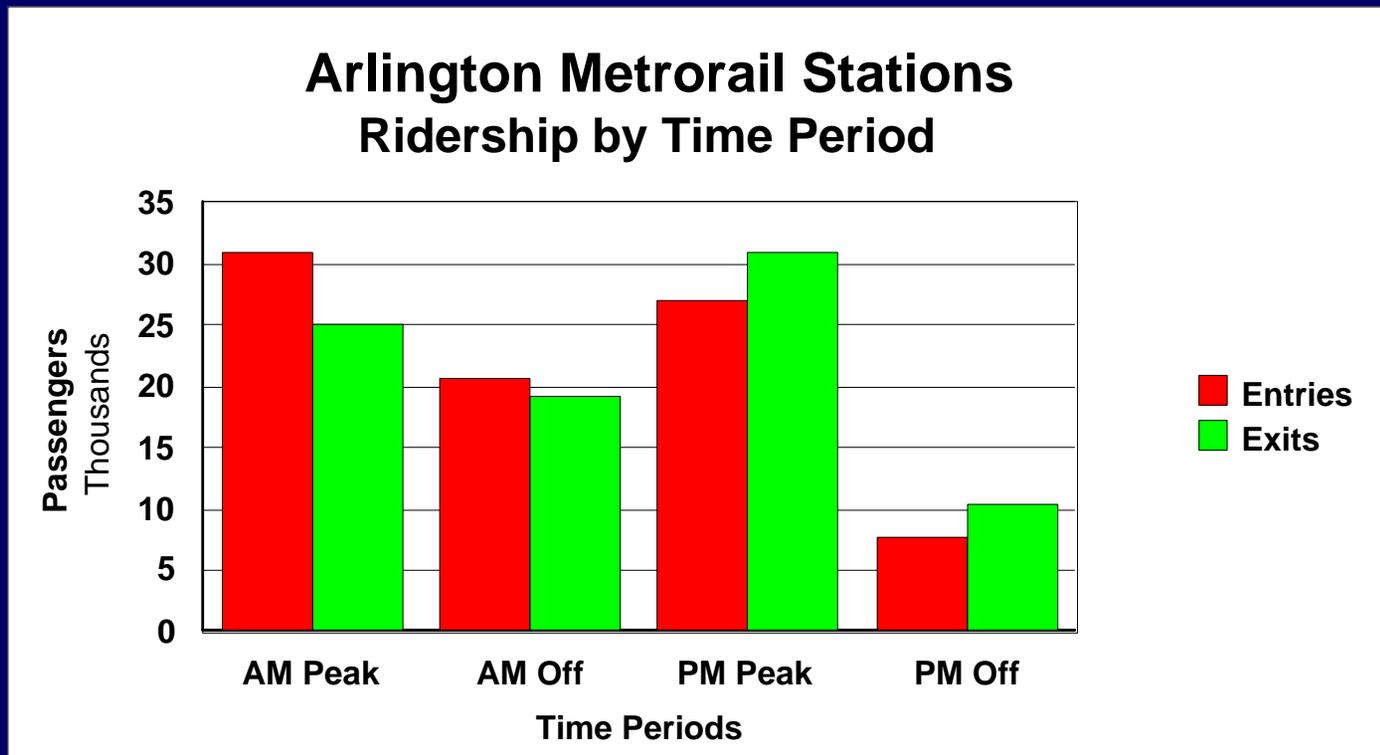
ARLINGTON METRO RIDERSHIP

Metrorail Weekday
Boardings/Alightings



MEASURING SUCCESS

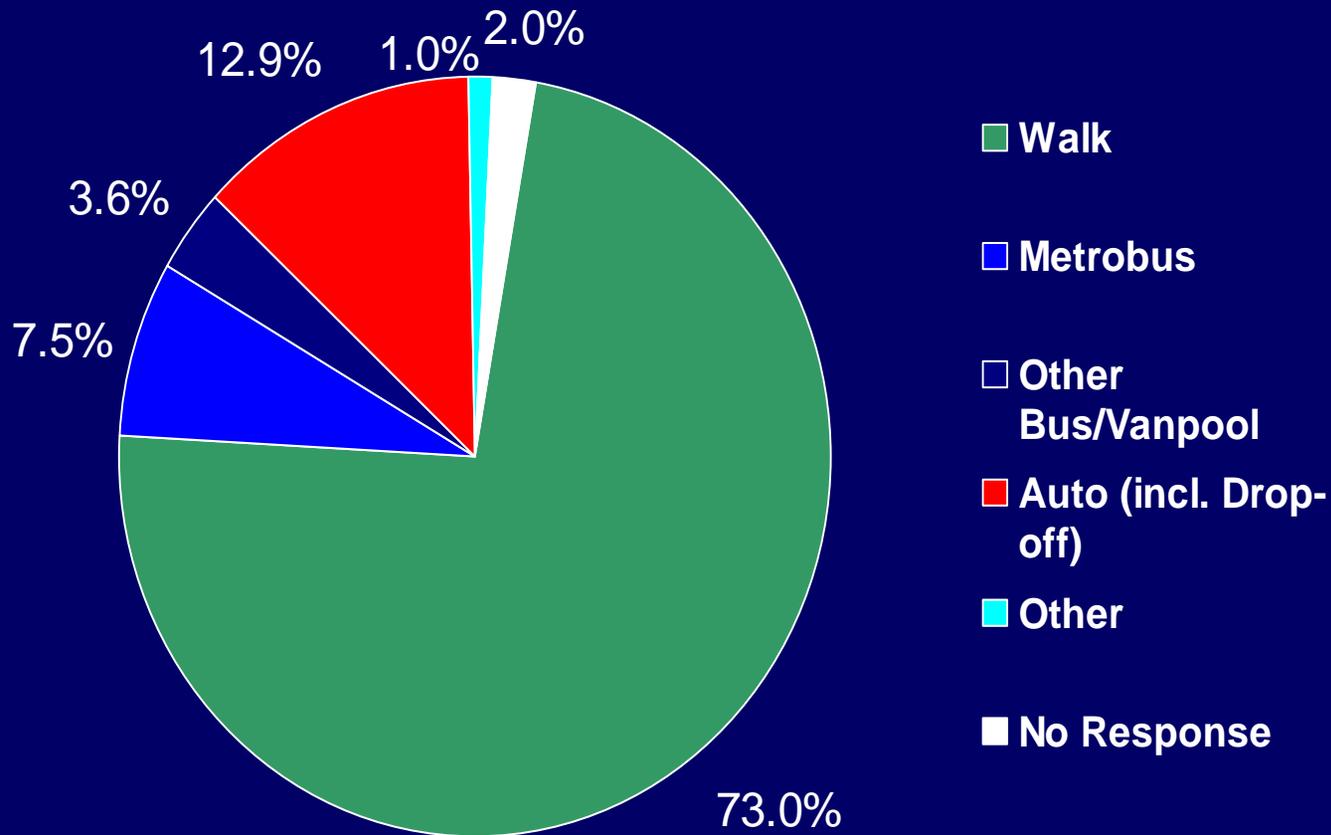
BALANCED DEVELOPMENT =
BALANCED RIDERSHIP (2006)



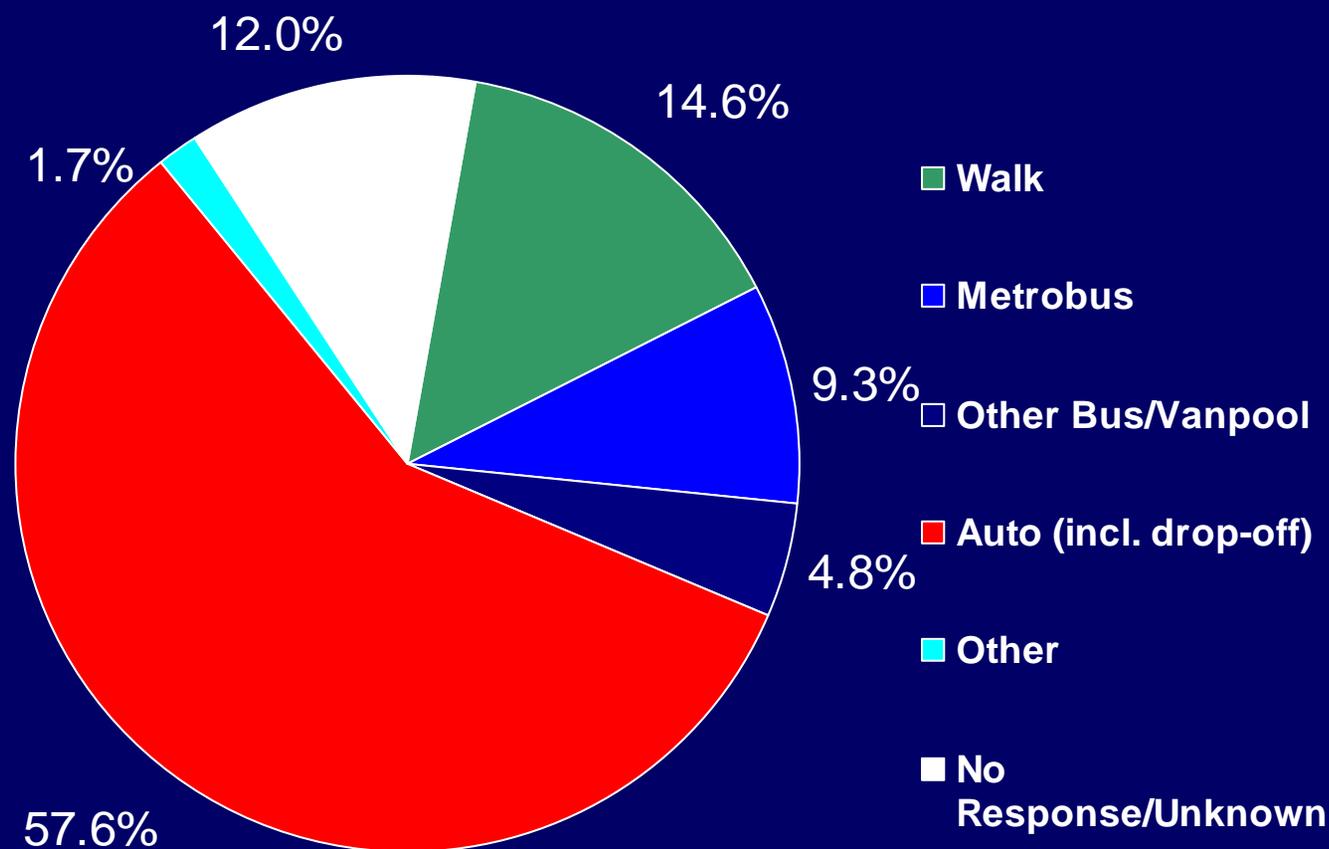
PEDESTRIAN ACCESS

73% WALK TO STATION

5 R-B Corridor Stations



Metrorail Access at 4 Suburban Orange Line Stations



MEASURING SUCCESS

R-B CORRIDOR DEVELOPMENT:

1970

OFFICE

■ 5,568,600 SF

RESIDENTIAL

■ 7,000 UNITS

RETAIL

■ 865,507

2007

OFFICE

■ 20,822,000 SF

RESIDENTIAL

■ 26,572 UNITS

RETAIL

■ 2,842,169

MEASURING SUCCESS

- Car ownership (*vehicles per household*)
 - Nationally, almost 90% have a car; 55% have 2 or more
 - In Fairfax, 96% have at least one; two-thirds have 2 or more
 - **Arlington: 12% have zero cars; less than 40% have 2 or more**

MEASURING SUCCESS

- Numbers are more dramatic in Arlington's Metro corridors
 - Car ownership: 17.9% have zero cars, while less than 25% have 2 or more
 - Getting to work: **Less than half drive**
 - **39.3% use transit**
 - 10.5% walk or bike
 - 2.3 work at home

MEASURING SUCCESS

- Getting to work – transit use
 - National avg: 4.7 %
 - Fairfax County: 7.3 %
 - **Arlington: 23.3%**

And, those who walk to work are double the national avg, 5 times Fairfax

Commuting Trends by Mode of Travel Work Trips

- Drive Alone

- 2000 55%
- 2006 47%

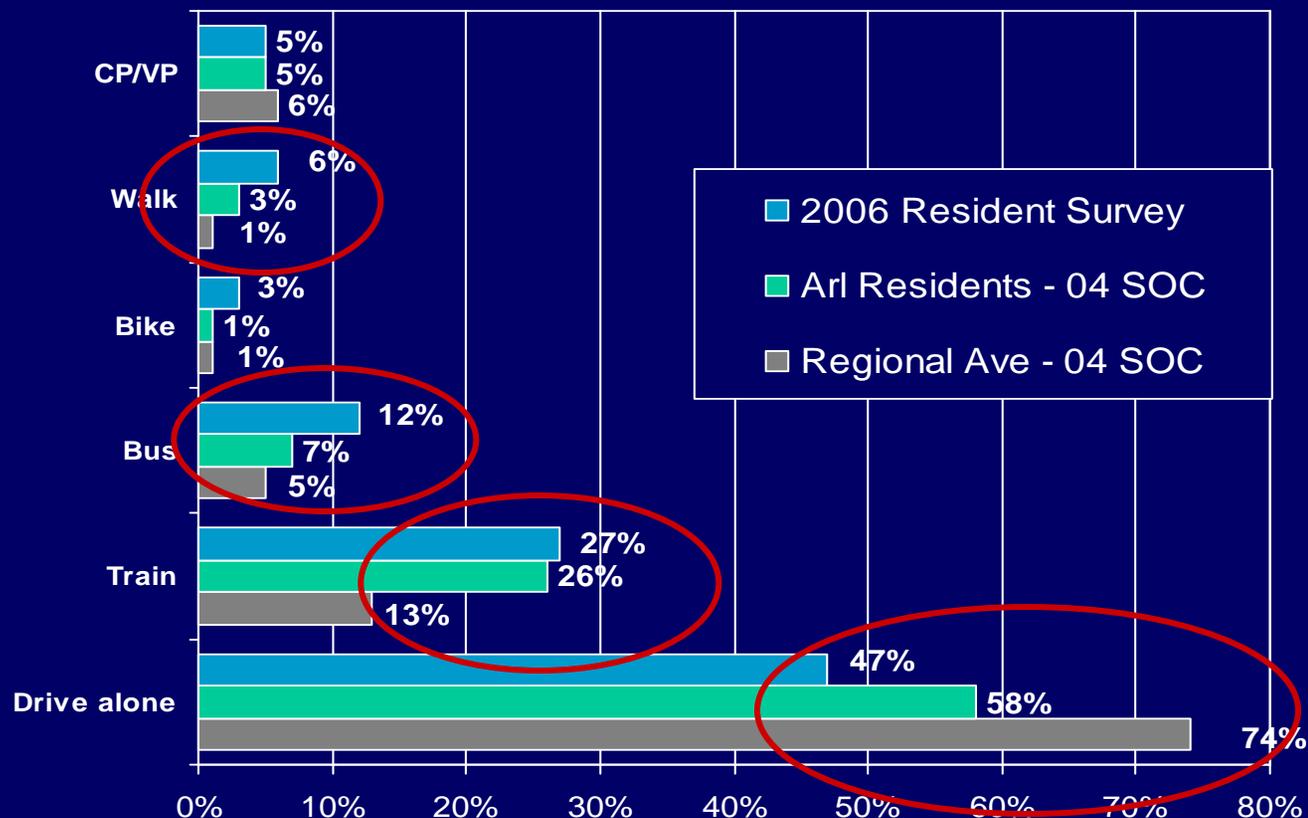
- Train
(subway/commuter rail)

- 2000 18%
- 2006 27%

Travel Mode to Work

Percentage of weekly trips made by each mode

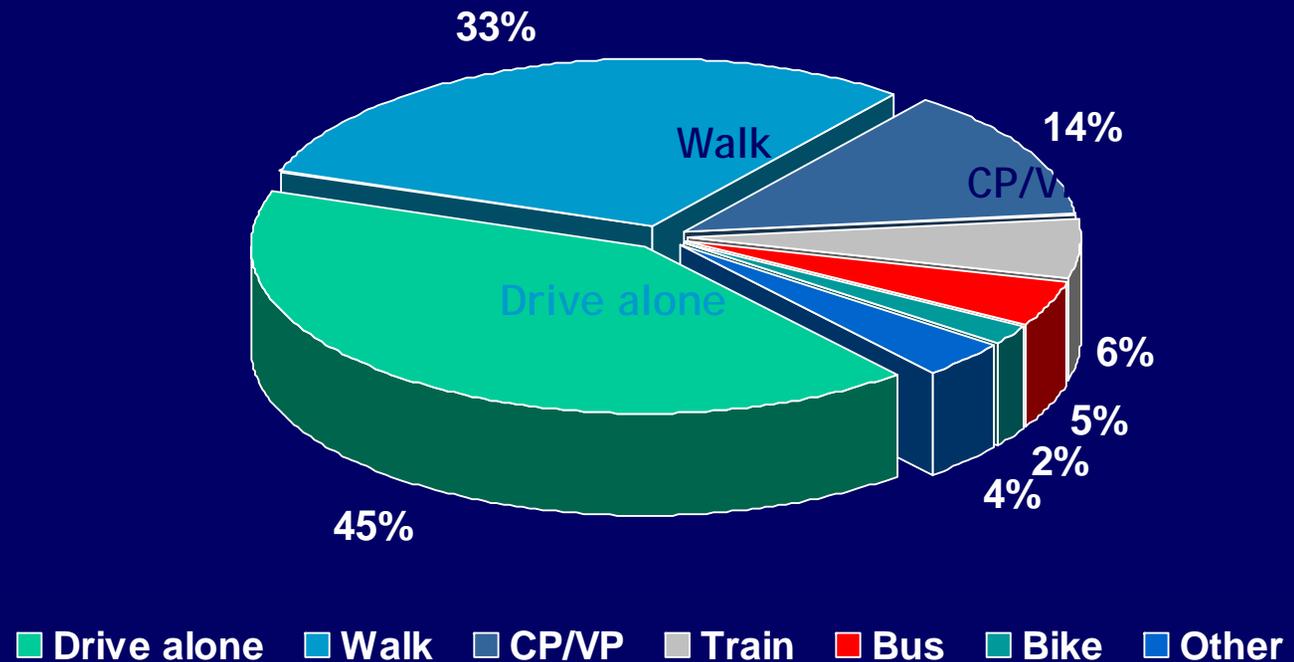
Compared to the region, Arlington's Drive Alone rate is 1/3 lower, transit use is double, biking is triple, and walking is six times higher.



Non-Work Travel Mode

“Drive-alone” trips are less than half.

One-third are made by walking, and one in eight are made by riding or driving with another person.



Q J-7, J-8, J-13 What type or types of transportation did you use for <these trips>?

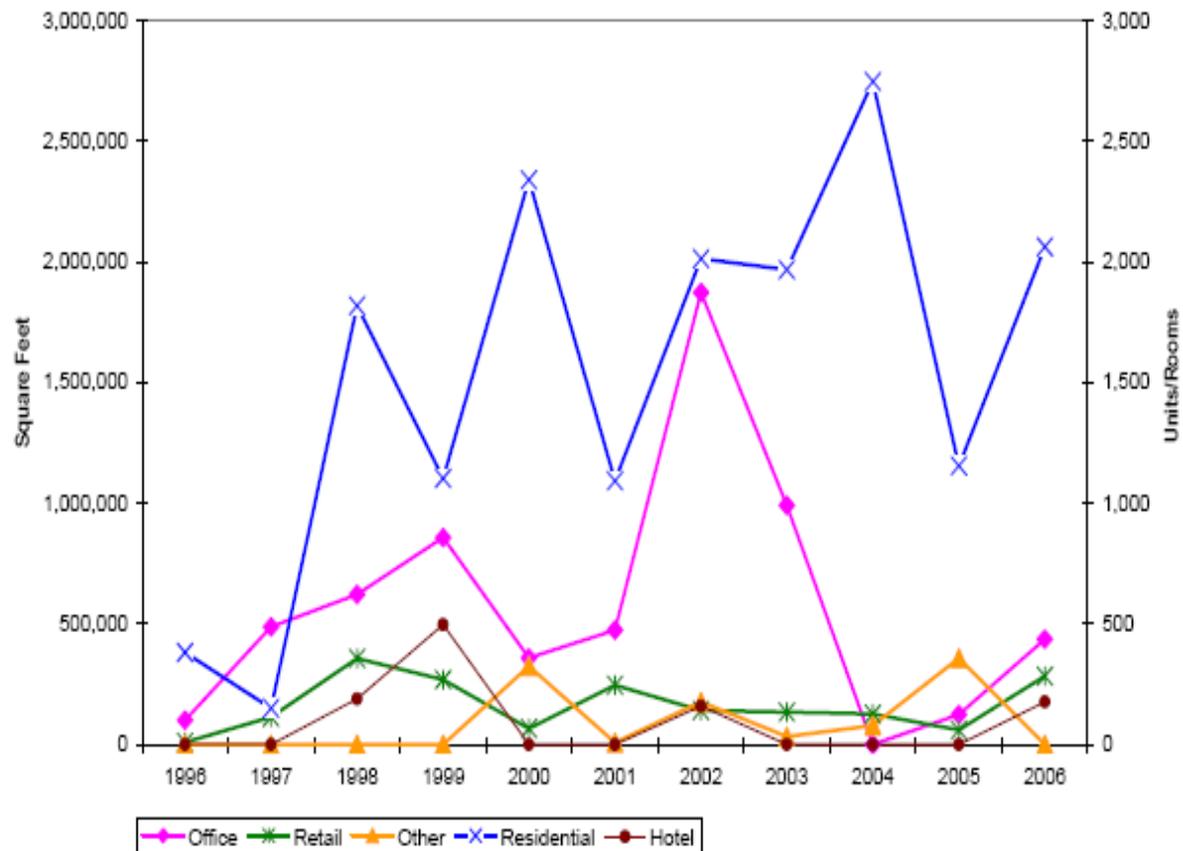
MEASURING SUCCESS- Transit Ridership Trends

Arlington-Related Trips

	FY1996 Actual	FY 2001 Actual	FY 2006 Estimate	% Growth
Metrorail – Arlington Stations	45,335,000	56,278,412	64,864,200	43.0%
Metrobus – Arlington Routes	12,049,000	11,614,599	13,221,100	2.9%
VRE – Crystal City Station	567,000	586,069	992,600	75.1%
Arlington Transit (ART)	105,000	147,813	926,600	882.5%
Total Annual Ridership	58,076,000	68,626,893	80,004,474	37.5%

MEASURING SUCCESS

Figure 1. Density Approved by the County Board (1996 - 2006)



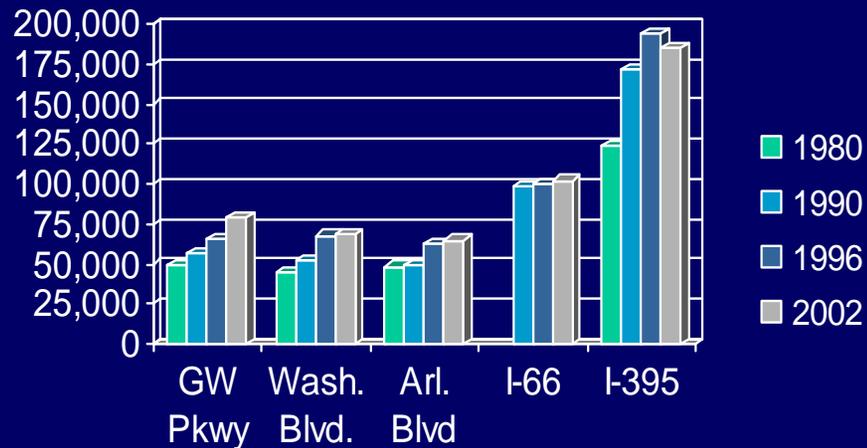
MEASURING SUCCESS

Traffic Trends on Arterial Streets

Street Segment	Street Type	1996	2001	2006	% Change 1996-2006
Lee Hwy - Rosslyn	EW 6-lane arterial	37,770	33,632	32,428	-14.1%
Wash. Blvd – VA Sq.	EW 4-lane arterial	20,469	19,478	18,069	-11.8%
Clarendon Blvd.	EW 2-lane 1-way arterial	13,980	14,199	14,539	4%
Wilson Blvd. - Clarendon	EW 2-lane 1-way arterial	16,368	16,265	13,797	-15.8%
Arlington Blvd.	EW 6-lane arterial	55,865	63,272	60,223	7.8%
Glebe Road - Ballston	NS 6-lane arterial	35,230	39,409	35,900	1.2%
G. Mason Drive – west of Ballston	NS 4-lane arterial	20,002	22,578	23,386	16.9%

MEASURING SUCCESS

Traffic Trends – Regional & Local Facilities



- Substantial growth in traffic volumes on regional limited access highways, with most of the growth between 1980 and 1990



- Modest growth in traffic on arterial and local streets which has flattened out in the last 10 years (averaging less than ½% per year on many streets)

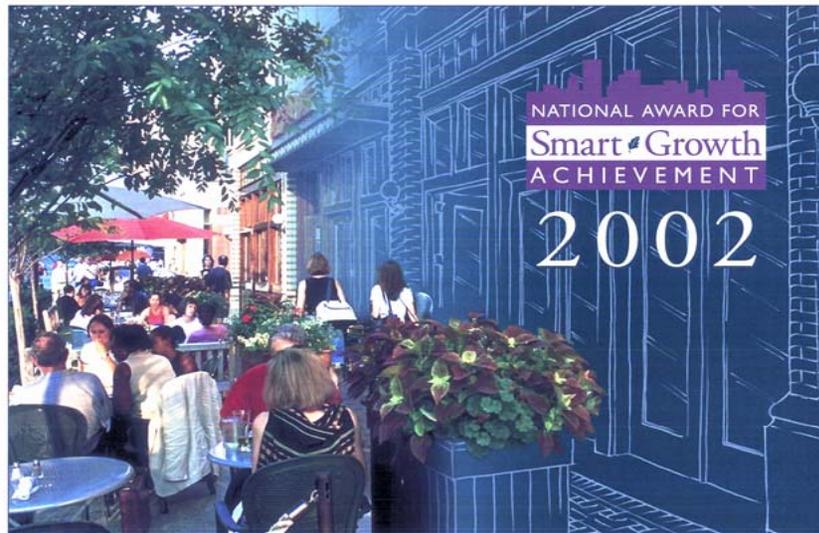
MEASURING SUCCESS

- \$12.7 billion of total \$27 billion in assessed land value in the county is in the metro corridors which is 11% of total land
- Today Arlington has more office space than downtown
 - Dallas
 - Pittsburgh
 - Denver

MEASURING SUCCESS

- County has maintained low property tax rate (\$.973 per \$100 fmv) and maintains amongst the highest levels of services
- County consistently maintains AAA bond rating from all rating agencies

EPA SMART GROWTH AWARD



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

OTHER AWARDS

- League of American Bicyclists --
Bicycle Friendly Community designation
- APTA -- Outstanding Public
Transportation System Award (for ART)
- American Podiatric Association --
Best Walking City in America

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

LESSON LEARNED

- Ensure that transit is integrated with development – not secondary
- 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

LESSON LEARNED

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

CONTACT INFORMATION

Robert Brosnan

Planning Director

Department of Community Planning and
Development

703-228-3516

rbrosnan@arlingtonva.us

www.arlingtonva.us