

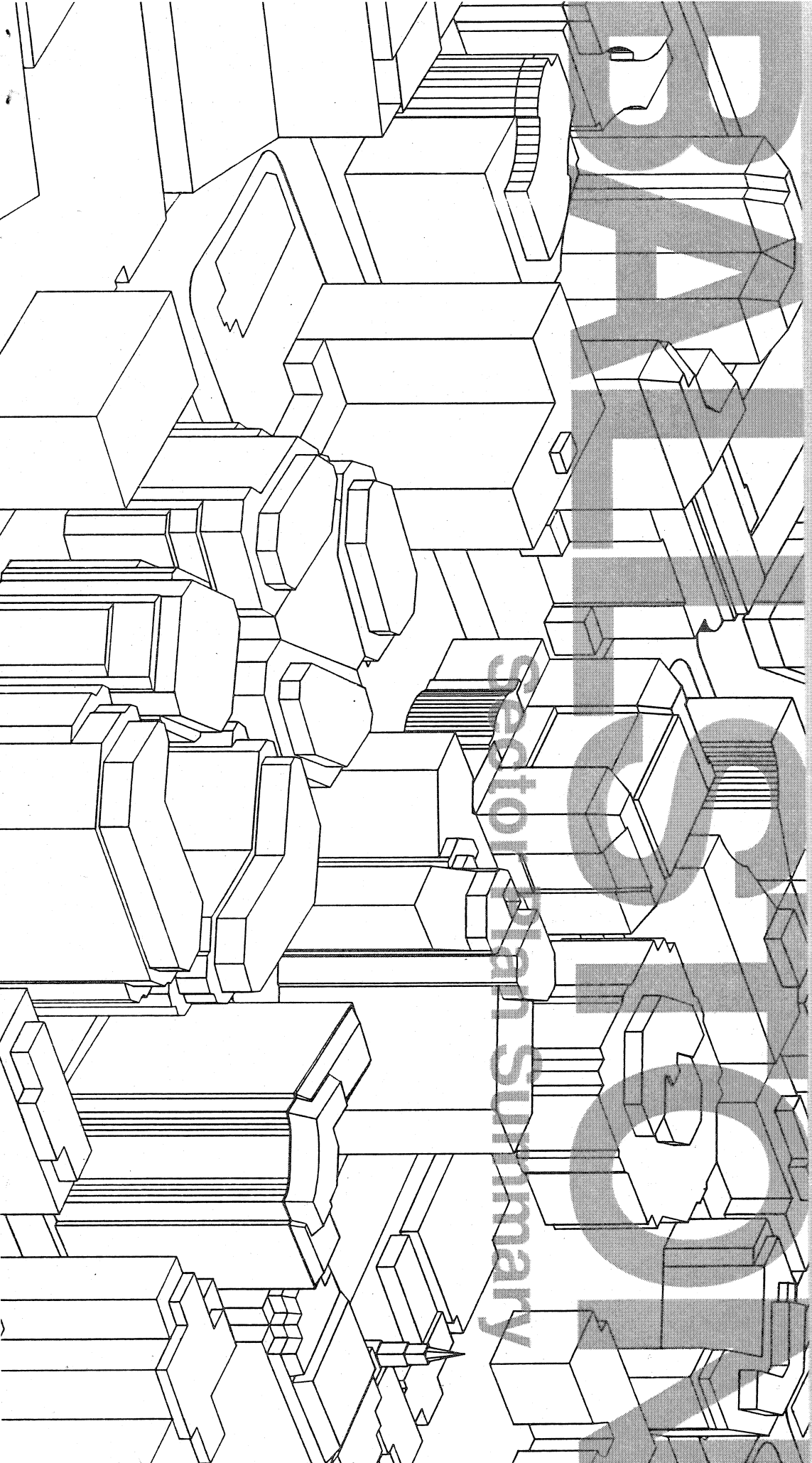
Urban Design Concepts • Community Features

Development Trends

Chronology • Introduction • Existing Land Use and Zoning

Arlington County, Virginia

Sector Plan Summary



CHRONOLOGY

Ballston Metro Station Area Planning and Redevelopment



- 1972 Arlington County studied various development scenarios along a proposed subway line through the center of the County in *RB '72: Rosslyn-Ballston Corridor Alternative Land Use Patterns*. The report was the basis of extensive public discussions in the following months.
- 1975 The County Board adopted *A Long Range County Improvement Program (LRCIP)*, which set forth County-wide and Metro Corridor policies.
- A "Rosslyn-Ballston Corridor Committee" (RBCC), representing a wide range of community interests, presented recommendations on the future character of the corridor.
- 1977 The County Board adopted changes to the General Land Use Plan (GLUP) to guide development along the Metro corridor after the issue of a report by the Rosslyn-Ballston Corridor Committee and nearly two years of public hearings.
- The Rosslyn Metro Station was opened, served by Metrorail's Blue Line.
- 1978 Consistent with the changes in the GLUP, the Board rezoned some peripheral areas of the Ballston Metro Station Area to a new zoning district "R15-30T", Residential Townhouse Dwelling District. This category was designed to allow townhouse infill and selective preservation of well-maintained dwellings. The "R15-30T" zoning districts were also intended to provide a buffer between single-family neighborhoods and the high-density development planned for the Metro Station area core.
- The Board designated the block bounded by Fairfax Boulevard, North Quincy Street, Wilson Boulevard and North Glebe Road as a "Coordinated Mixed Use Development District." This district allows the highest density development within Arlington County.
- 1979 Metrorail's Orange Line was extended into Arlington, with the Ballston Station serving as the temporary western terminus.
- 1980 The Board adopted a new zoning district "C-O-A", Commercial, Office, and Apartment District, specifically for the area within the Coordinated Mixed Use Development District in order to stimulate the desired mix of new residential and commercial development. This zoning district requires site plan review and encourages mixed-use development and property consolidation by setting maximum densities and heights based on site area and type of development. More than 30 acres in Ballston have been zoned "C-O-A" since the creation of this district.
- The County Board adopted the Ballston Sector Plan.
- 1980-86 Eighteen new townhouse projects were built in the Ballston Metro station area, comprising a total of 461 units.
- 1982 Construction began for the Stuart Street Walkway.
- 1984 A new zoning district, "R-C", Apartment Dwelling and Commercial districts, was adopted to encourage high-medium density residential development while also providing for a mixed use transitional area between high-density office development and lower density residential uses.
- 1985-89 Ballston Metro Center and nine other large-scale office and mixed-use projects were completed in Ballston. As part of this construction, the Stuart Street Walkway was redeveloped between Fairfax Drive and Ninth Street North.
- 1986 Ballston Common Shopping Mall, a cooperative venture between the County and a private developer, opened on the site of the former Parkington Shopping Center.
- Metrorail's Orange Line was extended west to the Vienna station, the permanent terminus.
- 1987 The County Board approved amendments to the streetscape standards for Central Ballston.
- 1989 The Rosslyn-Ballston Corridor Mid-Course Review of Development was initiated. The purpose of this review was to analyze the quality of place that had evolved and reevaluate the vision for each Metro Station Area.

Introduction

The Ballston Metro Station Area comprises approximately 260 acres of land surrounding the Ballston Metro Station. The Ballston Metro Station, located on the Orange Line of the Metrorail system, is the western terminus of the Rosslyn-Ballston Metro Corridor (R-B Corridor) and is known as a major transportation center. The Ballston Metro Station Area provides direct access to I-66, a regional transportation facility, and to Glebe Road, the County's main north-south artery. Ballston is one of Arlington's earliest communities, and has been a major retail center since the 1950's, when the Parkington Shopping Center was first constructed. In the early 1970's, planning efforts began for the area along the proposed subway line between Rosslyn and Ballston. County citizens and elected officials studied each future subway station area and enacted regulatory tools that would guide development around each station.

The County's goal for the development of the Ballston area was made clear in the Ballston Sector Plan, adopted in 1980: to create a "new downtown" in Central Arlington. The land use and development guidelines adopted for Ballston sought to facilitate the creation of a dynamic downtown area by ensuring that development would include a mix of commercial, office and residential uses. Initial planning efforts focused on the redevelopment of the Parkington Shopping Center to provide the commercial centerpiece for the station area. In 1986, the construction of the Ballston Common Shopping Mall was completed on the site of the Parkington Shopping Center. The development of Ballston Common and the associated office building stimulated much of the commercial revitalization occurring in the Ballston area today.

Throughout the R-B Corridor, the County development guidelines provide for a concentration of density around each Metro station that tapers down to the existing single-family residential neighborhoods. The goal of this approach, outlined in the sector plans, was to ensure that high density development would be effectively linked to the Metro system to maximize the efficiency of the County's transportation network, and to minimize the effect of new development on established residential neighborhoods.

Existing Land Use and Zoning

The General Land Use Plan (GLUP) represents the County Board's policy for future development by establishing the overall character, extent, and placement of various land uses. The GLUP serves as a guide for future decisions and actions concerning development in the Ballston Metro Station Area (Map A) and provides the basis for intense urban redevelopment in much of the central core and preservation of established residential neighborhoods on the periphery. Complementing the GLUP is the Zoning Ordinance, which is a specific implementation device defining the legal rights and constraints regarding the use of land by regulating the type of use, placement, height, bulk, and coverage of structures for each zoning district.

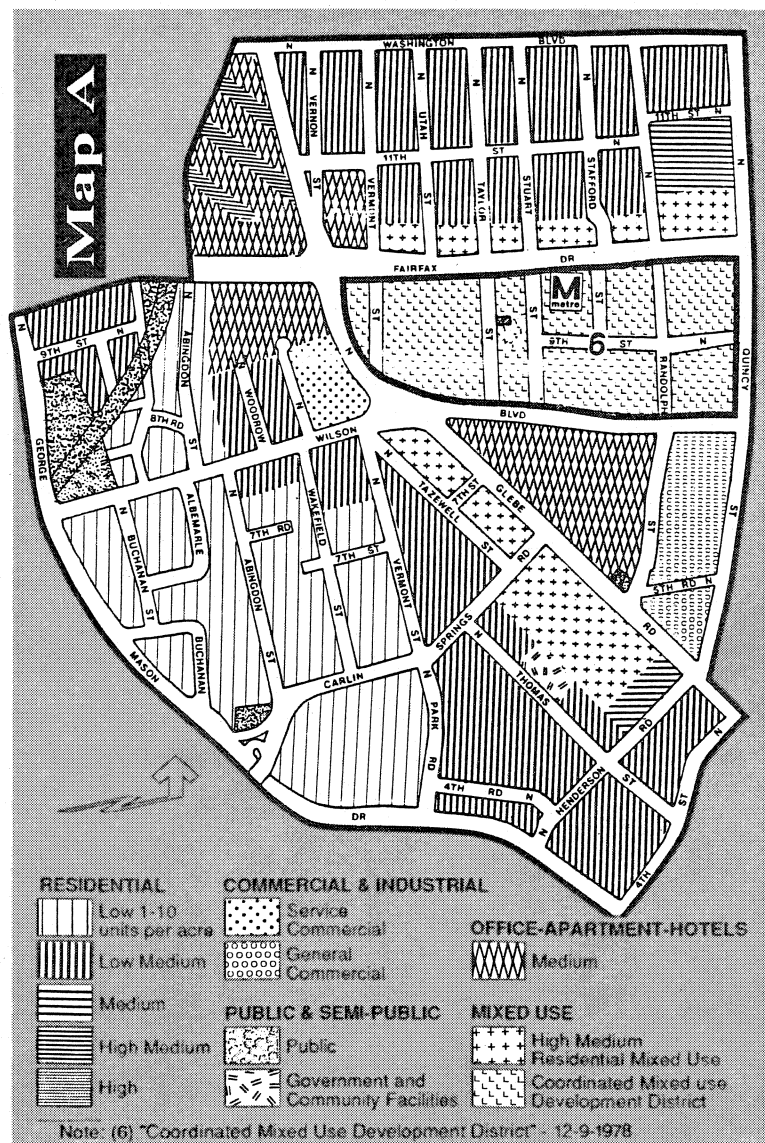


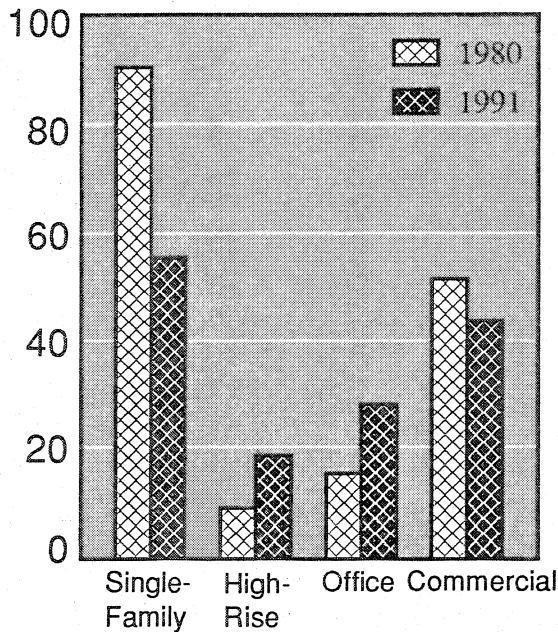
Table 1 depicts the land uses in the Ballston Metro Station Area by land area and category in 1980 and in 1991. The comparison of land uses illustrates the increases in both high-rise residential and office development, from 3.6% and 6.1% respectively in 1980, to 7.0% and 10.5% in 1991. Although the land area in acres for residential uses stayed almost the same from 1980 to 1991, single-family detached residential development decreased from 35.0% in 1980 to 20.5% in 1991.

Figure 1 shows the comparisons of land area for single-family, high-rise residential, office, and commercial development from 1980 to 1991. The amount of land area for single-family residential and commercial uses decreased from 1980 to 1991, while the amount of land used for high-rise residential and office development increased.

Figure 2 depicts the land area in Ballston by existing land use in 1991. The percentages reflect the portion of the Ballston Metro Station Area that the land use category represents.

Figure 1

Ballston Land Uses Land Area in Acres



Existing Land Use 1991 Ballston Metro Station Area

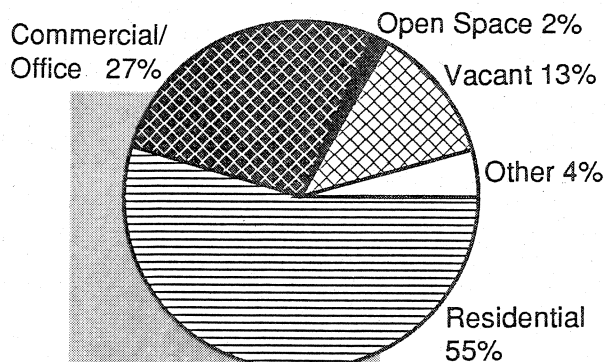


Figure 2

Table 1

Ballston Metro Station Area Existing Land Use in Acres

Land Use	1980		1991	
	Land Area in Acres	Percent %	Land Area in Acres	Percent %
Single - family detached	90.4	35.0	55.5	20.5
Single - family other ¹	7.1	2.8	31.8	11.8
Garden Apartment	40.9	15.9	33.2	12.3
Mid-rise (6-8 stories)	0.0	0.0	8.2	3.0
High-rise (8+ stories)	9.4	3.6	19.0	7.0
Total RESIDENTIAL	147.8	57.3	147.6	54.6
OFFICE	15.7	6.1	28.5	10.5
COMMERCIAL	51.6	20.0	43.9	16.2
VACANT ²	22.8	8.8	34.2	12.7
OPEN SPACE ³	4.8	1.9	4.3	1.6
OTHER ⁴	15.3	5.9	11.9	4.4
TOTAL⁵	258.0	100.0	270.4	100.0

¹ Includes stacked residential, converted single-family dwellings, duplex and semi-detached units, townhouses, group quarters, and other residential

² Includes vacant land that is buildable, unbuildable, and encumbered

³ County open space

⁴ Includes rights-of-way, a cemetery, fire station, religious institutions, areas under construction, and utilities

⁵ A difference in total land area between 1980 and 1991 is the result of changes in real estate accounting methods

Source: 1991 Arlington County Real Estate Assessments Records; field survey and aerial photos for 1980 information.

Table 2 lists land area by zoning district in the Ballston Metro Station Area for 1991. Of all zones in Ballston, the "C-O-2.5" zone, which permits office, apartments, hotels, and commercial uses, contains the largest amount of acreage in the Metro Station Area, accounting for 14.9% of the land area. The zoning districts for the Ballston Metro Station Area are indicated on Map B. A majority of the commercial zoning is located along Fairfax Drive, Glebe Road, and Wilson Boulevard, with the area directly surrounding the Metro station zoned for mixed uses. The periphery of the station area is zoned for low density residential uses.

Table 2

Land Area by Zoning Districts

Zoning	Lot Area Sq Ft.	Lot Area Acres	Percent	Housing Units
S-3A	293,260	6.7	2.5	0
S-D	47,403	1.1	0.4	3
P-S	52,816	1.2	0.4	0
R-10T	333,339	7.7	2.8	76
R-6	1,196,962	27.5	10.2	133
R-5	1,374,540	31.6	11.7	191
R2-7	142,955	3.3	1.2	42
R15-30T	1,282,073	29.0	10.7	576
RA8-18	1,632,367	37.5	13.9	916
RA7-16	208,877	4.7	1.8	204
RA6-15	236,941	5.4	2.0	330
R-C	678,758	15.6	5.8	882
C-1	9,410	0.2	0.1	0
C-O-A	1,588,751	36.5	13.5	1,006
C-O-2.5	1,754,231	40.3	14.9	565
C-2	651,305	15.0	5.5	2
C-M	315,339	7.2	2.7	0
Total	11,777,384	270.4	100.0	4,926

Source: 1991 Arlington County Real Estate Assessments Records.
Note: Figures may not sum to total due to rounding.

According to the COG Round IV Forecasts, Ballston's population will increase to over 12,000 by the year 2000 (Table 3). This projection would be an 89% increase over the 1990 Census population of 6,504, but could be high based on current demographic and development trends.

Table 3

Ballston Metro Station Area Profile

Year	1980	1990	2000	2010
Households	2,123	4,457	6,421	7,326
Population	3,991	6,504	12,262	13,628
Housing Units	2,262	4,308	6,552	7,475
Employment	9,270	18,560	29,481	34,155

Source: Round IV Cooperative Forecasts; 1990 Population and Housing Units from the 1990 Census PL94-171

Commercial Development

Over 3 million square feet of office/commercial space was built in Ballston between 1980 and 1990. This was three times as much space as was constructed in the previous 20 years. The building boom that occurred in the 1980's in the Metro Station Area changed Ballston from an area of small-scale shops and businesses to a thriving transportation, business, and retail center with high-rise, mixed-use development.

Projects that have been site plan approved by the County Board but that were not yet under construction through March of 1991 total over 3.5 million square feet of office/commercial space. Therefore, it is expected that in the next 10 years office/commercial construction will equal the

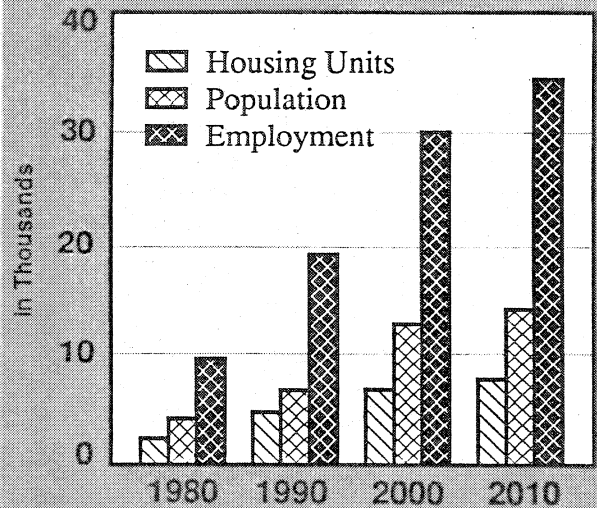
pace of the 1980's. A sharp decrease in growth is expected after the year 2000 because only 2% of the commercial development capacity remains uncommitted.

The COG Round IV Forecasts estimate Ballston's at-place employment in 1990 to be 18,560, which is twice the number of jobs that existed in Ballston in 1980. Employment is expected to grow to almost 30,000 jobs by the year 2000. Figure 3 illustrates the sharp increase forecast for the level of employment in the Ballston area. This increase is based on the 3.5 million square feet of office/commercial space already approved by site plan and expected to be constructed within the next 10 years in the Ballston Metro Station Area.

Figure 3

Ballston Profile

Source: COG Round IV Cooperative Forecasts.



URBAN DESIGN CONCEPTS

The urban design section of the Ballston Sector Plan incorporated a number of guidelines to coordinate the visual and physical aspects of development on different sites, to create an attractive streetscape in and around the station area, and to support quality private development. Two main design features included in the guidelines for the Ballston Metro Station were the Stuart Street Walkway and the Fairfax Drive "Boulevard Concept."

Stuart Street Walkway: The sector plan called for a walkway to be constructed along Stuart Street between the Ballston Metro Station and Wilson Boulevard. The walkway has been developed in accordance with the guidelines listed in the sector plan, such as trees placed in metal grates, coordinated paving, attractive street furniture, and wide sidewalks. A portion of the walkway was redeveloped when a mixed use project at the Ballston Metro Station was built.

The Fairfax Drive Boulevard Concept: The landscaping treatment of Fairfax Drive was designed to provide a transition between the high density mixed use development around the Metro station and the primarily residential areas north of Fairfax Drive. Fairfax Drive also provides an opportunity to create a distinctive gateway into the Ballston area from I-66. Today, Fairfax Drive includes trees along the sidewalks and median areas, thoroughfare lighting, pedestrian lighting, underground utilities, and coordinated paving materials.

ARLINGTON

VIRGINIA

In 1980, the County Board adopted the "C-O-A" zoning district and rezoned portions of the Coordinated Mixed Use Development District to "C-O-A" to encourage mixed use development in Central Ballston. In 1987, specific streetscape standards for the "C-O-A" zoned area developed by the Ballston Partnership in conjunction with County Staff were approved by the County Board. These standards include details regarding streetscape trees, street furniture, and walkway widths. The north and south sides of Fairfax Drive, and the east side of North Stuart Street are designated "Special" streetscape walkways which have a minimum width of 24 feet. Wilson Boulevard, the east side of North Glebe Road, and the west side of North Stuart, are designated "Primary" streetscapes and have a minimum width of 20 feet. All other streets are "Secondary" streetscapes with sidewalks with a minimum width of 14 feet plus six feet of additional setback.

The intent of the "C-O-A" zoning and streetscape standards is to create a "downtown" in Ballston and establish a distinct and separate identity from other areas in the R-B corridor. The "C-O-A" zoning allows the development of high-rise office and apartment buildings at a Floor Area Ratio (FAR) that ranges from 3.0 to 6.0 depending on the use and square footage of the site. As a result of the existing zoning and County development goals, Ballston has mixed use development existing and under construction in the immediate vicinity of the Metro station. Ballston will have office and residential buildings that will range in height from 100 to 246 feet, depending on the development allowed by right or the height obtained with a bonus. The streetscape guidelines will help provide a relationship between the high-rise buildings and pedestrian level activity, and will link the central core to areas such as the Ballston Common shopping mall and the low density residential development that exists north of Fairfax Drive and west of Glebe Road.

The Rosslyn-Ballston Mid-Course Review, completed in 1989, enabled the County to assess the development that had occurred in the Ballston area and establish a sense of the direction for future development. Some of the design ideas identified in the Mid-Course Review for further improvement of Ballston include the following:

- Provide gateway features at the I-66 exit at Fairfax Drive to establish an entry point into the R-B corridor.
- Create design guidelines to assist in the development of better building-to-building relationships, coherent streetscapes, and better building to street relationships.
- Continue to use low density development, decreased building heights, and open space as forms of transitioning to lower densities away from the core area.

Community Features

The Ballston Metro Station Area is served by a variety of community services that are in close proximity to the Ballston area. Below is a brief description of these facilities and services.

The Central Library, located on Quincy Street, offers more than 612,000 volumes and an extensive record and film collection. The library provides a variety of services including research, assistance, children's programs, homebound services, audio visual materials, teletype equipment for the deaf, and other services for the physically handicapped. The facility is currently undergoing an \$11 million expansion and renovation.

Educational services Currently there are three elementary schools (Jackson, Barrett, and Page), one junior high school (Kenmore), and one senior high school (Washington-Lee) serving the area. Adult education programs are offered on a county-wide basis at these schools.

Police services are administered from the Police Department and Detention Center located adjacent to the Courthouse. Fire and emergency medical services are provided from station #2, located on Wilson Boulevard east of George Mason Drive, within the Ballston Metro Station Area.

Open space sites within the station area consist of three parks: Fields Park, a small portion of Lubber Run Park, and Stuart Park. Fields Park has a total of 3.21 acres, and is located on North George Mason Drive, behind Fire Station #2. A small portion of Lubber Run Park on the north side of Carlin Springs Road and North George Mason Drive is the second site. The third site is a 1.1 acre urban park to be located between North Taylor and North Stuart Streets, across from the Metro station, as part of the Stuart Park project. In addition, there are recreational facilities on the immediate edge of Ballston. Quincy Park, located adjacent to Central Library, offers recreational facilities on over 20 acres. Lubber Run Park is located on the west side of North George Mason Drive and has 22 acres. Of the schools serving the area, Washington-Lee High School offers the most recreational opportunities including a public swimming pool, a football stadium, a running track, and a planetarium.

The Gallery at the Ellipse is located one block west of the Metro station on the ground floor of the Ellipse at Ballston, an office/retail development on Fairfax Drive. In 1990, a ten year lease was signed whereby Arlington County agreed to operate and manage the 5,000 square foot exhibition facility. Currently, the space is used by the Arlington Arts Center.

THE FUTURE

Future development in Ballston will be shaped by the goals and policies adopted in the Ballston Sector Plan and by the recommendations made in the Rosslyn-Ballston Corridor Mid-Course Review. As of January 1, 1990, 2% of the commercial development capacity and 32% of the residential development capacity remained uncommitted. Many projects are currently under construction in the blocks adjacent to the Metro station entrance. The Washington Metropolitan Area Transit Authority (WMATA) Metrobus Yard on Randolph Street and the Oliver Carr site at Glebe Road and Vermont Street are the two remaining sites within the Ballston area available for significant redevelopment. The central area of Ballston is distinguished as a Coordinated Mixed Use Development District and is expected to grow as a mixed-use center. Therefore, the County's goal of creating a densely developed, mixed-use "downtown" in the Ballston Metro Station Area should be reached by the mid-1990s.

Concept REALIZATION

The Concept Plan (Map C) that was adopted as part of the Ballston Sector Plan provided a picture of the future urban environment envisioned in Ballston. In the ten years since the adoption of the Ballston Sector Plan, several of the Plan's recommendations have been implemented successfully. Listed below are some of the Plan concepts and key recommendations that have been realized.

1. The Stuart Street Walkway is a wide walkway with street trees, pedestrian lighting, and ground level commercial uses existing along Stuart Street from Wilson Boulevard to Fairfax Drive. In addition, a second story enclosed pedestrian bridge above Stuart Street connecting Ballston Common, Stafford Place, and Ballston Metro Center is planned to be constructed.
2. The County Board designated the area between Glebe Road, Quincy Street, Fairfax Drive and Wilson Boulevard as a "Coordinated Mixed Use Development District" to encourage mixed use development at Ballston Metro Station. To further support this policy, the County Board rezoned a majority of the Central Ballston area to "C-O-A", Commercial, Office, and Apartment District, a new zoning district especially created for this type of development.
3. The former Pla-Mor Bowling Lanes site located north of Fairfax Drive at its entrance to I-66 has been redeveloped as office and com-

mercial uses. The Pocahontas tract has been developed with residential and commercial uses, and some acreage has been retained as open space which could be landscaped for an entry feature from I-66 to the Ballston area.

4. R-B Corridor Streetscape Standards were designed to identify consistent treatment for public sidewalks. Specific design guidelines for the Ballston "C-O-A" area were adopted.
5. Infill housing developed on North Tazewell and Vermont Streets provides a transition from the high density uses to the single-family residential area, which helps neighborhood preservation.
6. Street trees, wide sidewalks, and underground utilities have been placed along Fairfax Drive in order to bring about the "Boulevard Concept" described in the Plan.
7. Parkington Shopping Center was redeveloped as Ballston Common Shopping Mall.
8. North Stuart Street is closed between 11th Street North and North Fairfax Drive; North Taylor and North Utah Streets are planned to be closed at 11th Street North commensurate with the development of the Ballston Station mixed use project; and North Vermont Street between North Fairfax Drive and North Glebe Road is planned to be vacated.
9. Stuart Park, located between North Taylor and North Stuart Streets, will be developed as part of the Stuart Park site plan. The Ballston Sector Plan called for acquisition of this site or development of this site through the site plan process.
10. The County Board adopted in principle the Ballston Crossing Neighborhood Conservation Plan.

Concept Plan

