



rb72

ROSSLYN-BALLSTON CORRIDOR

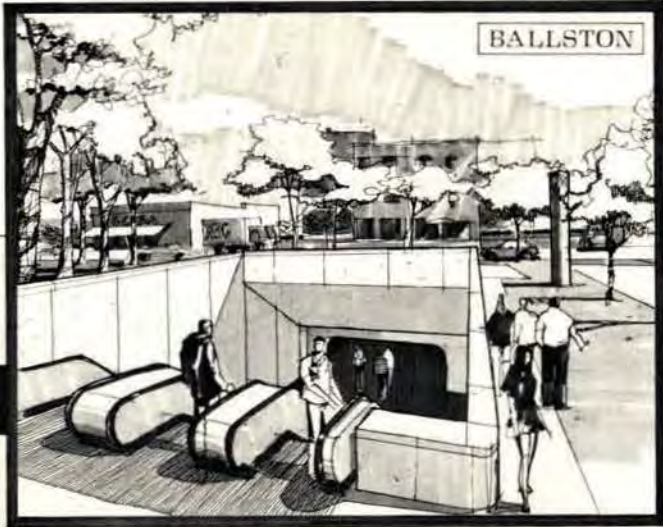
ALTERNATIVE LAND USE PATTERNS

Arlington County, Virginia

CLARENDON



BALLSTON



GLEBE



M metro

GLEBE



ROSSLYN



COURT HOUSE



Renderings Courtesy of Washington Metropolitan Area Transit Authority

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"RB 72"
Alternative Land Use Patterns for
The Rosslyn-Ballston Corridor

SUMMARY

"RB 72" is a departure from traditional staff land use recommendations. By County Board direction, a set of land use alternatives is identified. These alternatives are to be used as input for (1) community dialogue, (2) the Alternative Growth Patterns Study and (3) traffic testing. From the future comparisons developed by the studies and the resulting community dialogue, policy guidelines for growth and redevelopment should be formulated.

Three alternative land use patterns are illustrated for the transit corridor in Arlington running from Rosslyn to Ballston. Each alternative is considered a feasible alternative with differing specific objectives. The goal of the first is limited growth. The second strives to achieve a balance between labor force and job opportunities. The last seeks to maximize office development and employment potential.

Each of these alternatives is presented in schematic form with summary statistical data as to its "holding capacity" in terms of jobs and resident population. Holding capacity is the maximum development which could occur and still be consistent with an alternative. Additional staff work is proceeding to further evaluate the impact of each alternative on adjoining neighborhoods and on the housing stock within the Corridor.

Preservation of established single-family neighborhoods near the Corridor is an objective of all alternatives. The concept of a mixture of high density uses near the transit stations is common to all alternatives.

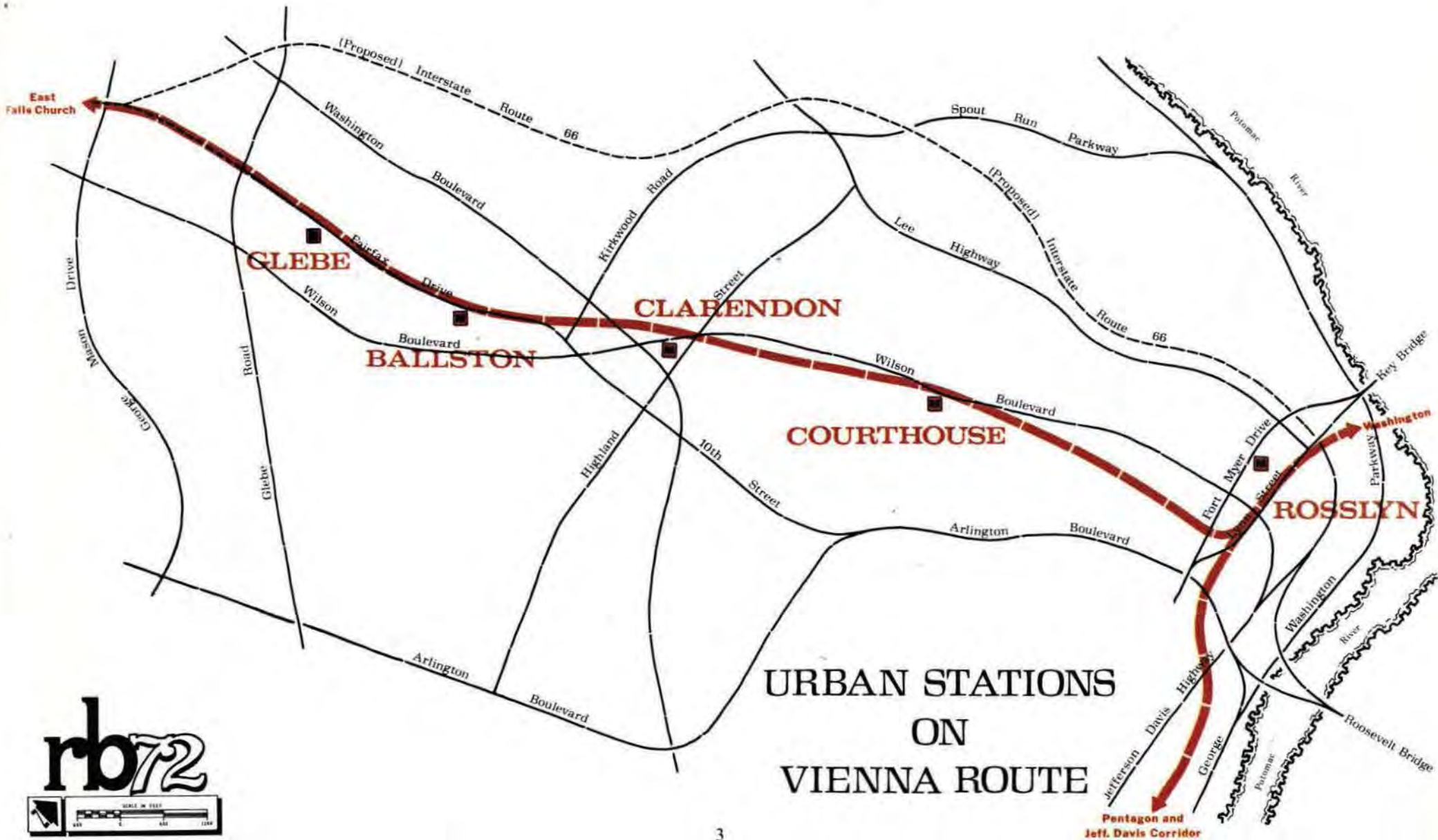
Development nearest to transit, especially those with direct connections to transit or street grade separations, should also be encouraged at an early stage. This will allow major transit and auto transportation improvements to be accomplished before a majority of the redevelopment in the Corridor is accomplished.

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INTRODUCTION

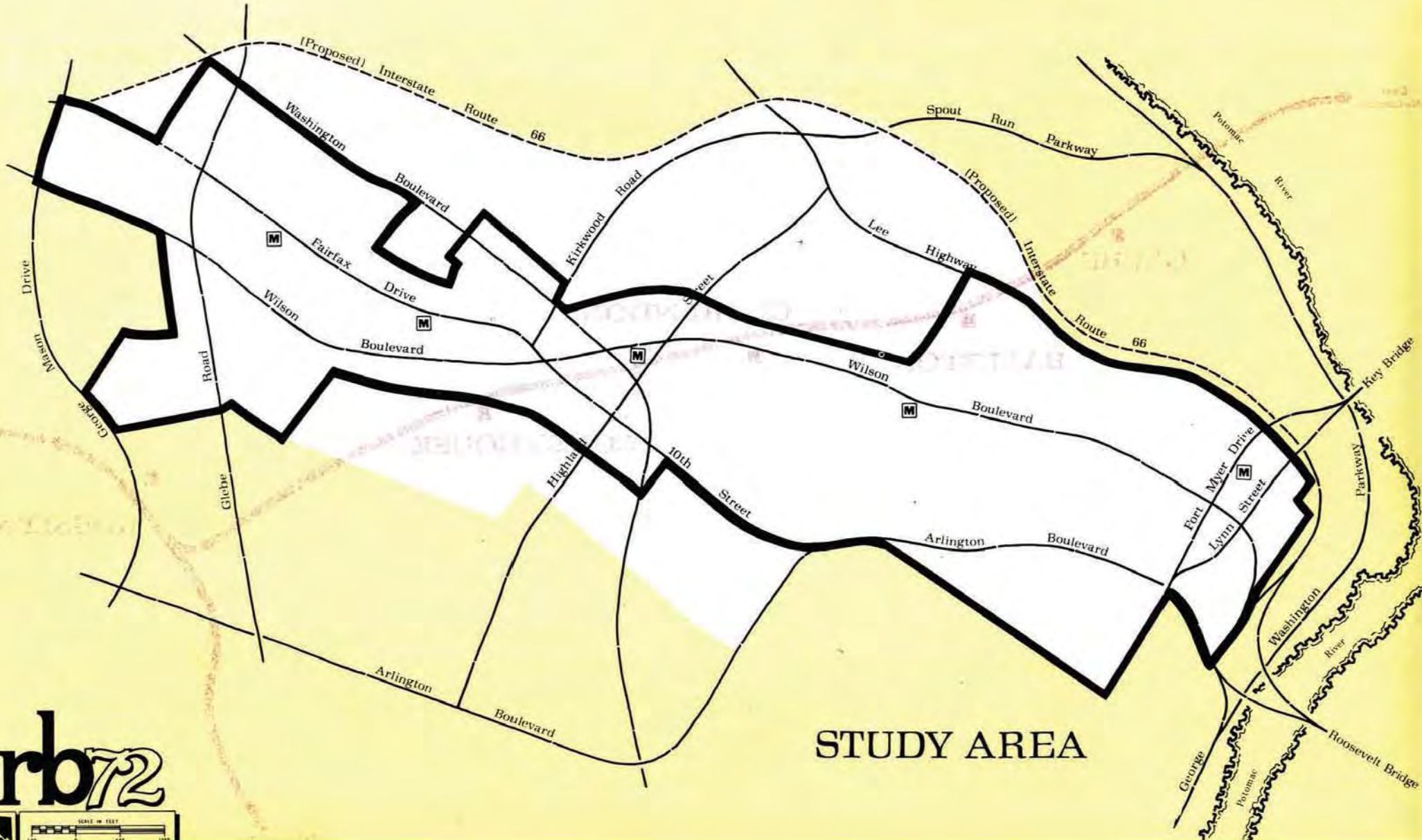
The Rosslyn-Ballston Corridor is the area in Arlington County served by the five urban transit stations on the Vienna Route of the Washington Metropolitan Area Transit Authority (WMATA). Transit service to this area is programmed for 1977. Construction on the Rosslyn station was begun in 1972.



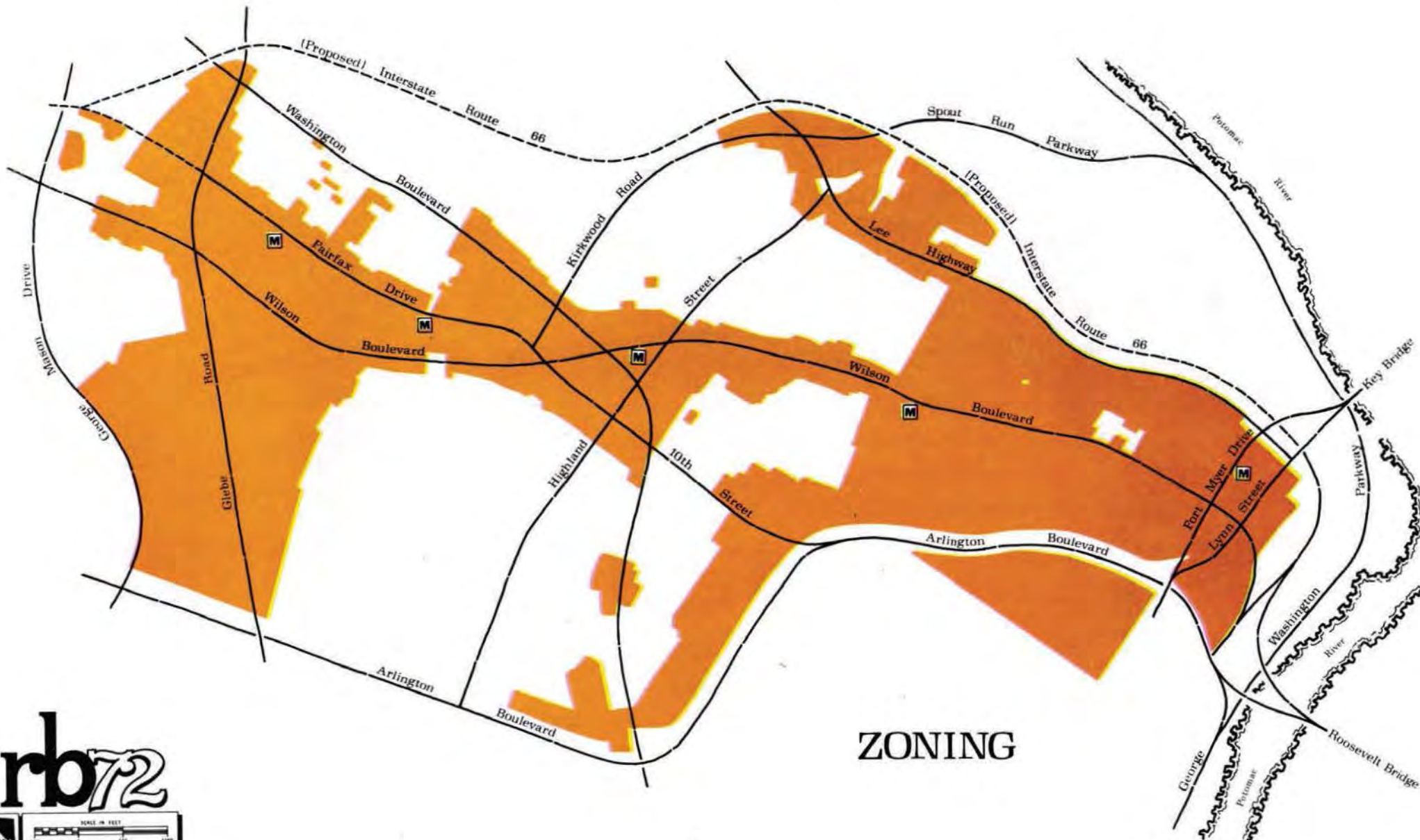
URBAN STATIONS
ON
VIENNA ROUTE

STUDY AREA

The study area of "RB 72" is bounded generally by proposed Interstate Route 66 on the north, U.S. Route 50 on the south, the Potomac River on the east and George Mason Drive on the west. This large area was included within the study to assure that consideration is given to the impact of development on adjoining low and medium density residential neighborhoods. The smaller cordon delineates the area considered for possible redevelopment which was excluded in the June 1971 Planning Commission hearings on General Land Use Plan changes.

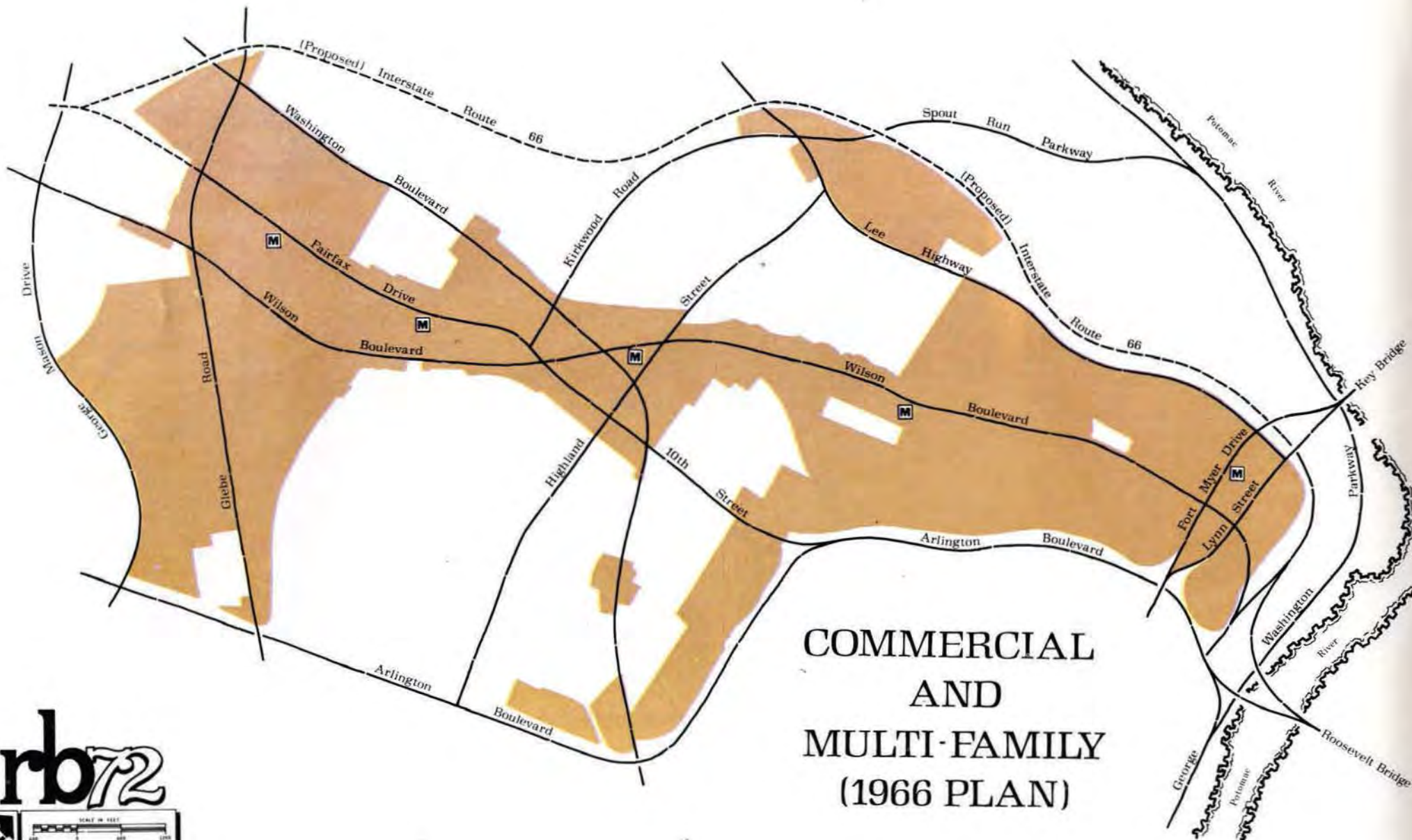


A large portion of the study area is currently zoned for commercial or multi-family uses. Much of the land is used at less density than allowed by existing zoning.



Large sections of the study area are also shown on the existing General Land Use Plan (1966) for office, apartment, hotel and commercial uses.

Major concentrations of housing for residents of moderate incomes exist in both single-family and garden apartment developments within the study area. Arlington's largest concentration of commercial establishments and shopping also occurs within the study area.



ASSUMPTIONS

Although three plan alternatives are identified, several assumptions are common to all. These include the following:

1. Single-family neighborhoods adjacent to the Corridor will be preserved.
2. No new high density office development will be allowed adjacent to single-family neighborhoods.
3. Means will be found to prevent or discourage the development of high density Office Floor Area Ratios on existing commercially zoned land.
4. Major commercial areas of Sears, Virginia Square and Parkington will be preserved.
5. The Rosslyn Plan will remain unchanged.
6. Metro will be completed substantially as planned.
7. Traffic analyses for alternative land use plans will be carried forward on alternative assumptions regarding the construction of I-66. Internal street capacities will be developed through these analyses.
8. There will be no increase in density in the existing Zoning District Classifications and no new classifications with higher density will be adopted.
9. The County Board will adopt "C-0 2.5," "C-0 1.5" and "RA- H 3.2" zoning districts, or through site plan approvals, will hold development densities to such related planning goals. Each area of the plan designated for "C-0" type use will also suggest the maximum percentage of office use which will be allowed in that particular area.
10. The density chart shown below shall be used to formulate the Rosslyn-Ballston Corridor alternatives.

	"C-0 3.5"	"C-0 2.5"	"C-0.1.5"	"RA-H3.2"	"RA-4.8"
Uses Permitted by Right	C-1-0	C-1-0	C-1-0	RA-8-18	RA 14-26
Max. Office F.A.R.	3.5	2.5	1.5	N.A.	N.A.
Max. Apt. Density (Units/Acre)	135	115	90	135	90
Max. Hotel Density (Units/Acre)	210	180	135	210	N.A.

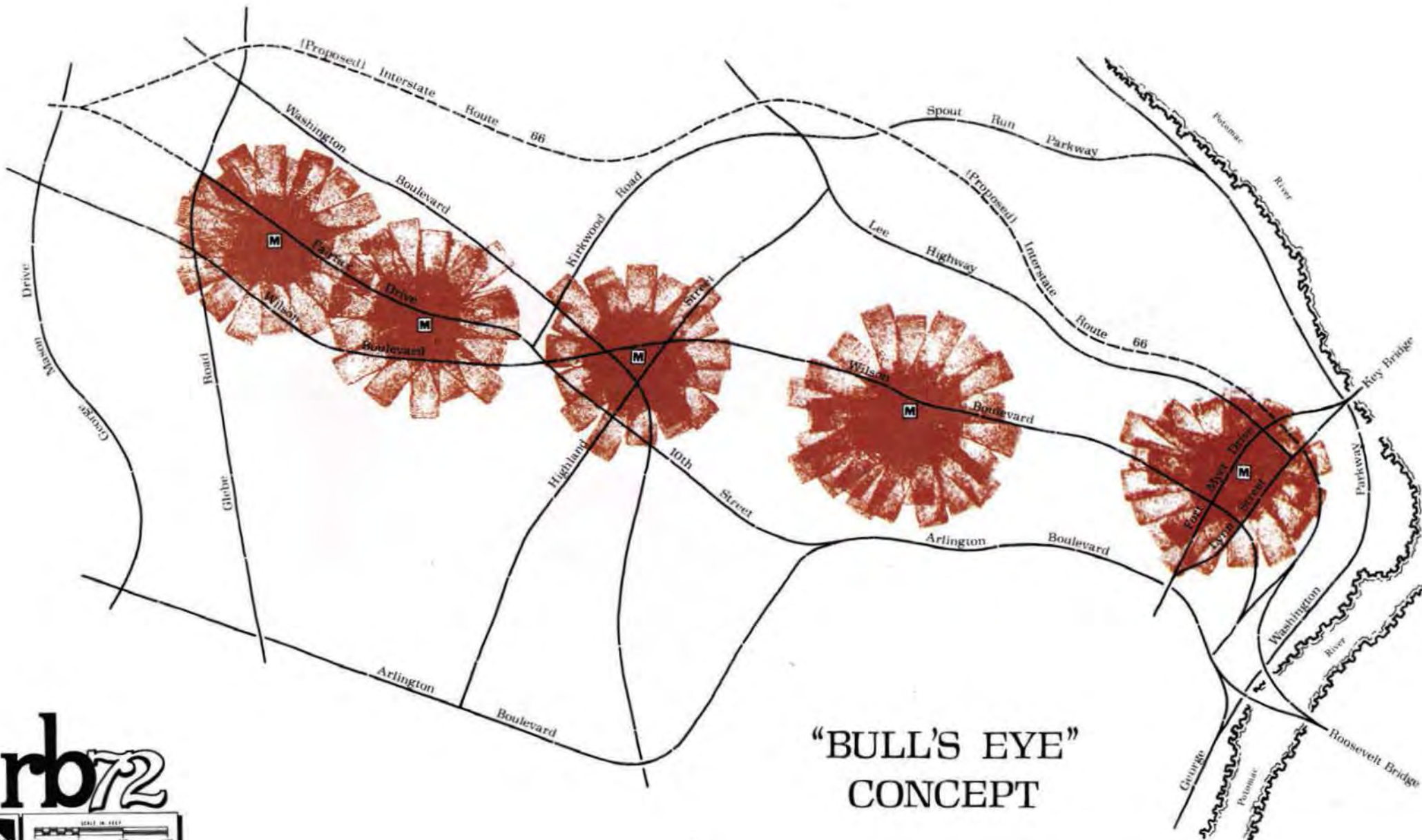
11. Bonus provisions of the Zoning Ordinance (Section 32) will not significantly increase density.
12. Highest densities and highest percentages of office use will be planned closest to transit station entrances.
13. The County will acquire, through easements or fee, the property required for parks, other public facilities and transportation rights-of-way.
14. Uses and densities shown on the plan are established as desirable goals without any guarantee that the incentives are great enough to assure private enterprise redevelopment.

DEVELOPMENT OF ALTERNATIVES

Each transit station has an area of influence associated with it which might be eligible for redevelopment. Constraints such as transportation facilities, existing neighborhoods or natural features will reshape the influence area (or Bull's Eye).



As these areas are delineated the "Bull's Eye" concept develops.

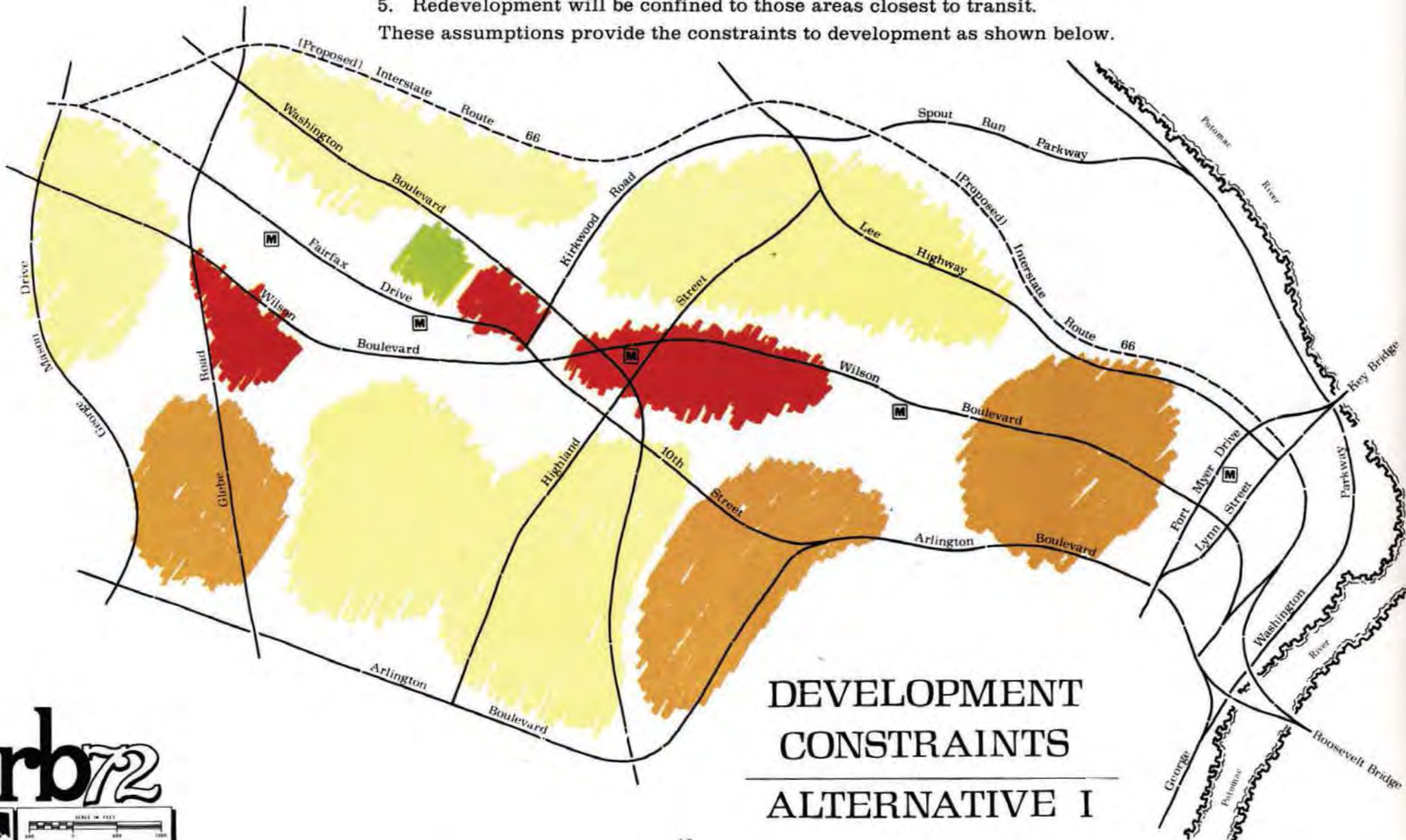


ALTERNATIVE I

The major objective of this alternative is to preserve the majority of the single-family, garden apartment and commercial development within the Corridor, while providing some opportunities for development of additional office, apartment and hotel uses. The following are the modified assumptions used to develop this specific alternative:

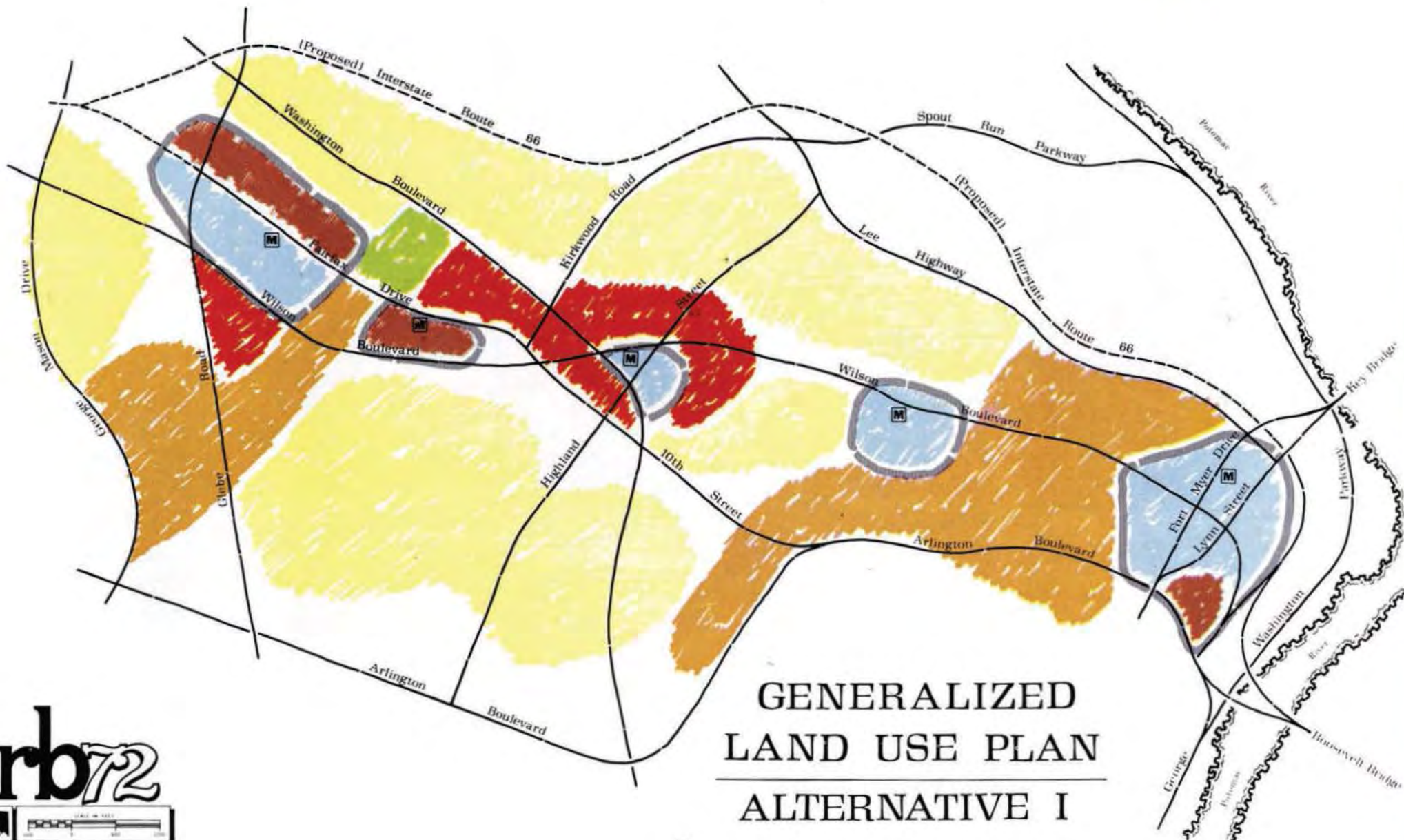
1. All single-family neighborhoods will be preserved.
2. All concentrations of existing garden apartments will be preserved.
3. No high density development will be allowed adjacent to existing single-family neighborhoods.
4. A major portion of the existing commercial development will be preserved.
5. Redevelopment will be confined to those areas closest to transit.

These assumptions provide the constraints to development as shown below.



Redevelopment areas can be delineated from these constraints and a generalized land use plan emerges

- LEGEND
- Single Family
 - Garden Apartment
 - Apartment (other)
 - Office
 - Commercial
 - Open Space



And a general land use plan alternative.

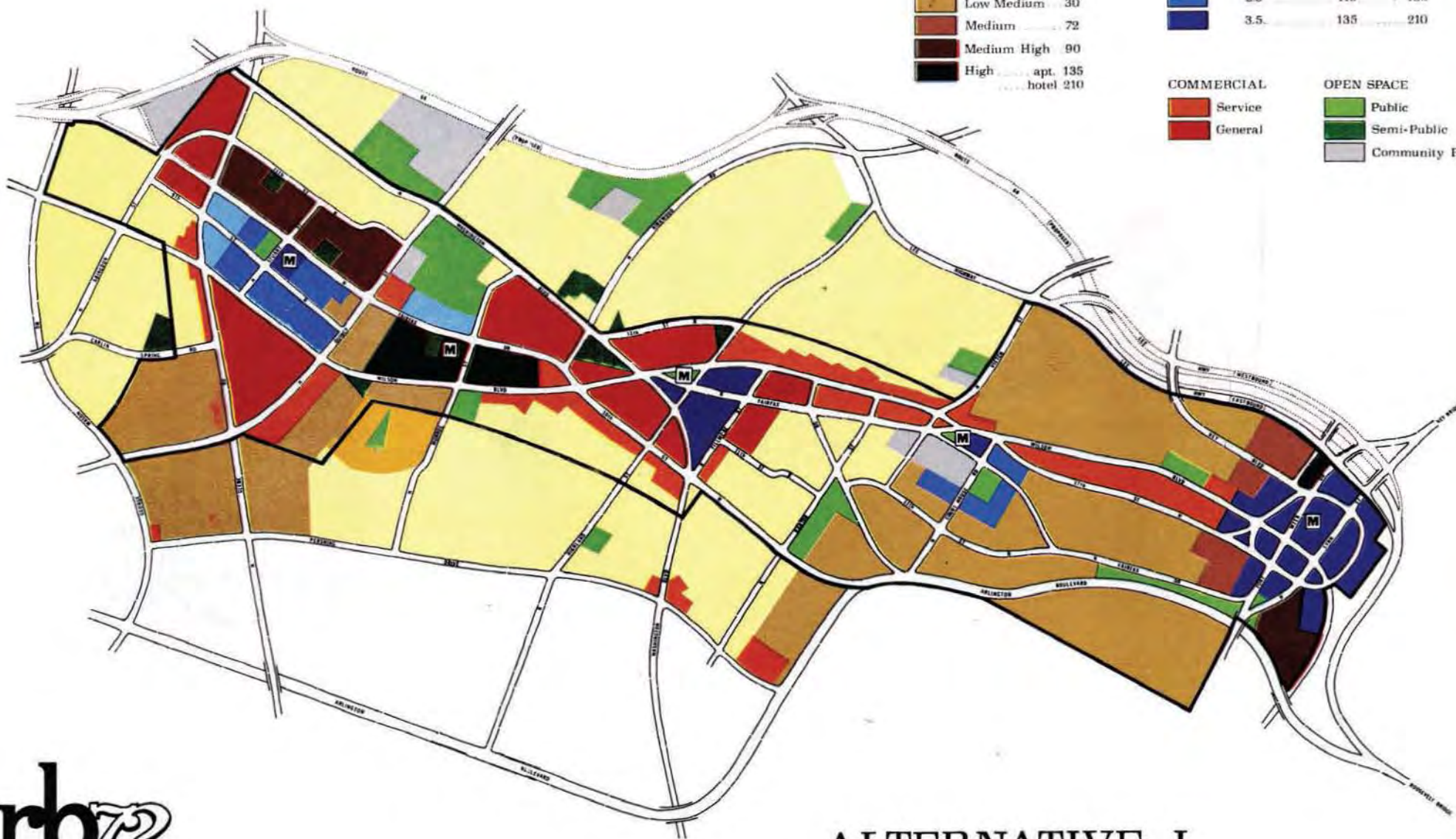
LAND USE and MAXIMUM DENSITY

RESIDENTIAL	units/acre
Low	10
Low	15
Low Medium	30
Medium	72
Medium High	90
High	appt. 135 hotel 210

OFFICE	APT.	HOTEL
floor area ratio	units/acre	units/acre
1.5	90	135
2.5	115	180
3.5	135	210

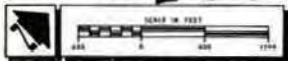
COMMERCIAL
Service
General

OPEN SPACE
Public
Semi-Public
Community Facility



ALTERNATIVE I

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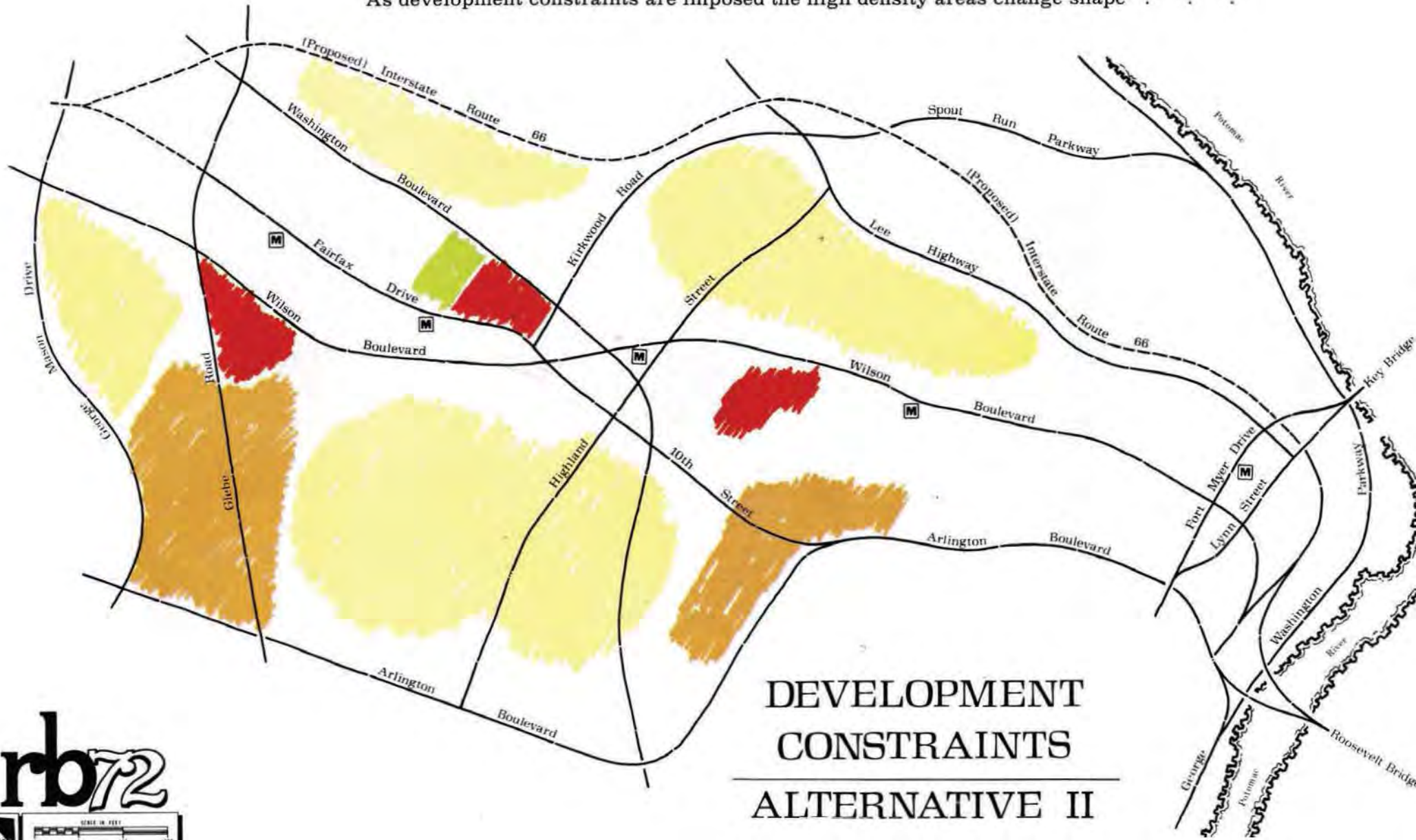


ALTERNATIVE II

The limited employment increase of the preceding alternative is used as a basis to develop a county-wide balance between employment and households as the goal of this alternative. This would, when linked to a similar alternative in the Jefferson Davis Corridor, produce a balance between jobs and labor force. The modified assumptions related to this alternative are as follows:

1. Major single-family neighborhoods will be preserved.
2. No high density office development will be allowed adjacent to single-family neighborhoods.
3. A county-wide employee-to-household ratio of 1.4 would provide a balance of jobs and labor force.

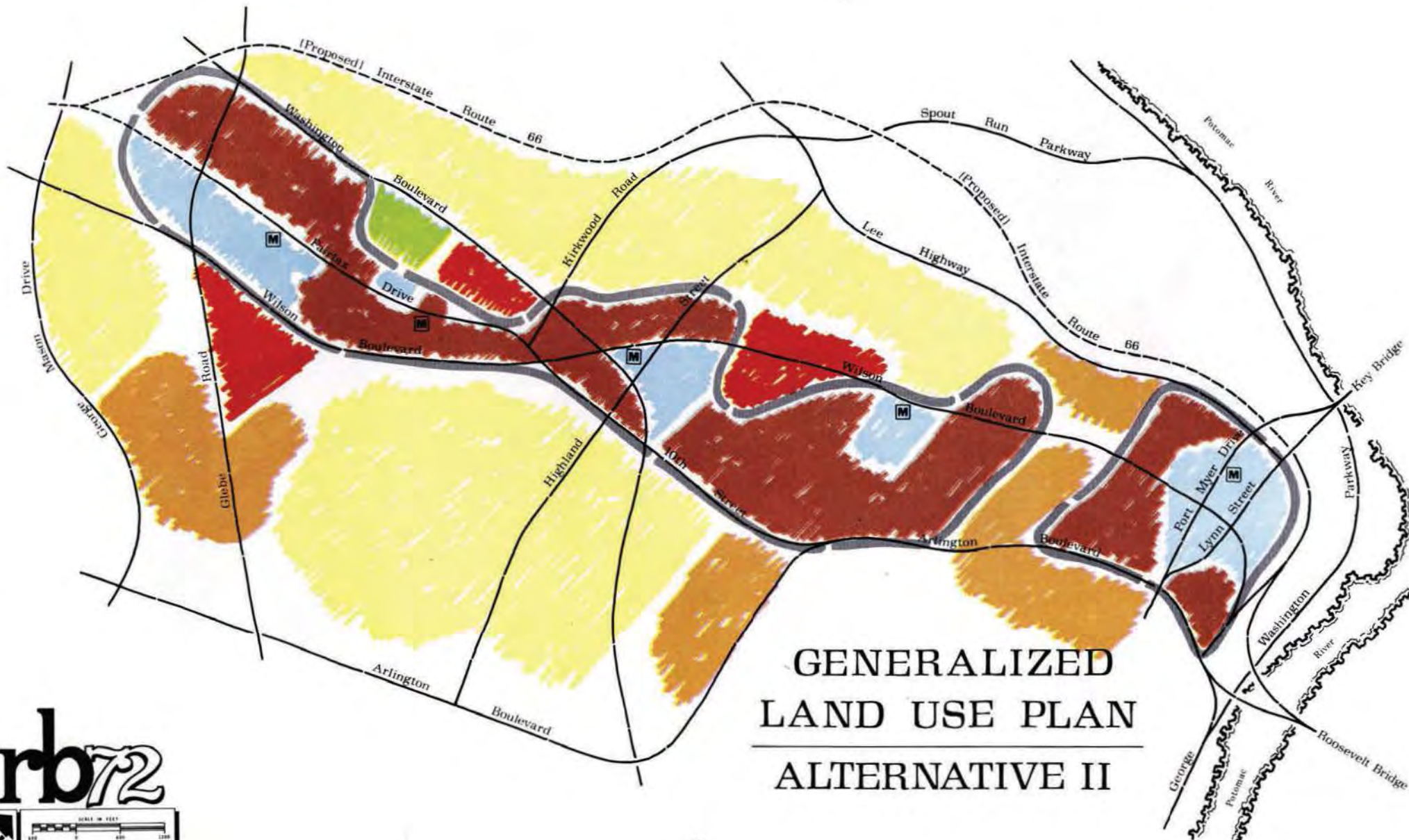
As development constraints are imposed the high density areas change shape



And a generalized land use plan emerges

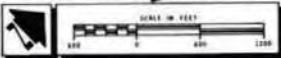
LEGEND

- Single Family
- Garden Apartment
- Apartment (other)
- Office
- Commercial
- Open Space



GENERALIZED
LAND USE PLAN
ALTERNATIVE II

rb72



to produce a second alternative.

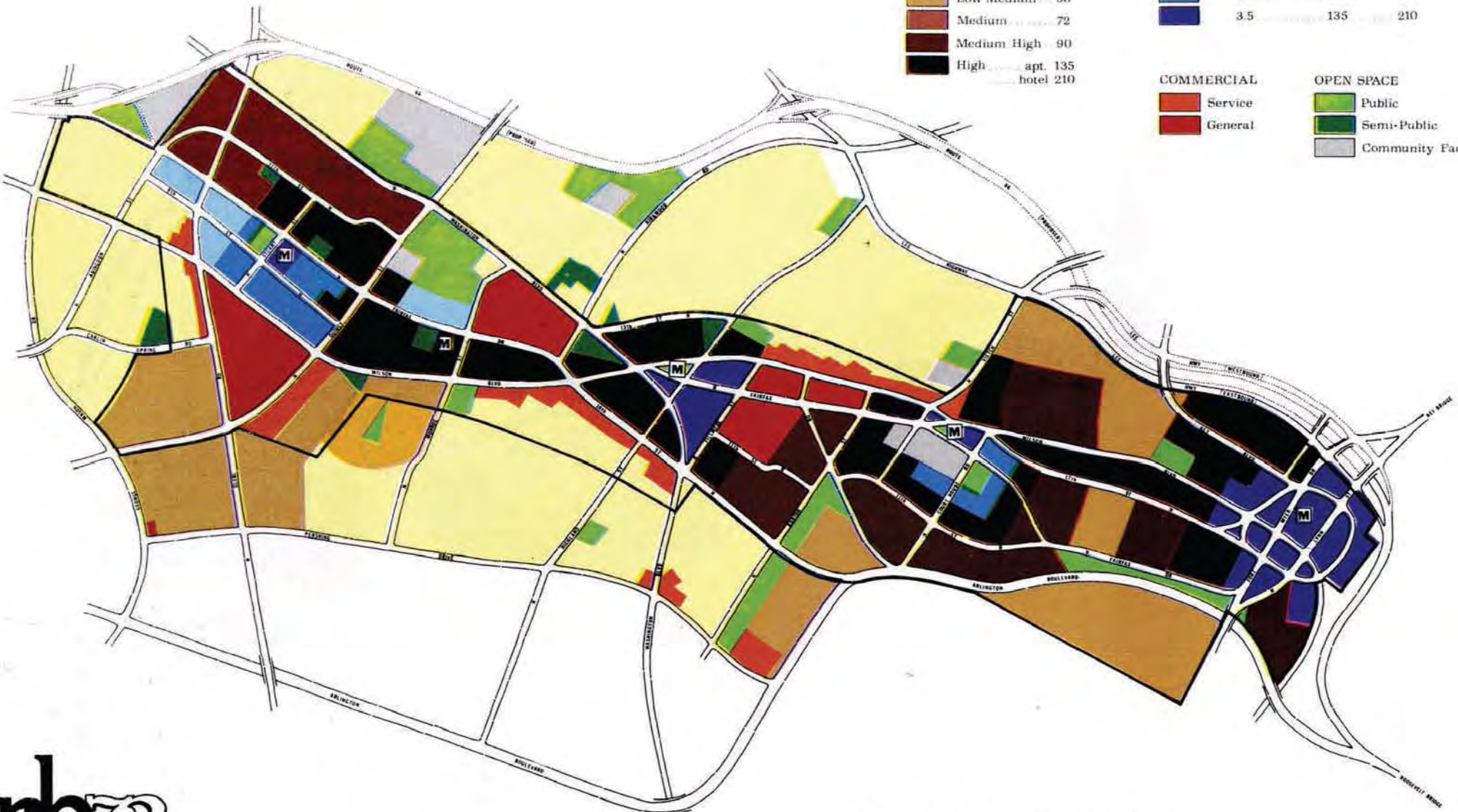
LAND USE and MAXIMUM DENSITY

RESIDENTIAL	units/acre
Low	10
Low	15
Low Medium	30
Medium	72
Medium High	90
High	apartment 135 hotel 210

OFFICE	APT.	HOTEL
floor area ratio	units/acre	units/acre
1.5	90	135
2.5	115	180
3.5	135	210

COMMERCIAL
Service
General

OPEN SPACE
Public
Semi-Public
Community Facility

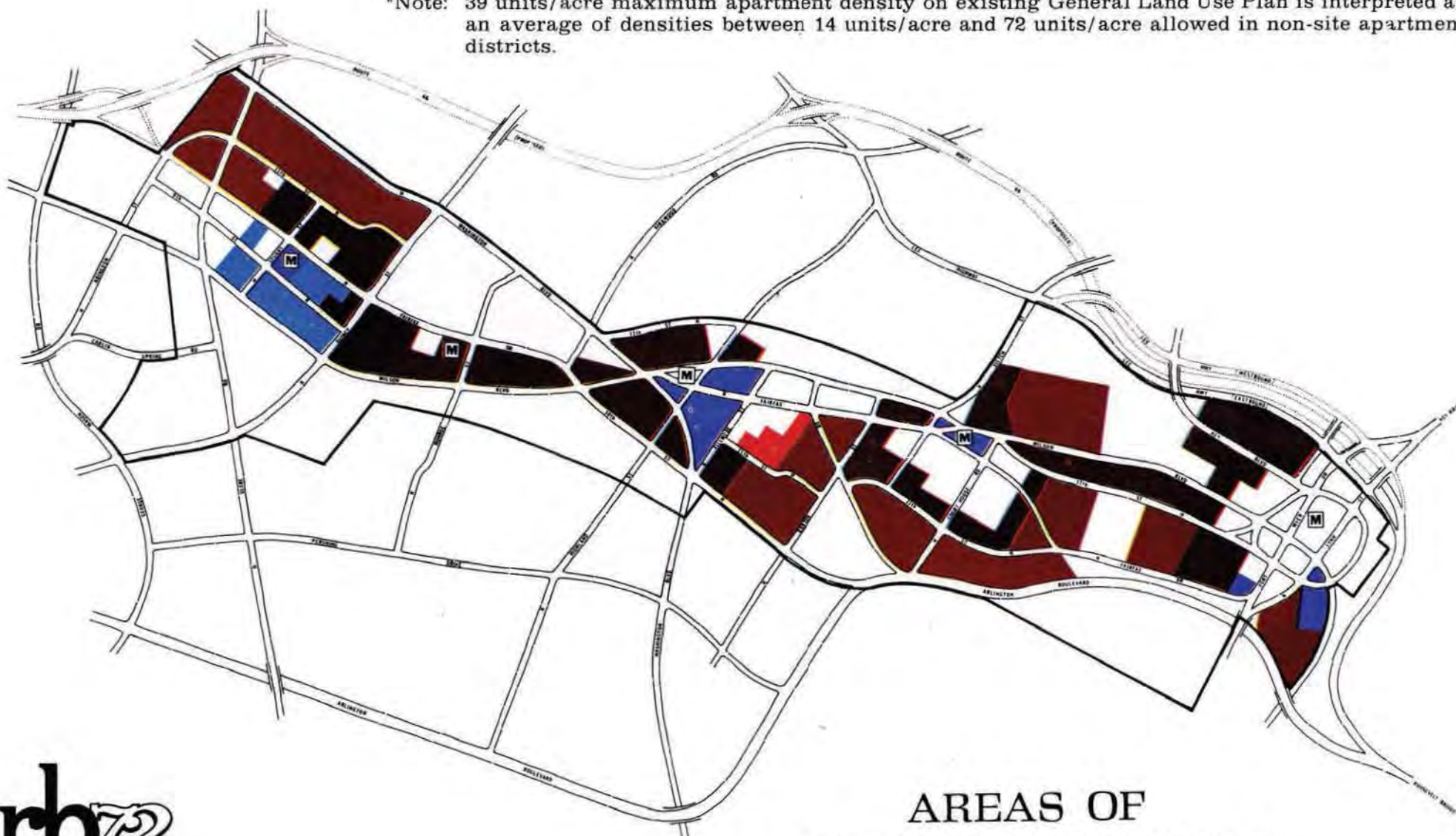


ALTERNATIVE II

The areas shown below are suggested for greater densities than the existing General Land Use Plan,* and would produce the following holding capacity:

	<i>Alternative II</i>	<i>Existing</i>
Office Gross Floor Area	8,930,000 sq. ft.	4,880,000
Employees	47,000	25,700
Commercial Gross Floor Area	5,000,000 sq. ft.	2,500,000
Employees	11,100	5,600
Dwelling Units	39,300	13,400
Population	70,000	31,200
Hotel Units	2,500	800

*Note: 39 units/acre maximum apartment density on existing General Land Use Plan is interpreted as an average of densities between 14 units/acre and 72 units/acre allowed in non-site apartment districts.



AREAS OF GREATER DENSITIES

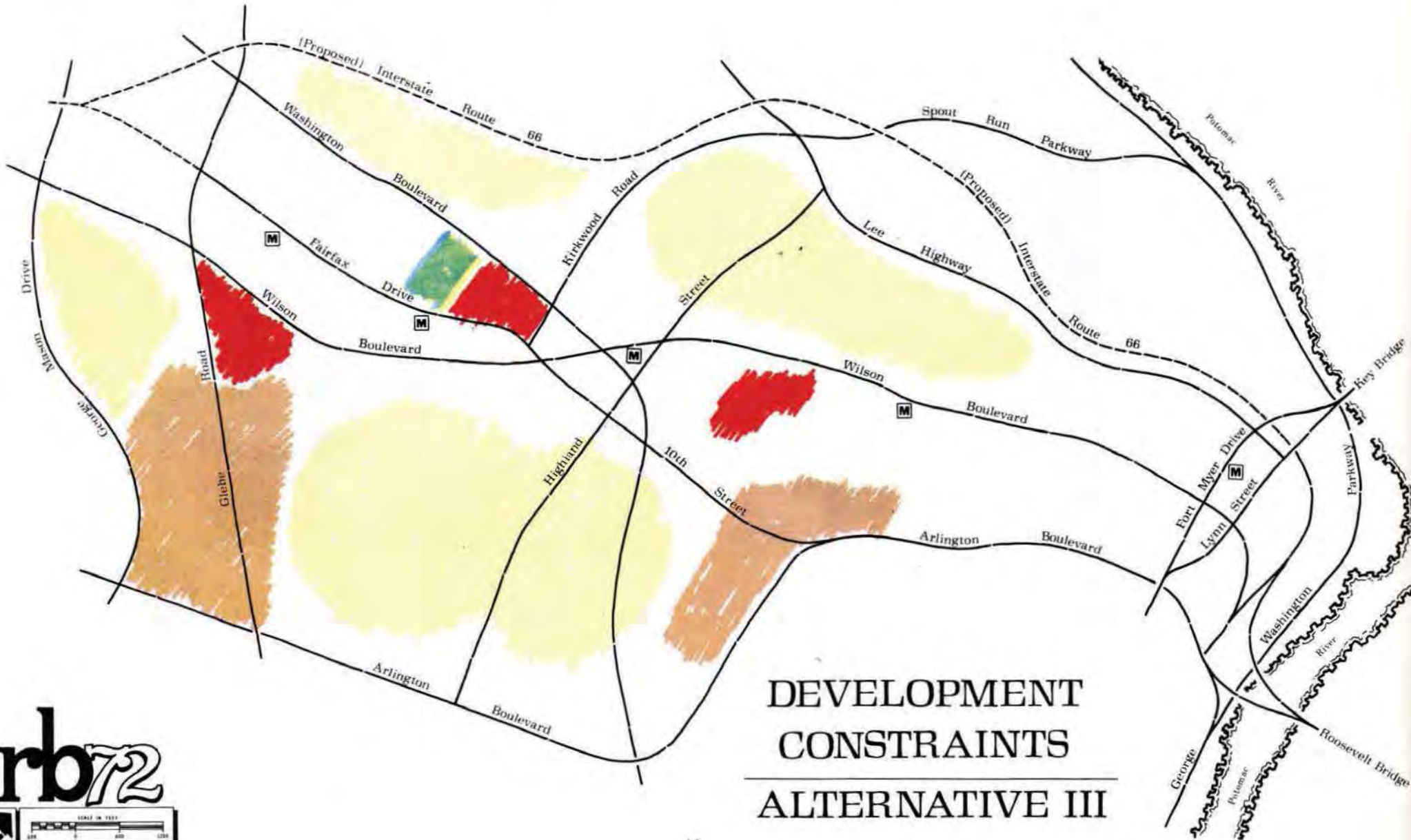


ALTERNATIVE III

Major increase in employment guides this alternative. Highest density nearest to transit is proposed, but medium density development will occur between transit stations. The modified assumptions related to this alternative are as follows:

1. Major single-family neighborhoods will be preserved.
2. Medium density offices will develop between stations along major thoroughfares.
3. Larger concentrations of high-density office development will be encouraged at each transit station.

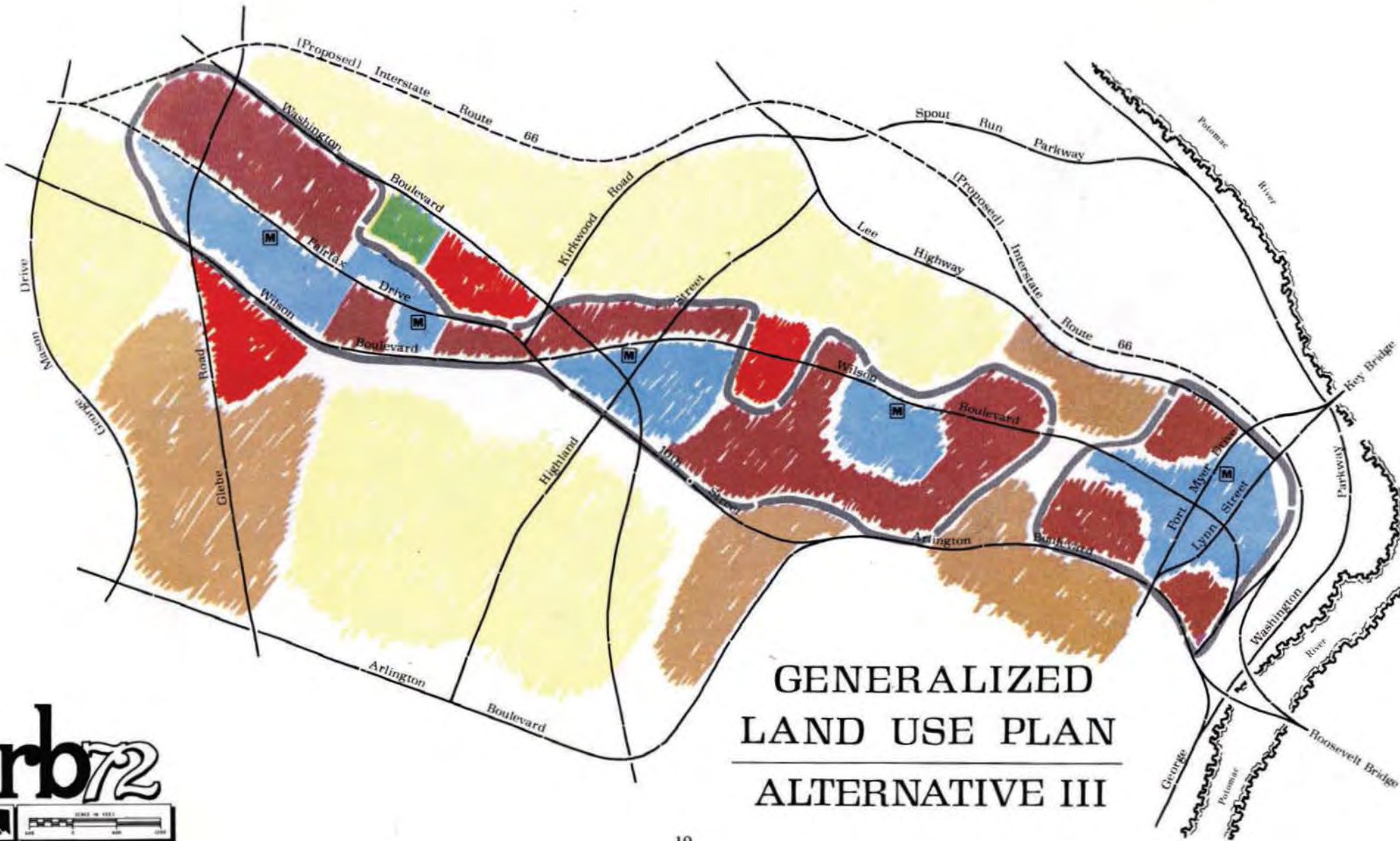
Single-family areas begin to shape redevelopment



DEVELOPMENT
CONSTRAINTS
ALTERNATIVE III

And a generalized land use plan emerges

- LEGEND
- Single Family
 - Garden Apartment
 - Apartment (other)
 - Office
 - Commercial
 - Open Space



**GENERALIZED
LAND USE PLAN
ALTERNATIVE III**



to produce a third alternative.

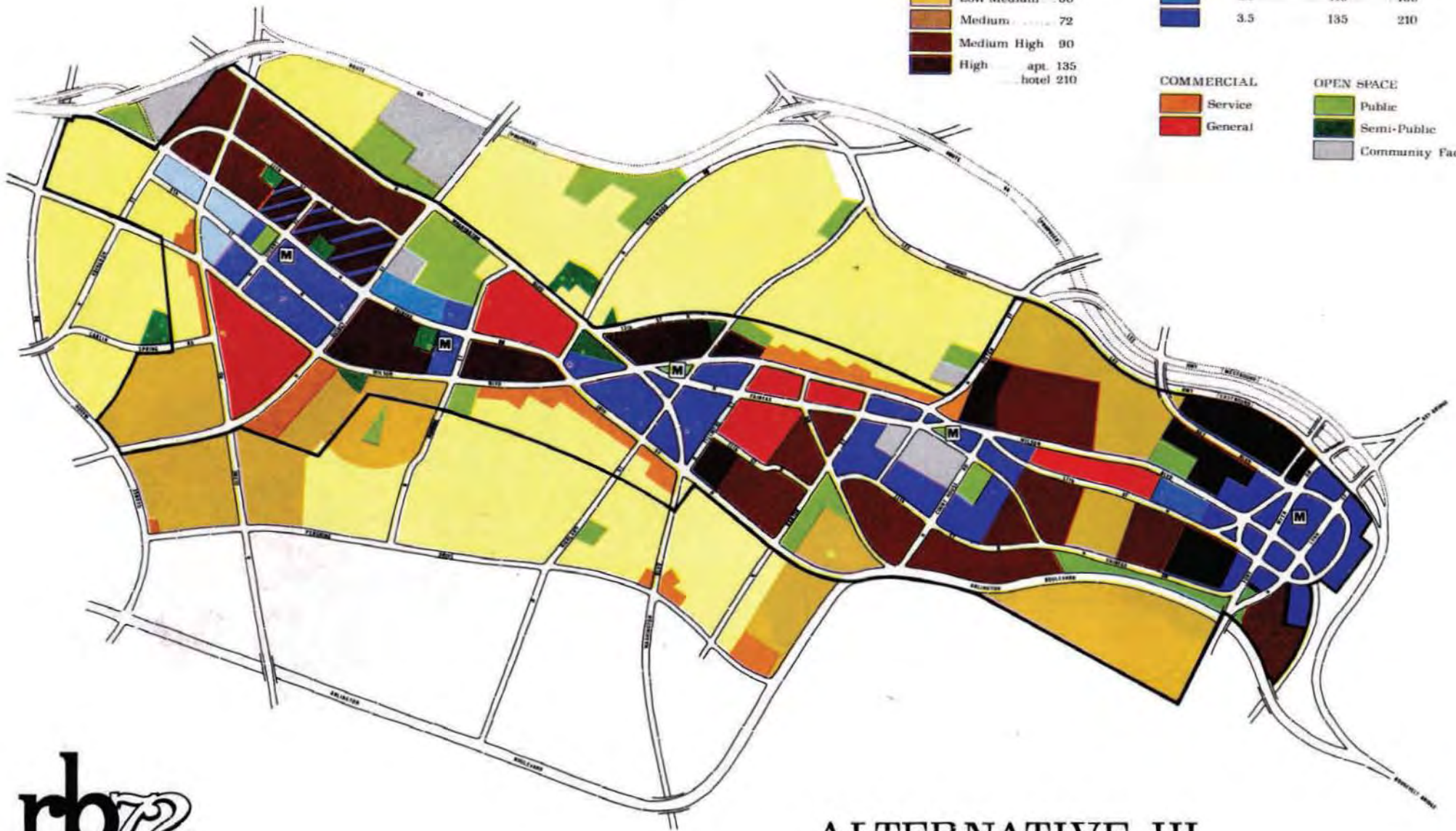
LAND USE and MAXIMUM DENSITY

RESIDENTIAL	units/acre
Low	10
Low	15
Low Medium	30
Medium	72
Medium High	90
High	apt. 135 hotel 210

OFFICE	APT.	HOTEL
(floor area ratio)	units/acre	units/acre
1.5	90	135
2.5	115	180
3.5	135	210

COMMERCIAL
Service
General

OPEN SPACE
Public
Semi-Public
Community Facility

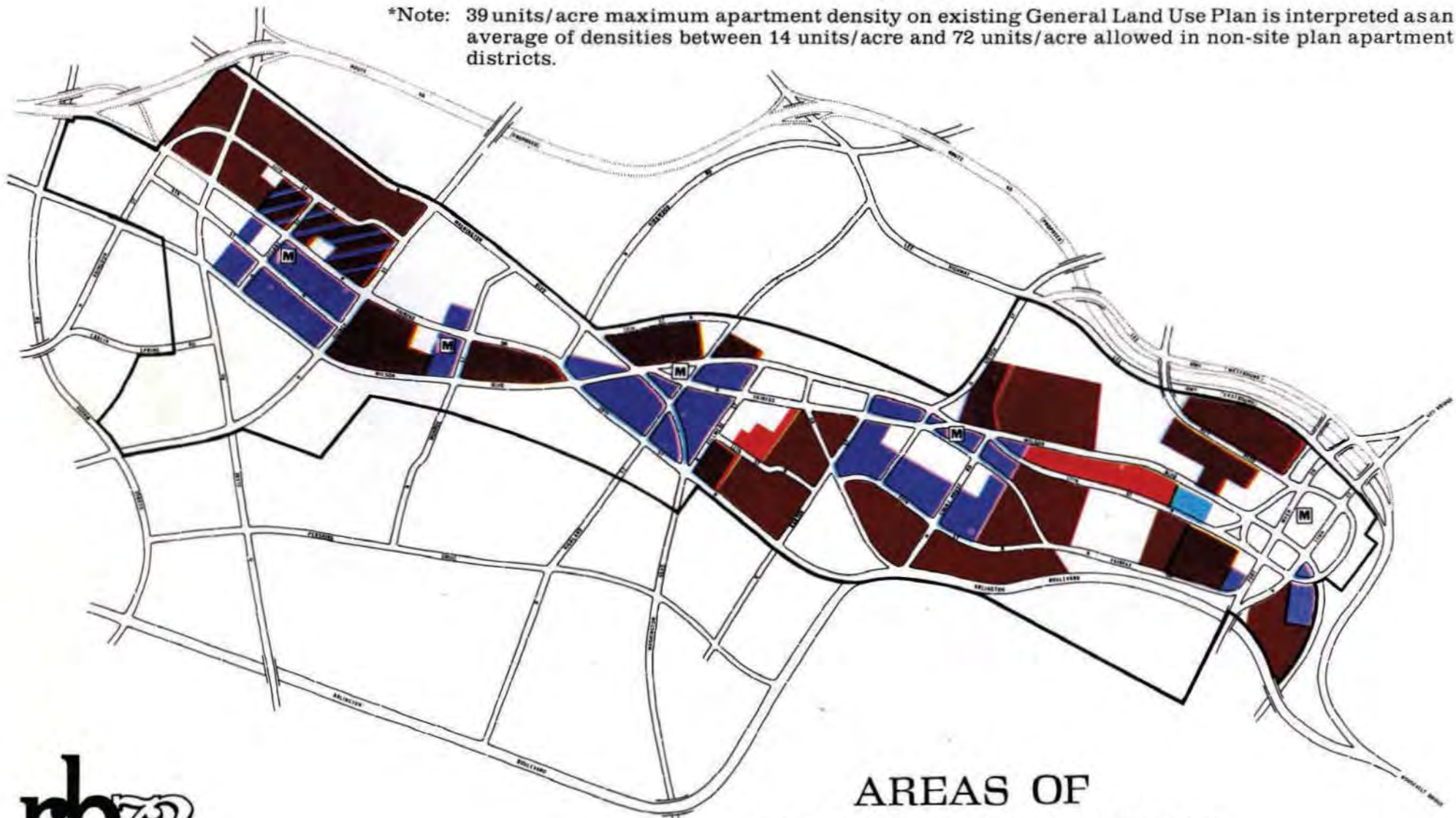


ALTERNATIVE III

The areas shown below are suggested for greater densities than the existing General Land Use Plan,* and would produce the following holding capacity:

	<i>Alternative III</i>	<i>Existing</i>
Office Gross Floor Area	15,980,000 sq. ft.	4,880,000
Employees	84,100	25,700
Commercial Gross Floor Area	5,000,000 sq. ft.	2,500,000
Employees	11,100	5,600
Dwelling Units	31,700	13,400
Population	57,900	31,200
Hotel Units	4,900	800

*Note: 39 units/acre maximum apartment density on existing General Land Use Plan is interpreted as an average of densities between 14 units/acre and 72 units/acre allowed in non-site plan apartment districts.

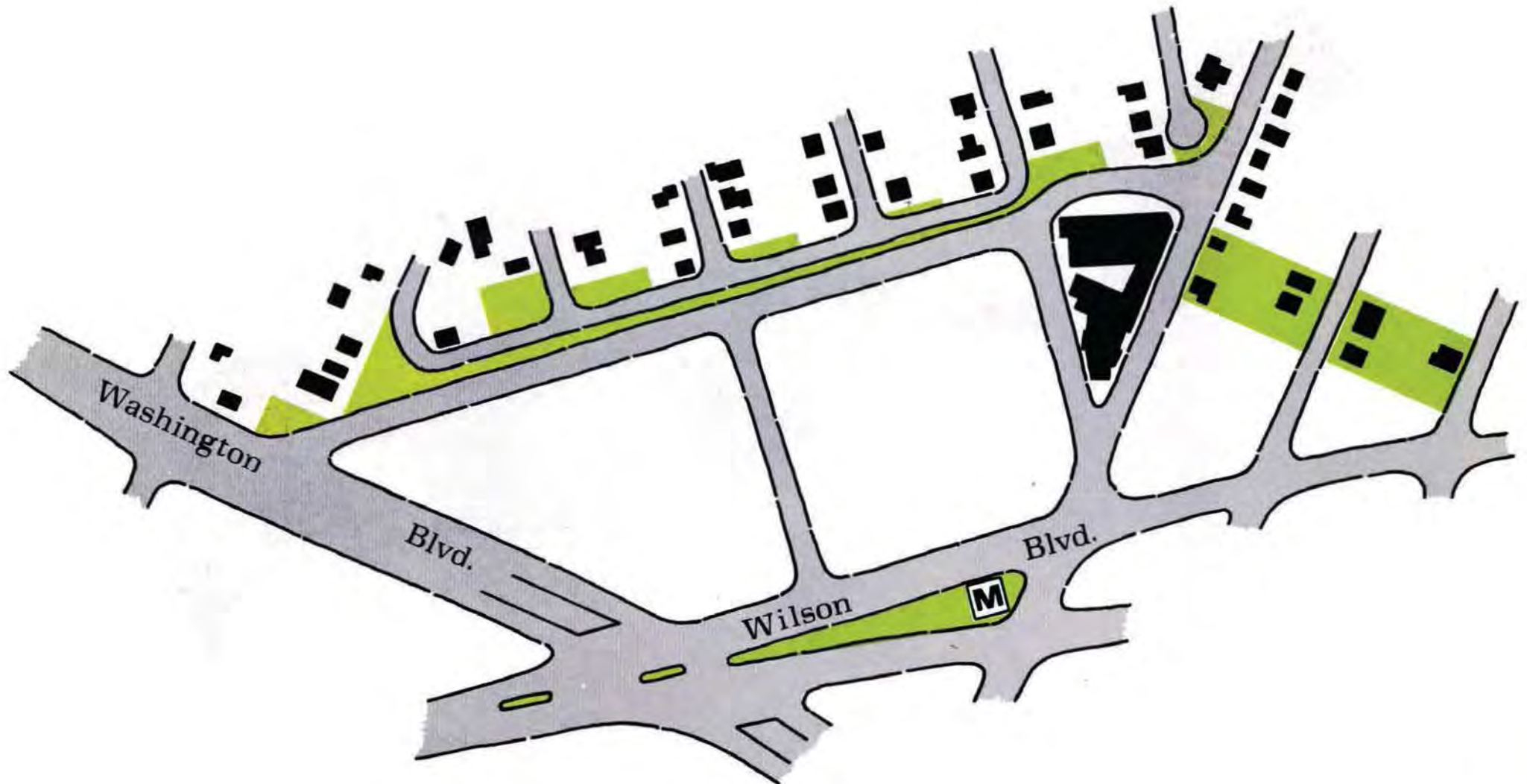


AREAS OF GREATER DENSITIES

NEIGHBORHOOD PRESERVATION

Each of the preceding alternatives assumes that the character of adjoining single-family neighborhoods will be preserved. Four neighborhoods within the "RB 72" study area have organized under the County's Neighborhood Conservation Program. These are Lyon Village, Lyon Park, Ashton Heights and Stonewall Jackson. Other neighborhoods have shown interest in the program. The General Land Use Plan and the Neighborhood Conservation Program will be the major tools for preservation.

Specific problems of transition and interface between single-family and high density development must be addressed as they are identified. One such problem is the impact of through traffic in the neighborhood. A solution which might be used in the Clarendon area is shown below.



The following are major areas of concern in future studies of neighborhood conservation, environmental improvement and housing problems.

OTHER MASTER PLAN ELEMENTS

There are four other elements to the Master Plan; transportation, water, sanitary sewer, and storm water drainage. The Water Master Plan was revised on August 7, 1971. On August 5, 1972, the County Board revised the sanitary sewer and storm water drainage portions of the Master Plan.

The alternatives assume that the external capacity constraints imposed by the revised plans for utilities will remain constant and are adequate to serve the Corridor. Future testing will determine if small area capacities can adequately serve the described land use.

Traffic testing of the three alternatives to prepare for revisions to the transportation plan is underway. A community facilities plan has not yet been initiated.

TIMING

Improvement in transportation and utility systems are critical to the timing of redevelopment opportunities in the Corridor. Since the majority of these improvements are not in place at this time, redevelopment must be staged. Major bottlenecks will occur if development is allowed in the Corridor in advance of these improvements.

First priority should be given to development in Rosslyn. The transportation system to serve redevelopment has already begun. The development of several additional key parcels is essential to the completion of both the vehicular and pedestrian circulation system. This development should receive the highest priority, and development elsewhere in the Corridor which might delay development within Rosslyn should be discouraged.

CONCLUSIONS AND COMPARISONS

The maximum net new development which could occur, based on the previously expressed holding capacities, is shown below.

	<i>Alternative I</i>	<i>Alternative II</i>	<i>Alternative III</i>
Office Gross Floor Area	4,050,000 sq. ft.	4,050,000 sq. ft.	11,100,000 sq. ft.
Employees	21,300	21,300	58,400
Commercial Gross Floor Area	5,400,000 sq. ft.	2,500,000 sq. ft.	2,500,000 sq. ft.
Employees	11,900	5,500	5,500
Dwelling Units	2,900	25,900	18,300
Population	3,600	38,800	26,700
Hotel Units	1,700	1,700	4,100

The employee-to-housing unit ratio for each of the alternatives varies greatly.

	<i>Employee-to-Housing Unit Ratio</i>
Alternative I	3.96 employees/housing unit
Alternative II	1.48 employees/housing unit
Alternative III	3.00 employees/housing unit
Existing R-B	2.34 employees/housing unit
Existing County-wide	1.64 employees/housing unit

Each of the alternatives presented would affect the transportation system and other public facilities differently. These effects need further study. Further study should include, but not be limited to, transportation testing, cost/benefit testing and public facilities requirements.

See Attachment

**JOSEPH S. WHOLEY
COUNTY BOARD CHAIRMAN**

**MICHAEL A. WYATT
PLANNING COMMISSION CHAIRMAN**

**BERT W. JOHNSON
COUNTY MANAGER**

**PREPARED BY PLANNING AND ZONING SECTION,
PLANNING DIVISION
DEPARTMENT OF ENVIRONMENTAL AFFAIRS, NOVEMBER 1972**