



A NATIONAL MODEL OF SMART GROWTH

ARLINGTON COUNTY'S EXPERIENCE WITH TRANSIT RELATED DEVELOPMENT

Jay Fiset
Arlington County Board



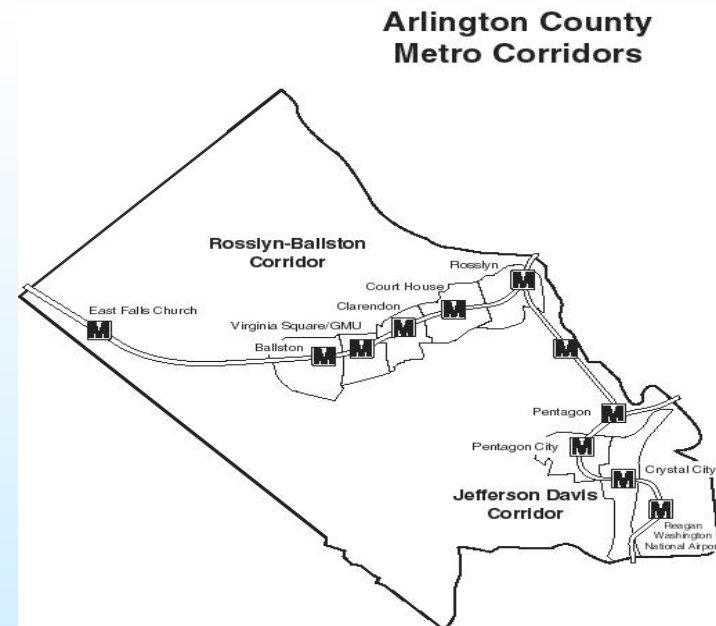
Introduction

- OVERVIEW OF EFFORTS TO CONNECT LAND USE & TRANSIT
- 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 SQ. MILE, URBAN COUNTY WHICH WAS A PART OF THE ORIGINAL DISTRICT OF COLUMBIA





SETTING THE STAGE

- 1960 - 7.5 MILLION SQ. FT. OFFICE
- DECLINING RETAIL CORRIDORS
- EMERGING MARKET FOR GOVERNMENT OFFICE SPACE
- STRONG SINGLE FAMILY
- LARGE NUMBER OF GARDEN APARTMENTS
- 97,505 JOBS
- 71,230 HOUSING UNITS



SETTING THE STAGE

- BEGINNING OF THE PLANNING FOR A REGIONAL TRANSIT SYSTEM
- ARLINGTON LOBBIED STRONGLY FOR UNDERGROUND ROUTE VS WITHIN THE MEDIAN OF I-66
- EMBARKED ON AN AMBITIOUS COMMUNITY PLANNING EFFORT



SETTING THE STAGE

- 25 + YEAR EFFORT TO ORIENT SIGNIFICANT DEVELOPMENT TO TRANSIT AND USE IT FOR REVITALIZATION
- THE COUNTY DECIDED IT WANTED TO ENCOURAGE GROWTH
- ENCOURAGE TRANSIT RIDERSHIP



HOW WE DID IT

- SERIES OF PLANNING EFFORTS TO LOOK AT THE FUTURE OF THE COUNTY

- MAJOR POLICY GOALS RESULTED
 - ◆ 50/50 TAX BASE MIX OF RESIDENTIAL AND COMMERCIAL
 - ◆ MIXED-USE DEVELOPMENT WITH A SIGNIFICANT LEVEL OF RESIDENTIAL
 - ◆ PRESERVE EXISTING SINGLE FAMILY AND GARDEN APARTMENTS
 - ◆ FOCUS REDEVELOPMENT WITHIN 1/4 MILE OF METRO STATION ENTRANCES



HOW WE DID IT

- AFTER ADOPTING A CORRIDOR-WIDE GLUP, THE COUNTY FOCUSED ON DEVELOPING SECTOR PLANS
- FOCUSED ON AREA 1/4 MILE FROM THE METRO STATION
- THE SECTOR PLANS IDENTIFY
 - ◆ DESIRED PUBLIC IMPROVEMENTS
 - ◆ LOCATION FOR RETAIL
 - ◆ URBAN DESIGN STANDARDS
 - ◆ PUBLIC INFRASTRUCTURE NEEDS
 - ◆ OPEN SPACE, STREETS CAPE STANDARDS
 - ◆ TRANSITIONS TO ADJACENT NEIGHBORHOODS

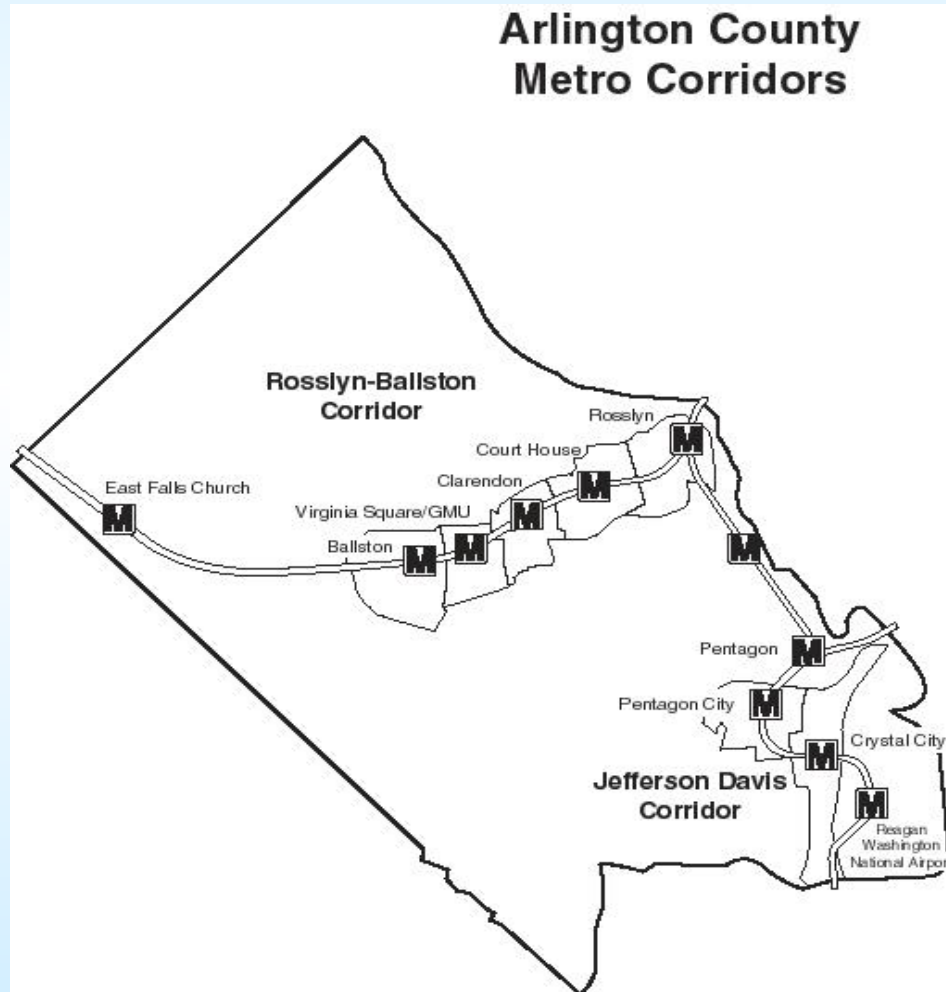


KEY TO SUCCESS

- WHEN THE PLANNING STARTED FOR METRO
 - 95% OF COUNTY PLANNED LOW DENSITY RESIDENTIAL, GARDEN APARTMENT OR RETAIL. LITTLE UNPLANNED DEVELOPMENT CAN OCCUR
 - 5 % OF COUNTY (2 RAIL CORRIDORS) WERE RE-PLANNED TO ENCOURAGE MIXED-USE, HIGH DENSITY DEVELOPMENT



HOW WE DID IT





HOW WE DID IT

- 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 BOARD WOULD REZONE FOR HIGHER DENSITY USE
- 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 (1.5 - 3.8, 55 ft - 153 ft)

- SITE PLAN IS APPROVED ONLY IF:
 - ◆ IT COMPLIES WITH THE STANDARDS OF THE ZONING ORDINANCE,
 - ◆ IT IS IN COMPLIANCE WITH THE MIX REQUIRED BY THE GLUP
 - ◆ IT PROVIDES THE FEATURES CALLED FOR IN THE SECTOR PLAN FOR THE AREA - INCLUDING PUBLIC IMPROVEMENTS

- PROPERTY OWNER ALWAYS MAINTAINS UNDERLYING BY-RIGHT ZONING



AERIAL - 60s





ROSSLYN - 60s





ROSSLYN - 60s





COURT HOUSE - 70s





PARKINGTON (BALLSTON) - 70s





VIRGINIA SQUARE - 70s





CLARENDON - 80s





CLARENDON - 80s





AERIAL - ROSSLYN TODAY



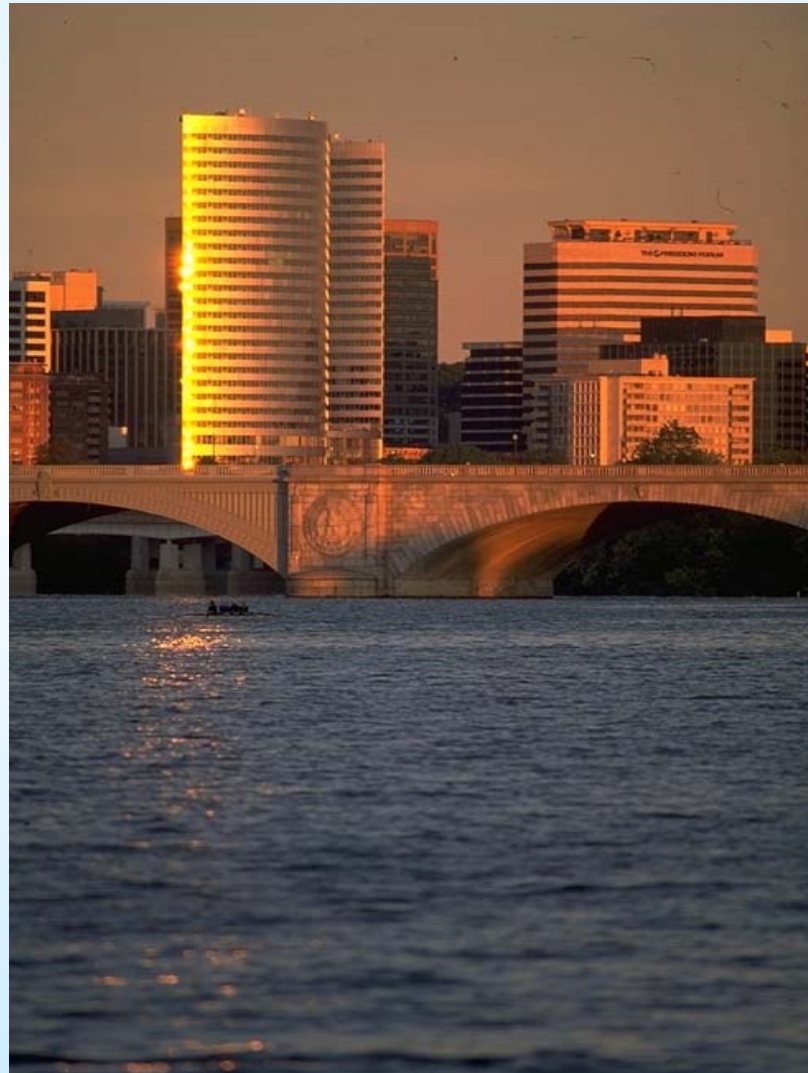


CLASS A COMPANIES - ROSSLYN





ROSSLYN TODAY





ROSSLYN 10.0 FAR REDEVELOPMENT





AERIAL - COURTHOUSE TODAY





GOVERNMENT CENTER COURT HOUSE





RESIDENTIAL COURTHOUSE





COURTHOUSE MIXED- USE & TRANSITION





CLARENDON TODAY





CLARENDON MARKET COMMON





FDIC- VIRGINIA SQUARE





VIRGINIA SQUARE RESIDENTIAL with RETAIL





BALLSTON COMMON (Parkington)





BALLSTON





BALLSTON





BALLSTON TOWNHOUSE TRANSITION





AERIAL OF BALLSTON





LESSONS LEARNED

- DECIDE WHAT YOU WANT, DESIGN SUPPORTIVE PUBLIC POLICIES, TOOLS AND ORDINANCES AND BE PATIENT
- BUILD COMMUNITY CONSENSUS
- MARKET NEEDS TO BE STRONG - OR AT LEAST EXIST



LESSONS LEARNED

- 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



METRO RIDERSHIP

(Average daily entries and exits)

1991

- **ROSSLYN**
13,637
- **COURT HOUSE**
5,561
- **CLARENDON**
2,964
- **BALLSTON**
9,482

2000

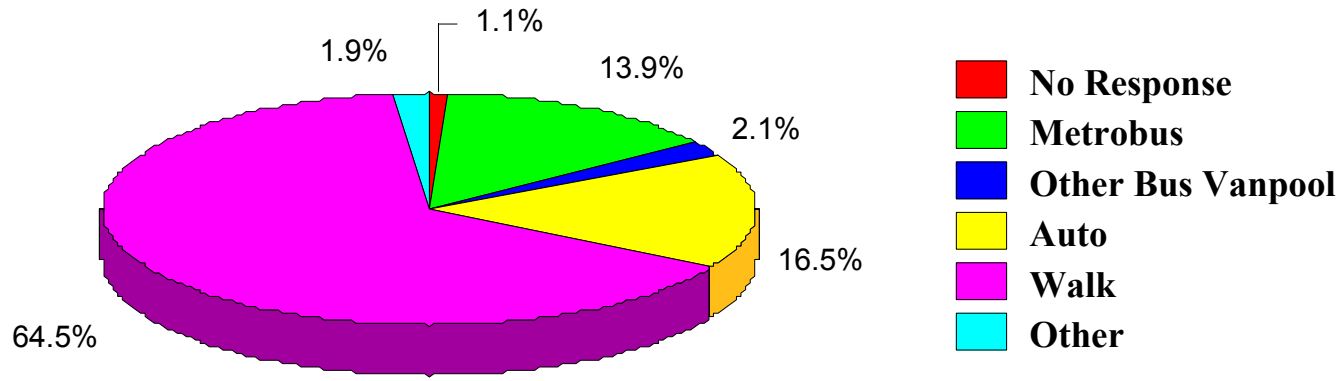
- **ROSSLYN**
30,115
- **COURT HOUSE**
14,676
- **CLARENDON**
5,663
- **BALLSTON**
21,892



PEDESTRIAN ACCESS

64% WALK TO STATION

Ballston Metrorail Station Mode of Access and Egress





R-B CORRIDOR DEVELOPMENT

1970

■ **OFFICE**

4,168,033

■ **RESIDENTIAL**

6,036 UNITS

■ **%RESIDENTIAL TO
OFFICE**

36%

2001

■ **OFFICE**

19,793,263

■ **RESIDENTIAL**

21,813 UNITS

■ **%RESIDENTIAL TO
OFFICE**

43%



METRO CORRIDOR EMPLOYMENT

<u>1980</u>	<u>2000</u>	<u>2020</u>
■ 73,790	■ 128,553	■ 189,206
■ 51% OF TOTAL COUNTY	■ 67% OF TOTAL COUNTY	■ 69% OF TOTAL COUNTY



REFINING THE VISION CHALLENGES

■ PARKING

- ◆ POLICY OF DISCOURAGING CARS
- ◆ RETAILERS DESIRE FOR CONVENIENT AND ABUNDANT PARKING
- ◆ CONCERNS ABOUT OVERFLOW PARKING IN SF RESIDENTIAL NEIGHBORHOODS

■ RESPONSES

- ◆ TRANSIT SUBSIDIES
- ◆ JOINT USE
- ◆ ON STREET PARKING
- ◆ ON STREET BIKE LANES



REFINING THE VISION CHALLENGES

- RETAIL
 - ◆ HAVE NOT YET ACHIEVED THE VITAL STREETS DESIRED

- URBAN DESIGN/QUALITY ARCHITECTURE
 - ◆ WANT CLASS “A” BUILDINGS
 - ◆ RESIDENTIAL DESIGN CHALLENGES



REFINING THE VISION CHALLENGES

- AFFORDABLE HOUSING
 - ◆ 11,700 NEW MARKET RATE UNITS
 - ◆ FEW AFFORDABLE
 - ◆ NEW TOOLS
 - ◆ SPECIAL AFFORDABLE HOUSING PROTECTION DISTRICT
 - ◆ 25 % BONUS DENSITY
 - ◆ INCLUSIONARY STANDARDS



REFINING THE VISION CHALLENGES

■ PEDESTRIAN IMPROVEMENTS

◆ BALANCING

- ◆ THROUGH TRAFFIC VS PEDESTRIAN AMENITIES
- ◆ NARROWING STREETS
- ◆ WIDENING SIDEWALKS
- ◆ CROSSWALKS
- ◆ WALK ARLINGTON



REFINING THE VISION CHALLENGES

- HISTORIC PRESERVATION
- BLOCK CONSOLIDATION OR NOT
- MAINTAIN CHARACTER OF CERTAIN AREAS
- CAPACITY OF CURRENT TRANSIT SYSTEM



POST 9-11 SECURITY

- URBAN DESIGN
 - ◆ STREET LEVEL RETAIL
 - ◆ SETBACKS
 - ◆ HARDENING WALLS
 - ◆ ON-STREET PARKING
 - ◆ BOLLARDS





ARLINGTON COUNTY, VIRGINIA