1972 RB '72: Rosslyn-Ballston Corridor Alternative Land Use Patterns. Various development scenarios were studied along a proposed subway line through the County's central region.

1975 The County Board adopted a Long Range County Improvement Program (LRCIP) which placed high priority on the development of a design program for the Courthouse government complex.

The "Rosslyn-Ballston Corridor Committee" (RBCC), representing a wide range of community interests, presented recommendations on the future character.

1977 The County Board approved changes to the General Land Use Plan (GLUP) to guide development along the Rosslyn-Ballston Corridor. For Courthouse the amended GLUP supported expansion of government facilities, major residential and office development, and limited commercial revitalization in a tight core around the Metro station while preserving surrounding neighborhoods.

The County Board designated the Colonial Village area a "Coordinated Preservation and Development District" to ensure preservation of major portions of Colonial Village while providing for the development of office space adjacent to the Metro station.

1978 The County Board designated the original 276 units of the Colonial Village complex a Historic District and approved a development plan for 1,573 housing units (preserving 900 existing units) plus 760,000 square feet of office space.

1979 The Courthouse Metro Station opened, served by the Metrorail Orange Line that then extended from Rosslyn to Ballston in Arlington.

1981 The County Board adopted the Court House Sector Plan which emphasized expansion of the government center ringed by a balanced mix of high-density office and residential development.

1986 After almost four years of an extensive public review process that included a GLUP amendment, a rezoning, and a design competition, the Courthouse Plaza site plan was approved for a private development on County-owned property. This joint public/private project included the existing Courthouse and Police Detention Center, and new high density residential, hotel, office, and retail development.

1988 The Arlington Courthouse Plaza opened. The Plaza offers a mix of office space in two office buildings, rental residential units, underground parking spaces, a Metrorail entrance, restaurants/cafes, ground-level retail/service businesses, movie theaters, and a public plaza with fountains connecting this wide variety of activities.

1989 The County Board approved a change of zoning classification and a use permit for the construction and operation of a jail on the block bounded by North Courthouse Road, 15th Street North, North Troy Street and 14th Street North. This site was also expected to house the new courts and a police building.

Mid-Course Review of Development in the R-B Corridor was initiated to analyze the "quality of place" that had evolved and to reevaluate the vision for each Metro Station Area.

1991 The County Board approved the construction and operation of the new courts and police facility (300,000 sq.ft.of GFA) on the south portion of the block.

1993 The County Board adopted the Courthouse Sector Plan Addendum. The Addendum further define the Concept Plan and elements of urban design for the County's new government center with underground parking, an adjacent civic plaza, and a performing arts center.

1994 The new Justice Center was completed on the east side of Courthouse Road directly across from the original 1898 Courthouse site. This two-building complex includes the Arlington County Courthouse and the Arlington County Detention Center.

1997 The County demolished the 1960's Courthouse tower and office wings that had been built on the original 1898 Courthouse site. In furtherance of the Sector Plan Addendum's goals, the County Board approved development on the site of a public plaza, an office/retail building, and an underground parking facility.
Introduction

The Courthouse Metro Station Area comprises approximately 150 acres of land containing a mixture of residential, government, office, and commercial development. The Courthouse Metro Station is located within the Rosslyn-Ballston (R-B) Corridor on the Orange Line of the Metrorail system. Since 1898, when the Courthouse was relocated from the City of Alexandria to Fort Myer Heights, the government center has been a central focus of this area. Both the relocation of the government center and the area’s convenience to transportation facilities led to the development of Arlington’s first residential subdivisions. Since the Courthouse Metro Station opened in 1979, a balanced mix of private office and high-density residential buildings has been developed within a quarter mile of the Metro station, surrounding the government core. Older and well-established neighborhoods in the peripheral areas are being preserved.

In the 1970’s, an extensive land use planning process for the R-B Corridor was undertaken. The County studied alternative growth strategies after it decided in favor of the Wilson Boulevard and Fairfax Drive routing as the proposed path of a subway line through Arlington. Such an alignment was expected to bring revival and redevelopment to an aging corridor and focus development adjacent to mass transit, while preserving the remainder of the County as primarily single-family residential neighborhoods.

In 1972, the County published its first comprehensive document examining redevelopment alternatives for the R-B Corridor. This document, RB '72: Rosslyn-Ballston Corridor Alternative Land Use Patterns, described three alternative scenarios, with separate growth patterns and traffic studies, as the basis for developing policy guidelines for the Corridor. In 1975, after the publication of several studies detailing various alternatives of the Corridor’s future development, the County Board adopted a Long Range County Improvement Program (LRCIP), which set forth County policies for the remainder of the century. The program affirmed the basic conceptual pattern of development, which called for: (1) a concentration of high density mixed-use development around Metro stations, (2) a tapering down of density toward surrounding lower density residential areas, and (3) preservation of well-established neighborhoods. In 1977, after two years of extensive public participation, the County Board approved changes to the General Land Use Plan (GLUP) to guide future development in the R-B Corridor.

The County Board adopted the Court House Sector Plan in 1981 and the Courthouse Sector Plan Addendum in 1993. Both documents reinforce the vision for the Courthouse Metro Station Area as a model urban government center with a mix of new high-density office and residential uses, and the preservation of nearby residential neighborhoods.

These visions began to take form in the office/retail/residential mix in the Arlington Courthouse Plaza (1988), as well as the Justice Center containing the new Courthouse and Detention Center (1994). Furthermore, in 1997, the County Board approved development of an office/retail building with an adjacent plaza and associated underground parking to be located directly in front of the Justice Center on Courthouse Road. These projects will complete the core of Arlington’s urban government center.

Land Use and Zoning

The General Land Use Plan (GLUP) presents the County Board’s policy for future development by establishing the overall character, extent, and placement of various land uses. The plan serves as a guide for future decisions and actions concerning development in the Courthouse Metro Station Area. The GLUP establishes the basis for intense urban redevelopment in much of the central core.
Development Trends

Overview

By 1999, both office/commercial and residential development in the Courthouse Metro Station Area more than doubled 1980 inventories. During that period, residential units increased by almost 100% with 2,842 new units. Office and commercial square footage increased by almost 300% from 920,000 sq. ft. to 3,665,511 sq. ft. When measured by these standards, the Courthouse Metro Station Area experienced the second highest growth rate in the R-B corridor, second only to Ballston.

The Metropolitan Washington Council of Governments (COG) Cooperative Forecasts assessed development capacity in the Metro corridors in January 1996. These forecasts and Arlington County's data estimate the Courthouse area's office/commercial capacity in March 1999 at 4,697,348 square feet and residential capacity at 5,116 units (these figures include capacity already committed to projects which are approved but not yet constructed). A January 1998 COG report projects that 80% of the Courthouse area's total development capacity (4,093 units) will probably be built by 2020.

Office/Commercial Development

By March 1998, the Courthouse Metro Station Area contained approximately 3,599,926 square feet of office/commercial space. In addition, a project of 264,000 square feet of office space was under construction, and five projects totaling another 870,120 square feet of office/commercial space had received site plan approval but had not yet started construction. 18% of existing or approved office/commercial space projects in the Courthouse Metro Station Area was built in the 1990's. Office/commercial construction is expected to continue in the new millennium, but at a slower pace than in the previous decade.

From 1980 to 1990, at-place employment increased approximately 102%, from 4,990 to 10,089 jobs. A 1998 COG report estimated that 1990-1999 at-place employment rose 55% with another 15,668 positions; this is triple the rate of office/commercial space growth during the same period (18%). At-place employment is expected to rise approximately 12% from a projected 16,080 positions in 2000 to 18,029 in 2010, from 2010 to 2020 the figure is expected to rise approximately another 9% to 19,580 positions. The 2000 to 2020 rise in employment could create demand for as much as 1.3 million additional square feet of office space.

Residential Development

Between January 1989 and March 1999, 2,705 multi-family residential units and 81 single-family attached units were built in the Courthouse Metro Station Area. Another 27 units were under construction in March 1999. Since 1985, no residential units converted to co-op or condominium.

Arlington County does not own or administer public housing. However, Arlington County's affordable housing program includes residential units designated as "Community Benefit Units" (CBU's) which are owned by non-profits, contractually obligated through government programs to remain affordable to low-moderate income households, or have provisions for resale to low- or moderate-income buyers. As of March 1999, there were 862 residential units in the Courthouse Metro Station Area classified as CBU's.

Based on estimates from COG's forecasts in January 1998, the Courthouse Metro Station Area contains a remaining capacity of 5,116 residential units, including projects under construction or approved for construction in March 1999.

The Courthouse Metro Station Area's population in 1990 was 6,214, approximately 26% higher than in 1980. The area's 1999 population was projected by COG to reach 11,442, reflecting 84% growth in the 1990's. Population estimates show growth slowing in the next two decades (just 7% between 2000 and 2010 and 6% between 2010 and 2020).

Hotel/Motel Development

The Courthouse area has one hotel with a total of 392 rooms built in the 1980's. As of March 1999, two additional hotel projects with a total of 517 rooms had been approved but not yet built.

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Sources: (1) COG Round 6.1 Cooperative Forecasts of Population Households and Employment, Arlington, Va. (Most Probable Scenario), 9/11/96; (2) Arlington County DCPHD Data Analysis and Research Team, 6/299.
Urban Design Concepts

In 1989 a Mid-Course Review of Development in the R-B Corridor was initiated with a three-day "charrette" aimed at analyzing urban design issues. Major recommendations for the Courthouse area included: the creation of a "Courthouse Square" with landscaped promenades leading to important surrounding structures and open space, and the inclusion of a civic auditorium or cultural facility.

The November 1993 Courthouse Sector Plan Addendum synthesizes these ideas and illustrates the type of environment envisioned for the Metro Station Area. The overall goal is to create a government center surrounded by a balanced mix of plazas and high density residential and office uses. Major elements of the plan included the following:

- Establishment of a separate visual identity for the Courthouse area, with the Courthouse Plaza the focal point, through attractive streetscapes and a mix of high-density residential/office/hotel/theaters/retail development;
- Conservation of neighborhood identity by preserving existing low density and medium density residential areas;
- Establishment of a coordinated open space system by linking a variety of plazas, promenades and small parks throughout the core of the Courthouse area; and,
- Establishment of a coordinated circulation system by installing distinct pedestrian pathways and an efficient vehicular system easily understood by both pedestrians and motorists.

The Sector Plan Addendum provides design guidelines under four categories: circulation system, public utilities and facilities, urban plazas and open space, and structural elements, which include guidelines for sidewalks, trees and street furniture. The Addendum offers clear direction for short- and long-term redevelopment within the area, as well as for the treatment of important new civic spaces. For example, the Addendum's vision is guiding the development of a proposed civic plaza opposite the Justice Center on the site of the current municipal surface parking lot. This new development will link the existing mixed-use Courthouse Plaza and the Justice Center to create Arlington's most important urban civic space. Detailed streetscape standards are provided in the R-B Corridor Streetscape Guidelines. The Government Center Master Plan addresses the specific design criteria.

Community Facilities

A variety of community facilities serving the Courthouse Metro Station Area are located in or near the area. These facilities are briefly described below.

The Public Library

A Government Reference branch of the Arlington County Public Library is located in the County office building in Courthouse Plaza. This branch offers government documents and research assistance, an on-line card catalog and Internet connection, and the ability to order materials from any other County library branch. A library book drop-off box is located in the library. In addition, the Central Library is located near the Courthouse Area, on North Quincy Street.
The Courthouse Metro Station Area is served by a total of six public schools. Children in grades K-5 may attend Key Elementary School or the Arlington Science Focus School. Key Elementary School offers a Montessori program for ages 3-5; the K-5 curriculum includes a language immersion program providing instruction in Spanish for some classes. Swanson Middle School and Williamsburg Middle School serve children in grades 6-8. High school students attend either Yorktown High School or Washington & Lee High School.

**Police, Fire and Rescue**

Police services are administered at the Police Department and Detention Center located adjacent to the Courthouse in the Justice Center. The nearest fire stations, #4 and #10, are located just outside the Courthouse area. Emergency medical services for the Courthouse area operate from Fire Station #10, on Wilson Boulevard in Rosslyn.

**Government Services**

Most Arlington County government services, including voter registration, housing services, building permits, the employment center, and some human services, are provided in the government center at Courthouse Plaza.

**Open Space**

In the Courthouse area, Rocky Run Park, with a total of 2.3 acres, is the major open space site. The County leases garden plots south of the park; known as Barton Park, these plots are allocated to the public by application on a space available basis. The Key School grounds and McCoy Park with 1.7 acres on North 21st Street comprise the public open space north of Wilson Boulevard. In addition, the public plaza and fountains in the Arlington Courthouse Plaza serve the area's residents, visitors, workers, and customers. A large park and plaza is being designed for the space joining the Justice Center and the Arlington Courthouse Plaza (currently a parking lot).

Hike/bike trails in the Courthouse Metro Station Area appear along North Fairfax Drive, I-66, North Veitch Street, North Rhodes Street and Key Blvd. These trails connect to paths leading south to the Mount Vernon Trail, north and east to Georgetown and the C&O Canal Towpath, and west to Leesburg, VA. Trails added in the last several years have largely followed the proposed and recommended routes described in the Sector Plan.

A Courthouse area institution, the Farmer's Market, occurs each Saturday morning (April-October) in the 14th Street right-of-way and adjacent parking area between North Courthouse Road and North Veitch Street.

**Child Care Center**

The Courthouse Metro Station Area is served by three childcare centers:

- **Arlington Children's Center** located at 1915 North Uhle Street; this center provides care for 63 children from 8 weeks to 5 years old.

- **Sugarplum Day Nursery** located at 1227 North Scott Street; this center provides care for 42 children from 2 years to 6 years old.

- **Blue Bird Day School** located at 2401 9th Street North; this center provides care for 48 children from 2 years to 6 years old.

**Transportation**

The Courthouse Station Area is easily accessible and is well served by the existing street network. Lee Highway, Wilson Boulevard, Clarendon Boulevard (as recommended in the Sector Plan and constructed in the late 1980's), and Arlington Boulevard are the major east-west routes providing good access to Rosslyn and the District of Columbia to the east and Clarendon to the west. North Courthouse Road and North Barton Street are the major north/south connecting streets.

**Parking**

The Sector Plan focused on the reduction in surface parking, an inefficient use of public land surface, as one of its goals. In 1999, approximately 2.7% of surface land in the Courthouse Metro Station Area is dedicated to commercial, municipal or metered parking. With the development of Courthouse Plaza, the County reduced surface parking significantly by shifting most employee parking to the complex's new underground parking garage with more than 1,100 spaces. A current municipal surface parking lot offers 180 metered spaces between the Courthouse Plaza and the Justice Center. In the future, an additional underground parking facility may be located underneath a proposed civic plaza to be built on the site of the current surface parking lot; this facility could provide between 800 and 1,000 more parking spaces for the Courthouse Metro Station Area. Furthermore, the County continues to expand the number of metered surface parking spaces where possible.
Concept Realization

18 years after the adoption of the Sector Plan, the Courthouse Metro Station area is a model for transit-oriented development. A balanced mix of high-density residential and office/commercial space has been developed around the central core of the station. Retail and a new residential building have been constructed, and the previously undeveloped site has been rezoned R1. A waterfront park and open space has been provided for public enjoyment.

To read this text naturally:
- Read each paragraph as a whole, without skipping words or lines.
- Follow the logical flow of the text, ensuring each concept is understood before moving on to the next.
- Pay attention to any headings or subheadings to guide the understanding of different sections of the document.

For full comprehension, the reader should focus on the key points highlighted in the Concept Realization section.