

40 Years of Smart Growth

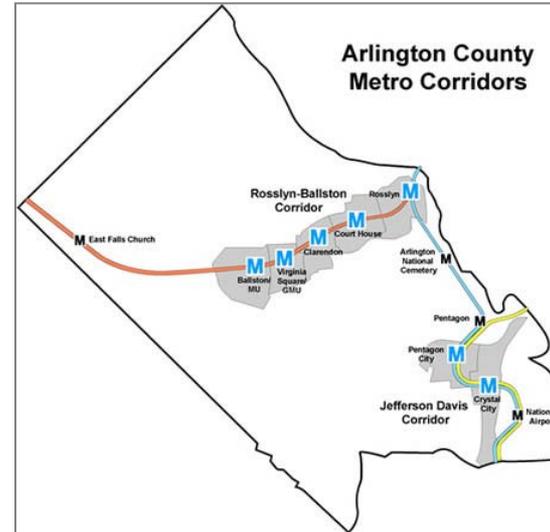
Arlington County's Experience with Transit Oriented Development in the Rosslyn-Ballston Metro Corridor



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

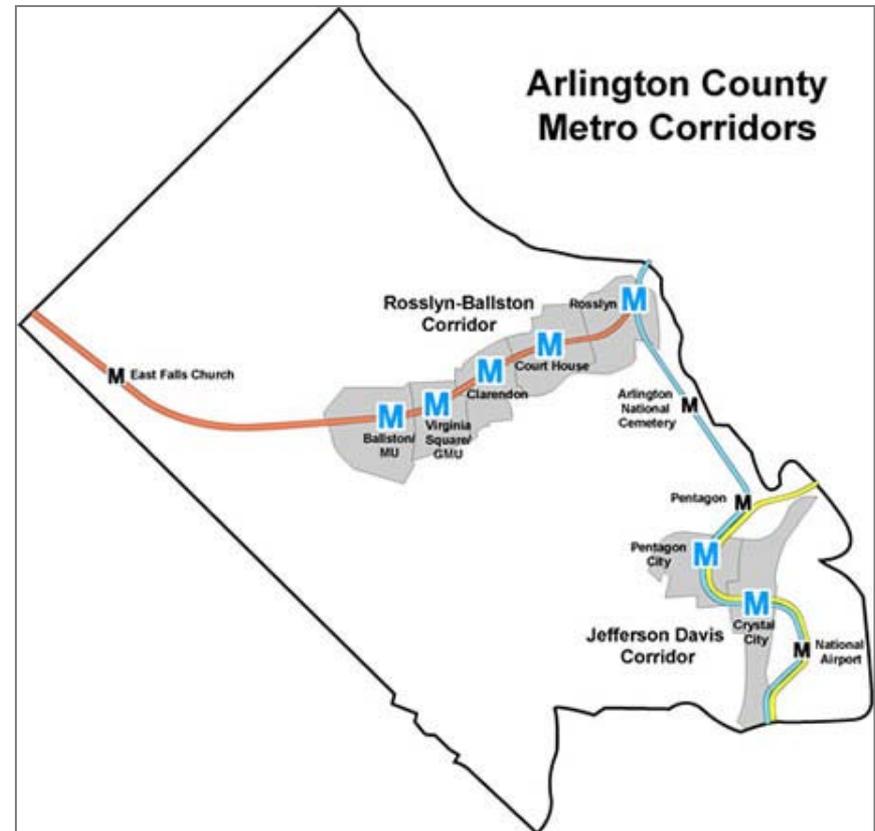
December 6, 2012

- Arlington Overview
- Setting the Stage
 - Arlington History
 - Planning for Metro
- How We did It
 - Sector Plans
 - Site Plans
- Mid Course Review
- Then & Now
- Where are we now?
- Measuring Success
- Lessons Learned
- Challenges



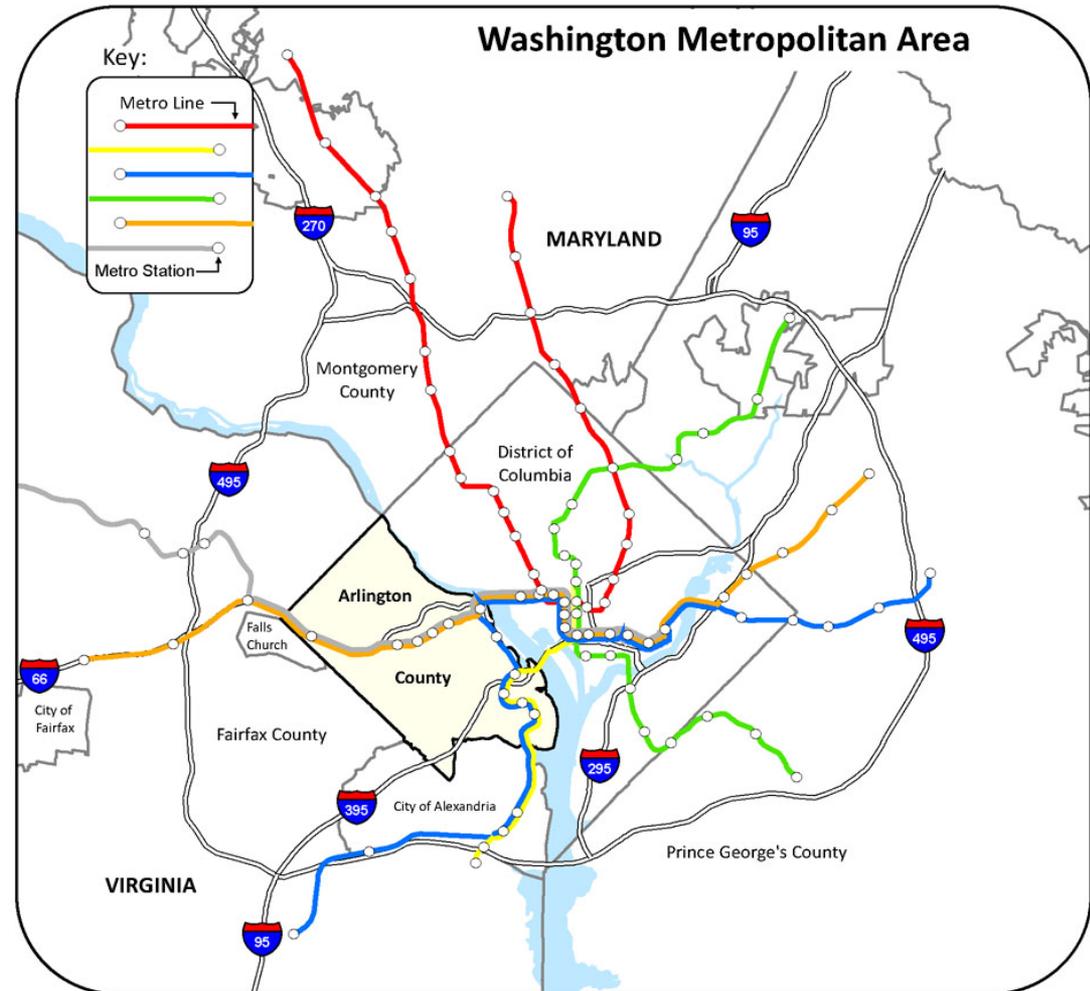
Arlington County

- 25.8 square miles
- Population 214,500 (2012)
- Employment 227,500 (2012)
- Housing Units 107,519 (2012)
- Daytime Population 301,100 (2012)
- 11 Metrorail Stations



Setting the Stage

- 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)



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

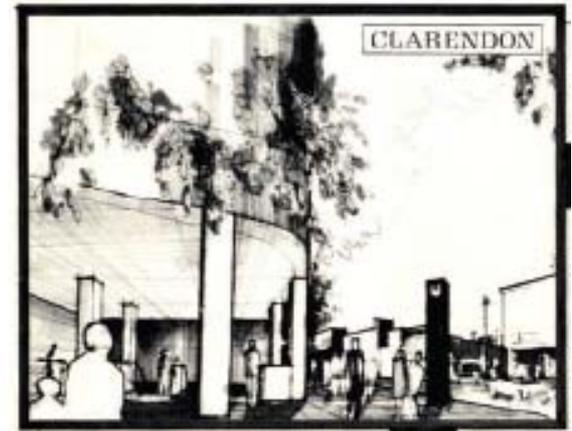
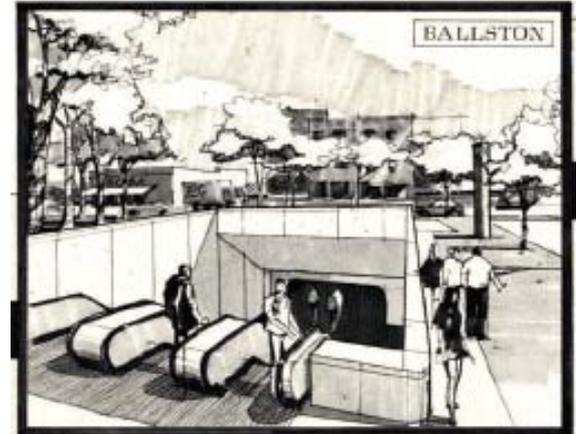
R-B Corridor: 1972



1960s and 1970s

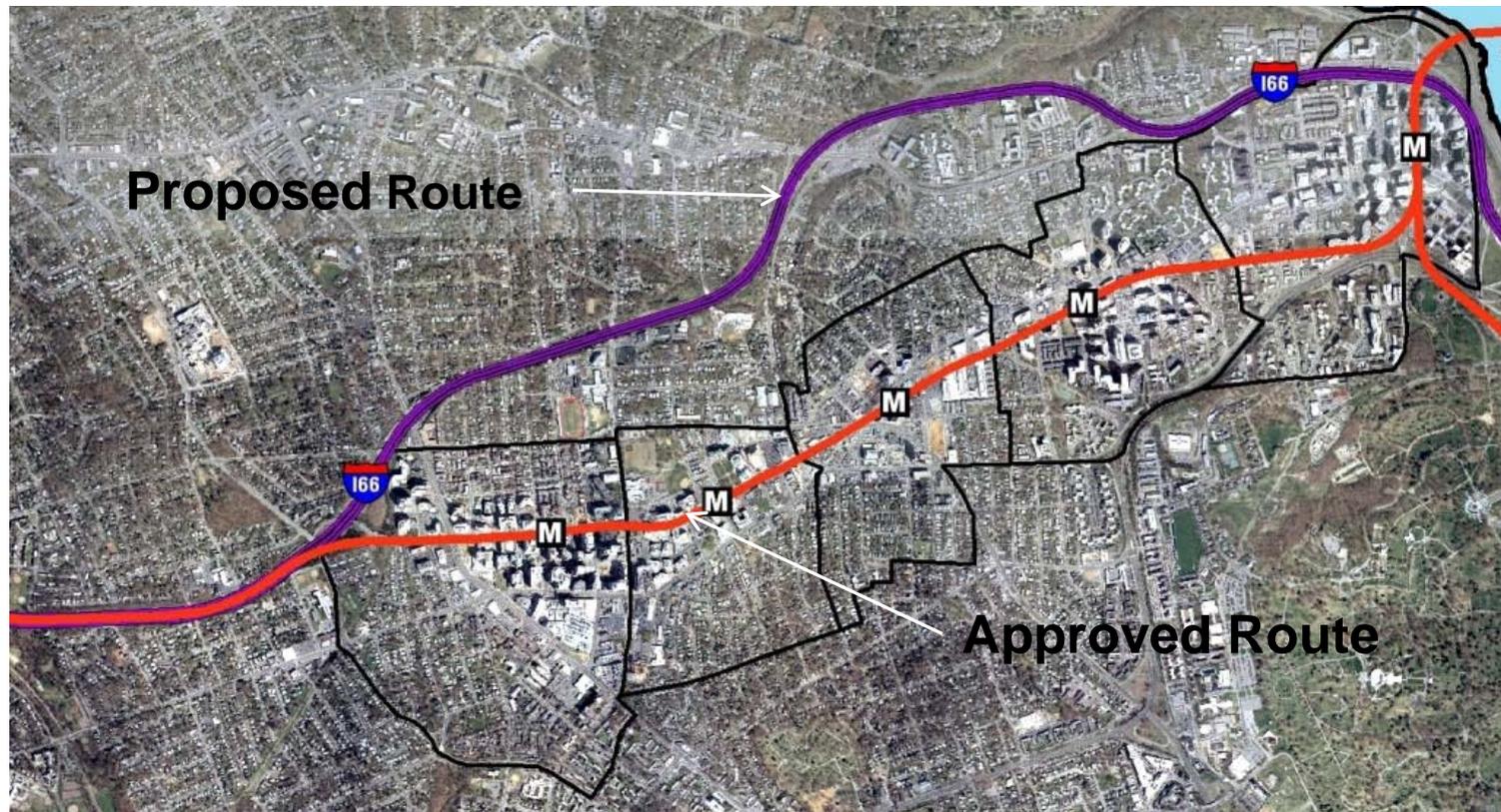
- Beginning of the planning for a regional transit system
- Embarked on an ambitious community planning effort
- Had already debated the impacts of development vs the benefits of growth and decided we wanted to encourage growth as well as encourage riders

Metro Station Renderings



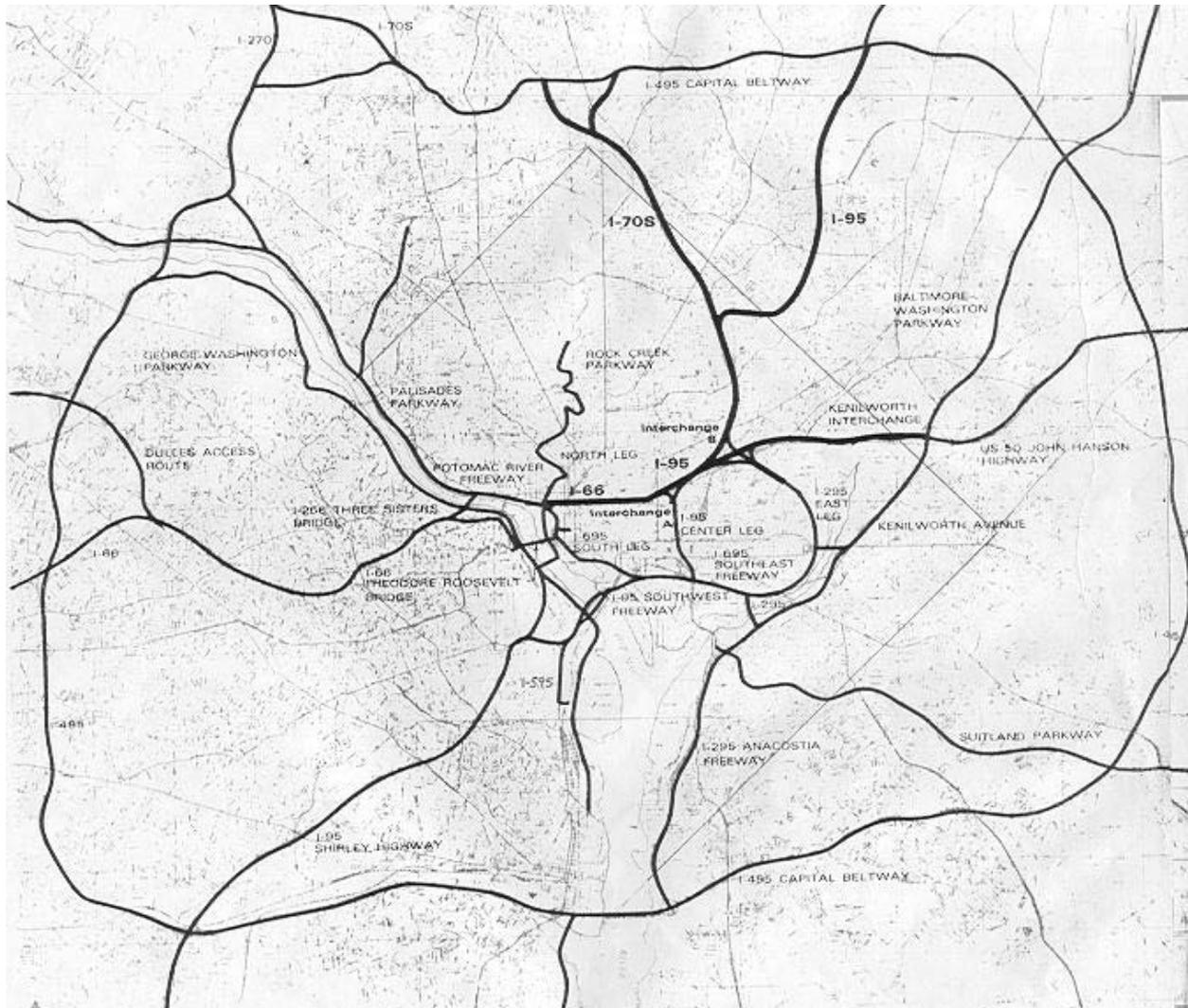
The Proposed Metrorail Route

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



Setting the Stage

The Roads Not Built



Setting the Stage

1979 – First Year Metro Started Service



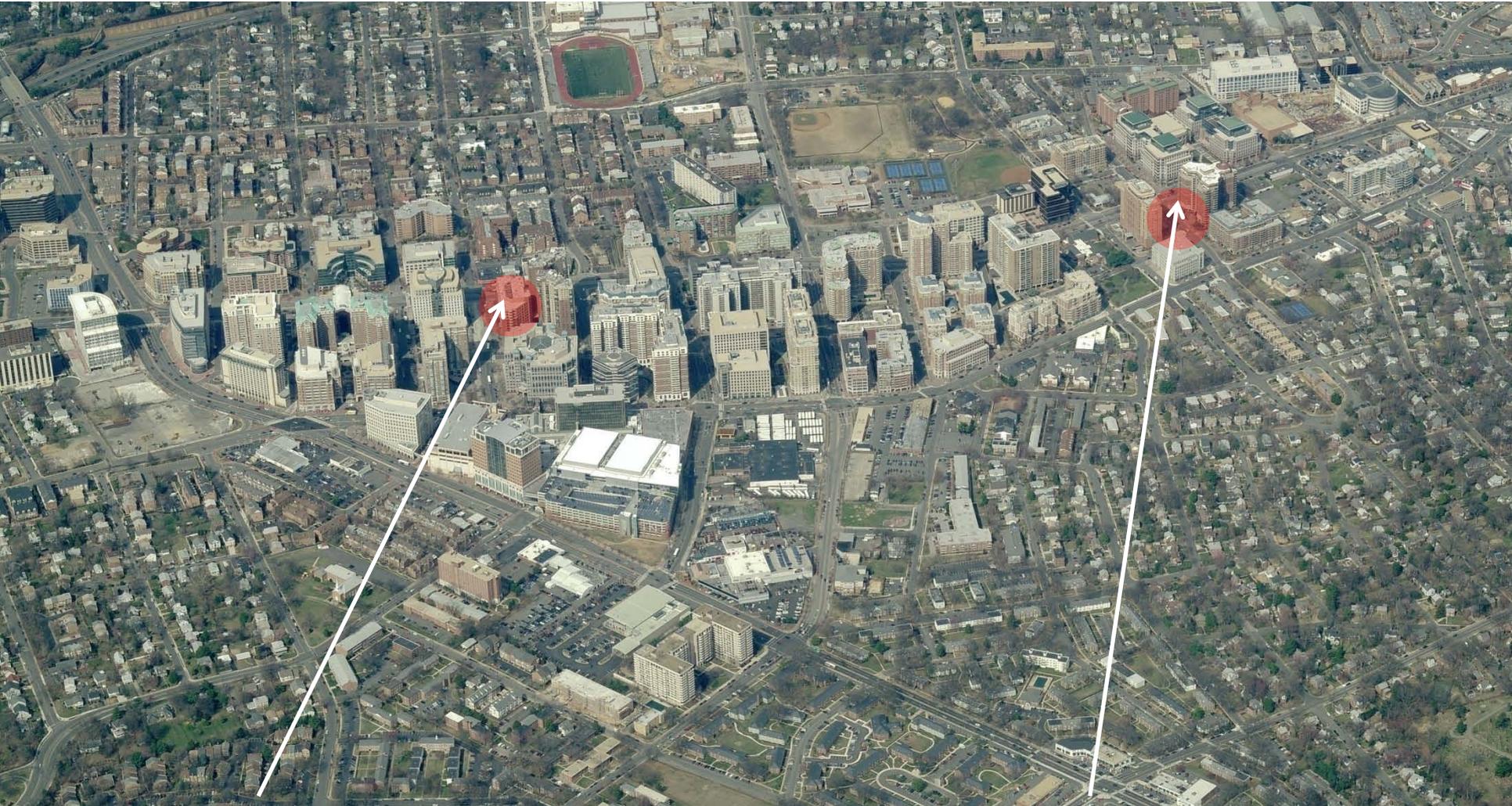
Ballston Metro

Virginia Square Metro

Clarendon Metro

Setting the Stage

2009 – 30 Years of Metro

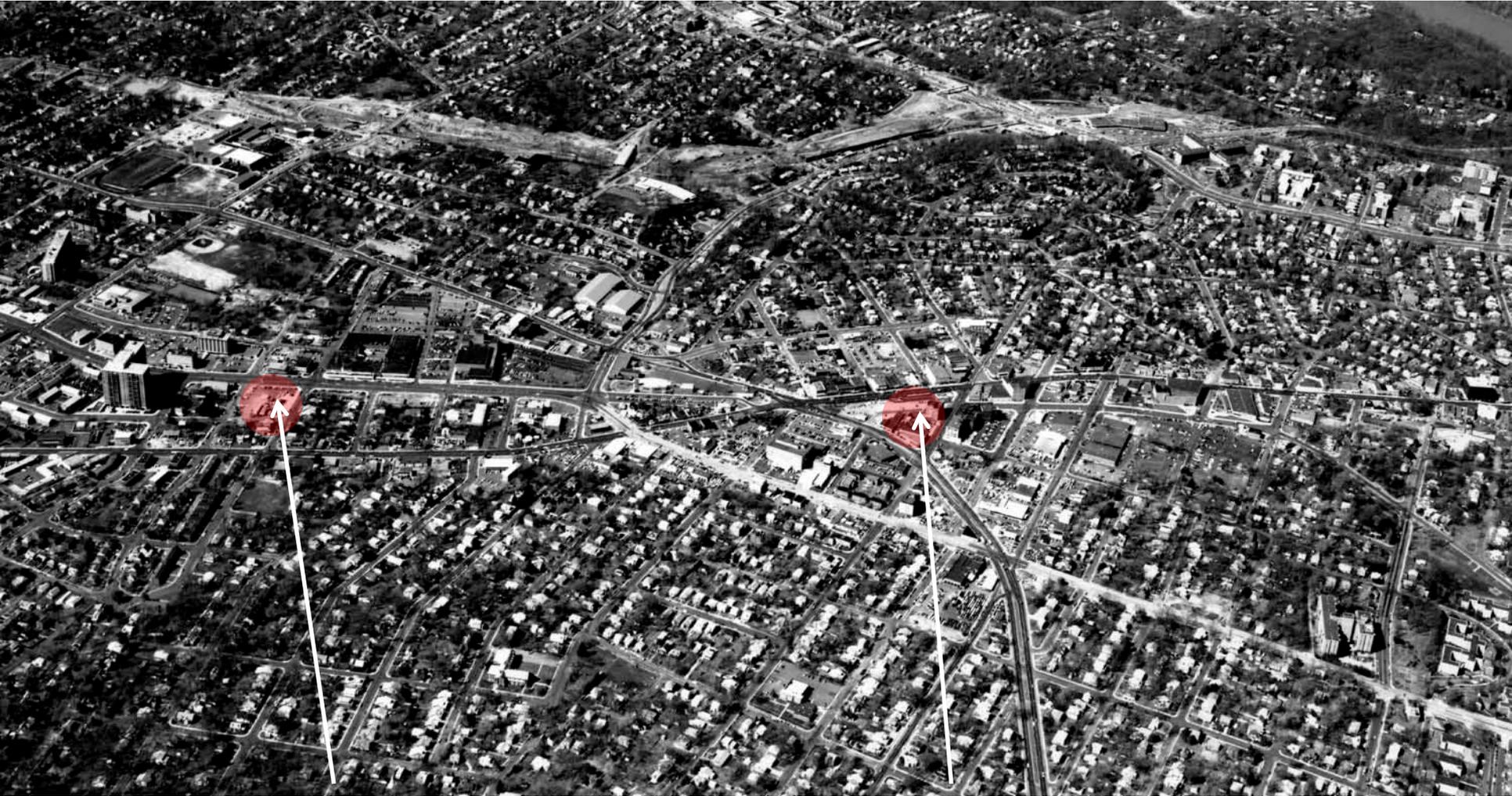


Ballston Metro

Virginia Square Metro

Setting the Stage

1979 – First Year Metro Started Service

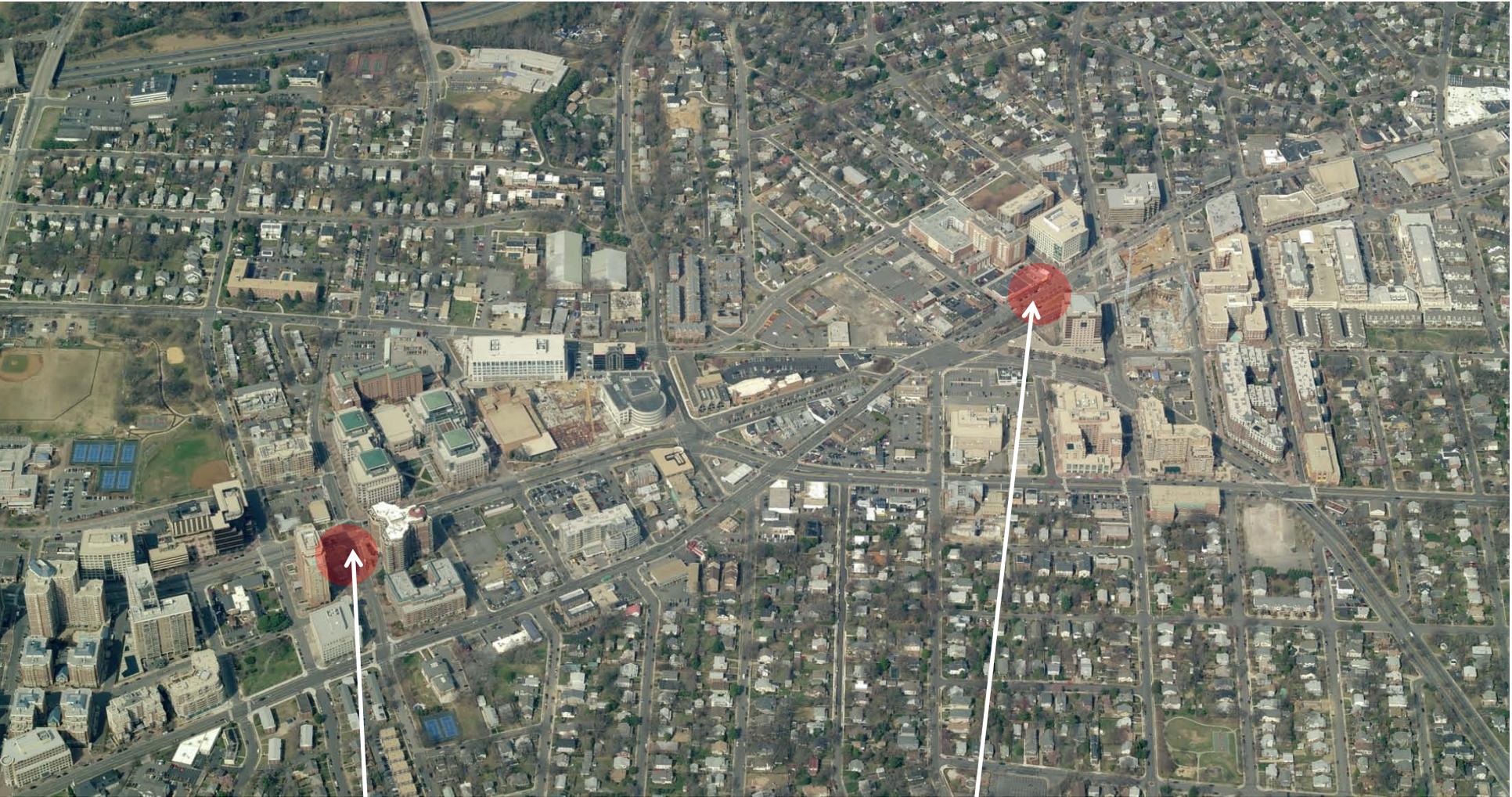


Virginia Square Metro

Clarendon Metro

Setting the Stage

2009 – 30 Years of Metro



Virginia Square Metro

Clarendon Metro

Setting the Stage

1979 – First Year Metro Started Service



Court House Metro

Rosslyn Metro

Setting the Stage

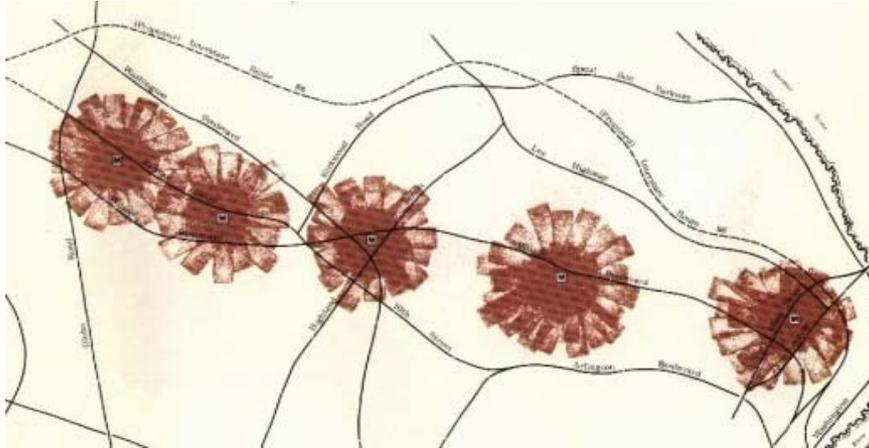
2009 – 30 Years of Metro



Court House Metro

Rosslyn

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

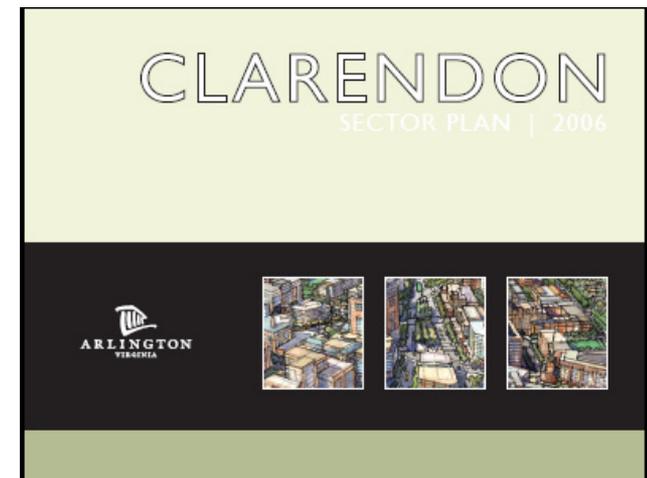
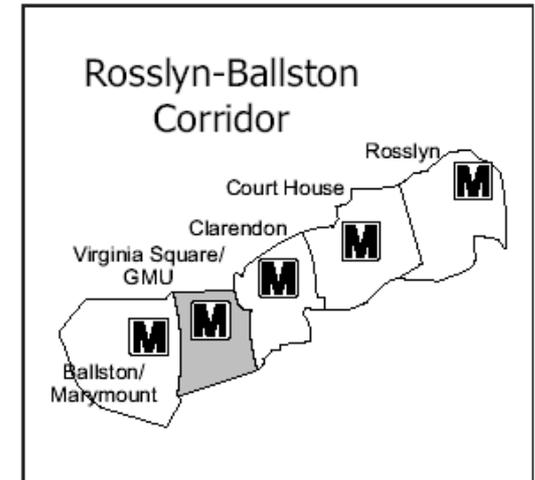
Walkability & Multimodal Transportation Planning



- 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



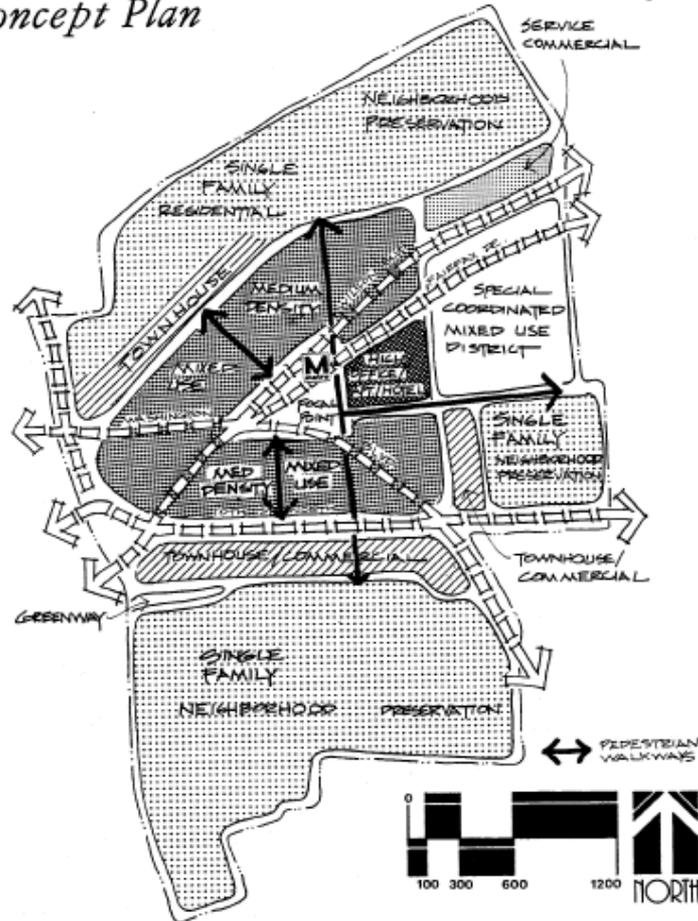
Clarendon Sector Plan - 1984

Concept Plan

5

Concept Plan

Figure 1

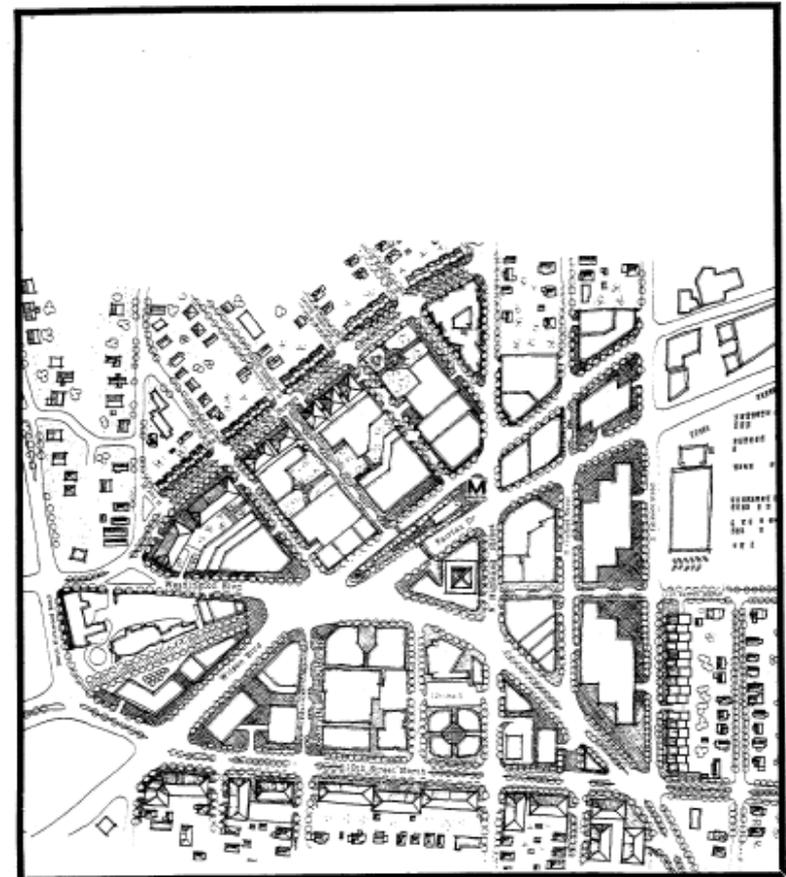


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Concept Plan

Illustrative Site Plan

Figure 2



Clarendon Sector Plan - 2006

Illustrative Plan



Concept Sketch



Zoning

Planning for Metro

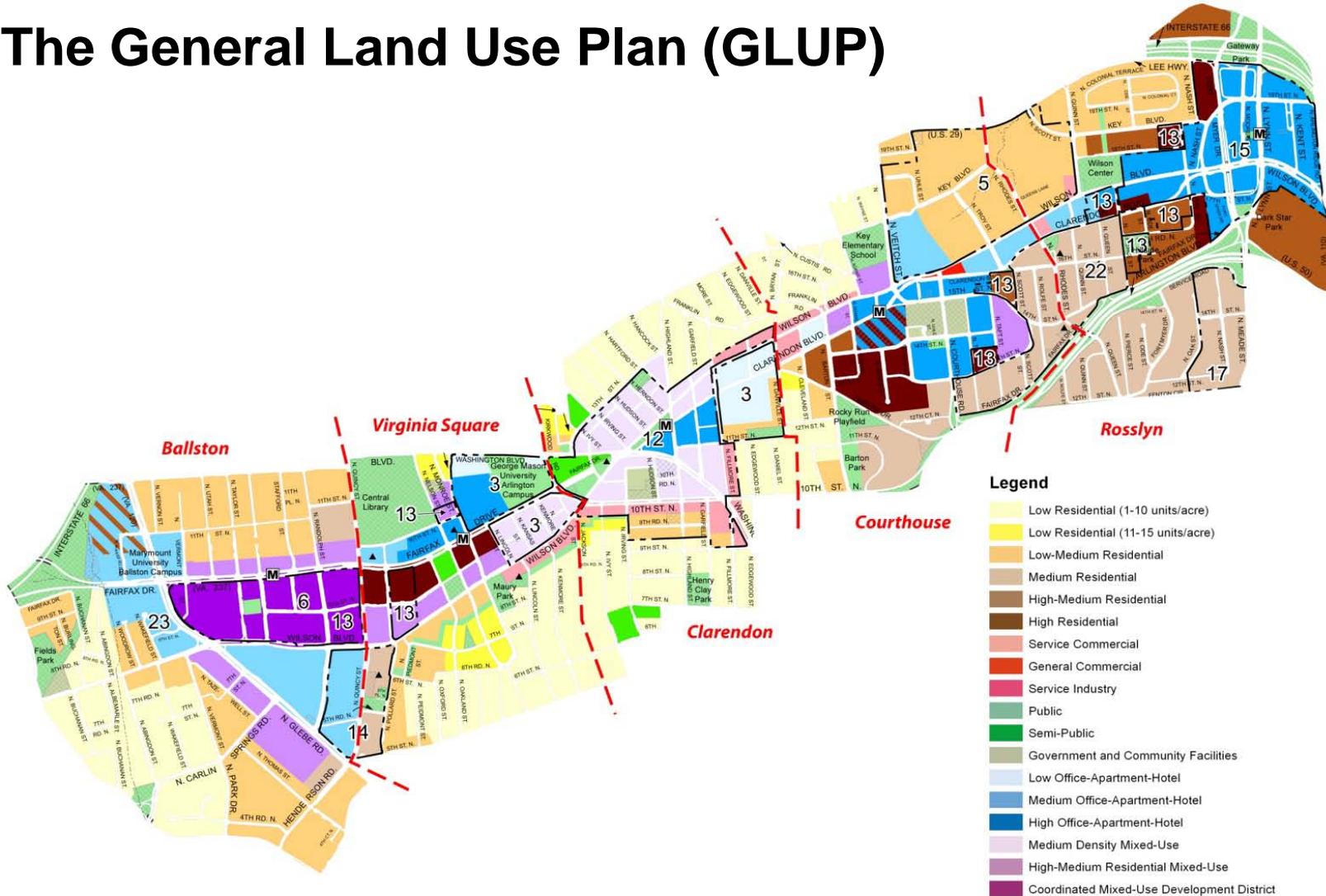
- 11 % of county (2 rail corridors) re-planned to encourage mixed-use, high density development
- Zoning in the 89% was primarily low density so little unplanned development can happen

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.

The General Land Use Plan (GLUP)



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 we want
- Where we want it
- And building significant amount of the required and desired public improvements
- LEED & Affordable Housing



New Zoning Tools

- 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

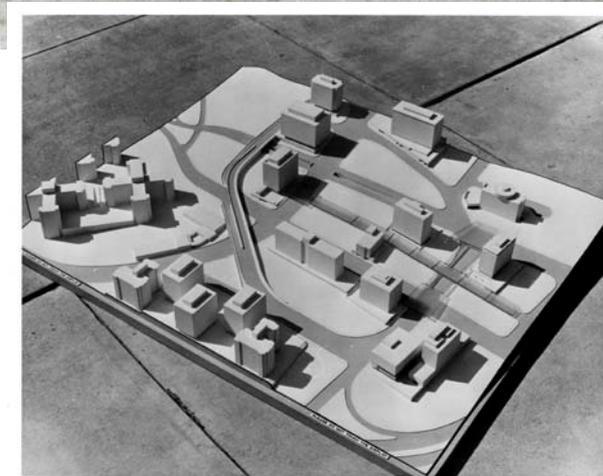
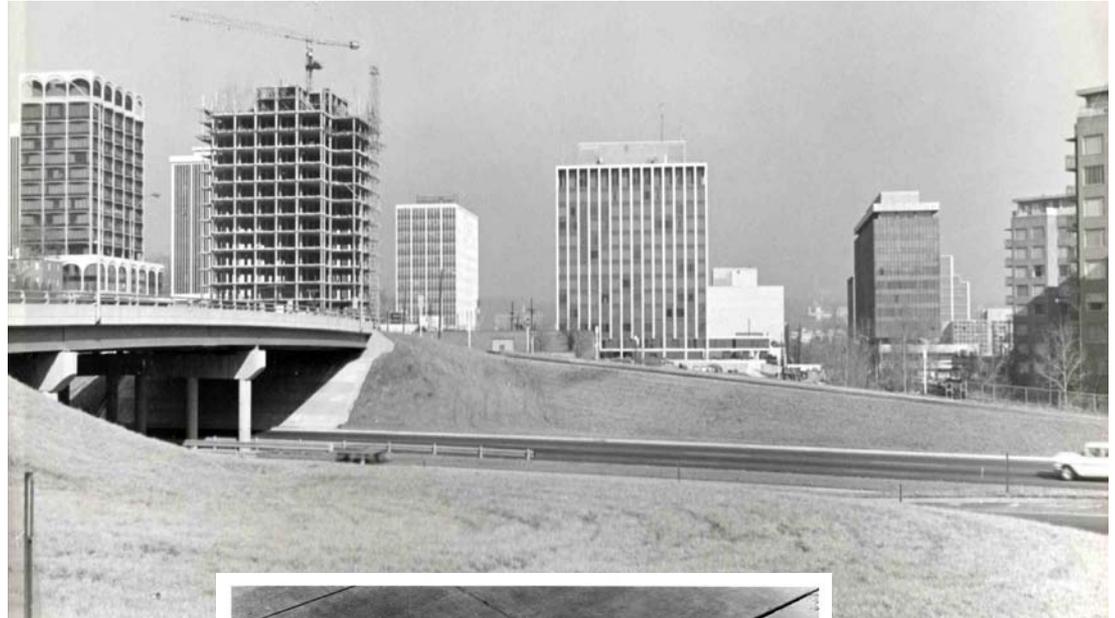
Redevelopment

- C-O Rosslyn: 10.0 FAR

Early Results

- Early results were successful from a development perspective
- But not from a place making perspective

Rosslyn – 1960s



Early Results

Rosslyn – 2000s



Early Results



Responding to Early Results: Mid Course Review - 1989

- 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 to utilize what we learned was Rosslyn followed by Clarendon
- Going forward design and architecture became much more important
 - First critical lesson was that it's not about the density
 - It's about the form, and what place we were trying to create



Rosslyn 1950s-1960s



Rosslyn 2000s



Rosslyn Today



C-O Rosslyn Development: 10 FAR



Rosslyn Today



Rosslyn Tomorrow





Courthouse 1950s-1960s



Courthouse Today



Courthouse Today



Clarendon – 1920s-?



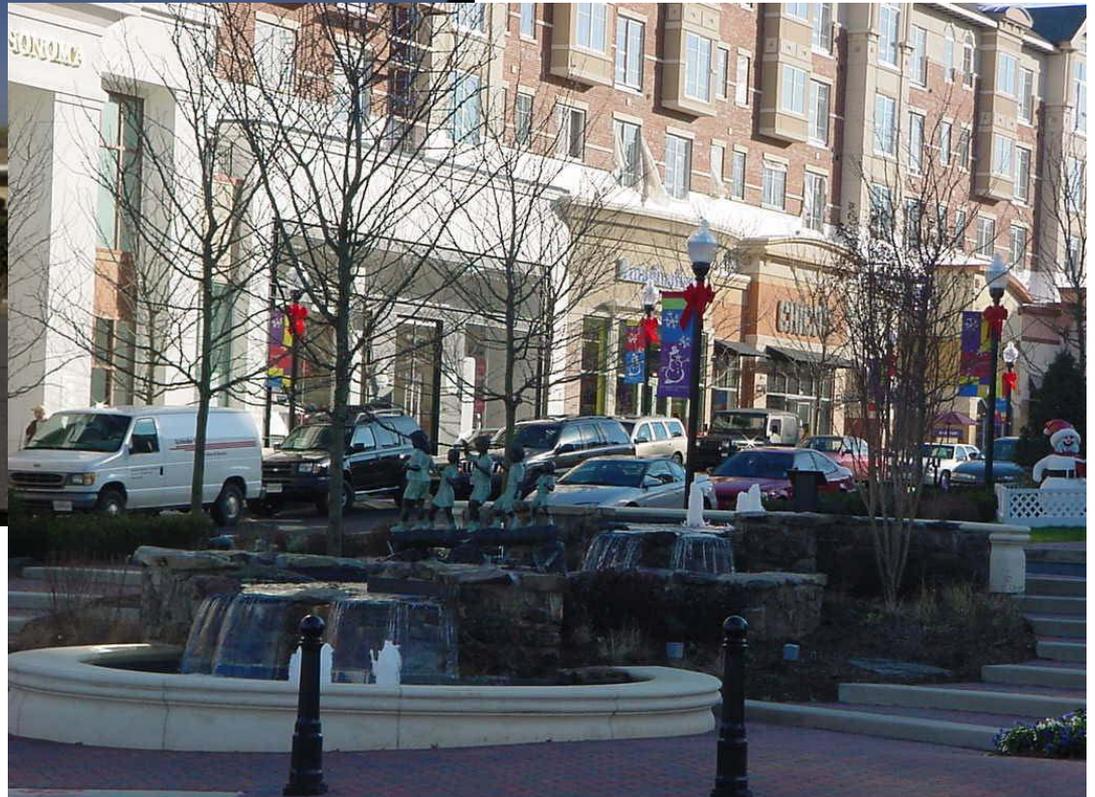
Arlington's Old Downtown



Clarendon 1990s



Clarendon Today



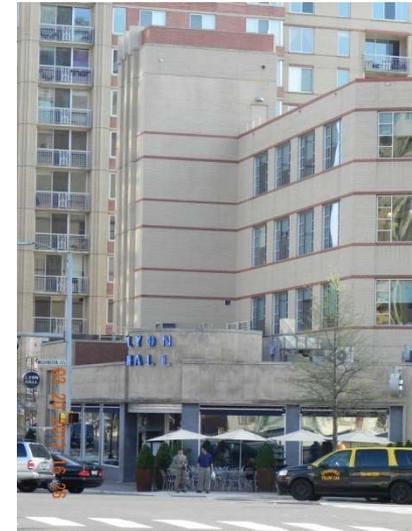
Clarendon 1980s



Clarendon Today



Clarendon Today



Virginia Square – 1970s



Virginia Square 1980s

Metro
Entrance



Virginia Square Today



Ballston – 1970s



Metro Entrance



Then & Now

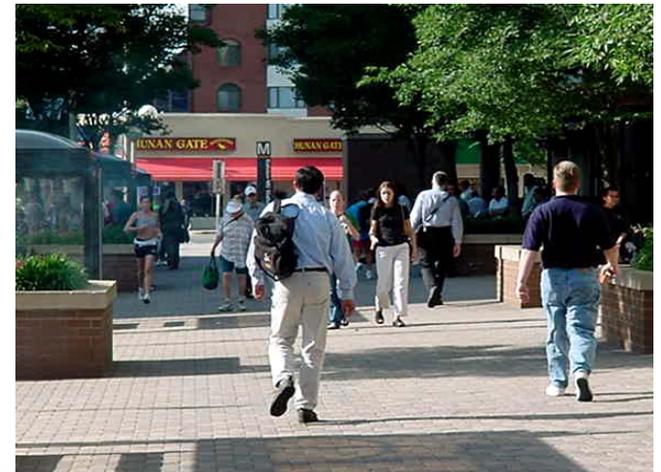
Ballston – 2000s

Metro Entrance



Then & Now

Ballston Today



Ballston Today



Then & Now

R-B Corridor – Late 2000s



Development

1970

OFFICE

- 5,568,600 SF

RESIDENTIAL

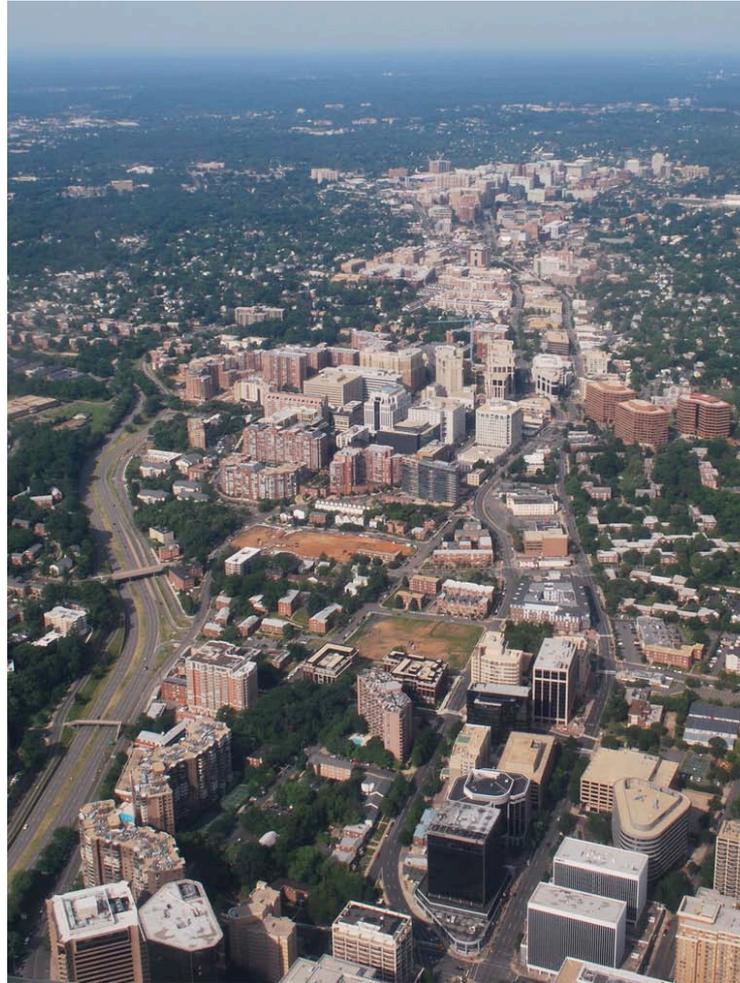
- 7,000 UNITS

RETAIL

- 865,507

JOBS

- 22,000



2011

OFFICE

- 21,917,017 SF

RESIDENTIAL

- 29,366 UNITS

RETAIL

- 2,842,169

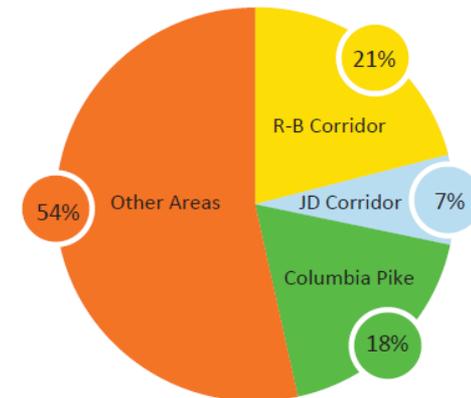
JOBS

- 96,300

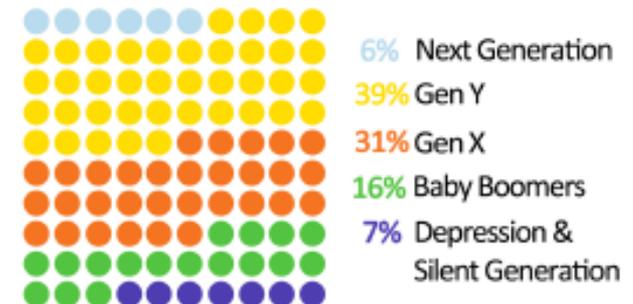
Photo Credit: Flickr User "M.V. Jantzen".

Demographic Overview

- R-B Corridor is 21% of the County Population
- The R-B Corridor is young.
- According to the 2010 Census, Arlington County had the highest percentage of 25-34 Year Olds out of any other city or county in the U.S.

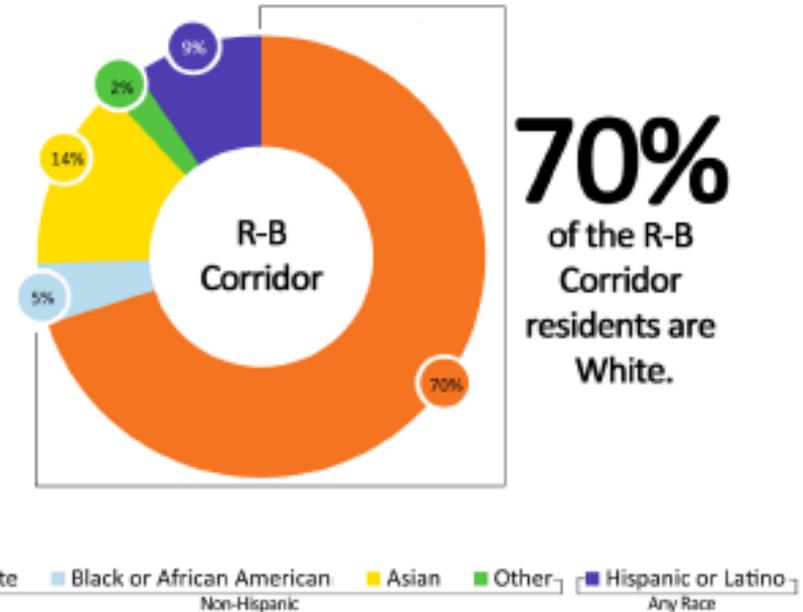


R-B Corridor



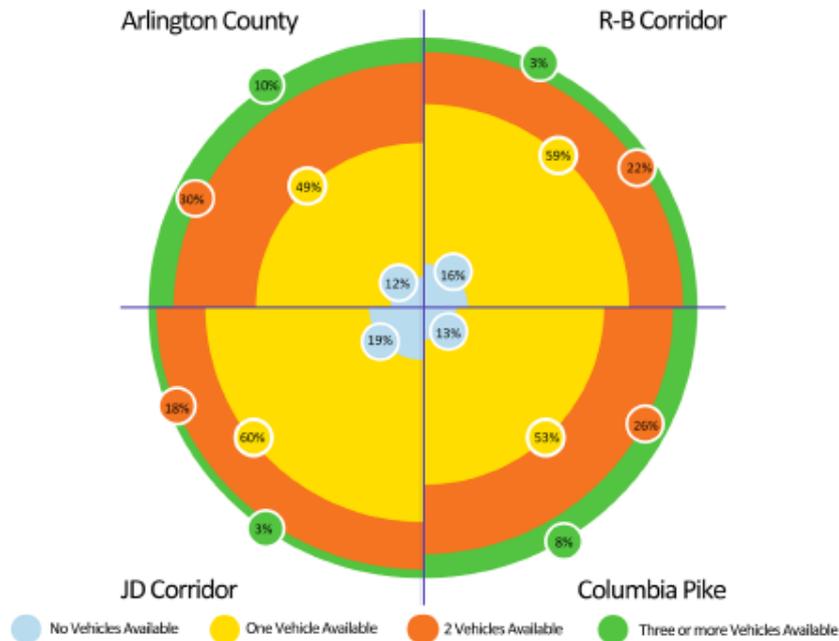
Demographic Overview

- 70% of R-B Corridor residents are white
- 82% of R-B residents have a Bachelor's degree or higher.
- Median Household Income for R-B Corridor: \$92,000 - \$98,000 (2010 dollars)

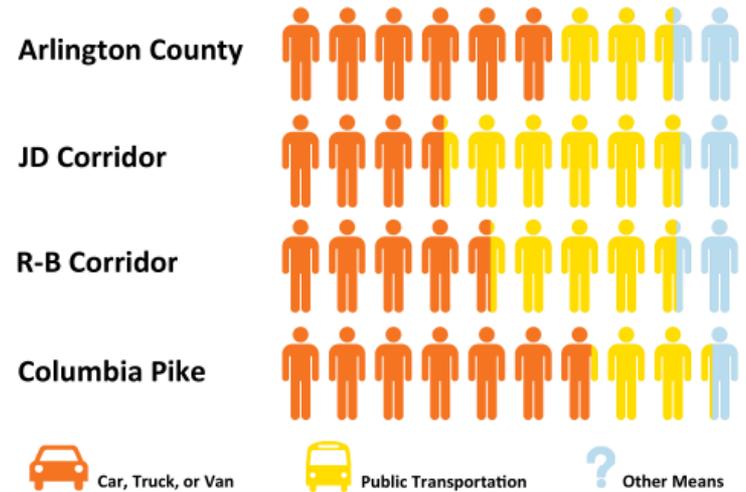


Demographic Overview

- R-B Corridor: 40% of residents take public transportation to work.



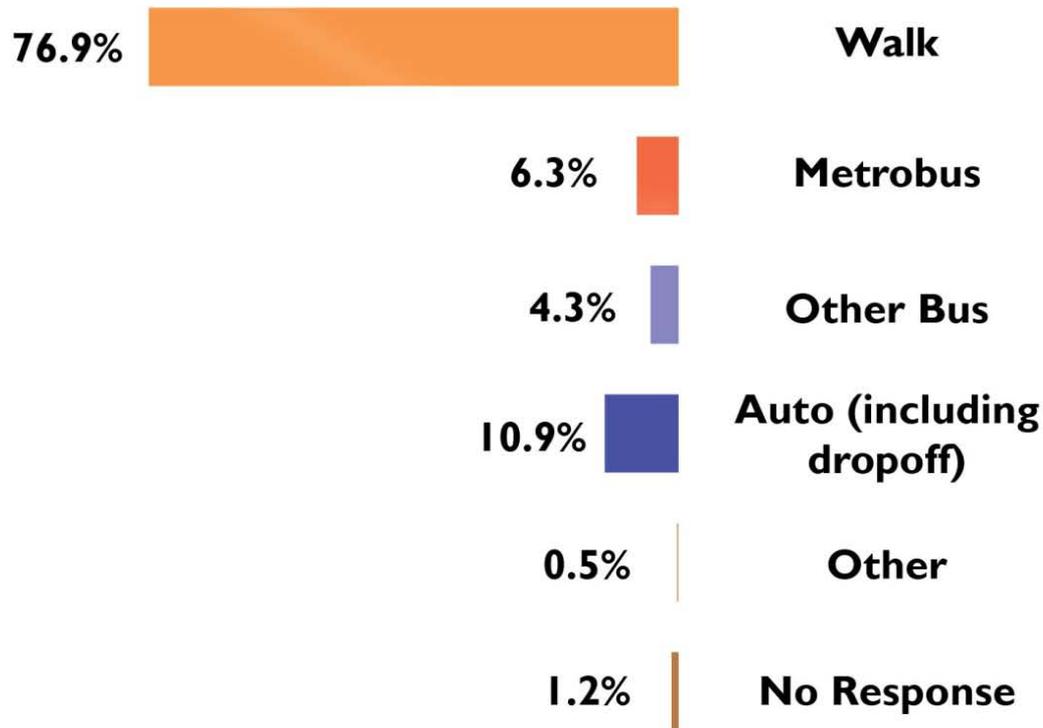
Means of Transportation to Work



- R-B Corridor has “Car-Light” households
- 16% have no vehicle available. 59% have one available.

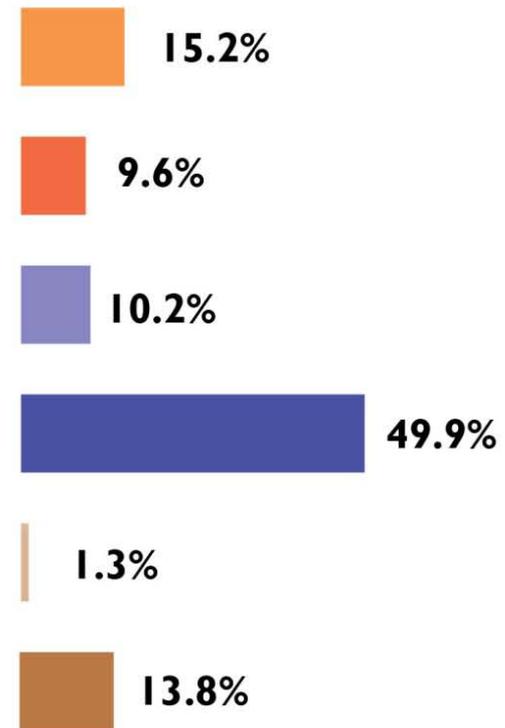
Metrorail Station Access

Rosslyn-Ballston Corridor Stations



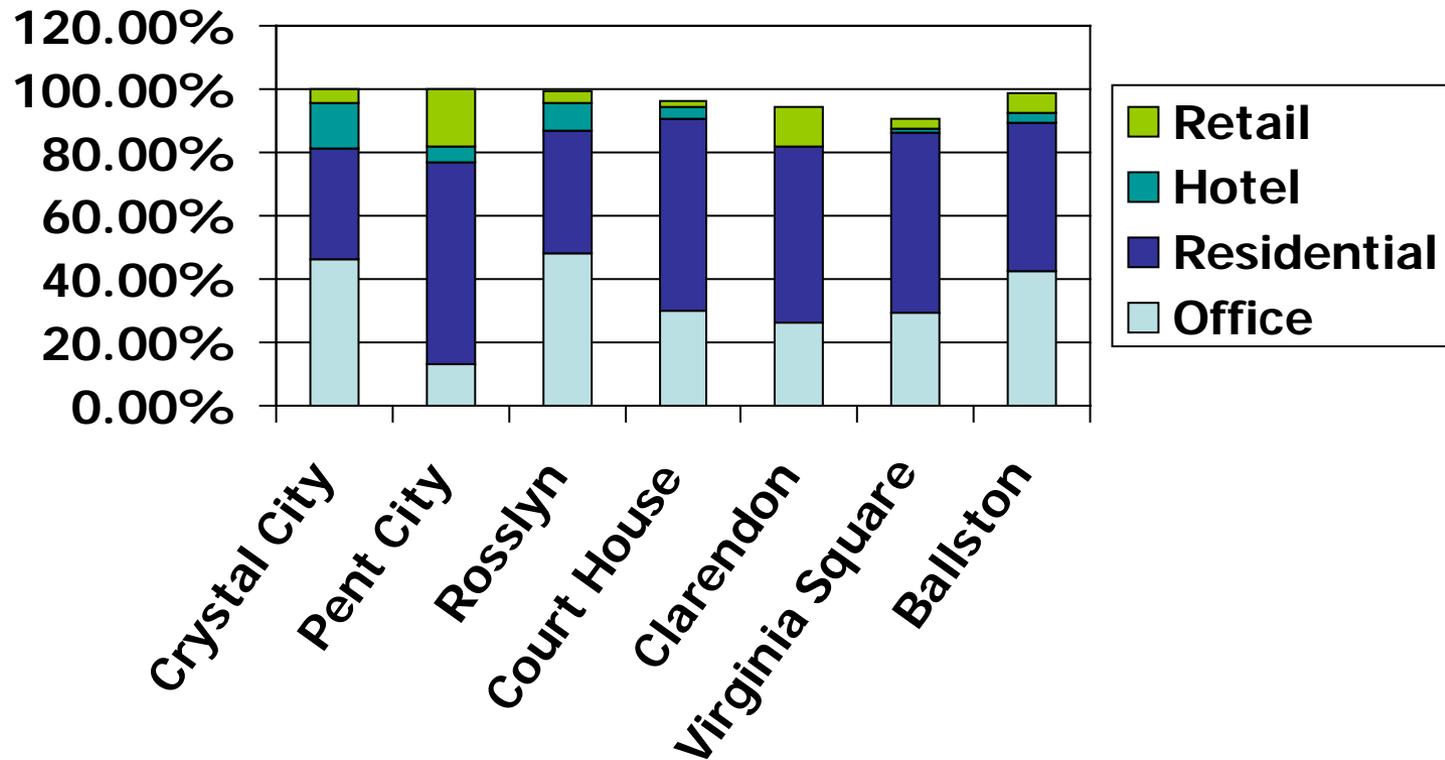
Rosslyn, Court House, Clarendon, Virginia Square, and Ballston stations

Suburban VA Orange Line Stations

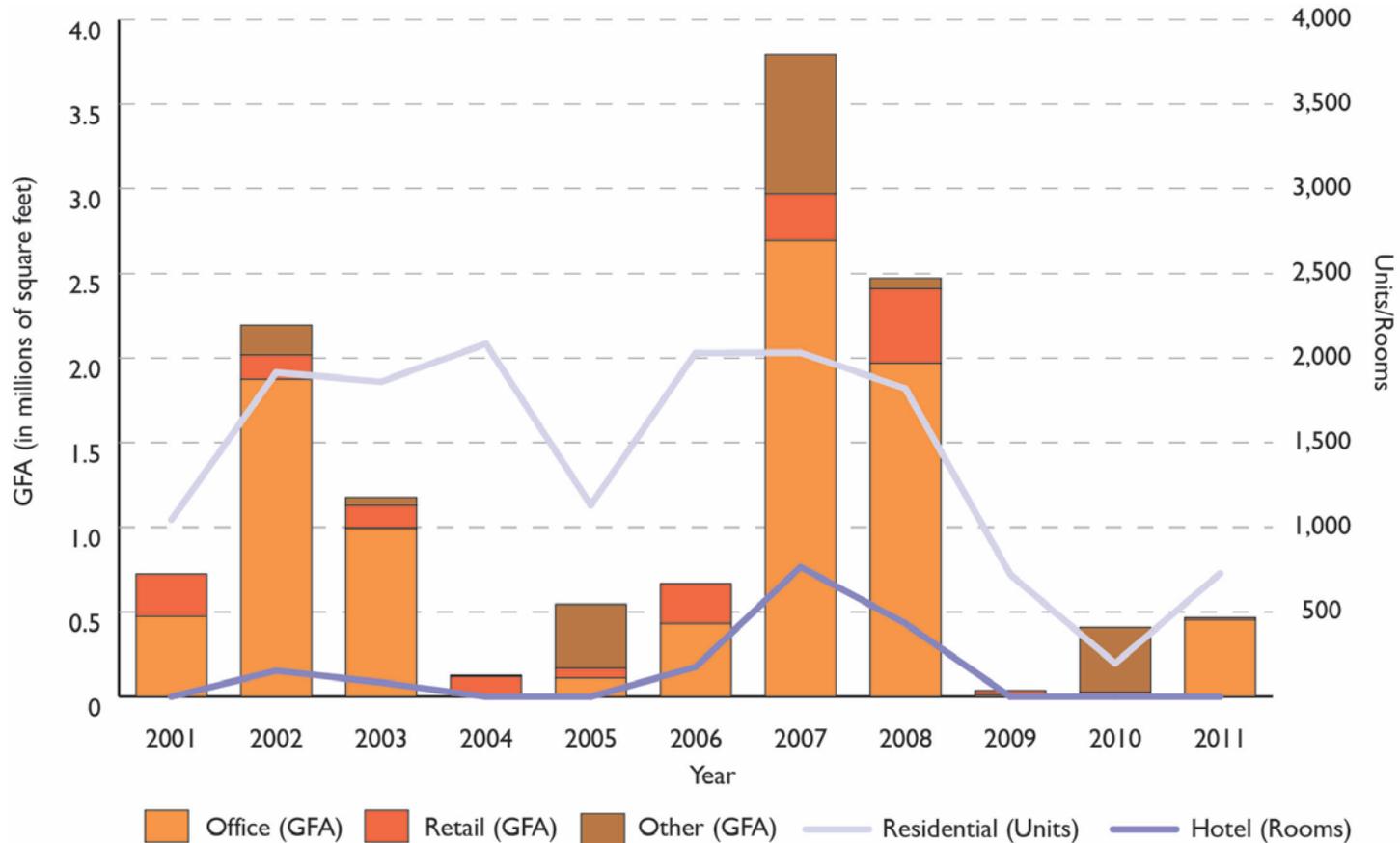


East Falls Church, West Falls Church, Dunn Loring, and Vienna stations

Balanced Development

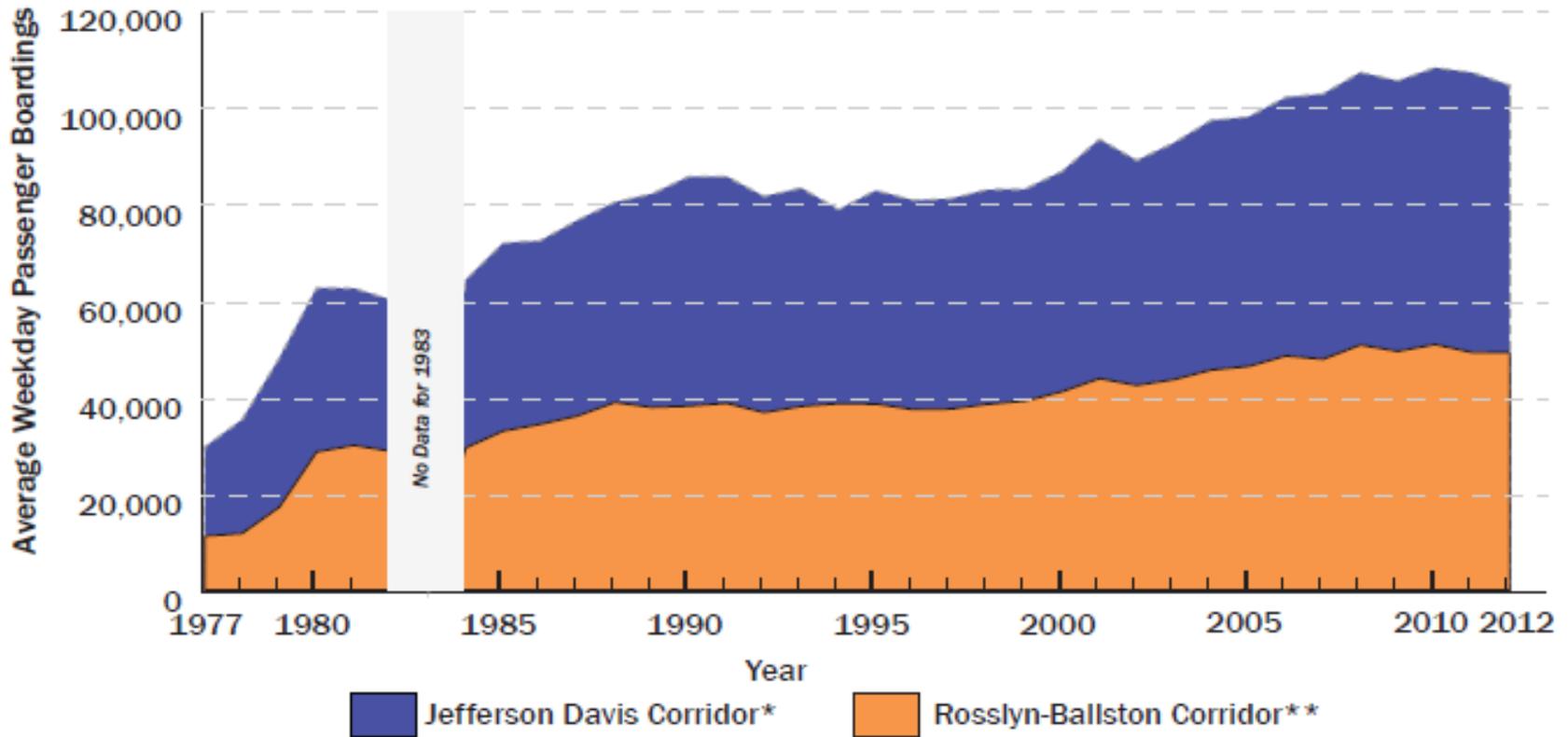


Development Approval Trend 2001-2011



Arlington Metro Ridership

Average Weekday Passenger Boardings for Arlington, VA (1977-2012)



*Includes Arlington Cemetary Station
 ** Includes East Falls Church Station
 Data are for May of each calendar year.

Source: WMATA

METRO RIDERSHIP (Average daily entries and exits)

1991

ROSSLYN

- 13,637

COURT HOUSE

- 5,561

CLARENDON

- 2,964

BALLSTON

- 9,482

2010

ROSSLYN

- 33,891

COURT HOUSE

- 14,640

CLARENDON

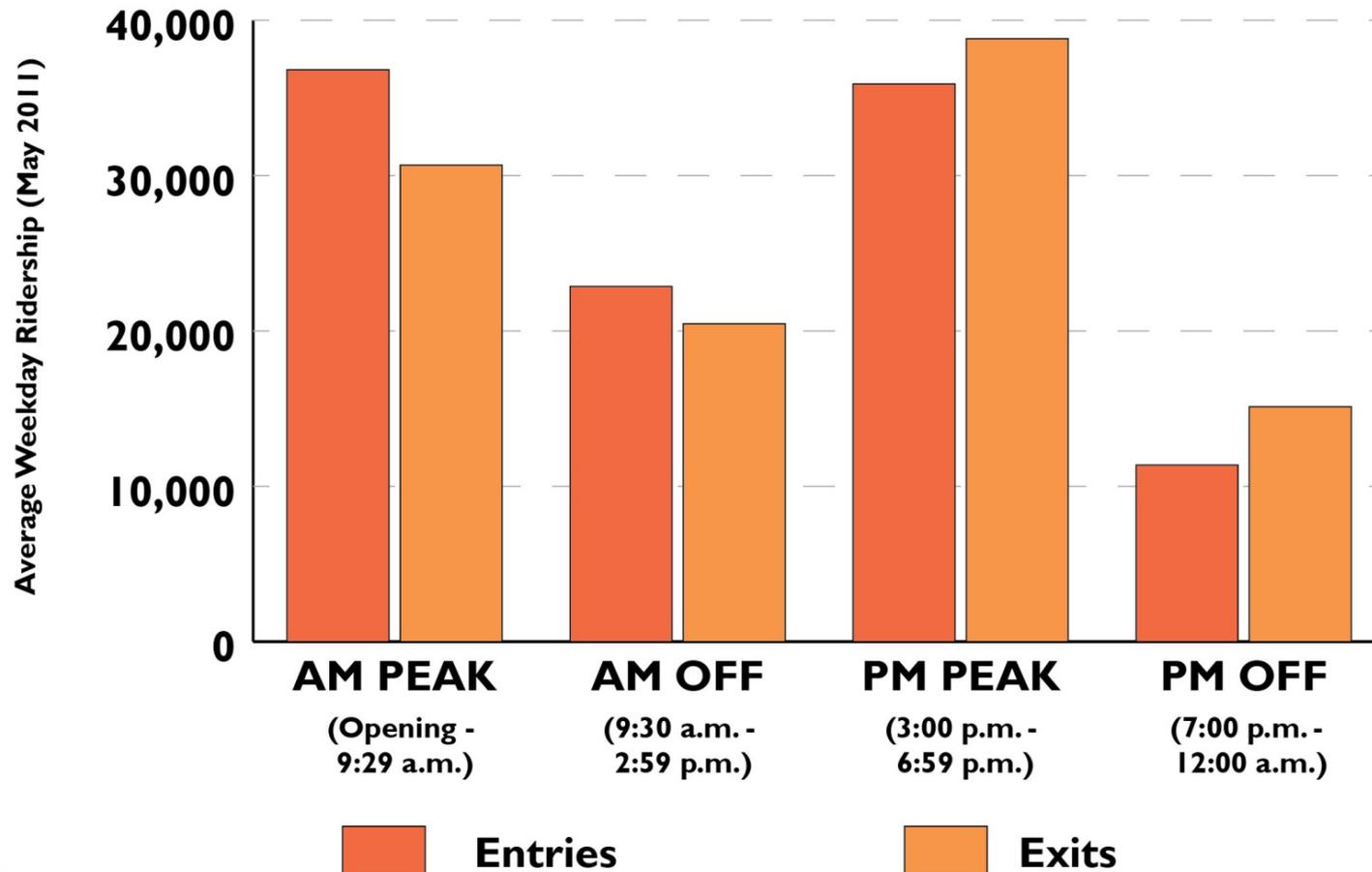
- 8,617

BALLSTON

- 23,641

Balanced Development = Balanced Ridership

For All Arlington Stations

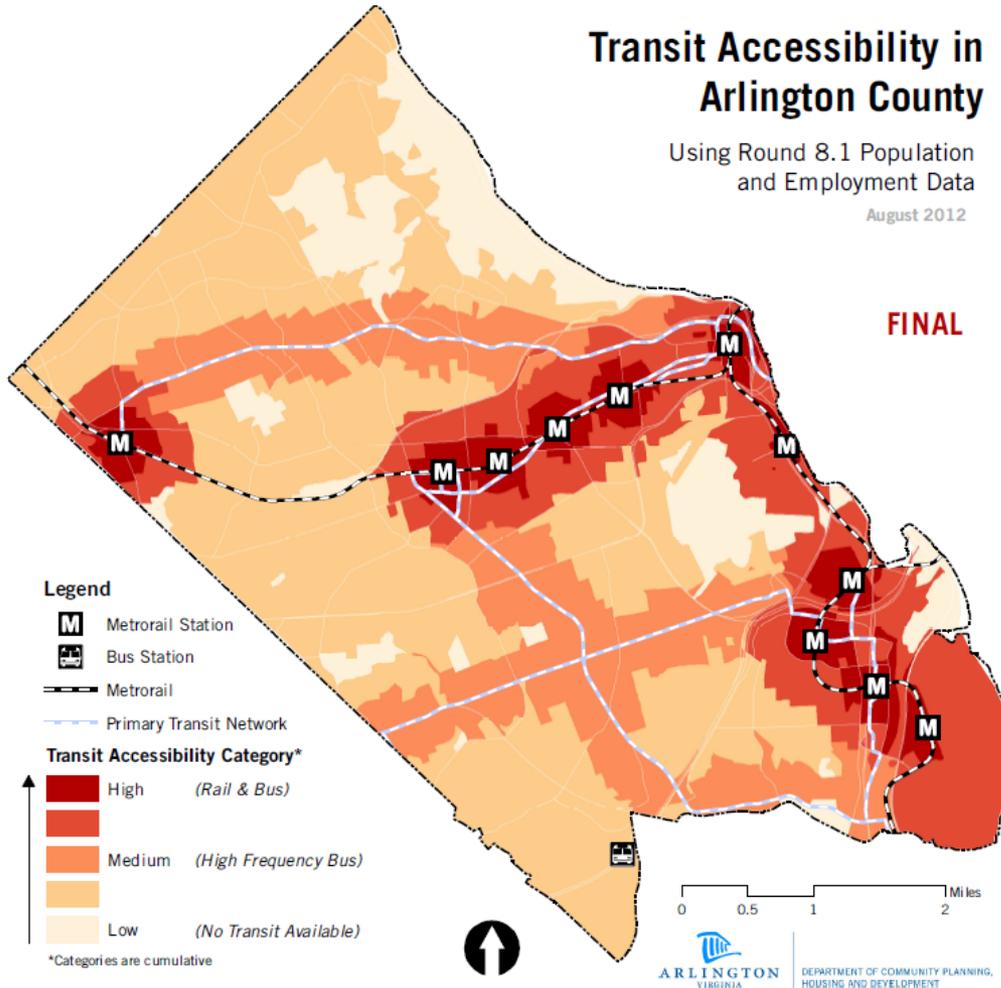


Measuring Success

High Transit Accessibility for Jobs and People

Transit Accessibility in Arlington County

Using Round 8.1 Population
and Employment Data
August 2012



2010

	People	Jobs
Metrorail 0 - ¼ Mile	16%	59%
Metrorail 0 - ½ Mile	34%	80%
Any Transit 0 - ¼ Mile	97%	99%

- Car ownership (*vehicles per household*)
 - Nationally, almost 91% have a car;
58% have 2 or more
 - In Fairfax, 96% have at least one;
66% have 2 or more
 - Arlington: 12% have zero cars;
less than 40% have 2 or more

- Numbers are more dramatic in Arlington's Metro corridors
 - Car ownership: 16.7% have zero cars, while less than 25% have 2 or more
 - Getting to work: Less than half drive alone (39.8%)
 - 42.8% use transit
 - 9.5% walk or bike
 - 3.1% work at home

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 (\$.935 per \$100 fmv) 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

Real Estate Values in Transit

Arlington County Real Estate Assessed Values by Sub-area (2011)

	Comm. Value*	%	Resid. Value **	%	Total Value	%
R-B Corridor	\$ 8,770,173,300	51%	\$ 9,218,388,700	23%	\$ 17,988,562,000	31%
J-D Corridor	\$ 6,490,559,100	38%	\$ 3,315,434,200	8%	\$ 9,805,993,300	17%
Columbia Pike	\$ 342,617,000	2%	\$ 3,604,671,400	9%	\$ 3,947,288,400	7%
Shirlington	\$ 312,391,700	2%	\$ 816,882,600	2%	\$ 1,129,274,300	2%
Other ***	\$ 1,128,291,900	7%	\$ 23,399,656,100	58%	\$ 24,527,948,000	43%
Total	\$ 17,044,033,000	100%	\$ 40,355,033,000	100%	\$ 57,399,066,000	100%

Arlington County Real Estate Taxes Levied by Sub-area (2011)

	Comm. Value*	%	Resid. Value **	%	Total Value	%
R-B Corridor	\$ 82,878,138	51%	\$ 87,113,773	23%	\$ 169,991,911	31%
J-D Corridor	\$ 61,335,783	38%	\$ 31,330,853	8%	\$ 92,666,637	17%
Columbia Pike	\$ 3,237,731	2%	\$ 34,064,145	9%	\$ 37,301,875	7%
Shirlington	\$ 2,952,102	2%	\$ 7,719,541	2%	\$ 10,671,642	2%
Other ***	\$ 10,662,358	7%	\$ 221,126,750	58%	\$ 231,789,109	43%
Total	\$ 161,066,112	100%	\$ 381,355,062	100%	\$ 542,421,174	100%

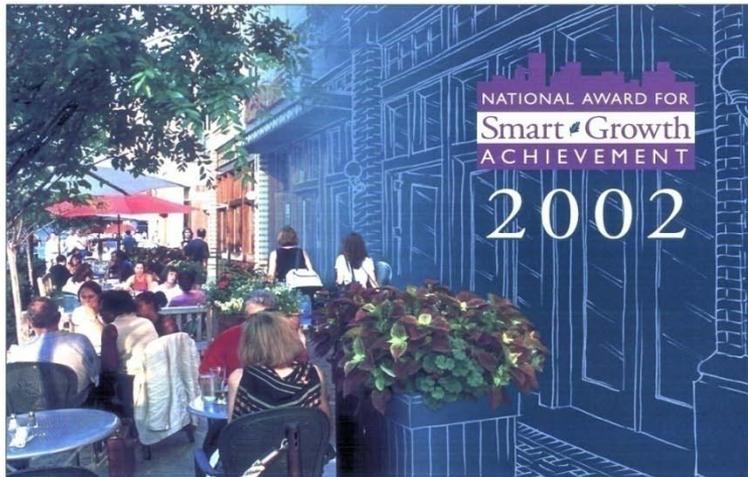
* Commercial use = office, retail, hotel

** Residential includes apartments

*** All other parcels outside listed areas.

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 Great Streets Award

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
- 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 leave their cars behind (mixed use)
- Reduce parking requirements



Refining the Vision

- Transportation Demand Management (TDM)
- Affordable housing
- Parking
- Pedestrian improvements
- Expansion of transportation options
- Architecture

Refining the Vision

- Affordable housing
 - 22,000 new market rate units in R-B since 1980
 - Few affordable
 - New tools
 - Special affordable housing protection district
 - 25 % bonus
 - State enabled mandatory contribution

Robert J. Duffy, AICP

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