



40 Years of Transit Oriented Development

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

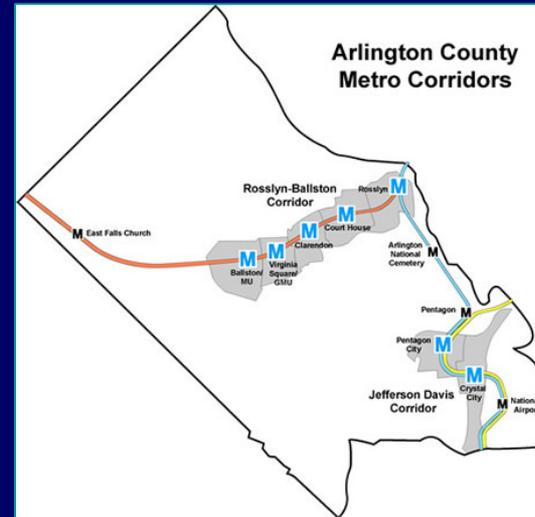


A Presentation to the Reston Land Use Task
Force by the Robert Brosnan

5-15-10

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



SETTING THE STAGE

- Arlington is a 26 square mile, urban county which was a part of the original District of Columbia
 - Population 209,300
 - Jobs 206,800
 - Housing units 103,824
- 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)

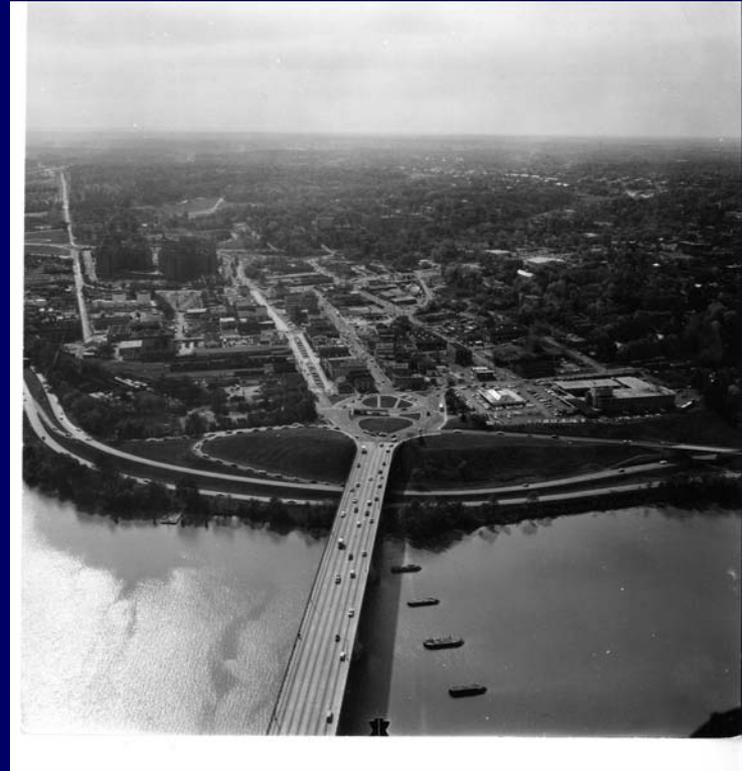


SETTING THE STAGE

- 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 THEN



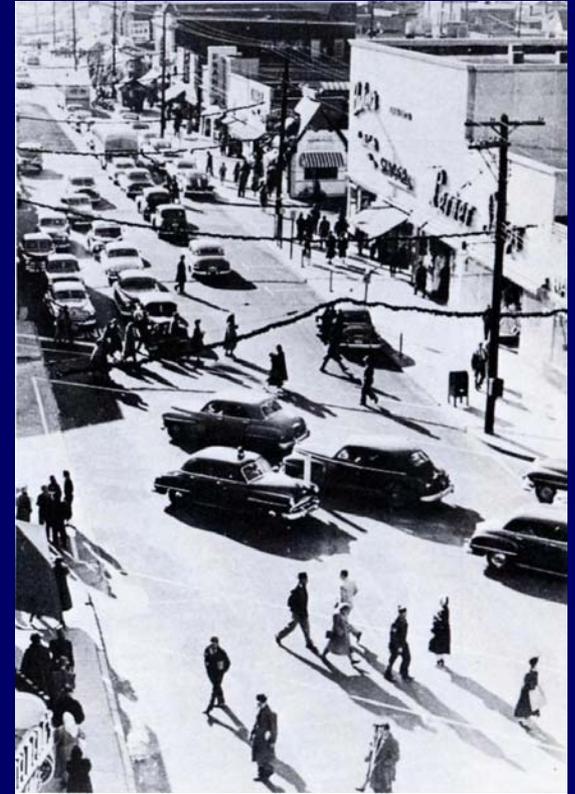
COURT HOUSE THEN



CLARENDON 1980s



CLARENDON - ARLINGTON'S OLD DOWNTOWN



VIRGINIA SQUARE 70s



VIRGINIA SQUARE – 1970s



PARKINGTON - THEN



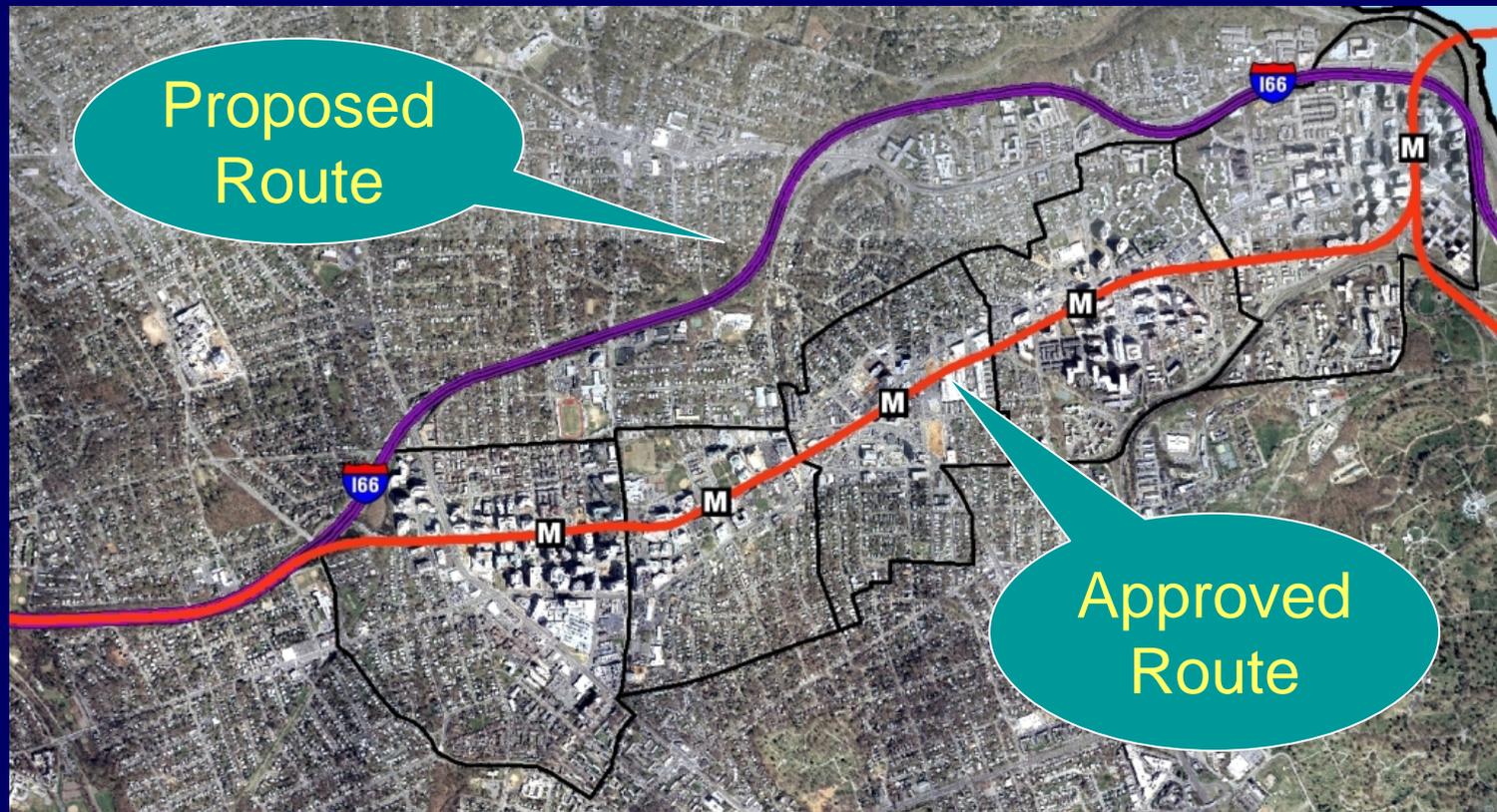
SETTING THE STAGE

- 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



PROPOSED ROUTE

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



Development Concepts

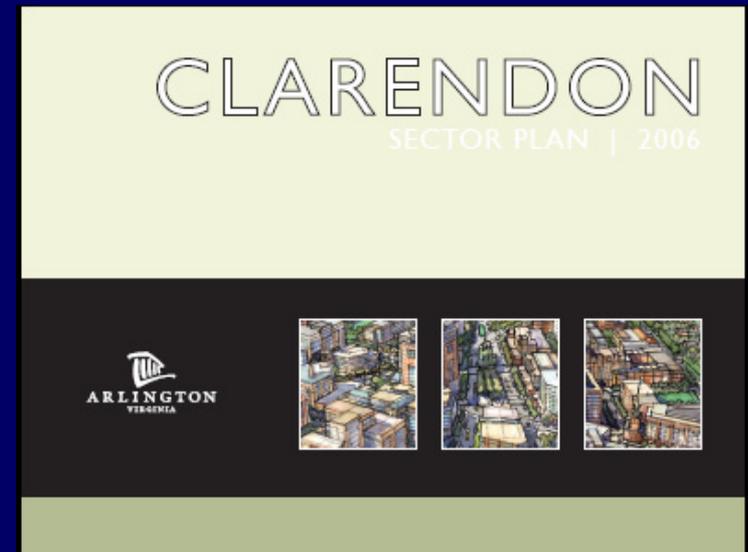
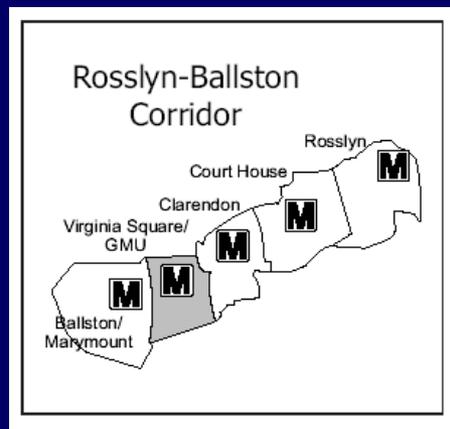


- 5 stations closely spaced
- Concentrate high and mid-density redevelopment around transit stations (highly targeted) and taper down to existing neighborhoods
- Mix of uses with strong residential emphasis
- Preserve and reinvest in established residential neighborhoods
- Preserve and reinvest in established garden apartment neighborhoods

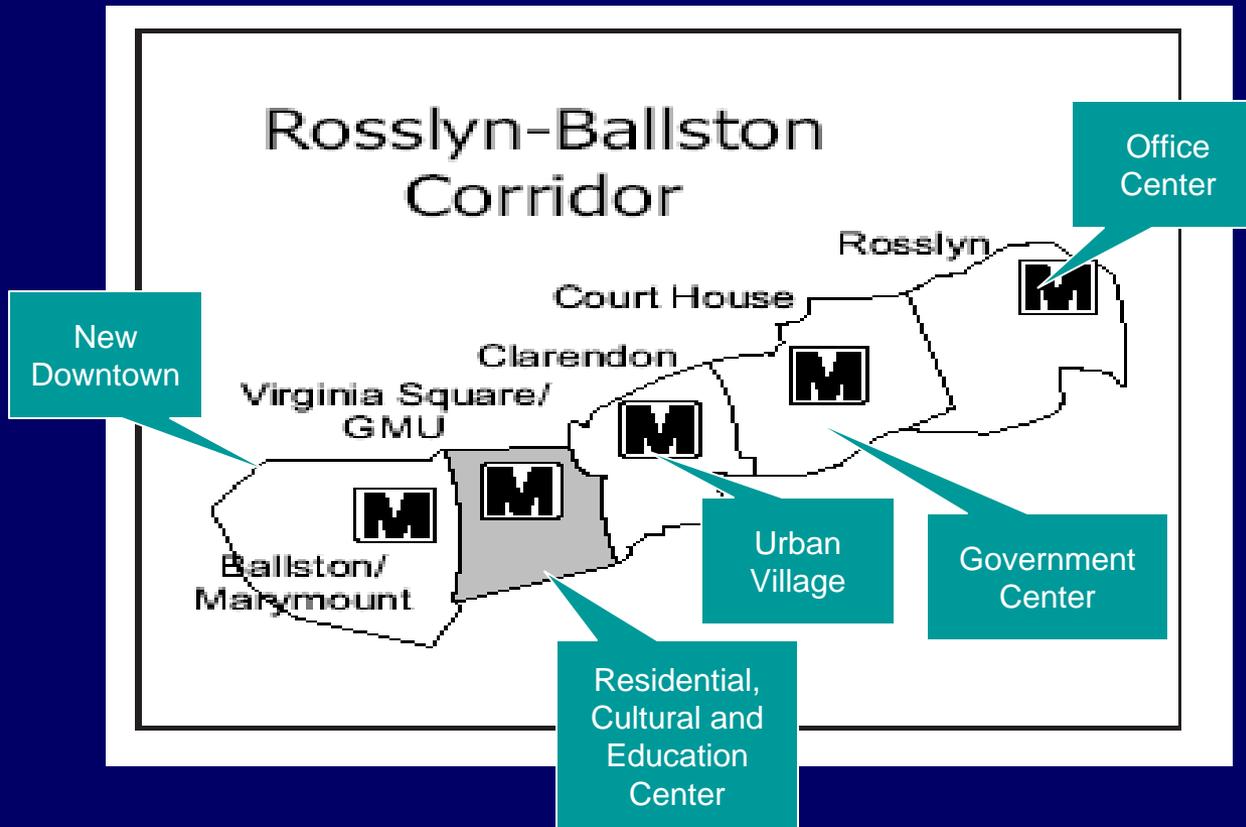


SECTOR PLANS

- 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

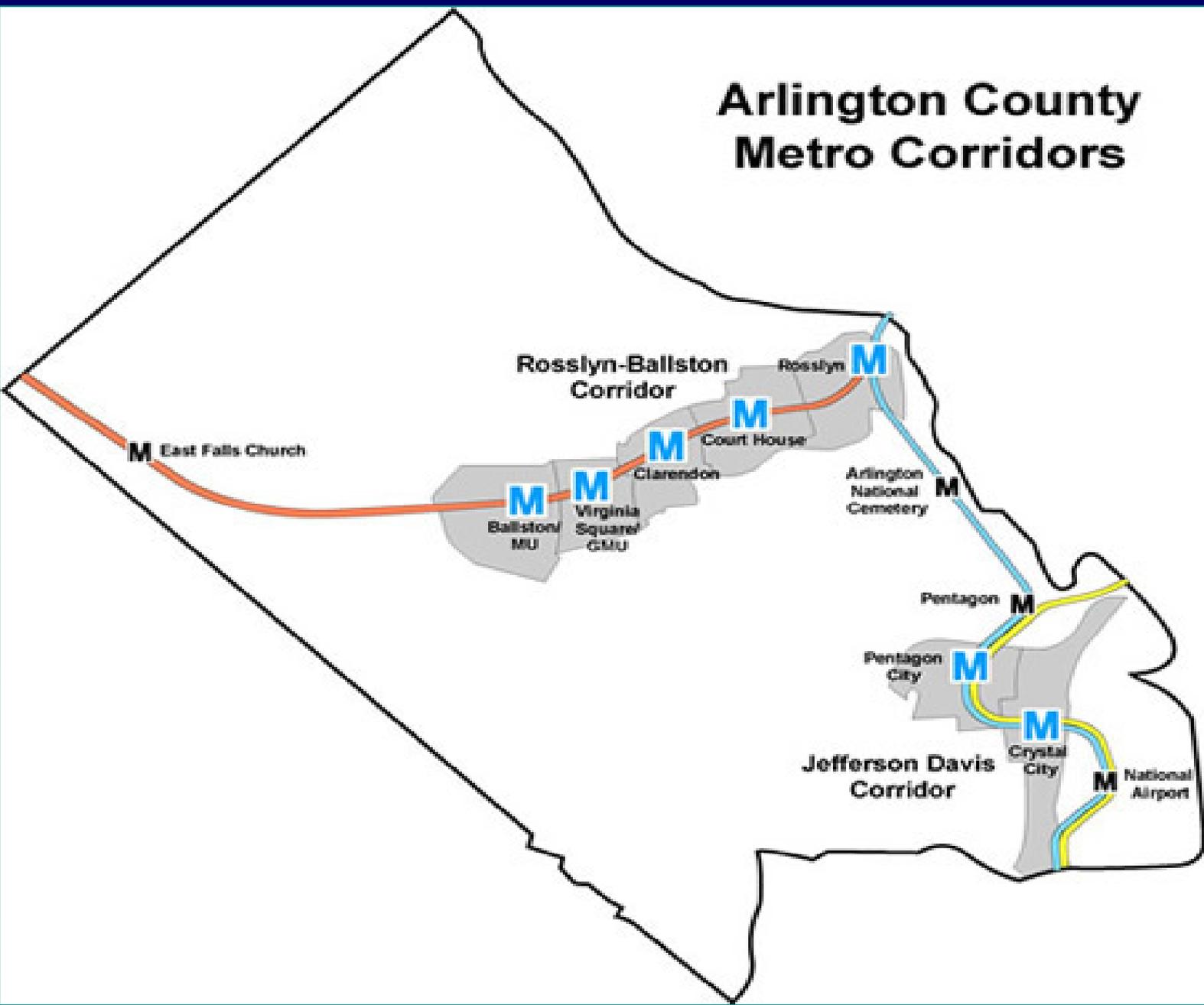


SECTOR PLANS



KEY

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 – requires County Board approval

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

- 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

Transitions

- R15-30T: 30 units per acre townhouse

ROSSLYN TODAY

C-O Rosslyn
Development: 10 FAR
office or residential



ROSSLYN TODAY



ROSSLYN TODAY



ROSSLYN TOMORROW



AERIAL - COURTHOUSE TODAY



Rosslyn

Arlington County
Offices

COURTHOUSE TODAY



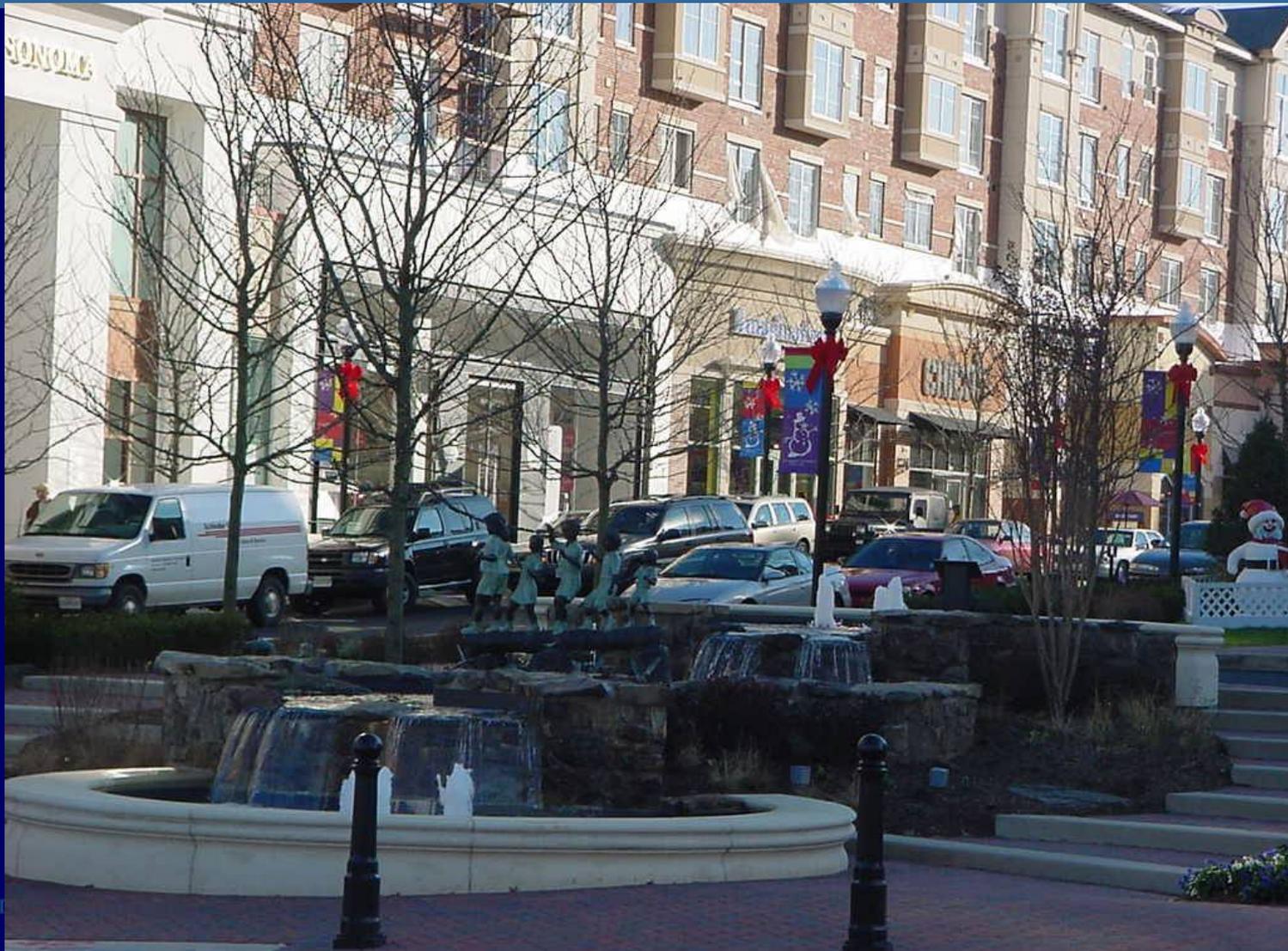
3.8 FAR off
4.8 FAR res

4.8 FAR res

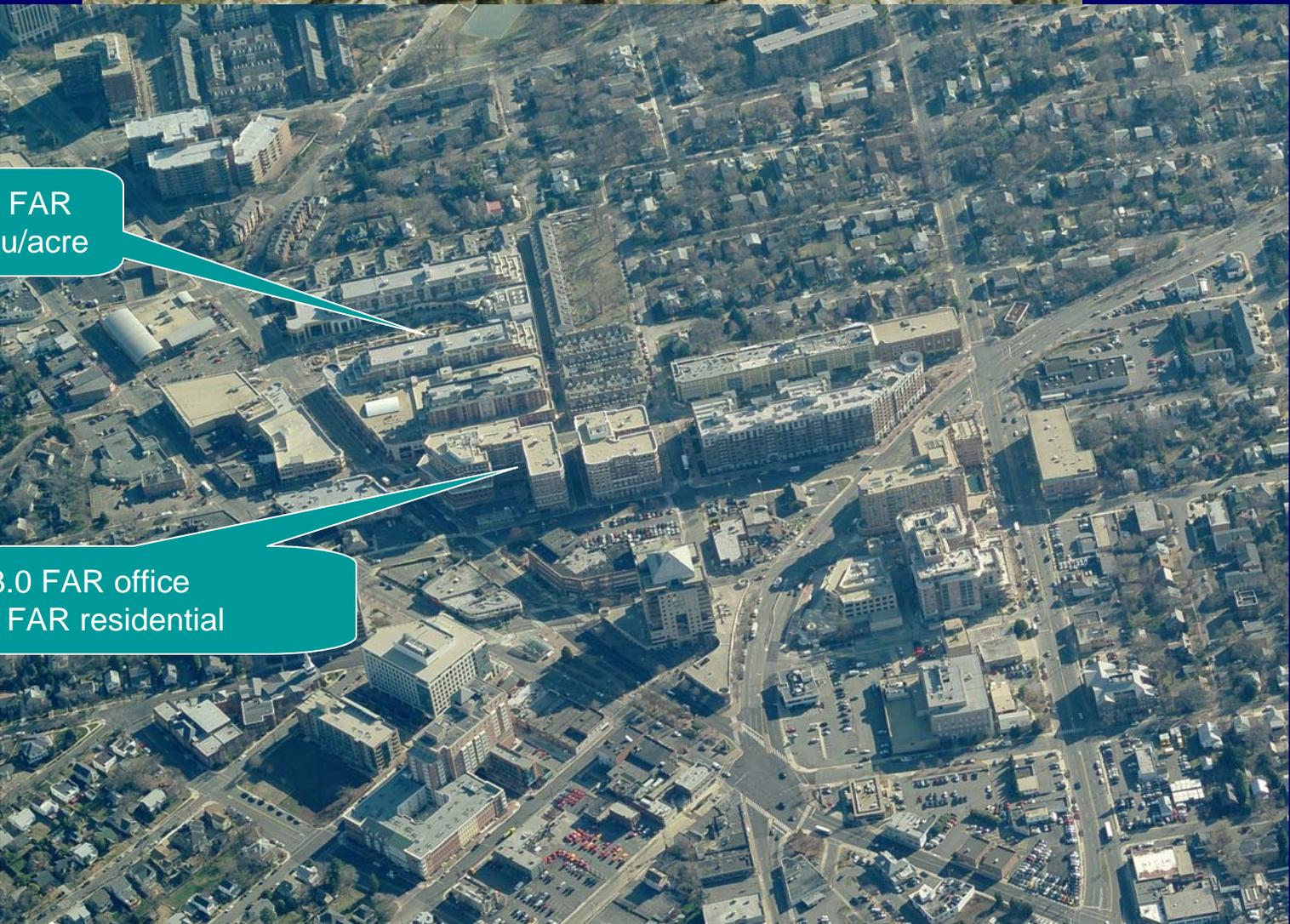
3.24 FAR
res

40 du/acre

CLARENDON TODAY



CLARENDON TODAY



1.5 FAR
72 du/acre

The image is an aerial photograph of the Clarendon area in Arlington, Virginia. It shows a dense urban environment with numerous multi-story buildings, parking lots, and streets. Two callout boxes are overlaid on the image. The first callout box, located in the upper left, points to a specific area and contains the text '1.5 FAR' and '72 du/acre'. The second callout box, located in the lower left, points to a larger area and contains the text '3.0 FAR office' and '4.0 FAR residential'. The background image shows a mix of commercial and residential buildings, with a major road (likely I-495) visible on the right side.

3.0 FAR office
4.0 FAR residential

CLARENDON TODAY



VIRGINIA SQUARE TODAY



Densities
4.8 FAR residential
3.8 FAR office
3.24 FAR office/residential



VIRGINIA SQUARE TODAY



BALLSTON TODAY



BALLSTON TODAY



Ballston in 1980

Station
Entrance

3.24 FAR
2.0 FAR res
1.24 FAR off

6.0 FAR
3.0 FAR res
3.0 FAR off

View of Rosslyn-Ballston Metro Corridor Development Patterns



R-B CORRIDOR



MEASURING SUCCESS

R-B CORRIDOR

1970

22,000 jobs

**5.5 million sf
office**

**7,000 housing
units**



2009

98,500 jobs

**21.7 million
sf office**

**28,643
housing
units**



MEASURING SUCCESS

METRO RIDERSHIP (Average daily entries and exits)

1991

ROSSLYN

■ 13,637

COURT HOUSE

■ 5,561

CLARENDON

■ 2,964

BALLSTON

■ 9,482

2008

ROSSLYN

■ 34,223

COURT HOUSE

■ 14,400

CLARENDON

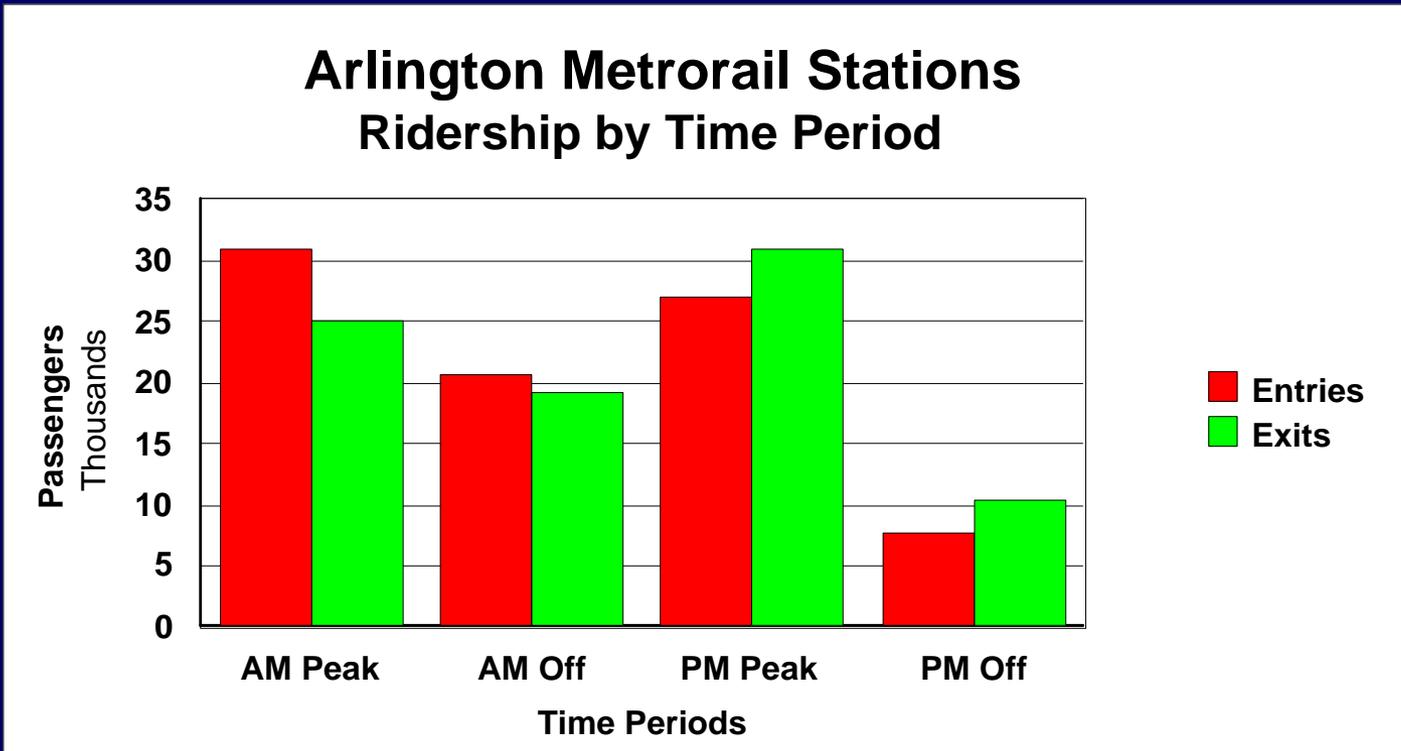
■ 8,879

BALLSTON

■ 25,452

MEASURING SUCCESS

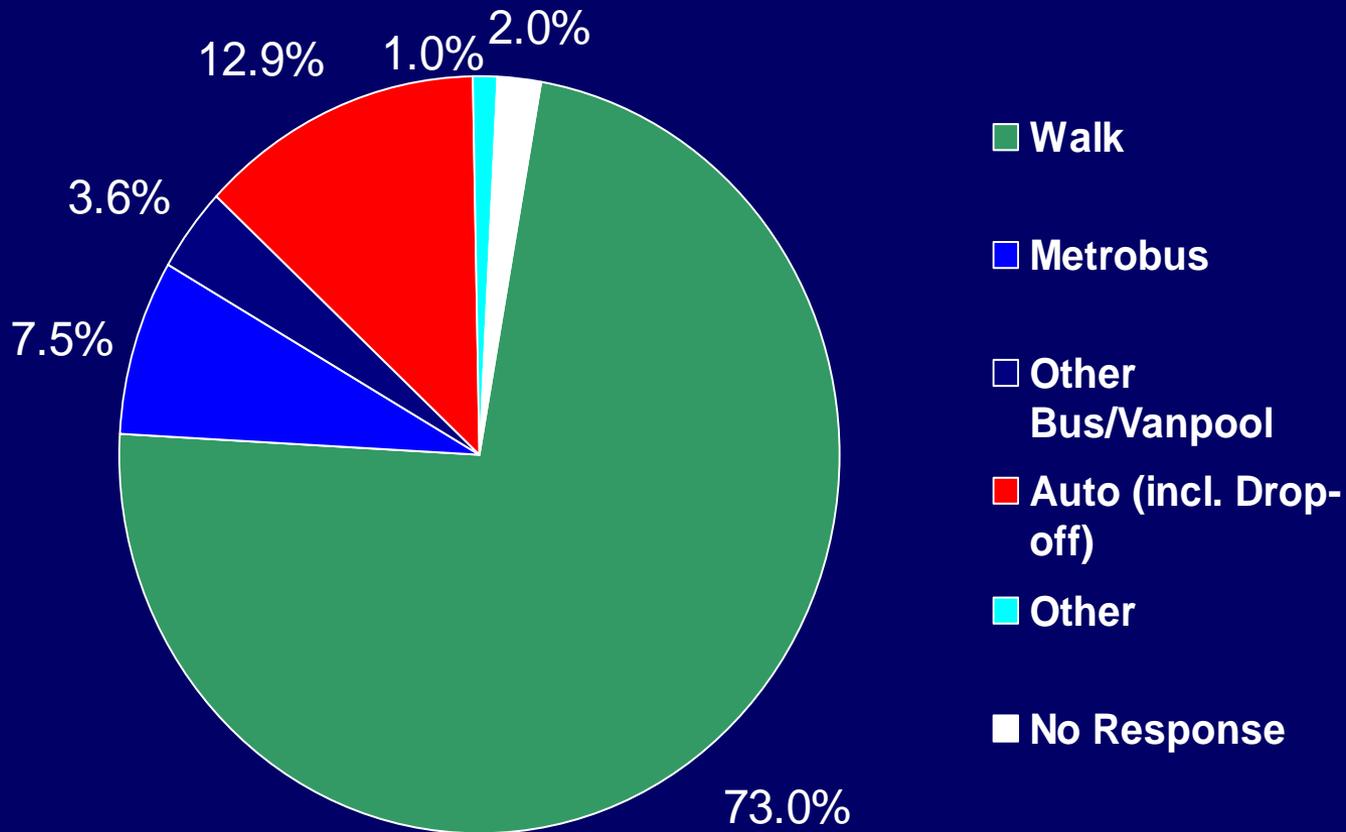
BALANCED DEVELOPMENT =
BALANCED RIDERSHIP



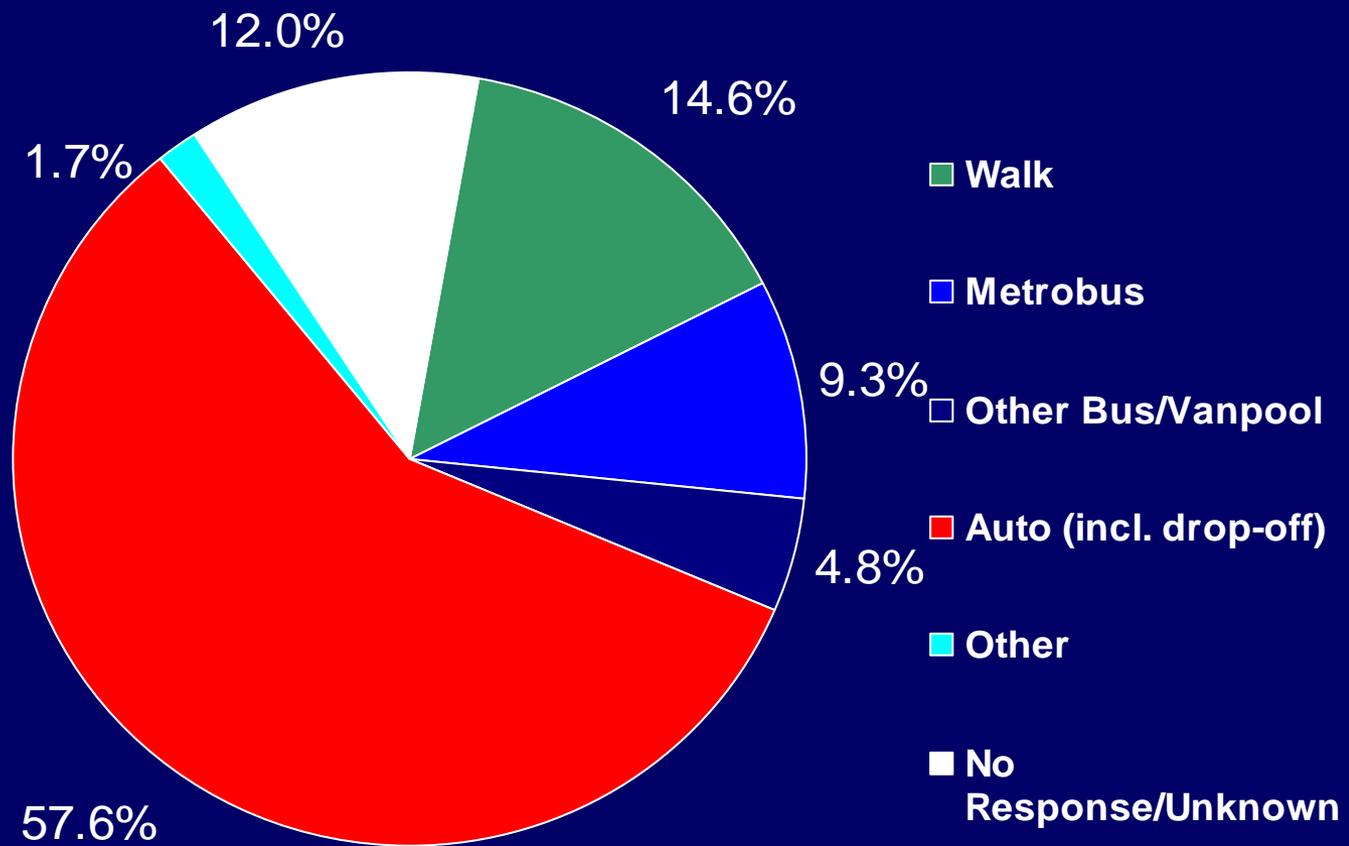
PEDESTRIAN ACCESS

73% WALK TO STATION

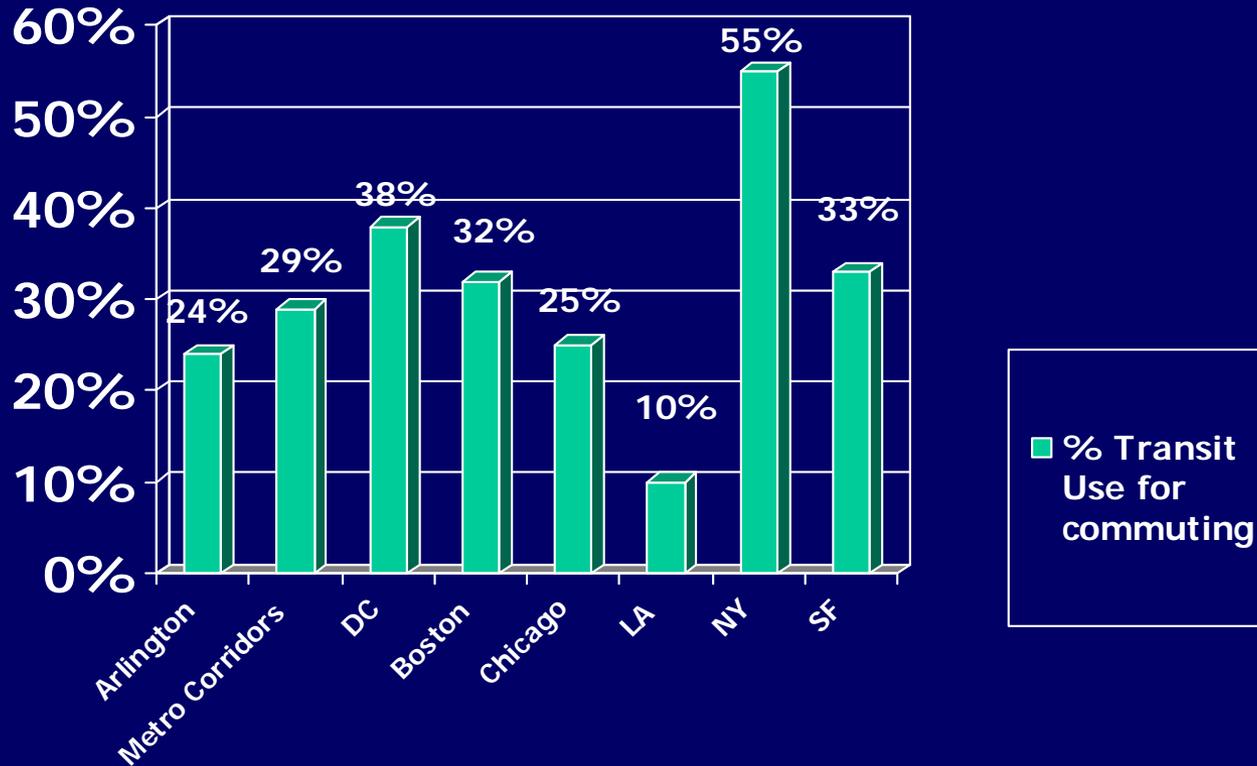
5 R-B Corridor Stations



Metrorail Access at 4 Suburban Orange Line Stations



Public Transportation for Commuting (2005)



MEASURING SUCCESS

R-B CORRIDOR DEVELOPMENT:

1970

OFFICE

■ 5,568,600 SF

RESIDENTIAL

■ 7,000 UNITS

RETAIL

■ 865,507

2009

OFFICE

■ 21,757,594 SF

RESIDENTIAL

■ 28,643 UNITS

RETAIL

■ 2,842,169

DENSITIES WITHIN ¼ MILE

	Office	Residential
Rosslyn	4,415,000 sf	2,500 units
Courthouse	3,486,000 sf	4,600 units
Clarendon	937,000 sf	2,200 units
Virginia Square	809,000 sf	3,400 units
Ballston	4,581,000 sf	3,100 units

DENSITIES WITHIN 1/2 MILE

	Office	Residential
Rosslyn	8,775,000 sf	9,100 units
Courthouse	3,802,000 sf	9,700 units
Clarendon	2,164,000 sf	5,600 units
Virginia Square	5,432,000 sf	9,000 units
Ballston	6,972,000 sf	10,500 units

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**

Source – 2000 Census

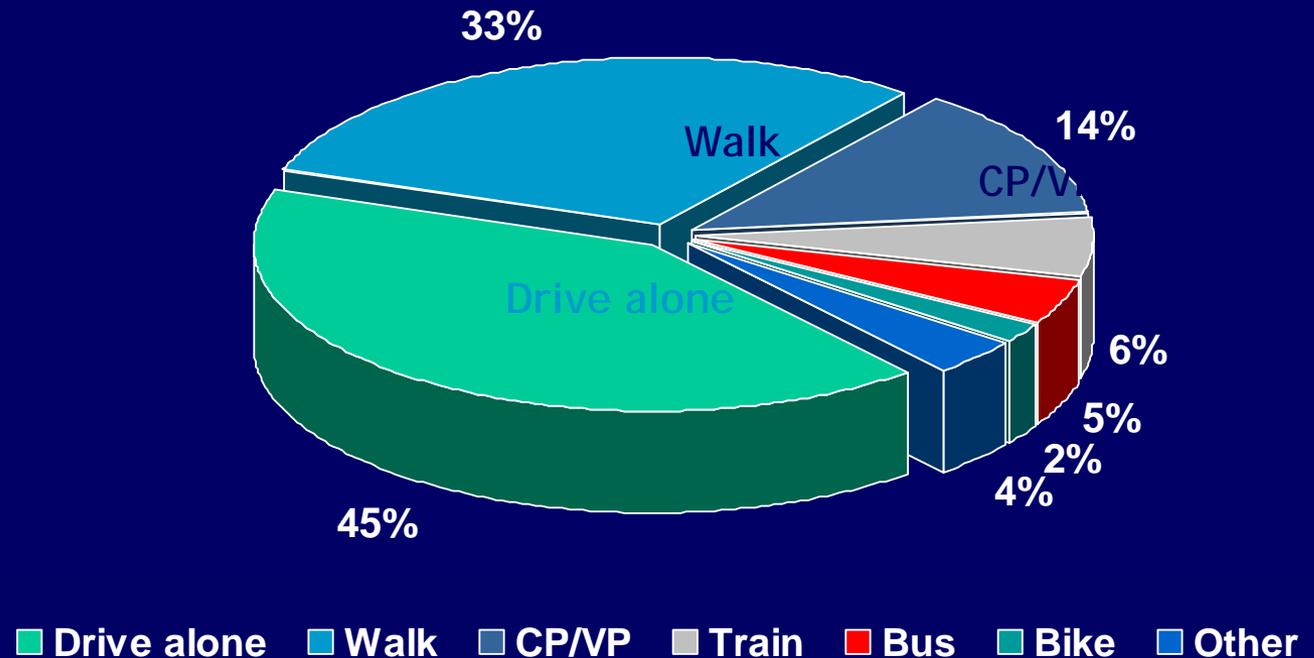
MEASURING SUCCESS

- 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

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

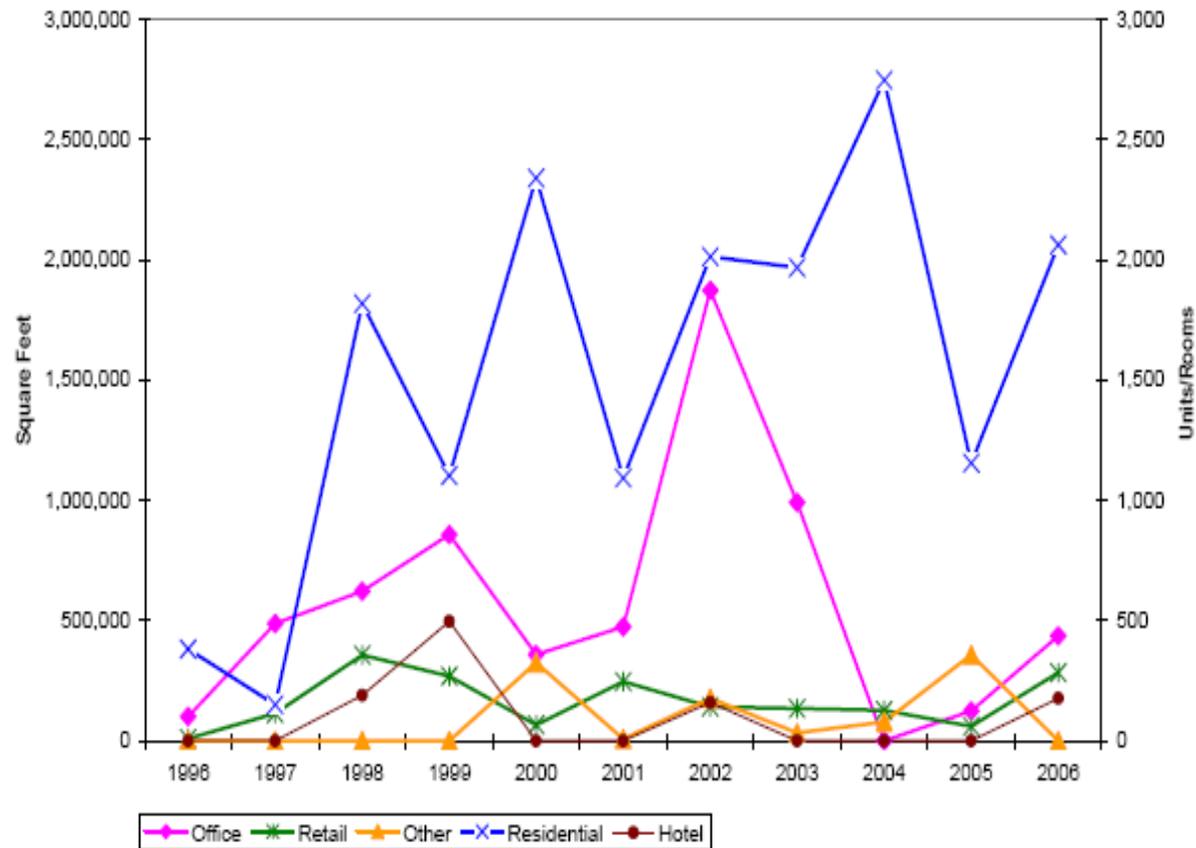
- Getting to work – transit use
 - National avg: 4.7 %
 - Fairfax County: 7.3 %
 - **Arlington: 23.3%**

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

Source- 2000 Census

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 on Arterial Streets

- Wilson Blvd & Troy St

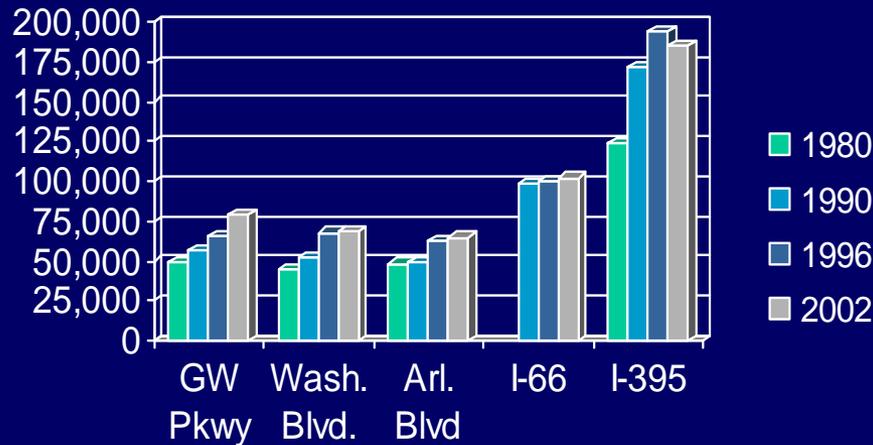
2002	2009
12,950	11,580

- Clarendon Blvd & Rhodes

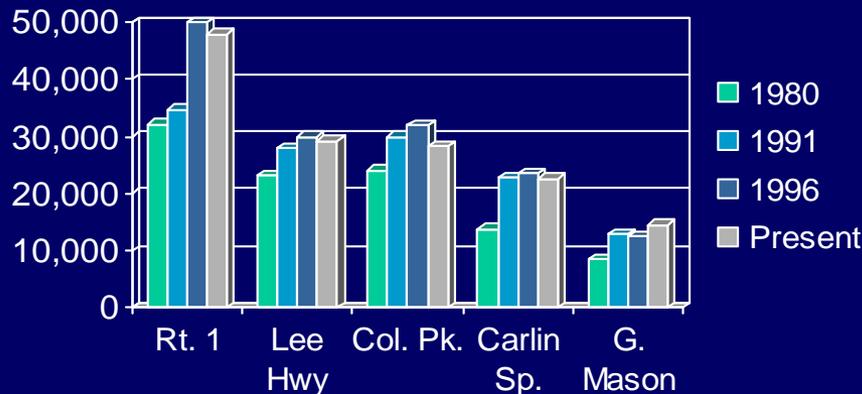
2002	2009
11,560	10,144

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

- \$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
- Tax base divided between 46% commercial and 54% residential
- Today Arlington has more office space than downtown
 - Dallas
 - Los Angeles
 - Denver
 - Boston

MID COURSE REVIEW



EARLY RESULTS



MID COURSE REVIEW

- Worked with a group of Architects and Urban Designers to evaluate efforts to date
- Led to development of corridor-wide urban design concept
- Raised awareness of design issues
- First new Sector Plan was for Rosslyn and then Clarendon using RTKL to assist

MID COURSE REVIEW

- Going forward design and architecture became much more important
- Started us down the path which culminated eventually with us using Dover-Kohl to do the first urban Form Based Code for Columbia Pike
- While not as earth shattering as the decision to run Metro underground rather than along I-66 – very important in our history

DENSITIES AND FORM

- First critical lesson was that “it’s not about the density”
- “It’s about the form”
- And what place we were trying to create
- Previously all hung up on density and FAR
- Form is more critical than either
- Understand GFA is important for evaluating traffic impacts etc. but should not drive density discussion

FORM VS DENSITY

3.77 FAR



3.24 FAR



4.69 FAR



FORM VS DENSITY

72 du/acre



72 du/acre



115 du/acre

FORM VS DENSITY

2.5 FAR



2.5 FAR



2.5 FAR

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

LESSONS LEARNED

- Establish the vision, design supportive public policies/plans and tools and be patient
- Do the detailed planning at the sector area to avoid the battles at development review time
- Build community consensus
- Integrity of plan – be consistent

LESSONS 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
- Ensure that transit is integrated with development – not secondary
- An attractive and functional pedestrian environment is important

LESSONS LEARNED

- Develop public-private partnerships to continue consensus building and assist in the implementation
- Provide alternatives to cars

LESSONS LEARNED

- While not all of what Arlington has done is transferable to every place one significant point is
- If you build a place for cars all you will get is cars

LESSONS LEARNED

- What Arlington has shown is that if you strive for something else it is possible

LESSONS LEARNED

- How did we get 27 million sf development and 30,000 housing units and traffic actually go down
 - ❖ Investment in transit and ongoing investment in expanding options
 - ❖ Balance between office and residential
 - ❖ Good planning and respecting that plan
 - ❖ Policies focusing on walkability and livability versus accommodating cars

LESSONS LEARNED

- How did we get 27 million sf development and 30,000 housing units and traffic actually go down
 - ❖ Provide a robust menu of transportation options
 - ❖ Ability to meet daily needs within walking distance
 - ❖ Reduce parking requirements
 - ❖ TDM measures
 - ❖ Zip Cars
 - ❖ Transit Coordinators on site
 - ❖ Information kiosks
 - ❖ Transit subsidies

LESSONS LEARNED

- How did we protect and preserve adjacent single family neighborhoods?
 - I'd argue that they have even been enhanced not just protected
 - \$ for improvements
 - Traffic calming
 - Permit parking program
 - Walkability to jobs, transportation and the urban activities in the corridors

LESSONS LEARNED

- How did we protect and preserve adjacent single family neighborhoods?
 - Consistency of plan - held the line on development
 - Participation in planning and development decisions

CONTACT INFORMATION

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