



30 Years of Smart Growth

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

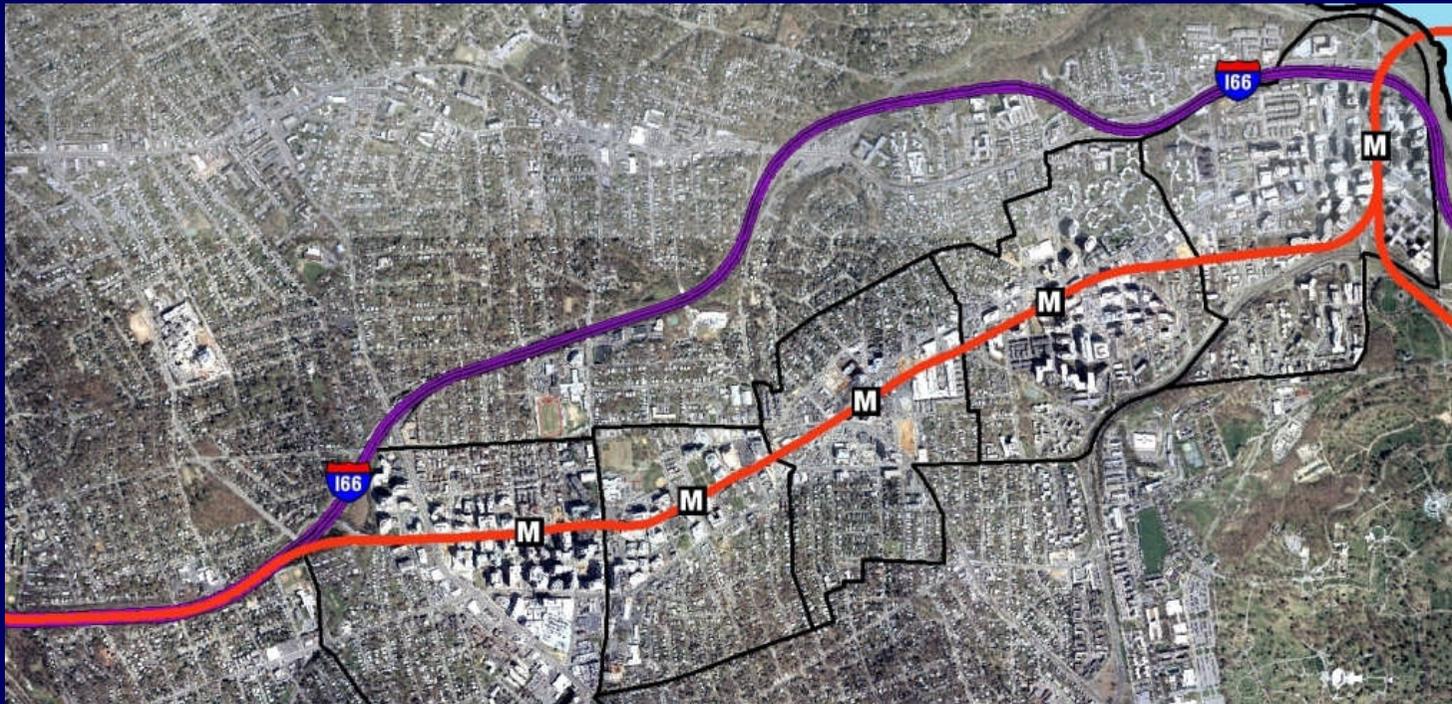


A Presentation by the Arlington County
Department of Community Planning, Housing
and Development, Planning Division

5-06

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



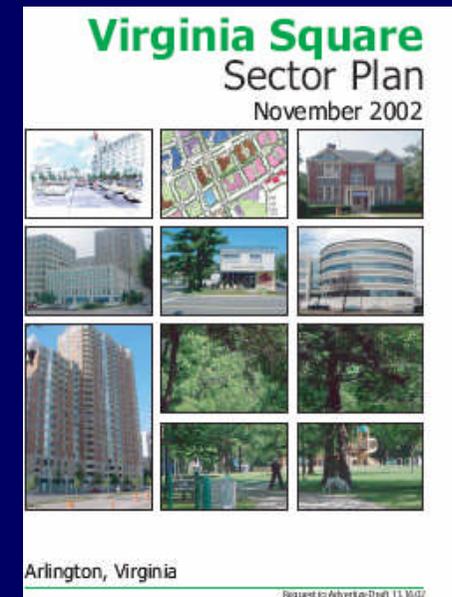
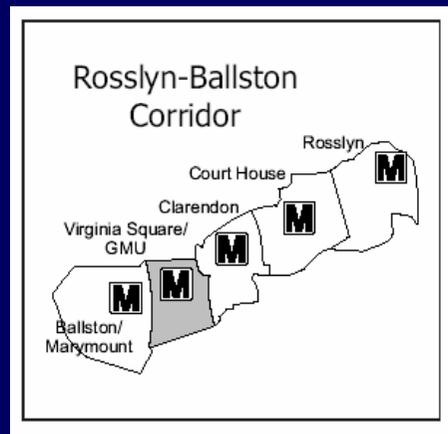
HOW WE DID IT

- The major policy goals that resulted were:
 - Strive for a 50/50 tax base mix of residential and commercial
 - Strive for mixed-use development with a significant level of residential
 - Preserve existing single family, garden apartments and green open spaces
 - Focus redevelopment within 1/4 mile of metro station entrances to encourage transit ridership
- Adopted a corridor-wide GLUP based on agreed-to development goals



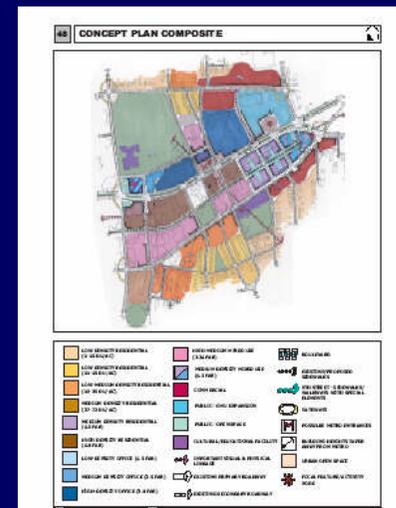
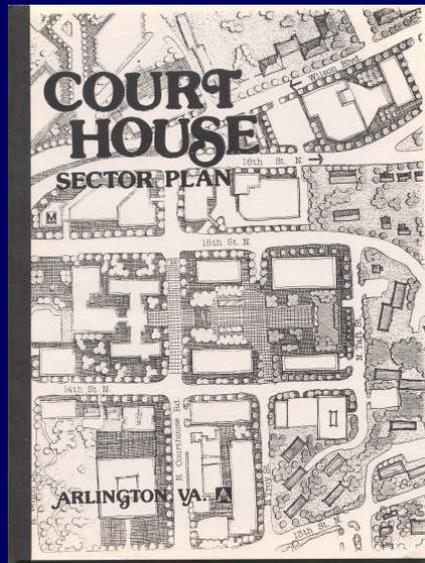
SECTOR PLANS

- 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

- Public infrastructure needs
- Open space, streetscape standards
- Each focused on an area of approximately 1/4 mile from the metro station



HOW WE DID IT

- Density incentive - 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

- The site plan allows significantly higher density & height than underlying zoning
 - By-right 1.5 and 45 ft
 - Site plan -3.8 – 10 FAR and 100 - 300 ft
 - Parking - 2 spaces per 1,000 sq. Ft. Vs 4 spaces per 1,000 sq. Ft.
- 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-0 Rosslyn: 10.0 FAR



View of Rosslyn-Ballston Metro Corridor Development Patterns



MEASURING SUCCESS

R-B CORRIDOR 1970



22,000 jobs

5.5 million sf office

7,000 housing units

R-B CORRIDOR TODAY



94,000 jobs

23.5 million sf office

24,500 housing units



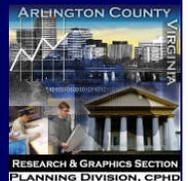
MODES OF WORK TRIP

- 39% of those who live in corridor take transit to work
- Another 10% walk
- Those who live in corridor own 1.13 vehicles/ hh vs. 1.53 in the rest of county



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



LESSONS LEARNED

- Transit investments can be used as a catalyst to reshape communities
- Decide what you want, design supportive public policies/plans and tools and be patient
- Build community consensus
- Do the detailed planning at the sector area to avoid the battles at development review time
- Market needs to exist



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
- Have high expectations, plan well and be patient
- Integrity of plan
- Be consistent



LESSON 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)
- Invest in the infrastructure, provide the planning context and establish the vision
- Reduce parking requirements
- Subsidize transit



Arlington County, VA

