ROSSLYN
Transit Station
Area Study

OCTOBER, 1977
# Table of Contents

- **Summary of Recommendations** .......................................................... 1
- **Introduction** ......................................................................................... 6
- **Background** ......................................................................................... 9
- **LRCP Framework for Rosslyn Station Plan** ......................................... 13
- **Land Use** ............................................................................................ 17
  - Original Rosslyn Plan Area ................................................................. 19
  - Conservation and Development Areas ............................................... 31
  - Transition Areas ................................................................................... 33
  - New Development Areas ..................................................................... 35
- **Zoning** ................................................................................................ 39
  - Zoning Issues ....................................................................................... 40
- **Transportation** .................................................................................. 44
  - Master Thoroughfare Plan ................................................................. 45
  - Master Transit Plan ............................................................................... 49
  - Master Bikeway Plan ........................................................................... 52
  - Master Walkways Policy Plan ............................................................ 54
- **Utilities** ............................................................................................... 65
  - Sanitary Sewer System ....................................................................... 66
  - Water Distribution System .................................................................. 66
  - Storm Drainage .................................................................................... 68
  - Electricity and Natural Gas ................................................................. 68
- **Community Facilities** ......................................................................... 69
  - Public Schools ...................................................................................... 70
  - Fire - Rescue ......................................................................................... 72
  - Police .................................................................................................... 72
  - Library .................................................................................................. 72
  - Human Resources .................................................................................. 73
  - Open Space ........................................................................................... 74
- **Urban Design Element** ....................................................................... 82
  - Identification and Characteristics of Urban Design Elements ......... 87
  - Existing Standards ............................................................................... 89
  - Issues and Potentials .......................................................................... 91
  - Recommended Urban Design Standards ........................................... 93
LIST OF MAPS

<table>
<thead>
<tr>
<th>MAP</th>
<th>TITLE</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAP 1</td>
<td>REGIONAL LOCATION</td>
<td>8</td>
</tr>
<tr>
<td>MAP 2</td>
<td>THE ROSSLYN-BALLSTON CORRIDOR</td>
<td>12</td>
</tr>
<tr>
<td>MAP 3</td>
<td>DEFINITION OF STUDY AREA</td>
<td>18</td>
</tr>
<tr>
<td>MAP 4</td>
<td>GENERAL LAND USE PLAN</td>
<td>20</td>
</tr>
<tr>
<td>MAP 5</td>
<td>LAND USE ISSUES</td>
<td>21</td>
</tr>
<tr>
<td>MAP 6</td>
<td>INVENTORY OF DEVELOPMENT</td>
<td>23</td>
</tr>
<tr>
<td>MAP 7</td>
<td>INVENTORY OF VACANT AND UNDERUTILIZED SITES</td>
<td>25</td>
</tr>
<tr>
<td>MAP 8</td>
<td>COMMERCIAL LOCATIONS</td>
<td>28</td>
</tr>
<tr>
<td>MAP 9</td>
<td>RECOMMEND REZONING</td>
<td>42</td>
</tr>
<tr>
<td>MAP 10</td>
<td>UNCONSTRUCTED ELEMENTS OF MASTER THOROUGHFARE PLAN</td>
<td>46</td>
</tr>
<tr>
<td>MAP 11</td>
<td>BUS ROUTING THROUGH ROSSLYN STATION AREA</td>
<td>50</td>
</tr>
<tr>
<td>MAP 12</td>
<td>MASTER BIKEWAYS PLAN</td>
<td>53</td>
</tr>
<tr>
<td>MAP 13</td>
<td>RECOMMENDED BIKEWAY IMPROVEMENTS</td>
<td>56</td>
</tr>
<tr>
<td>MAP 14</td>
<td>RECOMMENDED CURB AND GUTTER IMPROVEMENTS</td>
<td>58</td>
</tr>
<tr>
<td>MAP 15</td>
<td>PEDESTRIAN OBSTRUCTIONS</td>
<td>59</td>
</tr>
<tr>
<td>MAP 16</td>
<td>GRADE-SEPARATED PEDESTRIAN WAYS (Built and Adopted)</td>
<td>61</td>
</tr>
<tr>
<td>MAP 17</td>
<td>GRADE-SEPARATED PEDESTRIAN WAYS (Alternatives)</td>
<td>63</td>
</tr>
<tr>
<td>MAP 18</td>
<td>SANITARY SEWER SYSTEM</td>
<td>67</td>
</tr>
<tr>
<td>MAP 19</td>
<td>COMMUNITY FACILITIES</td>
<td>71</td>
</tr>
<tr>
<td>MAP 20</td>
<td>OPEN SPACE</td>
<td>75</td>
</tr>
<tr>
<td>MAP 21</td>
<td>RECOMMENDED LANDSCAPING</td>
<td>96</td>
</tr>
<tr>
<td>MAP 22</td>
<td>SCENIC VISTAS</td>
<td>100</td>
</tr>
</tbody>
</table>

LIST OF FIGURES

<table>
<thead>
<tr>
<th>FIGURE</th>
<th>TITLE</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>FIGURE 1</td>
<td>ROSSLYN TRANSIT STATION AREA LRCIP LAND USE OBJECTIVES</td>
<td>14</td>
</tr>
<tr>
<td>FIGURE 2</td>
<td>ORIGINAL ROSSLYN PLAN AREA INVENTORY OF OFFICE, APARTMENT AND HOTEL STRUCTURES VACANT SITES</td>
<td>24</td>
</tr>
<tr>
<td>FIGURE 3</td>
<td>ORIGINAL ROSSLYN PLAN AREA INVENTORY OF UNDER-DEVELOPED, UNDERUTILIZED AND VACANT SITES</td>
<td>26</td>
</tr>
</tbody>
</table>
LIST OF ILLUSTRATIONS

ILLUSTRATION 1 - LAND USE RECOMMENDATIONS..................................... 38
ILLUSTRATION 2 - PROPOSED STREET IMPROVEMENTS............................. 97
SUMMARY OF RECOMMENDATIONS

LAND USE

GENERAL LAND USE PLAN CONSIDERATIONS:

1. Change the General Land Use Plan designation from "High" density Office, Apartment, and Hotel uses to "Public" for the area known as the Hessick Tract.

2. Change the General Land Use Plan designation from "Public" to "Low-Medium" residential for the area directly west of the Wilson Community Center, across North Quinn Street.

3. Change the General Land Use Plan designation from "Medium" to "High-Medium" density residential in the block bounded by 17th Street, North, North Ode Street, 16th Street, North, and North Pierce Street.

4. Change the General Land Use Plan designation from "Public" to "High" density Office, Apartment, and Hotel for the area north of the McDonald's site bounded by North Moore Street, 19th Street, North, and North Lynn Street.

CONSERVATION CONSIDERATIONS:

1. Seek to preserve and enhance the Colonial Terrace area through the use of Community Development funds.

2. Strengthen the commercial uses at Colonial Village Shopping Center by providing improved pedestrian access through the use of Community Development funds.

3. Initiate intensive code enforcement in conservation areas.

DEVELOPMENT CONSIDERATIONS:

1. Lead efforts to deck-over I-66 for open space uses between Fort Myer Drive and North Lynn Street.

2. Explore alternative uses for decked-over portion of I-66 between North Nash Street and Fort Myer Drive.

3. Encourage development on key Rosslyn Plan area sites by considering zoning ordinance amendments to permit more imaginative and creative design.
4. Improve Rosslyn's market strength for existing and new office space through positive joint County/Private efforts.

ZONING

The zoning recommendations are made to provide a more consistent zoning pattern for the study area and to reflect changes in the General Land Use Plan. In addition, these changes are recommended with the intent to stimulate development in the immediate Metro Station area (see Figure 4 for all zoning recommendations).

TRANSPORTATION

Master Thoroughfare Plan:

1. Encourage redevelopment of the two remaining sites to facilitate construction of the remaining portions of the loop road system.

2. Define what improvements will be constructed by the state in conjunction with the construction of I-66 including:
   - Curb, gutter and sidewalk
   - Pedestrian facilities
   - Resurfacing of streets
   - Preservation of open space
   - Storm drainage improvements
   - Landscaping

3. Continue efforts to encourage the decking-over of the I-66 right-of-way between North Nash Street and North Lynn Street.

4. Seek state funding to construct the feeder-ramp from George Washington Parkway to Rosslyn Circle.

Master Transit Plan:

PERMANENT

1. Provide all sidewalk improvements needed to facilitate access to the Metro Station.

2. Provide a comprehensive signage system for Metro Station areas.

3. Provide improved pedestrian facilities for crossing North Moore Street at-grade directly in front of the Metro Station by expanding sidewalks and changing paving materials to define pedestrian crossing areas.

TEMPORARY

1. Provide shelter facilities for waiting passengers which enhance the design and appearance of the station area.

2. Provide free bike racks or storage lockers in the immediate station area.
Master Bikeway Plan:

1. Those bikeways which facilitate commuter access to the Rosslyn Metro Station should be given priority over other planned bikeways; specifically the Rosslyn Trail.

2. Additional bikeways which connect existing and planned open space facilities should be encouraged; specifically the Rhodes and Key Trails.

Master Walkways Policy Plan:

1. All of the proposed sidewalk, curb and gutter, and street paving improvements should be programmed to take place for an entire street once work begins.

2. Removal of pedestrian obstructions should be scheduled in coordination with programmed street improvements.

Grade-Separated Walkway Improvements:

1. The developer of the Rosslyn Center should be encouraged to provide the pedestrian bridges to the Metro at the earliest possible date.

2. High priority should be given to funding the two remaining pedestrian bridges (#1 and #5 on Map 16).

3. A signage system should be developed and installed to clearly identify at-grade access to the grade-separated system and to identify focal points within the system.

4. Methods for providing protection from the elements such as awnings, enclosures, etc. should be examined and provisions made for either owners and/or the County to supply such improvements.
UTILITIES

It is recommended that current policies be continued with localized improvements as needed (see Map 18).

COMMUNITY FACILITIES

Open Space (refer to Map #20):

1. Acquire property between 18th Street, North and Key Boulevard to provide open space in conjunction with Wilson Community Center.

2. Once the I-66 issue is resolved, initiate efforts to obtain use of the right-of-way adjacent to I-66 (site #9) for open space.

3. Continue efforts to have I-66 (if constructed) decked-over between North Nash and North Lynn Streets for provision of open space.

4. Encourage the transfer of density rights from site #12 to expand Hessick Tract open space.

5. Encourage the transfer of density rights from site #13 to encourage open space use.

6. Acquire the service station site adjacent to the Wilson Community Center.

7. Close the street right-of-way at the intersection of 16th Street, North and North Queen Street to provide appropriate recreational facilities within the existing right-of-way.

8. Encourage the Northern Virginia Regional Park Authority to pursue the proposed boathouse facility.

9. Coordinate efforts with the National Park Service to design and install a beautification project for the Rosslyn Circle traffic island (site #15).

10. Coordinate efforts with the State to design and install a beautification project for the traffic island at North Lynn Street and Fort Myer Drive (site #16).

11. Design and install a special treatment for pedestrian links between open space areas to identify the open space system.

12. Stress the provision of on-site recreation facilities with future development.
URBAN DESIGN

Design standards are recommended for the following areas:

- STREETSCAPE
- URBAN DESIGN
- TRANSITION AREAS
- VISTAS
- PARKING

The proposed standards will provide the Rosslyn-Ballston Corridor with improved identity, and unity of development while creating a more attractive environment. These standards are based upon the adopted Master Walkways Policy Plan and the recent revisions to the Commercial Districts. Complete listing and explanation of these standards are contained in the Urban Design Section of this report.
INTRODUCTION
Over the past five years Arlington has been involved in an extensive Metro Station Area Planning process. As a priority action of the December 1975 Long Range County Improvement Program, the County Board adopted the following goal:

"Develop Sector Plans to guide the general character of development and conservation in the vicinity of each Metro station, time phased with the operation of Metro. Plans should include any necessary capital improvements including street changes and possibly parking garages, land acquisition, determination of buffer requirements and consideration of special benefit tax district to pay for these." 1/

In response to that goal, this Rosslyn Transit Station Area Study has been prepared to ensure coordination of public and private improvements within the Metro station areas in accordance with the recently adopted General Land Use Plan. This study provides the framework for the first of five transit station area plans that will serve the following purposes:

1. To provide a comprehensive land use and zoning framework for future development in the vicinity of the Metro stations.
2. To identify problems and issues with regard to potential development in the station areas.
3. To identify the public and private improvements required to bring about a coordinated development that will meet both public and private needs.
4. To identify priorities for needed public and private improvements in station areas.
5. To identify implementation strategies required to achieve a coordinated development meeting both public and private interests.
6. To provide a set of design and performance standards to ensure that existing and future development will be compatible and of an acceptable quality.

The Rosslyn Transit Station Area Study provides a detailed examination of existing conditions within the study area; a discussion of issues and needs concerning land use, zoning, transportation, community facilities, and urban design; alternative courses of action which will address the issues; a cost analysis of various improvement alternatives; and a recommended plan of action for accomplishing these improvements. Where required, elements of the station area plan will serve as the basis for amendments to the General Land Use Plan and the Master Plans for Transportation and Utilities. The Rosslyn-Ballston Corridor Zoning Study2/, June 19, 1977, provides an assessment of existing zoning within the corridor.
Regional Location
BACKGROUND

°1962 Rosslyn Master Plan
°Transit Station Areas - Rosslyn-Ballston Corridor
The Rosslyn Study Area extends from Key Bridge west to North Rhodes Street. Within the study area, there are four distinct neighborhoods: Colonial Terrace, the eastern portion of the Colonial Village Apartments, a portion of the Fort Myer Heights neighborhood north of Arlington Boulevard and the Fort Myer Heights neighborhood south of Arlington Boulevard. The study area is dominated however, by the high rise office-apartment-hotel development that has taken place in the area of the Rosslyn Metro Station over the past 15 years.

In a commercial area study of 1957, Rosslyn was described as an area used for open storage of building materials and automotive parts, with many buildings substandard in quality and that with some exceptions "...its general appearance is no credit whatever to the County".

Recognizing the location and potential of Rosslyn the County Board adopted a master plan for the Rosslyn Area in 1962, based on a coordinated private redevelopment of the area. To direct redevelopment the "C-0" Zoning District was adopted which encouraged high density development with site plan review by the County Board. Today more than two-thirds of the planned 6,000,000 square feet of new office and commercial floor area is in place within the original 45 acre project area.

**THE 1962 ROSSLYN MASTER PLAN**

In many respects the Rosslyn Master Plan of 1962 was a direct fore-runner of the Metro Station Area Plans now being undertaken by the County. The 1962 Plan included a detailed analysis of existing conditions and the following major plan elements.

1. Circulation System

The original grid pattern of streets in the study area would not have been adequate for the intense development that was planned. Major changes to the existing street system were shown on the master plan including the one-way couple of Lynn Street and Fort Myer Drive, a grade separation of Wilson Boulevard and Fort Myer Drive and a circumferential loop road designed to minimize the impact of through traffic on the local circulation system.

2. Building Sites

A comprehensive study was undertaken of the pattern of irregular blocks remaining after the requirements of the circulation system were met. All consolidation of property has been through private efforts with the development community being aware that the County would not favorably consider a site plan permitting remnants or precluding adjacent logical consolidation.
3. Parking

A comprehensive parking analysis was undertaken both with regard to the potential for on-site parking structures through an analysis of sub-surface rock conditions and the anticipated future demand for parking in the Rosslyn area. Although the regional Metro plan was not approved until 1968, the decision was made in 1961 to reduce the level of required parking in Rosslyn in anticipation of an approximate 40% mass transit arrival.

4. Pedestrian Circulation System

Largely because of the demands of the automobile circulation system, continuous turning movements, etc., a grade-separated pedestrian system was required. A requirement for developer funding through the site plan process was initiated, the location of bridges were fixed and a prototype design was developed.

The County has been highly successful in achieving implementation of the various elements of the Rosslyn Master Plan through the Site Plan process. In light of this experience however, it is clear that the station area plans now being undertaken must go far beyond the original Rosslyn Plan in the areas of urban design, streetscape and landscape, open space, and the identification and resolution of problems associated with the transition of high density development to neighboring areas of less intense existing development.
LRCIP FRAMEWORK FOR ROSSLYN STATION PLAN

° Land Use Objectives

° Goals
The Rosslyn Station Area Plan represents the culmination of a planning process which began in 1972. Staff and consultant studies were conducted which examined the characteristics of past and current development within the County and a planning process was developed to compare alternative transit station and County wide growth patterns.

From these background studies the County undertook the preparation of a Long Range County Improvement Program which was adopted in December 1975. As an official guide for public policy and planning, the Long Range County Improvement Program set goals and objectives for development both within the transit station areas and County wide. Development objectives as approved by that plan are shown in Figure 1 below:

**FIGURE 1**
ROSSLYN TRANSIT STATION AREA
LRCIP LAND USE OBJECTIVES

<table>
<thead>
<tr>
<th></th>
<th>1974</th>
<th>NET NEW YEAR 2000</th>
<th>TOTAL YEAR 2000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dwelling Units</td>
<td>5,000</td>
<td>2,500-3,200</td>
<td>7,500-8,200</td>
</tr>
<tr>
<td>Office GFA*</td>
<td>4.3</td>
<td>.83</td>
<td>5.13</td>
</tr>
<tr>
<td>Commercial GFA*</td>
<td>.2</td>
<td>**</td>
<td>**</td>
</tr>
<tr>
<td>Hotel Units</td>
<td>1,000</td>
<td>-</td>
<td>1,300</td>
</tr>
<tr>
<td>Open Space (Acres)</td>
<td>3.8***</td>
<td>1.2</td>
<td>5.0</td>
</tr>
</tbody>
</table>

Working within the guidelines established by the County Board, a number of land use alternatives were proposed for each station area. These alternatives were reviewed by the Rosslyn-Ballston Committee of the Planning Commission, who in turn proposed an additional alternative for public hearing consideration. Following considerable discussion, and full hearings by the Planning Commission and the County Board, an amended General Land Use Plan for the Rosslyn-Ballston Corridor was adopted in April, 1977. This General Land Use Plan provides the framework for the Rosslyn Station Area Plan and accompanying studies.

A number of descriptive goals were adopted by the County Board as a part of the Long Range County Improvement Program. Many of these goals dealing with the characteristics of new development and transportation systems bear directly on the station area planning for Rosslyn.

In the area of housing and development, the following goals were adopted:

- Coordinate office development with new housing and community facilities in the vicinity of Metro Stations.

- Ensure that capital improvements such as roads, sidewalks and park and recreation facilities are available when needed.

- Encourage development of housing and employment within walking distance of Metro transit stations.

*Gross Floor Area in millions of square feet.
**Station area estimates have not been made.
***1976 open space acreage.
°Capture as much retail and service commercial as the market will allow.

°Preserve and improve existing single-family and apartment neighborhoods.

°Preserve Arlington's existing supply of moderately priced housing and housing suitable for families with children.

°Improve neighborhood identity.

°Promote Arlington as an attractive place for shopping, entertainment and dining.

Additional goals in the area of transportation were:

°Minimize commuter traffic through Arlington neighborhoods.

°Create auto free zones within certain business and residential areas.

°Move promptly to complete needed sidewalks, curb-cuts, and street lighting in dark and insecure areas.

°Ensure that State highway construction programs make adequate provision for pedestrian overpasses or underpasses and safe crossings.

°Encourage provision of secure and sheltered bicycle parking facilities near the entrances of work, business and service establishments and Metro Stations.

These goals provide the framework for station area planning in Rosslyn. The Station Area Plan will attempt to implement these policies by serving as a guide in such key areas as:

1. Preserving the Colonial Terrace and Fort Myer Heights areas as attractive and viable housing resources;

2. Developing plans and strategies for reducing impacts from high density development into adjacent residential areas;

3. Developing strategies for focusing high intensity development nearest the transit station;

4. Encouraging residential development in support of the existing office employment in the Rosslyn area;

5. Completing the pedestrian circulation system in Rosslyn (with primary emphasis on delivering patrons to the Rosslyn Metro station);
6. Developing a plan for enhancing the existing Rosslyn development through sidewalk improvements, street landscaping, open space acquisition and park development, and;

7. Identifying implementation strategies for achieving the above.
LAND USE

- Original Rosslyn Plan Area
- Conservation and Development Areas
- Transition Area
- New Development Area
Definition of Study Area

Map 3
LAND USE ISSUES

For the purposes of this discussion, the Rosslyn Station Area is divided into a number of small areas. Within each area, current and forecasted development trends are discussed in relation to the current adopted General Land Use Plan. A summary of land use issues associated with each area is also presented in the discussion.

The definition of the Rosslyn Transit Station Study Area is shown on Map 3. The boundaries of the station area are: Lee Highway and the Marriott Hotel site on the north; the George Washington Memorial Parkway on the east; Arlington Boulevard, North Meade Street and 12th Street, North on the south; and North Rhodes Street and Arlington Boulevard on the west. The portion of the Rosslyn Transit Station Area which is located south of Arlington Boulevard (Route 50) has been largely developed in accordance with the adopted General Land Use Plan and no significant land use changes are anticipated in this area. Also, Arlington Boulevard serves to isolate this area from the original Rosslyn Plan Area. Considering these factors, the area south of Arlington Boulevard has not been addressed in this report except with regard to existing zoning patterns.

THE ORIGINAL ROSSLYN PLAN AREA

The first county-wide General Land Use Plan adopted in 1961 showed the Rosslyn Plan Area for "Apartment and Office" uses. At that time the Rosslyn Plan Area consisted largely of service industrial and low density commercial uses. However, there was a desire to see the character of the Rosslyn area changed so that it would provide a more desirable "gateway" to Arlington.

The "C-0" Site Plan Zoning Category was adopted in October of 1961 by the County Board following the establishment of the General Land Use Plan policy to encourage high density development in the Rosslyn area. Subsequent to the adoption of the "C-0" ordinance, office development occurred in the original Rosslyn Plan Area at a rapid pace through 1970. During this period almost 4,000,000 square feet of the current 4.2 million square feet of office development occurred. Through 1976, 1300 hotel units had been constructed in the Rosslyn Plan Area. However, only 184 residential units have been built since the Rosslyn Plan was adopted in 1961. Map 6 and Figure 2 shows major office, hotel and apartment structures which have been constructed in the original Rosslyn Plan Area.

The "C-0" zoning category provided density incentives to the developer; in return the developer was required to submit a site plan for approval by the County Board. Through the site plan process a number of public facilities such as pedestrian bridges and street rights-of-way were required of developers.
Land Use Issues
Most sites in the original Rosslyn Plan Area are now developed; a few sites, shown on Map 7 and Figure 3 are as yet undeveloped or significantly under density. Two of these sites have approved site plans -- the Rosslyn Center site, and the site at the corner of Wilson Boulevard and North Kent Street. The Rosslyn Center site which is under construction is key to completing the pedestrian circulation system in Rosslyn. As a condition of site plan approval, the developer is required to provide the necessary right-of-way and some structural improvements which are critical to completing the pedestrian bridges over Fort Myer Drive, North Moore Street, and North Lynn Street. Development on the site at Wilson Boulevard and North Kent Street would provide street right-of-way and some of the necessary structural improvements for the Rosslyn loop road system over Wilson Boulevard. Redevelopment of an additional site, the Arlington Towers commercial area, would also facilitate completion of the loop road system.

There are several major land use issues in the original Rosslyn Plan Area that are all inter-related:

1. Development of key sites necessary for the completion of planned public improvements.

2. Retail commercial opportunities.

3. Rosslyn's market strength for new office uses and reuse of existing office space.


5. Re-evaluation of 'public' designation, in the Rosslyn Transit Station Area.

Development of Vacant and Underutilized Sites

Because of the County's policy of obtaining major public improvements as new development occurs, public improvements in the Rosslyn area have been in a state of continuous construction since 1961.

The development of three sites is critical to completing the public infrastructure of Rosslyn; the Rosslyn Center site, and the two sites (#8 and #7) on either side of the Wilson Boulevard that would facilitate completion of the loop road system. Development on these sites is dependent upon market conditions and not necessarily public need. However, until these three sites are developed, the adopted Rosslyn loop road system and the pedestrian system will be difficult to complete thus continuing the "construction" phase of public improvements in the Rosslyn Plan Area.

Development of the Rosslyn Center site is currently underway. Construction of the Fort Myer Drive, Moore Street, and Lynn Street pedestrian bridges are an integral part of this adopted site plan and their construction will solve a portion of the Rosslyn pedestrian circulation problem.
Inventory of Development (ORIGINAL ROSSLYN PLAN)
# Original Rosslyn Plan Area

## Inventory of Office, Apartment and Hotel Structures

### Office Structures

<table>
<thead>
<tr>
<th>MAP KEY</th>
<th>BLDG. NAME</th>
<th>ADDRESS</th>
<th>SITE AREA (SQ.FT.)</th>
<th>OFFICE FLOOR AREA (SQ.FT.)</th>
<th>COMMERCIAL GROSS FLOOR AREA (SQ.FT.)</th>
<th>PARKING AREA (SQ.FT.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1830 N. Nash</td>
<td>1401 Wilson Blvd.</td>
<td>35,000</td>
<td>147,000</td>
<td>14,000</td>
<td>75,000</td>
</tr>
<tr>
<td>2</td>
<td>Oak Hills</td>
<td>1501 Wilson Blvd.</td>
<td>58,000</td>
<td>219,000</td>
<td>7,000</td>
<td>139,000</td>
</tr>
<tr>
<td>3</td>
<td>Art Assoc.</td>
<td>1515 Wilson Blvd.</td>
<td>30,000</td>
<td>109,000</td>
<td>17,000</td>
<td>93,000</td>
</tr>
<tr>
<td>4</td>
<td>Art Assos. W.</td>
<td>1500 Wilson Blvd.</td>
<td>36,000</td>
<td>121,000</td>
<td>9,000</td>
<td>88,000</td>
</tr>
<tr>
<td>5</td>
<td>AM Bldg</td>
<td>1400 Wilson Blvd.</td>
<td>55,000</td>
<td>203,000</td>
<td>49,000</td>
<td>108,000</td>
</tr>
<tr>
<td>6</td>
<td>Architect's</td>
<td>1616 N. Ft. Myer</td>
<td>36,000</td>
<td>116,000</td>
<td>--</td>
<td>83,000</td>
</tr>
<tr>
<td>7</td>
<td>Xerox</td>
<td>1300 Wilson Blvd.</td>
<td>65,000</td>
<td>273,000</td>
<td>15,000</td>
<td>183,000</td>
</tr>
<tr>
<td>8</td>
<td>Commonwealth</td>
<td>1820 N. Ft. Myer</td>
<td>81,000</td>
<td>269,000</td>
<td>17,000</td>
<td>172,000</td>
</tr>
<tr>
<td>9</td>
<td>Ames Center</td>
<td>1911 N. Ft. Myer</td>
<td>114,000</td>
<td>337,000</td>
<td>--</td>
<td>231,000</td>
</tr>
<tr>
<td>10</td>
<td>Rosslyn Bldg. N.</td>
<td>1901 N. Moore</td>
<td>38,000</td>
<td>139,000</td>
<td>25,000</td>
<td>94,000</td>
</tr>
<tr>
<td>11</td>
<td>Rosslyn Bldg.</td>
<td>1901 N. Moore</td>
<td>38,000</td>
<td>139,000</td>
<td>25,000</td>
<td>94,000</td>
</tr>
<tr>
<td>12</td>
<td>Rosslyn Bldg. E.</td>
<td>1901 N. Moore</td>
<td>38,000</td>
<td>139,000</td>
<td>25,000</td>
<td>94,000</td>
</tr>
<tr>
<td>13</td>
<td>Hajoca</td>
<td>1200 Wilson Blvd.</td>
<td>32,000</td>
<td>97,000</td>
<td>4,000</td>
<td>65,000</td>
</tr>
<tr>
<td>14</td>
<td>Key</td>
<td>1701 N. Ft. Myer</td>
<td>62,000</td>
<td>259,000</td>
<td>15,000</td>
<td>145,000</td>
</tr>
<tr>
<td>15</td>
<td>Berkley</td>
<td>1730 N. Lynn</td>
<td>10,000</td>
<td>37,000</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>16</td>
<td>1801 N. Moore</td>
<td>1925 N. Lynn</td>
<td>75,000</td>
<td>243,000</td>
<td>6,000</td>
<td>191,000</td>
</tr>
<tr>
<td>17</td>
<td>Pomponio Blgd.</td>
<td>1111 19th St., N.</td>
<td>29,000</td>
<td>95,000</td>
<td>5,000</td>
<td>66,000</td>
</tr>
<tr>
<td>19</td>
<td>Magazine</td>
<td>1815 N. Lynn</td>
<td>140,000</td>
<td>521,000</td>
<td>36,000</td>
<td>351,000</td>
</tr>
<tr>
<td>20</td>
<td>Pomponio Plaza</td>
<td>1735 N. Lynn</td>
<td>128,000</td>
<td>370,000</td>
<td>26,000</td>
<td>210,000</td>
</tr>
<tr>
<td>21</td>
<td>Rosslyn Plaza</td>
<td>1601-1701 N. Kent</td>
<td>3,949,000</td>
<td>275,000</td>
<td>2,583,000</td>
<td>1,350</td>
</tr>
</tbody>
</table>

### Hotel Structures

<table>
<thead>
<tr>
<th>MAP KEY</th>
<th>BLDG. NAME</th>
<th>ADDRESS</th>
<th>SITE AREA (SQ.FT.)</th>
<th>COMM. REST. (SOFT)</th>
<th>BANQUET (CAP.)</th>
<th>MEETING SPACE</th>
<th>PARK. SPACES</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Marriott Key Bridge</td>
<td>1401 Lee Hwy</td>
<td>233,000</td>
<td>392</td>
<td>2,200</td>
<td>496</td>
<td>9,000</td>
</tr>
<tr>
<td>B</td>
<td>Ramada Inn</td>
<td>1901 N. Ft. Myer</td>
<td>60,000</td>
<td>300</td>
<td>--</td>
<td>456</td>
<td>7,000</td>
</tr>
<tr>
<td>C</td>
<td>Holiday Inn</td>
<td>1850 N. Ft. Myer</td>
<td>57,000</td>
<td>178</td>
<td>--</td>
<td>198</td>
<td>2,000</td>
</tr>
<tr>
<td>D</td>
<td>Hyatt House</td>
<td>1325 Wilson Blvd.</td>
<td>67,000</td>
<td>319</td>
<td>--</td>
<td>375</td>
<td>5,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>1,189</td>
<td>2,200</td>
<td>1,525</td>
<td>23,000</td>
<td>1,350</td>
</tr>
</tbody>
</table>

### Apartment Structures

<table>
<thead>
<tr>
<th>MAP KEY</th>
<th>BLDG. NAME</th>
<th>ADDRESS</th>
<th>SITE AREA (SQ.FT.)</th>
<th>COMM.GFA</th>
<th>PARKING SPACES</th>
</tr>
</thead>
<tbody>
<tr>
<td>E</td>
<td>Normandy House</td>
<td>1701 N. Kent</td>
<td>45,000</td>
<td>92</td>
<td>115</td>
</tr>
<tr>
<td>F</td>
<td>London House</td>
<td>1001 Wilson Blvd.</td>
<td>45,000</td>
<td>92</td>
<td>115</td>
</tr>
<tr>
<td>G*</td>
<td>Arlington Towers</td>
<td>604,790</td>
<td>1,729</td>
<td>16,000</td>
<td>905</td>
</tr>
</tbody>
</table>

### Other Sites

<table>
<thead>
<tr>
<th>MAP KEY</th>
<th>BLDG. NAME</th>
<th>ADDRESS</th>
<th>SITE AREA (SQ.FT.)</th>
<th>COMM.GFA</th>
<th>PARKING SPACES</th>
</tr>
</thead>
<tbody>
<tr>
<td>H</td>
<td>Arlington Temple</td>
<td>--</td>
<td>16,000</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>I</td>
<td>PEPCO*</td>
<td>--</td>
<td>29,000</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>J</td>
<td>Metro Bus Turnaround</td>
<td>--</td>
<td>3,000</td>
<td>--</td>
<td>--</td>
</tr>
</tbody>
</table>

*No Site Plan exists for these buildings

1/ Rounded to nearest thousand.
Inventory of Vacant & Underutilized Sites

(ORIGINAL ROSSLYN PLAN)

※ Currently Under Construction

Map 7
FIGURE 3

ORIGINAL ROSSLYN PLAN
AREA INVENTORY OF
UNDEVELOPED, UNDERUTILIZED
AND VACANT SITES

<table>
<thead>
<tr>
<th>MAP KEY</th>
<th>SITE AREA</th>
<th>OFFICE GROSS FLOOR AREA</th>
<th>COMMERCIAL GROSS FLOOR AREA</th>
<th>EXISTING USE DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>26,000</td>
<td>--</td>
<td>--</td>
<td>Parking Lot</td>
</tr>
<tr>
<td>2*</td>
<td>68,000</td>
<td>--</td>
<td>--</td>
<td>Parking Lot Vacant</td>
</tr>
<tr>
<td>3***</td>
<td>53,000</td>
<td>--</td>
<td>--</td>
<td>Vacant</td>
</tr>
<tr>
<td>4***</td>
<td>22,000</td>
<td>--</td>
<td>--</td>
<td>Vacant</td>
</tr>
<tr>
<td>5</td>
<td>23,000</td>
<td>--</td>
<td>--</td>
<td>Vacant</td>
</tr>
<tr>
<td>6</td>
<td>21,000</td>
<td>--</td>
<td>12,000</td>
<td>Orleans House Restaurant</td>
</tr>
<tr>
<td>7</td>
<td>133,000</td>
<td>--</td>
<td>68,000</td>
<td>Arlington Towers</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Commercial</td>
</tr>
<tr>
<td>8</td>
<td>61,000</td>
<td>--</td>
<td>--</td>
<td>Unbuilt Parking</td>
</tr>
<tr>
<td>9</td>
<td>4,000</td>
<td>--</td>
<td>--</td>
<td>Parking Lot</td>
</tr>
<tr>
<td>10</td>
<td>38,000</td>
<td>--</td>
<td>3,000</td>
<td>Construction Garage</td>
</tr>
<tr>
<td>11**</td>
<td>14,000</td>
<td>--</td>
<td>--</td>
<td>Pomponio Plaza Parking</td>
</tr>
</tbody>
</table>

*Approved site plans exist for sites 2 and 8: site 2 is currently under construction.

**Represents the unbuilt parking portion of the Pomponio Plaza site plan.

***Site plans have been submitted

<table>
<thead>
<tr>
<th>Office Gross Floor Area</th>
<th>Commercial Gross Floor Area</th>
<th>Parking Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>213,000</td>
<td>57,000</td>
</tr>
<tr>
<td>8</td>
<td>351,000</td>
<td>47,000</td>
</tr>
</tbody>
</table>
Two other vacant sites, an unconstrued portion of the Pomponio Plaza site (site #11) and site #9 on Map 7 will likely remain as problems unless action is taken. The unconstrued portion of Pomponio Plaza is currently an open surface parking lot that fronts Wilson Boulevard. Unfinsihed construction on an incomplete parking garage forms an unsightly backdrop that is visible from Wilson Boulevard, Lynn and Kent Streets. Site #9 is a small, undevelopable site surrounded by the Pomponio Plaza parking garage. The pedestrian bridge that was planned to cross North Kent Street utilized a corner of site #9, however the bridge is now planned in another location and the construction of the bridge is no longer dependent on this site.

To facilitate the utilization of this site, the County could encourage transfer of the development rights for site #9 to one of the undeveloped sites in the immediate area. A logical candidate for such a transfer would be site #10 which would round out development in the block, while providing improved access to the Metro Station.

A similar situation exists on site #11. The development rights for this site would be a logical addition to the proposed development on site #8 which is an adopted site plan. The site plan could be amended so that a larger at-grade area is provided with increased landscaping and plaza area potential. However, while this alternative would benefit the community and represents an improved plan for the area, there are complex legal questions involved which must be resolved.

Because of the importance of the two sites that would complete the loop road system located on either side of Wilson Boulevard, increases in density and additional height and the possibility of public subsidy should be considered as possible alternatives to stimulate development. The alternative of public acquisition should also be considered. These two sites are heavily impacted by street right-of-way requirements. Significant easements are needed and the proposed bridge structures will result in site construction constraints. Because of the location of these sites in the lower elevations of Rosslyn, considerable height bonuses could be granted while retaining the character of the Rosslyn skyline. Because of increased construction costs due to street requirements, the County could also consider paying a portion of the developer's costs associated with the street and bridge construction to encourage the timely completion of the loop road system.
Commercial Locations (ORIGINAL ROSSLYN PLAN)

△ 10,000 sq.ft. or Less (Does Not Include Restaurants)
○ Greater Than 10,000 sq.ft.
Retail Commercial Opportunities

The County has historically given developers in Rosslyn a 5% bonus for commercial space. This means that an amount equal to 5% of the office gross floor area can be devoted to commercial without being counted as density or requiring additional parking. Normally, the County and the developer would benefit from this bonus inasmuch as commercial rents are higher and tax returns to the County are greater from commercial enterprises. However, some of the excess commercial space which was approved beyond the 5% bonus as part of the office development in Rosslyn has been converted to office space. In part, this conversion is because many of the commercial uses are inaccessible and poorly identified.

One alternative for solving the accessibility problem would be to construct the remaining portions of the pedestrian system (see Grade-Separated Pedestrian System). This would provide greater accessibility to the existing commercial areas. Fragmentation of the commercial space also presents a problem (see Map 8). All of these problems are related and several possible alternatives could be employed to improve the commercial opportunities in Rosslyn. One alternative would be to encourage additional commercial space in the immediate station area through the site plan review process to create a continuous commercial area from the Metro Station to the Rosslyn Alley Commercial Area. A second alternative would be to improve access to the existing commercial facilities through better signage and providing additional connection points between the grade-separated commercial areas and the at-grade pedestrian system. These connection points could include stairways and/or escalators at strategic points to bring pedestrians up to the commercial facilities. Positive efforts in the form of wider sidewalks, attractive plaza areas, and increased landscaping are also needed to attract desirable commercial establishments and consumers. These types of improvements and their estimated costs are discussed in greater detail in later sections of this report.

Maintain Rosslyn's Market Strength For Office Uses

The composition of Rosslyn's office space is changing from a predominantly federal enclave to a diverse mix of private enterprises. Because of this reduction of the federal presence in leased space, Rosslyn must now compete with many other private office centers. Rosslyn's locational advantages and market rental rates should be coupled with improved public facilities -- such as adequate walkways and landscaping -- to maintain and increase Rosslyn's relative market strength with other centers. In addition, positive public/private marketing efforts for both existing and potential new office uses should occur. This effort could be carried out with the leadership of the Economic Development Commission. These efforts should be coordinated with a review of the "C-O" ordinance focusing on amendments which would permit more imagination and creative design for the remaining structures in Rosslyn; for example, the twelve story height limit now appears rather arbitrary in the Rosslyn context.
I-66 Air-Rights

Another important concern related to Land Use Issues in Rosslyn is the possible use of air-rights development over the I-66 right-of-way. This highway right-of-way cuts through the most highly valued land in Arlington County. The right-of-way stands at the gateway to Rosslyn and with careful design and preservation of open areas, air-rights development could lead to a vast improvement over the currently proposed highway land use. The Department of Public Works is presently exploring this possibility with the Virginia Department of Highways and Transportation. This alternative is discussed in greater detail in the Community Facilities portion of this report.

Public Designations

The General Land Use Plan for the Rosslyn Plan Area designates eleven sites for "public" use. These sites are made up of county-owned properties which are currently designated for open space and potential future open space sites not now publicly owned. The following issues are related to "public" land use designation in Rosslyn:

1. Feasibility of acquiring sites currently designated for "public" uses.
2. Consideration of additional "public" designations.
3. Creation of a continuous open space system.
4. Developer contributions to the public open space system.
5. I-66 related open space.

All of the above issues and related alternatives are discussed in greater detail in the Community Facilities section of this report.

Recent County Board action suggests one land use recommendation which should be identified at this time. The County recently agreed to sell the Hessick Tract (Site #4 on Map 7) located at Fort Myer Drive and Fairfax Drive and agreed to transfer the development rights to the proposed development immediately north of the Xerox Building (Site #3 on Map 7). The developer has agreed to the development of the site as a public park. The County has agreed to spend up to $150,000 on development of the park. It is recommended that the General Land Use Plan be amended to show the Hessick Tract as "public".

In addition, low-rise commercial development has been approved for a portion of the "public" designation between North Lynn and North Moore Streets (site #1, Map 7). To reflect the adopted development, the land use designation for the northern portion of the "public" area should be changed to "High" density Office, Apartment, and Hotel. The remaining area, from the McDonalds site to the park site directly across North Moore Street from the Metro Station, should remain as "public", and the County should investigate acquiring all or a portion of this area.
CONSERVATION AND DEVELOPMENT AREAS

With the exception of the Wilson Boulevard frontage, the balance of the Rosslyn Station area outside of the original Rosslyn Plan area, is predominantly a mix of varied residential types. Within the portion of the station area west of Rosslyn, there are a number of conservation and development issues to be addressed as an element of this plan. The following discussion outlines past, present and forecasted trends associated within each of these areas. Map 5 shows in concept form, land use and development potentials applied to current adopted planning policies.

Colonial Terrace Conservation Area

There are over 400 dwelling units within this area of which almost 80% are garden apartment units. There are few vacant parcels in this area to allow for new development; therefore, most new development would be through redevelopment of existing residential uses. Although the current "RA 6-15" zoning designation would allow eight-story apartment structures, it is unlikely that redevelopment of the existing garden apartments will occur under this zoning.

Positive actions are needed to protect and preserve the low density single and two-family uses in this area from higher density development pressures. Possible courses of action could include the following:

1. Investment of Community Development funds
2. Restruction of commuter parking, and provision of additional parking for residents
3. Reinvestment in existing housing
4. Code enforcement
5. Rezoning to a lower density zoning district

Provision of basic urban amenities is a key factor in conserving the Colonial Terrace area. These improvements would include curb, gutter and sidewalk, and landscaping. Those areas in need of such improvements are defined in the Transportation portion of this report. These improvements would greatly improve the appearance of the area, clearly define pedestrian and parking areas, and eliminate drainage and erosion problems in the area. In addition, consideration of park acquisition, street paving, and strict code enforcement are important issues in this area.

The restriction of commuter parking would serve to strengthen the residential nature of the area and encourage commuters to use the Metro, or the parking facilities already provided in Rosslyn. Also, additional parking is needed for the residents of Colonial Terrace.
Reinvestment in the existing housing stock should be encouraged by making use of rehabilitation grants and low-interest loans. These programs could be coupled with local code enforcement to improve the appearance of the area and combat existing deterioration.

As a final point, it should be recognized that improvement of the existing conditions in the Colonial Terrace area may attract developers to the area, and provide some in-fill housing. Current zoning of the area allows densities which are greater than much of the existing development. Consideration of rezoning the area to a lower density will be a key factor in the event that Community Development funds are directed to this area. The question of rezoning this area is discussed in greater detail in the Zoning section of this report.

The Colonial Village "Coordinated Preservation And Development District"

This area includes the Colonial Village Garden Apartments, a small vacant commercially zoned site fronting Lee Highway, a vacant tract of 1.2 acres, and the Colonial Village Shopping Center fronting on Wilson Boulevard. The major portion of the "Coordinated Preservation and Development District" is located within the Courthouse Transit Station area. The intent of this designation is to provide that no new development occurs unless a total plan for the district is developed. The 1.2 acre vacant tract now zoned RA6-15 is shown on the current adopted General Land Use Plan for "public" use, reflecting the desire to provide additional open space in the Rosslyn area. However, this site offers attractive development potential for townhouse units. Considering the alternative sites in the Rosslyn Station area which offer open space potential (see Community Facilities), the County should consider changing the land use designation of this site to "low-medium" residential. This change would be consistent with the residential designation which currently exists in the "Coordinated Preservation and Development District".

The Colonial Village Shopping Center is designated on the General Land Use Plan as "Service Commercial" reflecting the County desire to maintain the neighborhood orientation of this shopping area. Currently a major portion of the commercial space in this shopping center is vacant. This shopping area could be a valuable resource as a walk-in, local service commercial facility. However, in order to strengthen this center, better pedestrian access should be provided through increased sidewalk widths. Furthermore, amenities such as landscaping, attractive lighting and street furniture should be provided. The cost of providing these improvements would range from $6,000 to $7,000. This effort could provide physical improvements similar to the commercial conservation project located immediately across Wilson Boulevard and stress a cooperative effort by the County and the owner of the shopping center. The County could provide the public improvements outlined above and the owner of the shopping center could provide such on-site improvements as repaving of the parking area, remodelling of the building facades and maintenance of the planting area.
Service Commercial Conservation Area

All of this area is shown on the current adopted General Land Use Plan for service commercial uses. A portion of this area was the subject of the first commercial conservation project and provides good pedestrian access. Also, through the use of extensive landscaping and plaza space provided by the "C-0" zoned site at the corner of Wilson Boulevard and Pierce Street, a strong pedestrian orientation is provided. However, intervening uses with extensive curb cuts and narrow sidewalks serve to break up the pedestrian system and discourage walk-in trade.

Potential exists for commercial expansion in the area fronting 17th Street, North, that is now zoned RA6-15 and RA8-18. Pedestrian access around the office building at Wilson Boulevard and North Pierce Street and through the commercial conservation project is good. However, in order to support additional residents, sidewalks should be improved, and additional amenities such as attractive street furniture and lighting should be provided. These improvements would cost approximately $33,000 to $35,000. These efforts could be initiated prior to private efforts to upgrade and expand commercial uses in the area in order to stimulate private investment or they could be carried out in conjunction with private efforts.

Residential Conservation And In-Fill Development

Approximately 95% of the almost 400 units in this area are garden apartment units. All of the area is shown for "medium" density residential (31 to 72 units/acre) on the General Land Use Plan. Many of the garden apartment projects offer moderately priced rental units at densities which will likely preclude redevelopment at the newly adopted medium density designation. In addition, ownership in this area is fragmented making land assemblage difficult. Field surveys of the area indicate a variety of housing conditions from very good to very poor with inadequate curbs, gutters and sidewalks also present. It is likely, however, that some new redevelopment will occur in this area particularly on parcels now occupied by single-family dwellings.

To maintain and improve the quality of this area adequate public improvements would include filling in missing curbs, gutters, and sidewalks and installing adequate lighting. These costs are itemized in the Rosslyn Capital Project Report for the Rosslyn Transit Station Area Plan.

THE TRANSITION AREA

This area is comprised of almost 120 dwelling units of which nearly 80% are garden apartment units. These garden apartment projects anchor either end of the block bounded by North Quinn Street, Key Boulevard and 18th Street, North. The intervening parcels are occupied by low density single-family detached units. The major portion of this area is shown on the Land Use Plan for "medium" density residential (31 to 72 units/acre).
The remaining portion is shown for "low-medium" density residential (16 to 30 units/acre) and "public" use. The "low-medium" designation is shown for the extreme western end of the area which is occupied mainly by a garden apartment project. The "public" designation is shown for a small strip of land between the two residential designations. Along with an unopened right-of-way immediately north of Key Boulevard, these two "public" designations would serve to improve pedestrian and open space linkage from Colonial Terrace and the transition area to the Wilson Community Center.

Redevelopment in the transition area would be desirable considering the area's accessibility to the Rosslyn Station, and the marginal housing conditions which exist for a significant portion of the block. Fragmentation of ownership, small lot size, and narrow width of the block may serve as deterrents to "medium" density residential development.

**Structural Conditions**

<table>
<thead>
<tr>
<th>Single-Family Units, Total</th>
<th>24</th>
</tr>
</thead>
<tbody>
<tr>
<td>Appraised Value, Land &amp; Improvements (per sq.ft.)</td>
<td>$ 6</td>
</tr>
<tr>
<td>Garden Apartment Units, Total</td>
<td>94</td>
</tr>
<tr>
<td>Appraised Value, Land &amp; Improvements (per sq.ft.)</td>
<td>$ 13</td>
</tr>
<tr>
<td>Total Number of Residential Structures</td>
<td>28</td>
</tr>
<tr>
<td>Sound</td>
<td>18</td>
</tr>
<tr>
<td>Deteriorating</td>
<td>5</td>
</tr>
<tr>
<td>Dilapidated</td>
<td>5</td>
</tr>
</tbody>
</table>

Three alternatives should be considered for this area: 1) Preservation of the existing "medium" density residential designation or, 2) Changing the land use designation to "high-medium" density residential or 3) Acquire properties for expansion of open space for the Wilson Community Center. Should the County decide to maintain the current "medium" density residential density, additional steps should be taken including:

- Provide public improvements including sidewalks, curb and gutter, and landscaping.
- Initiate strict code enforcement.
- Encourage in-fill development.
- Vacate a portion of 18th Street, North to provide a more attractive development area.

*"Sound" units classified as no obvious structural or exterior defects;

"Deteriorating" units classified as having significant exterior defects;

"Dilapidated" units classified as having serious exterior and structural defects.
Changing the land use designation of the area to "high-medium" residential could provide additional incentive for redevelopment and provision of street improvements through redevelopment. However, current market conditions indicate that the development of high-rise residential units is unlikely at this time.

Another alternative would be for the County to acquire a portion of the block adjacent to the existing "public" designation (see Open Space discussion in the Community Facilities section of this report). This would provide additional open space for the Wilson Community Center.

NEW DEVELOPMENT AREA

A major portion of the area is shown for "high-medium" density residential (73 to 90 units/acre Apartment; 72 to 135 units/acre Hotel). Because of this designation new development potential would appear to be good in this area given existing densities.

An area located on either side of Wilson Boulevard immediately adjacent to the original Rosslyn Plan area is shown on the General Land Use Plan for "high", "high-medium", and "medium" density residential.

Within the area shown for "high" density residential, existing uses include the Safeway, auto dealer, low density office, and residential units that front on 17th Street, North. If market conditions improve for high density residential uses, this area would have extremely attractive development potential because of low density existing uses and proximity to the Rosslyn Metro Station. Currently, because of narrow sidewalks and a proliferation of curb cuts, the area presents a hazardous condition to pedestrians traveling along Wilson Boulevard and thus prevents good pedestrian access to the Metro Station from along Wilson Boulevard and 17th Street, North. The proposed project for the elderly would occupy a significant portion of the area between 16th Road, North and Fairfax Drive.

Portions of this area are now zoned for commercial and office uses. Positive actions to rezone this area for exclusive residential use should be taken. These actions are detailed in the Zoning portion of this report. In addition, pedestrian access along Wilson Boulevard should be improved for those pedestrians who are destined for the Rosslyn Metro Station or commercial uses in the area. The County could provide needed improvements to the area prior to redevelopment or adopt appropriate standards and as redevelopment occurs, require developers to meet those standards. Improvements to the pedestrian environment can be achieved through appropriately sized sidewalks and adequate landscaping and lighting, all of which are described in detail in other sections of this report.

The area south of 17th Street, North is designated for "high-medium" density residential development. Because this area is now zoned for "RA 6-15" uses no positive action needs to be taken to preclude unfavorable new
commercial or office development. However, to encourage pedestrian traffic and desirable development, improvements should be made to the walkways along 17th Street, North which would include wider sidewalks, landscaping and adequate lighting.

One small block bounded by 17th Street, North, North Pierce Street, 16th Street, North and North Ode Street is shown on the current adopted General Land Use Plan for "medium" density residential. This block is located immediately across 17th Street, North from "high" density residential. A public-owned park site is directly south of this block across 16th Street, North. High density residential development on this block would be particularly desirable because of the location of open space immediately across 16th Street, North. However, the "medium" (31 to 72 units/acre) density designation will likely discourage redevelopment to higher densities. A "high-medium" (73 to 90 units/acre) density residential designation could provide additional incentive in the future. The policy of "tapering down" densities would be preserved because of higher densities nearby to the north and east, and because of lower densities immediately west of this block.

WILSON COMMUNITY CENTER

This site has recently been expanded and North Pierce Street which previously ran through the site has been closed. The school facilities provide an excellent resource for adult education programs. However, the outdoor park facilities need redesign to accommodate expanded recreational opportunities. This issue is discussed further in the "Community Facilities" portion of this report.

NORTH PIERCE AND 16th ROAD, NORTH, PARK SPACE

This parcel was recently purchased by the County for park development. Currently, the site is in an undeveloped state. New facilities should be programmed which would accommodate additional recreational facilities, and pedestrian opportunities. This issue is discussed further in the "Community Facilities" section.

RECOMMENDATIONS

The following is a summary list of recommendations aimed at meeting land use objectives and solving current and forecasted land use problems in the Rosslyn Transit Station Area.

GENERAL LAND USE PLAN CONSIDERATIONS

1. Change the General Land Use Plan designation from "High" density Office, Apartment, and Hotel uses to "Public" for the area known as the Hessick Tract.
2. Change the General Land Use Plan designation from "Public" to "Low-Medium" residential for the area directly west of the Wilson Community Center, across North Quinn Street.

3. Change the General Land Use Plan designation from "Medium" to "High-Medium" density residential in the block bounded by 17th Street, North, North Ode Street, 16th Street, North, and North Pierce Street.

4. Change the General Land Use Plan designation from "Public" to "High" density Office, Apartment, and Hotel for the area north of the McDonald's site bounded by North Moore Street, 19th Street, North, and North Lynn Street.

CONSERVATION CONSIDERATIONS

1. Seek to preserve and enhance the Colonial Terrace area through the use of Community Development funds.

2. Strengthen the commercial uses at Colonial Village Shopping Center by providing improved pedestrian access.

3. Initiate intensive code enforcement in conservation areas.

DEVELOPMENT CONSIDERATIONS

1. Lead efforts to deck-over I-66 for open space uses between Fort Myer Drive and North Lynn Street.

2. Explore alternative uses for decked-over portion of I-66 between North Nash Street and Fort Myer Drive.

3. Encourage development on key Rosslyn Plan area sites by considering zoning ordinance amendments to permit more imaginative and creative design.

4. Improve Rosslyn's market strength for existing and new office space through positive joint County/Private efforts.

In addition to these land use recommendations, other needs have been identified -- such as landscaping, completing pedestrian connections and provision of open space -- that directly relate to meeting land use objectives. These issues are detailed in the Transportation, Urban Design and Community Facilities sections of this report.
LAND USE RECOMMENDATIONS

Seek To Preserve And Enhance Colonial Terrace Through The Use Of Community Development Funds

ROBESLYN TRANSIT STATION AREA STUDY

Initiate Intensive Code Enforcement

Strengthen Commercial Use

Initiate Intensive Code Enforcement

Change Land Use Plan From "Medium" To "High-Medium" Residential

Explore Alternative Uses For Decked-Over Portion Of I-66 Between North Nash Street And Fort Myer Drive

Lead Efforts to Deck-Over I-66 For Open Space Uses Between Fort Myer Drive And North Lynn Street

Improve Rosslyn's Market Strength Through Joint Public/Private Efforts

Encourage Development Of Key Rosslyn Plan Sites

Designate "Hessick" Tract For "Public" Use

ILLUSTRATION 1
ZONING

Zoning Issues
The Rosslyn-Ballston Corridor Zoning Study, completed in June 1977, covered the five transit station areas in the Rosslyn-Ballston Corridor. Included in that study was a review of the zoning patterns in the Rosslyn Station Area. Inconsistencies between existing zoning patterns and the current adopted General Land Use Plan were reviewed in three general areas:

1. Areas where the existing zoning designation permits a use other than that designated by the General Land Use Plan. An area which is zoned "C-2" and which is shown on the General Land Use Plan as "low-medium" residential is an example of this type of inconsistency.

2. Areas where the existing zoning allows a more intensive use than called for in the General Land Use Plan. An example is an area which is zoned "RA 4.8" (up to 90 units/acre) and which is shown on the General Land Use Plan for "medium" density residential development (31 to 72 units/acre).

3. Areas where the existing zoning allows a less intensive use (i.e., lower density) than called for in the General Land Use Plan. An example is an area which is zoned for "R-5" (single-family detached) and which is shown on the General Land Use Plan for "low-medium" residential development (16 to 30 units/acre).

The resulting inconsistencies identified recommended adjustements for rezoning based on one or more of the following characteristics:

1. An area where significant development could occur under existing zoning that would be inconsistent with the revised plan.

2. An area where existing zoning patterns cause parcels or small portions of blocks to be treated differently than surrounding parcels or portions of blocks. Zoning in these areas could be "cleaned up" without significant community impact.

3. An area where there is a desire to encourage redevelopment because of the area's proximity to the Metro station.

4. An area owned or controlled by the County that should be zoned for public use.

Thus not all "inconsistencies" that were found in the Rosslyn Area were recommended for rezoning. Only those areas which met one or more of the above criteria were recommended for advertising, as shown on Map 9.
## FIGURE 4
ROSSLYN RECOMMENDED REZONINGS

<table>
<thead>
<tr>
<th>AREA</th>
<th>Dwelling Units</th>
<th>OGFA(^1)</th>
<th>CGFA(^2)</th>
<th>CURRENT ADOPTED GENERAL LAND USE PLAN</th>
<th>EXISTING ZONING</th>
<th>RECOMMENDED ADVERTISING TO</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Vacant</td>
<td>-</td>
<td>-</td>
<td>Public</td>
<td>C-2</td>
<td>S-3A</td>
</tr>
<tr>
<td>2</td>
<td>Colony House Furn.</td>
<td>-</td>
<td>-</td>
<td>Low Medium Residential</td>
<td>C-3</td>
<td>C-2</td>
</tr>
<tr>
<td>3</td>
<td>Vacant</td>
<td>-</td>
<td>-</td>
<td>Low Medium Residential</td>
<td>C-2</td>
<td>RA8-18</td>
</tr>
<tr>
<td>4</td>
<td>Apt. Commercial, Gas Station</td>
<td>24</td>
<td>-</td>
<td>Service Commercial</td>
<td>C-3</td>
<td>C-2</td>
</tr>
<tr>
<td>5</td>
<td>Safeway, Auto Dealer, Office, Apts.</td>
<td>24</td>
<td>15,000</td>
<td>High Residential</td>
<td>C-2, RA6-15</td>
<td>RAH-3.2</td>
</tr>
<tr>
<td>6</td>
<td>Residential-Apts-Duplex</td>
<td>18</td>
<td>-</td>
<td>Service Commercial</td>
<td>RA6-15, RA8-18, C-1</td>
<td>C-2, C-1</td>
</tr>
<tr>
<td>7</td>
<td>Residential, Apts. &amp; Single Fam.</td>
<td>86</td>
<td>-</td>
<td>Medium Residential</td>
<td>RA8-18</td>
<td>RA6-15</td>
</tr>
<tr>
<td>8</td>
<td>Apartments, Motel (73 units) vacant</td>
<td>22</td>
<td>-</td>
<td>High Medium Residential</td>
<td>RA6-15</td>
<td>RA 4.8</td>
</tr>
<tr>
<td>9</td>
<td>Vacant, residential</td>
<td>23</td>
<td>-</td>
<td>High Residential</td>
<td>C-2</td>
<td>RAH 3.2</td>
</tr>
<tr>
<td>10</td>
<td>PEPCO SUB-STATION, Storage, Parking, Rest.</td>
<td>-</td>
<td>-</td>
<td>High Density O-A-H</td>
<td>C-2</td>
<td>C-0</td>
</tr>
<tr>
<td>11</td>
<td>Apartments</td>
<td>196</td>
<td>-</td>
<td>High Density O-A-H</td>
<td>RA 4.8</td>
<td>C-0</td>
</tr>
<tr>
<td>12</td>
<td>Building Materials &amp; Storage</td>
<td>-</td>
<td>-</td>
<td>High Density O-A-H</td>
<td>C-2</td>
<td>C-0</td>
</tr>
<tr>
<td>13</td>
<td>Residential</td>
<td>1</td>
<td>-</td>
<td>Medium Residential</td>
<td>RA8-18</td>
<td>RA6-15</td>
</tr>
<tr>
<td>14</td>
<td>Apartments</td>
<td>170</td>
<td>-</td>
<td>Medium Residential</td>
<td>RA 4.8</td>
<td>RA6-15</td>
</tr>
<tr>
<td>15*</td>
<td>Single Family, Duplex, and Garden</td>
<td>-</td>
<td>-</td>
<td>Low Medium Residential</td>
<td>RA 6-15</td>
<td>RA8-16</td>
</tr>
<tr>
<td></td>
<td>Apartments</td>
<td>409</td>
<td>-</td>
<td>Low Medium Residential</td>
<td>RA 6-15</td>
<td>RA8-16</td>
</tr>
<tr>
<td>16*</td>
<td>Single Family and Garden Apartments</td>
<td>18</td>
<td>-</td>
<td>Medium Residential</td>
<td>RA 6-15</td>
<td>RA 4.8</td>
</tr>
</tbody>
</table>

\(^1\) Office Gross Floor Area

\(^2\) Commercial Gross Floor Area

*Not contained in Rosslyn Ballston Corridor Zoning Study
Recommended Rezonings
RECOMMENDATIONS

Some of these recommended areas fit into the category of "clean-up" and were intended to provide a more orderly zoning map. However, some of these recommendations are key to implementing the General Land Use Plan in the Rosslyn Area. One of the most important of these areas is area 5. This area is now zoned for a mixture of "C-2", "C-3" and "RA 6-15" uses. Development could occur under the "C-2" and "C-3" designations for commercial and office uses. Under the "C-3" designation the allowable height is 75 feet and there are no density restrictions. Rezoning to "RAH-3.2" would provide guidance for the alternative use of high density residential and preclude development of incompatible commercial and office uses.

Rezoning of area 4 would assist commercial conservation efforts in this area. Rezoning area 6 would expand the existing service commercial "C-2" designation in the block containing the commercial conservation project.

In addition to the recommendations presented in the Rosslyn-Ballston Corridor Zoning Study two more areas have been identified. Area 15 is added to consider the possibility of rezoning the Colonial Terrace area to "RA 8-18". This would bring the Colonial Terrace area into conformance with the General Land Use Plan. Furthermore, if the County decides to invest Community Development funds in the Colonial Terrace area, in-fill development will likely be attracted. Rezoning the area will ensure that in-fill development takes place at a density consistent with the plan.

One additional area has been recommended for rezoning in conjunction with a recommended land use change. Area 16 is currently designated for "medium" density residential and the recommendation has been made to change the designation to "high-medium" residential. To provide consistency between the recommended plan designation and the existing zoning, it is recommended that this area be rezoned to "RA 4.8".
TRANSPORTATION

- Master Thoroughfare Plan
- Master Transit Plan
- Master Bikeway Plan
- Master Walkways Policy Plan
The Rosslyn Station Area presents a combination of the elements of the Master Plan for Transportation in Arlington County. Elements of the Master Thoroughfare Plan, the Master Transit Plan, the Master Bikeway Plan, and the recently adopted Master Walkways Policy Plan are all present in the station area. Each of these plans are discussed individually, pointing out improvements which are needed and providing costs of improvements where appropriate. Many of the improvements which are needed in the Rosslyn Station area are related to the I-66 project and the final outcome of the proposed construction will have considerable impact on when these improvements will be provided.

I-66 Related Improvements

Many community improvements which are identified in later sections of this report are related to the final location and construction of I-66 and the realigned Lee Highway. The County is currently working with the State Department of Highways and Transportation to identify what the final design will be and who will be responsible for each element of the construction. Elements of the Master Transportation Plan which are involved in the I-66 question will be identified in the following discussion including: curb, gutter, and sidewalk improvements associated with Lee Highway, North Nash Street, Fort Myer Drive, North Lynn Street, and the Rosslyn Circle; the pedestrian bridge across I-66; repaving of associated streets; landscaping; donation of open space; the Rosslyn Bikeway; and the Scott Drive overpass. Currently negotiations are in process to establish who is responsible for the above improvements. To estimate the cost of these projects and make provisions for them in the capital improvements budget is premature at this time. Future planning efforts will address these issues as it becomes clear who is responsible for their construction.

Master Thoroughfare Plan

With the adoption of the Rosslyn Master Plan of 1962, the vehicular network for Rosslyn was established. The basic premise of the Plan was to provide adequate circulation within Rosslyn by segregating local traffic from those trips destined to pass through Rosslyn. A street system with a one-way loop road, grade separated at Fort Myer Drive, Lynn Street, and Wilson Boulevard was designed. Through the site plan review process and careful phasing with land development in the Rosslyn area, the major portion of the loop road system has been implemented along with various other recommendations regarding local streets. While this process has been very successful in providing the recommended improvements, two critical elements remain to be constructed. The sites located at the intersection of North Lynn Street and Wilson Boulevard, and North Kent Street and Wilson Boulevard (see Map 10) have not redeveloped and as a result, portions of the loop road associated with these sites have not been constructed. As additional development occurs, the need for the loop road will become more acute.
Unconstructed Elements of Master Thoroughfare Plan
Without the completed loop road system, providing adequate access to the two sites described above would be extremely difficult. Also, severe traffic congestion would occur at Wilson Boulevard, North Lynn Street and 19th Street, North. In addition, an important pedestrian link which will provide grade-separated pedestrian access from Arlington Towers to the Metro Station and the area north of North Lynn Street would be eliminated.

Considering the investment which has already been made both by the County and the related developers adjacent to the loop road, and considering future forecasted traffic volumes, efforts should be made to complete the loop road. In seeking to complete the system, three courses of action should be considered:

1. Maintain current approach of waiting for development to occur.
2. Acquire the required land and construct the facility with County funds.
3. Acquire the necessary easements and construct the facility with County funds while permitting the developer to retain density rights over the right-of-way.

Alternative one places the County in the position of waiting for development to occur before being able to provide the loop road improvements. For the most part, market conditions will determine when such development will occur, making it difficult to estimate when the loop road system will be completed. One additional consideration is that each year construction costs in general are escalating so that the longer the County waits to construct this facility, the more costly it will be.

Alternative two would allow the County more flexibility in completing the loop road as compared to the first alternative, but would also be more costly. Purchase of the right-of-way in fee would be extremely expensive and would preclude future development on one of the sites. The acquisition costs as well as the future tax revenue which would be lost make this alternative very costly.

The third alternative would also provide the County with considerable flexibility as to when the loop road could be completed. Further advantages for this alternative would be that acquisition of easements, would not be as expensive as purchase of the right-of-way in fee, and it would allow future development of the sites to occur.

Considering the existing conditions, it would be prudent for the County to continue its current policy of providing the loop road improvements as development occurs. The present street pattern can accommodate the current traffic volumes; however, the orderliness which will be provided by the loop road system is not present. The existing situation is confusing to motorists and pedestrians and will continue to be so until the completion of the loop road. Also, as additional development occurs, the need for the loop road will become more pronounced.
The cost to the County of providing the loop road as development occurs is estimated at $2,000,000. Should the County decide to acquire the necessary easements or acquire the needed land in fee simple prior to development, the costs would escalate considerably and necessitate a much greater outlay of funds on the County's part.

The provision of a feeder ramp for east bound traffic on the George Washington Parkway up to the Rosslyn Circle area has been adopted as a portion of the Master Thoroughfare Plan; however, this facility has not been constructed. The County is currently seeking state and federal funding for the project.

A final issue concerning the Master Thoroughfare Plan deals with the proposed construction of I-66 between North Nash and North Lynn Streets. The potential for deck-ing-over the I-66 right-of-way in this location offers a number of opportunities for addressing some of the needs which have been identified for Rosslyn. Specifically, deck-ing-over the area between Fort Myer Drive and North Lynn Street could provide significant open space opportunities while serving as an entrance park into Rosslyn. With careful design treatment, this area could become a dramatic entrance into Northern Virginia. Likewise, the area between North Nash Street and Fort Myer Drive offers additional open space potential. This area could also serve as a visitors center for tourists and guests entering the area. Such development could serve to integrate the Marriott site with the rest of Rosslyn and facilitate pedestrian access to the Metro Station.

In order to provide the necessary sub-structure for such a deck, considerable negotiation with the state will be required. The County has requested additional information in this regard and will continue to research the potential of such a project. If it is decided that I-66 will be constructed, this will be the last portion constructed and design consideration will begin in 1978. This issue needs to be resolved prior to construction.

RECOMMENDATIONS

The following recommendations would complete the thoroughfare system in the Rosslyn Station area:

1. Encourage redevelopment of the two remaining sites to facilitate construction of the remaining portions of the loop road system.
2. Define what improvements will be constructed by the state in conjunction with the construction of I-66 including:
   ° Curb, gutter and sidewalk
   ° Pedestrian facilities
   ° Resurfacing of streets
   ° Preservation of open space
   ° Storm drainage improvements
   ° Landscaping
3. Continue efforts to encourage the deck ing-over of the I-66 right-of-way between North Nash Street and North Lynn Street.
4. Seek state funding to construct the feeder-ramp from George Washington Parkway to Rosslyn Circle.

Master Transit Plan

The Master Transit Plan was adopted in February of 1977 and all of the recommendations concerning the Rosslyn Station area were also adopted. Those recommendations included:

1. Designate North Moore Street as the principal access to the Rosslyn Metro Rail Station, providing 10 spaces for buses along the west side of the street between Wilson Boulevard and 19th Street, North. Parking should be prohibited during peak hours along the east curb of North Moore Street to accommodate kiss-and-ride and taxi operations.
2. Provide a bus lane along North Lynn Street between Wilson Boulevard and 19th Street, North along the west curb, to allow free flowing bus access from the south into the station area, necessitating construction of 700 feet of new pavement.
3. Construct a new southbound ramp for the George Washington Memorial Parkway into Rosslyn (paralleling the Northbound ramp from Key Bridge to the Parkway).
4. Provide storage for approximately 12 buses during the afternoon peak hours on or adjacent to the I-66 right-of-way near the Key Bridge.
5. Construct the missing links of sidewalk in the station area. (Approximately 2,100 feet.)
6. Provide comprehensive signing of all pedestrian facilities in the area as part of an improved signing system in the Rosslyn Complex.
7. Provide sheltered waiting areas at the station bus stops on North Moore Street.
8. Provide bike route signing and adequate bicycle parking at the station.

The major portion of these recommendations have already been provided for in the Rosslyn area, except for the following:

1. Ramp from George Washington Parkway.
2. Comprehensive signing.
3. Sheltered waiting areas.
4. Adequate bicycle parking.

With the operation of the Metro, several additional transit related issues have become apparent which are listed below:

- Sidewalks in the immediate Metro Station area in many cases are too narrow;
- There is a clear need for additional, conveniently located bike racks.
Temporary Bus Routing (Phase II Metro Rail Service)
Which Will Shift To The Ballston Transit Station In 1979
(Phase III Metro Rail Service)
The pedestrian crossing of North Moore Street is undefined and creates a potentially hazardous situation;
Signage in the area is confusing and lacks consistency;
Passengers waiting for buses along a portion of Moore Street are exposed to the elements.

Most of these improvements relate to other portions of the Master Plan for Transportation and are discussed in greater detail in other sections of this report. Mention is made of these improvements to establish their relationship as integral parts of the transit system.

It should be pointed out that many sidewalk improvements have been made around the Rosslyn Metro Station; however, additional width is needed in several cases. Also, a comprehensive signing system for the area is currently under study by the Department of Public Works as well as making provisions to supply additional bus shelters for waiting passengers. Space for storing bicycles is very limited in the immediate station area; however, facilities might be provided by renting space and installing storage facilities in local public parking areas to accommodate additional demands. Finally, the eventual construction of a pedestrian bridge across North Moore Street will facilitate pedestrian movement.

A number of problems which exist at the Rosslyn Station will prove to be temporary once the transit service is extended to the Ballston Station in mid-1979. With this in mind actions taken to address these problems should clearly distinguish between temporary solutions to problems which will no longer exist when the Ballston Station is opened and permanent improvements.

RECOMMENDATIONS

The following recommendations are divided into those improvements considered to be permanent and those which are temporary. Some of these improvements are discussed in other sections of the report (sidewalks, landscaping, and signage) and have been included with the Master Transit Plan because they are directly related to providing a safe, effective, and attractive transit system.

PERMANENT

1. Provide all sidewalk improvements needed to facilitate access to the Metro Station.
2. Provide a comprehensive signage system for Metro Station areas.
3. Provide improved pedestrian facilities for crossing North Moore Street at grade directly in front of the Metro Station by expanding sidewalks and changing paving materials to define pedestrian crossing areas.
TEMPORARY:

1. Provide shelter facilities for waiting passengers which enhance the design and appearance of the station area.
2. Provide free bike racks or storage lockers in the immediate station area.

Master Bikeway Plan

The County Board recently adopted the Master Bikeway Plan for development of a bikeway system. The Bikeway Plan provides the basis for a bikeway system throughout the County of which the Rosslyn Station is an integral part.

Currently there are three categories for classifying bikeways: (1) Existing Bikeways; (2) Approved Bikeways (Approved by County Board and funded); and (3) Planned Bikeways (County Board adopted but not funded at this time). Examples of each of these categories currently exist in the Rosslyn Station area (see Map 12). Existing facilities follow the W. & O.O. railroad right-of-way and connect with Key Bridge, while approved bikeways which have yet to be constructed include North Rhodes Street from Key Boulevard to Route 50; the Route 50 bikeway from North Meade Street to Route 110; the 19th Street, North bikeway from North Nash Street to North Lynn Street over to Key Bridge; and the Key Boulevard bikeway. In addition, planned bikeways include the Scott Drive Overpass, the Rosslyn connection from 19th Street, North to the planned George Washington Parkway bikeway, and the George Washington Parkway bikeway.

The bikeways discussed above represent an increasingly popular form of commuting and recreation. The importance of these facilities particularly for commuters should not be overlooked. The demand for bicycle storage facilities at the Rosslyn Metro Station is clear evidence of the usage bikeways enjoy.

COST ANALYSIS

The following cost estimates for planned bikeways were obtained from the May 1977 Amendments to the Master Bikeway Plan. The costs for approved bikeways are not included because these facilities are already funded.

<table>
<thead>
<tr>
<th>NAME, LOCATION, DESCRIPTION</th>
<th>LENGTH (MILES)</th>
<th>ESTIMATED COST (1977 $)</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) Rosslyn Trail (North Lynn Street to Theodore Roosevelt Bridge.) Completion of this segment is dependent on the National Park Service and the Virginia Department of Highways and Transportation to construct the needed link with the George Washington Memorial Trail.</td>
<td>0.7</td>
<td>$65,000</td>
</tr>
</tbody>
</table>
Master Bikeways Plan

Existing

Approved (approved: funded)  * * * *

Planned (approved but not funded)  • • • •

Map 12
<table>
<thead>
<tr>
<th>NAME, LOCATION, DESCRIPTION</th>
<th>LENGTH (MILES)</th>
<th>ESTIMATED COST (1977 $)</th>
</tr>
</thead>
<tbody>
<tr>
<td>(2) George Washington Parkway Trail*</td>
<td>1.2</td>
<td>*</td>
</tr>
<tr>
<td>(Memorial Bridge to Key Bridge)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(3) George Washington Parkway Trail*</td>
<td>3.6</td>
<td>*</td>
</tr>
<tr>
<td>(Key Bridge to Chain Bridge)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(4) Spout Run Parkway Trail*</td>
<td>1.2</td>
<td>*</td>
</tr>
<tr>
<td>(I-66 R/W to George Washington Parkway)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*These three bikeways are included in Arlington's Master Bikeway Plan to show planned bikeways that are needed for continuity and completeness in the overall plan. However, because of their location on federal property the County will not be responsible for their construction; this will be done "by others".

**RECOMMENDATIONS**

Two specific recommendations are made with regard to the bikeways in the Rosslyn Station area:

1. Those bikeways which facilitate commuter access to the Rosslyn Metro Station should be given priority over other planned bikeways; specifically the Rosslyn Trail.

2. Additional bikeways which connect existing and planned open space facilities should be encouraged; specifically the Rhodes and Key Trails.

**Master Walkways Policy Plan**

The County has exerted considerable effort in recent months to complete the at-grade pedestrian system in Rosslyn according to the Rosslyn Plan. These efforts are almost complete. The street improvements which are proposed in this section go well beyond the existing standards and reflect the recently adopted standards contained in the Master Walkways Policy Plan. It is the intent of this discussion to recommend a plan for improving the existing sidewalk facilities. These improvements should be made as an effort to upgrade the entire pedestrian system in Rosslyn. Piecemeal provision of these improvements should be avoided. Rather a comprehensive effort to upgrade the existing facilities to the new standards should be made all at once over a relatively short period of time. This would avoid continuing the "construction" phase of Rosslyn and minimize the incomplete appearance of the sidewalk system.
The recently adopted Master Walkways Policy Plan has many applications in the Rosslyn Station area. With the operation of the Metro and the existing intensity of development, Rosslyn generates large volumes of pedestrians. Adequate curb, gutter and sidewalk facilities are critical to the safety and welfare of pedestrians particularly in an area such as Rosslyn where larger traffic volumes are also present.

To ensure that acceptable pedestrian facilities are provided in the Rosslyn Station area, extensive field surveys were conducted to define all the areas where curb, gutter, and sidewalk improvements are needed and where existing sidewalks are obstructed by street light poles, parking meters, and other sidewalk paraphenalia. It should be noted that the field survey was restricted to the portion of the Rosslyn Station area which is north of Route 50.

The standards used to determine the need for curb, gutter and sidewalk were derived from the Master Walkways Policy Plan (also see Design Element) along with the following assumptions:

1. Temporary asphalt sidewalks were classified as needing all new curb, gutter and sidewalk;
2. Improvements associated with the future construction of I-66 were not included; and
3. Wherever possible, expansion of sidewalks would occur in the existing right-of-way.

The proposed improvements are broken down into sidewalk improvements, curb and gutter improvements (and associated repaving), grade-separated walkway improvements, and removal of sidewalk obstructions. In addition, a number of landscaping improvements have been proposed and these are discussed in the Design Element section of this report.

Sidewalk Improvements

All of the areas where new sidewalk facilities are needed or where existing sidewalks need to be expanded are defined on Map 13. The proposed improvements are intended to provide a safe and continuous walking system in the Rosslyn area. Each of the projects outlined on the map are identified as to location, linear feet, width of sidewalk, and cost in the Rosslyn Capital Project Report for the Rosslyn Transit Station Area. The cost of providing sidewalk improvements is dependent upon related curb, gutter and paving projects. A total cost estimate for providing sidewalk, curb, gutter and paving projects is included at the end of this section. Each project should be addressed on an individual basis regarding the reasonableness of implementing standards. Exceptions to the standards may need to be tolerated until such time as improvements for both sides of the street (for the entire block) can be implemented.
Recommended Sidewalk Improvements

New Sidewalks
Sidewalk Widening

Map 13
It is clear that some of the proposed improvements exhibit a greater need than others. Several new sidewalk facilities have been installed in recent months and these do not exhibit the need for widening that some of the older areas do. Also, street improvements should be programmed in such a way that both sides of the block are brought up to standard when work is done. This will avoid a piecemeal appearance and eliminate confusing sidewalk patterns.

Curb and Gutter Improvements

In conjunction with the proposed sidewalk improvements, substantial curb and gutter improvements have also been proposed. Frequently these improvements occur in areas defined as needing sidewalk improvements as well. In addition, in some areas where landscaping has been proposed, or where adequate sidewalks already exist, only curb and gutter improvements are proposed. These improvements serve not only as a safety measure for pedestrians but also will improve storm drainage in the area and in some cases clearly define landscaping areas. All of the proposed improvements are identified on Map 14. The proposed improvements are discussed in greater detail in the Rosslyn Capital Project Report. As previously described, the total cost is related to sidewalk and paving projects. These costs are included at the end of this section.

The County's current policy of providing such improvements either through developer contributions or 100% assessment to property owners could provide the required funding. Alternative sources of funding to ease the burden on single-family homeowners might include Neighborhood Conservation funds, and/or Community Development funds. The Neighborhood Conservation Program has clearly defined the value of curb, gutter, and sidewalks in preserving residential neighborhoods and these improvements should be provided throughout the conservation areas.

Street Paving

In most cases, where curb and gutter improvements are proposed, repaving of the street will also be required. The streets which are in need of repaving are identified on Map 14. Several of the streets in the Rosslyn Station area and particularly in the original Rosslyn Plan have recently been resurfaced in conjunction with other street improvements.

There are three areas which exhibit an obvious need for street paving improvements: (1) Colonial Terrace, (2) North Moore Street, and (3) the area south of 17th Street, North to Route 50.
Recommended Curb and Gutter Improvements

New Curb & Gutter
Repaving
Replace Existing Curb

Map 14
Pedestrian Obstructions

- **H** Fire Hydrant
- **●** Light Pole
- **▲** Sign
- **o** Newspaper Box
- **x** Other

**Map 15**
Pedestrian Obstructions

While conducting field surveys in the Rosslyn Transit Station area, staff identified many locations where obstructions are found in the sidewalk system. The obstructions include a variety of items: fire hydrants, street light poles, newspaper dispensers, parking meters, and signs. Map 15 generally locates the obstructions staff identified. A number of these problems occur in areas where large numbers of pedestrians are present and additional sidewalk width is needed. In order to provide a safe, convenient and obstruction-free pedestrian system, and to make full use of the existing sidewalks, staff recommends that these obstructions be removed by relocating the items to more appropriate locations.

The cost of correcting some of these obstructions will be minimal as for example relocating newspaper dispensers. Other improvements such as relocating fire hydrants or undergrounding wires will involve considerably greater expense. These improvements should take place as other street improvements are programmed and should be included in the cost of improving the streetscape.

COST ANALYSIS

A cost estimate for all the improvements shown on Maps 13 and 14 was prepared, based on linear foot estimates of typical paving, curb, gutter and sidewalk construction. The total estimated cost is $3.5 million. The Rosslyn Capital Project Report will detail each recommended project.

RECOMMENDATIONS

The following recommendations are made to provide a more useable and attractive walkway system. The recommended improvements are designed to provide walkways which meet adopted County standards. These standards should be applied where feasible and practical.

1) All of the proposed sidewalk, curb and gutter, and street paving improvements should be programmed to take place for both block faces when work is to be done.

2) Removal of pedestrian obstructions should be scheduled in coordination with programmed street improvements.

Grade-Separated Walkway Improvements

The 1962 Rosslyn Plan proposed a grade-separated pedestrian system as the major facility for pedestrian movement. This proposal has been implemented in the majority of the buildings constructed however, some key elements have yet to be constructed.

The grade-separated system is a combination of pedestrian bridges, interior walkways, plazas and a tunnel. Map 16 defines the constructed and proposed elements of the system and identifies access points.
While portions of the existing system appear to work quite well, the missing elements make it difficult to determine the overall adequacy of the system. The missing elements are all pedestrian bridges including; (1) a bridge over Wilson Boulevard just west of North Oak Street, (2) a bridge across Fort Myer Drive connecting the offices west of Fort Myer Drive to the Metro Station, (3) a bridge across North Moore Street connecting the plaza area to the Metro Station, (4) a bridge over North Lynn Street connecting Pomponio Plaza to the Metro Station, and (5) a bridge across North Kent Street joining Pomponio Plaza to Rosslyn Plaza. The bridges across Fort Myer Drive, North Moore Street and North Lynn Street are critical to the overall system and to pedestrian safety. All three of these bridges are related to the development of the Rosslyn Center which is currently under construction.

All of the pedestrian bridges are to be provided by the respective developers with the exception of the Kent Street bridge (#5). The County is responsible for funding one-half of the cost of this bridge or approximately $100,000.

Problems which have been identified regarding the existing pedestrian system include the following:

- Poor access from at-grade pedestrian system to grade-separated system.
- Lack of signage to indicate the location of grade-separated system.
- Pedestrian bridges offer no protection from the elements and lack design elements to make them attractive to pedestrians.
- System lacks internal signage to explain how to get from one area to another.

Two alternatives for providing improved access to the grade-separated pedestrian system would be to install additional stairs at strategic locations, or to initiate escalator service to attract additional persons to the system. A typical cost estimate for concrete stairs connecting the grade-separated pedestrian system to the street-level walkway system would be approximately $1,500-$2,500 per set of stairs depending on the height. The cost of an escalator represents a considerably higher capital cost, however it provides a facility which strongly encourages people to make use of the grade-separated pedestrian system.

Another alternative to encourage greater use of the grade-separated pedestrian system would be to expand the system by providing an additional pedestrian bridge from the RCA Building to the Key Building (see Map 17). The extension would provide more direct access to the Metro Station, and the open space planned for the Hessick Tract, and provide additional commercial potential.
Grade Separated Pedestrian Ways

- Built
- Adopted
- Alternative

Map 17
The expense of such a connection would be considerable, somewhere in the one million dollar range, but a joint venture between public and private interests could greatly reduce the cost to the County. In addition, several other funding alternatives which are discussed in the implementation section of this report, might be used.

**RECOMMENDATIONS**

In order to provide a more useable and attractive grade-separated pedestrian system, the following recommendations are made:

1. The developer of the Rosslyn Center should be encouraged to provide the pedestrian bridges to the Metro at the earliest possible date.

2. High priority should be given to funding the two remaining pedestrian bridges (#1 and #5 on Map 16).

3. A signage system should be developed and installed to clearly identify at-grade access to the grade-separated system and to identify focal points within the system.

4. Methods for providing protection from the elements such as awnings, enclosures, etc. should be examined and provisions made for either owners and/or the County to supply such improvements.
UTILITIES

- Sanitary Sewer System
- Water Distribution System
- Storm Drainage
- Electricity and Natural Gas
Utilities services to the Rosslyn Station area are, in general, adequate to serve existing development. However, several improvements to the utility systems, in particular to the sanitary sewer system, will be necessary to adequately serve the forecasted future development. The necessary improvements are outlined below.

SANITARY SEWER SYSTEM

Several new sanitary sewers will be needed to serve the level of development designated on the General Land Use Plan. These improvements are depicted on Map 18. The current cost estimate for these improvements is $895,000 and these projects are described in detail in the Rosslyn Capital Project Report. However, the County may not have to bear the entire cost for these improvements. Several of the sewers are located along the I-66 right-of-way, and improvements could be made in conjunction with the proposed highway construction. It is anticipated that these sewers would be replaced by the Virginia Department of Highways and Transportation with the County paying the betterment costs (Arlington County would pay the difference between the cost of replacing the existing sewer at the same size and the cost of replacing it with a larger sewer). By limiting the County's obligation to betterment costs, the actual cost to the County will be substantially reduced.

WATER DISTRIBUTION SYSTEM

The existing water distribution system is adequate to serve the current needs of the Rosslyn Station area from the Gravity 1 Service Area which encompasses the entire north-eastern portion of the County, through a 12 inch and 16 inch water main. To ensure the maintenance of an adequate water supply a third water main to the Rosslyn Station area is planned. This main will be constructed as part of the I-66 project. It will provide additional water service to the Rosslyn Station area and will ensure that an adequate supply is available to the Rosslyn Station area to support the development identified in the General Land Use Plan.

With additional development in the Rosslyn Station area some local water system improvements may be required. These improvements will be made by the developers or by the County using the hook up fees obtained from the developers to finance the improvements.

There is a possibility that water service to Rosslyn could be interrupted if the pumps at or the supply mains from the Dalecarlia Treatment Plant fail. This potential problem is directly related to the provision of an adequate water reserve in the Gravity 1 Service Area. This situation is currently being reviewed and methods for increasing the water reserve are being explored.
Sanitary Sewer System

Lines Requiring Improvement to Serve Future Development

Lines Adequate For Future Development

Map 18
STORM DRAINAGE

All of the major trunk sewers have been installed in the Rosslyn station area. It is anticipated that all of the laterals which are needed to complete the storm drainage system will be provided by developers as redevelopment occurs.

ELECTRIC AND NATURAL GAS

Electricity is provided to the Rosslyn Station area by the Potomac Electric Power Company and with minor improvements to their system will be adequate to support the level of development shown on the General Land Use Plan. Development in the original Rosslyn Plan Area has provided for undergrounding of utility lines and in general, County Board policy has been to encourage underground wiring wherever possible. Particular emphasis should be placed on undergrounding wires along Wilson Boulevard as redevelopment occurs.

Natural gas is provided to the Rosslyn Station area by Washington Gas Light Company. The availability of natural gas service for new development is restricted at this time, however, this situation offers no constraints to the type of development expected in Rosslyn.

RECOMMENDATIONS

Current policies for providing utility improvements have proven to be successful in the past. It is recommended that these policies be continued with localized improvements as needed.
COMMUNITY FACILITIES

- Public Schools
- Fire-Rescue
- Police
- Library
- Post Office
- Human Resources
- Open Space
Planning for an array of community facilities in the Rosslyn area is an integral part of the Metro Station area planning process. Community facilities including schools, fire and police facilities, libraries, health service, and open space are major elements in determining the "quality of life" in a community. Because the Rosslyn Station area has already experienced considerable development, a number of community facilities and services already exist in the area. As a result, the primary concerns for community facilities will focus on the following:

- Provision of new and/or expanded facilities where deficiencies currently exist, or will exist as a result of future development.
- Provision of facilities which are consistent with the demands which will be created by new development;
- Improvement of recreational and cultural opportunities for Arlington residents.

Of particular concern in the Rosslyn area will be the provision of open space. Existing development in the area limits the available sites which could provide needed open space opportunities.

Public Schools

The Rosslyn Station area is serviced by two elementary schools, one junior high school, and one senior high school. All of these facilities are currently operating below capacity and could accommodate increased population in the Rosslyn area. Projected development is expected to provide approximately 2,100 net new dwelling units in the Rosslyn Station area. These units will be predominantly high-rise, multi-family units which characteristically provide a small number of school age children.

Elementary - The Rosslyn Station area is served by Key School and Long Branch School both of which are operating under design capacity. Both facilities are relatively new in that Key School was constructed in 1968 and a major addition and remodeling was completed at Long Branch in 1973. A number of special programs are offered at Key School including extended day and English classes for foreign-born students. In addition, adult education and recreation programs are conducted at both Key and Long Branch.

Junior and Senior High - Stratford Junior High School and Washington-Lee High School service the Rosslyn Station area. Enrollment at both schools has been declining since 1970 and both currently have underutilized classrooms space. Stratford Junior High is scheduled for closing at the end of the 1977-1978 school year. It has been proposed that those who attended this facility will be transferred to Thomas Jefferson Junior High. Washington-Lee High School has just undergone extensive remodeling and reconstruction and is now the County's newest Senior High facility. Both Washington-Lee and Thomas Jefferson have the capacity to accommodate anticipated development in the Rosslyn area.
Community Facilities

<table>
<thead>
<tr>
<th>Existing</th>
<th>Recommended</th>
</tr>
</thead>
<tbody>
<tr>
<td>Comm./Recreation Center</td>
<td>![Symbol]</td>
</tr>
<tr>
<td>Fire-Rescue</td>
<td>![Symbol]</td>
</tr>
<tr>
<td>Post Office</td>
<td>![Symbol]</td>
</tr>
<tr>
<td>Plaza/Urban Recreation</td>
<td>![Symbol]</td>
</tr>
<tr>
<td>Public Park</td>
<td>![Symbol]</td>
</tr>
<tr>
<td>Elderly Housing</td>
<td>![Symbol]</td>
</tr>
</tbody>
</table>

Map 19
In addition, Wilson School site offers English classes for non-English speaking adults. It is anticipated that this facility will continue to provide educational opportunities for adults in the community.

No need for new school structures is seen as a result of the population growth anticipated in the Rosslyn Station area. Reprogramming of services to accommodate changing population may be required; however, the underutilization of the existing school structures may provide the flexibility to address these needs as they become apparent.

Fire-Rescue

The Rosslyn Station area is within the primary service area of Fire Company #10 which includes an engine company, ladder truck, and ambulance. The rescue vehicle at Station #10 is used only when one of the two other vehicles designated to serve North Arlington is out of order. Station #10 was constructed in 1959 and additional capacity currently exists for limited increases in equipment and personnel.

Forecasts of the additional alarms and fire-fighters which would be needed based on anticipated development in the Rosslyn area indicate that there is not a need for an additional fire station in the area. However additional fire-fighters may need to be placed in existing stations to maintain the current level of service.

The two ambulances assigned to North Arlington are being fully utilized at present. Assuming that increased population and employment in the Rosslyn area will generate additional calls for such equipment, there is a need to provide increased rescue service.

Police

Police service to the entire County is provided from a central location, the Police Department and Detention Center adjacent to the Arlington County Court House. This facility which was completed in 1974 houses all of the police related activities and was designed for a County population up to 350,000. Anticipated increases in the police force were designed into the existing structure and no additional police facilities will be needed as headquarters for the enlarged force.

Library

There are no public library facilities located within the Rosslyn Transit Station area and currently no library facilities are planned for this area. The Central Library, Cherrylake Branch Library, and the Pentagon City Library provide service to this area. When Metro service is extended to the Virginia Square Station, the Rosslyn Station area will have improved access to the full range of services offered at the Central facility during operating hours of the Metro.
Post Office Facilities

One postal facility is located in the Rosslyn Station area and provides basic postal services oriented toward walk-in trade. This facility is centrally located adjacent to the Metro Station and serves the current demands of the area.

Postal officials have indicated an interest in relocating this facility to provide expanded services although no decision has been made as to a particular site. The continued provision of a post office facility in the Rosslyn Station area is assured and if relocation occurs, it will be in the immediate Rosslyn area.

Human Resources

The Department of Human Resources provides various types of health related services, the majority of which are delivered on a County-wide basis from central locations. None of the specific facilities to deliver these services are located within the Rosslyn Station area. There are three private hospitals located in the County and one existing nursing home and two nursing home facilities approved, all of which will serve the Rosslyn area.

There are four elderly housing projects within the County which have been approved, one of which is within the Rosslyn Station area. These facilities include the existing Culpepper Gardens; housing for the elderly being constructed in conjunction with Pentagon City; the Arlington Teachers Retirement Home under construction on Carlin Springs Road; and the Monticello housing for the elderly directly west of Rosslyn. The Monticello facility will provide housing opportunities for elderly persons in a location convenient to service commercial facilities and Metro service. Also, thirty percent of these units have been designated for handicapped persons to provide housing within the immediate Rosslyn employment area.

The Wilson Community Center currently serves as a Senior Adult Center and major upgrading of this facility is anticipated in the future. Anticipated improvements will stress active recreational facilities including a multi-purpose playfield, basketball court, and shuffle board. Also, a child day care program is provided at the Arlington Temple Church with a capacity of up to 50 children.
Open Space

The developed nature of the Rosslyn Station area makes the acquisition and provision of open space extremely expensive. Also the urban setting which characterizes Rosslyn calls for open space considerations far different from those associated with the balance of the County. Future considerations for providing open space in the Rosslyn Station area should stress the quality of the facilities and ease of access.

With open space opportunities severely limited due to past development, existing and proposed open space areas must be able to accommodate a wide range of interests and activities in a relatively small area. The major cost in providing open space is the acquisition of land, while the cost of developing the park in most cases is considerably less. This suggests that as land is acquired, emphasis should be placed on providing the best possible facilities and matching them to the needs of the area. In the case of Rosslyn, the need for active recreational areas for Rosslyn residents is clear. Sites such as the Wilson Community Center and the area adjacent to the I-66 right-of-way (site #3 and #9 respectively) present opportunities to address these needs by providing basketball, soccer, softball and shuffle board facilities. Also future residential development should be encouraged to provide on-site recreational facilities.

There is a need for passive recreation areas which provide opportunities for such activities as picnics, reading, and "people watching". The predominant office character of Rosslyn particularly emphasizes this need during the lunch hours. Future efforts should stress providing the best quality environment for these types of activities within the original Rosslyn Plan area.

With substantial traffic volumes traversing the Rosslyn area, the ease of access for pedestrians to various facilities is restricted. The need for improved access to existing open space facilities was documented in the Rosslyn-Ballston Corridor Park Study (April, 1974) which outlined access improvements to the 14th Street Mini-Park adjacent to Route 50, and to the Wilson Community Center. Access improvements to these sites should stress at-grade pedestrian facilities and be incorporated into the sidewalk improvements outlined in the Transportation section of this report.

EXISTING

Current open space existing in the Rosslyn Station area amounts to 3.8 acres of county-owned land. Figure 6 and Map 20 identify the county-owned sites as well as alternative open space sites in the Rosslyn area. These facilities are generally located adjacent to residential development and include the following five sites; the 14th Street North Mini-Park (.59 acres), the North Pierce Street and 16th Road, North property (1.33 acres), the Wilson Community Center (1.0 acre of open space), the Rosslyn Highland Playground (.50 acres), and the unopened portion of North Pierce Street between Key Boulevard and 19th Street, North (.34 acres).
Open Space

Existing
Alternatives
Pedestrian Connection

Map 20
## FIGURE 5

**EXISTING AND ALTERNATIVE OPEN SPACE SITES**

<table>
<thead>
<tr>
<th>SITE #</th>
<th>DESCRIPTION</th>
<th>SIZE (ACRES)</th>
<th>APPRAISED VALUE***</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>14th Street, North Mini-Park</td>
<td>.59</td>
<td>County-Owned</td>
</tr>
<tr>
<td>2</td>
<td>North Pierce Street and 16th Road</td>
<td>1.33</td>
<td>County-Owned</td>
</tr>
<tr>
<td>3</td>
<td>Community Center</td>
<td>1.00</td>
<td>County-Owned</td>
</tr>
<tr>
<td>4</td>
<td>Rosslyn Highland Playground</td>
<td>.50</td>
<td>County-Owned</td>
</tr>
<tr>
<td>5</td>
<td>Unopened Portion of North Pierce</td>
<td>.34</td>
<td>County-Owned</td>
</tr>
<tr>
<td>6</td>
<td>North Quinn Vacant Site</td>
<td>1.70</td>
<td>$275,000</td>
</tr>
<tr>
<td>7</td>
<td>18th Street, North to Key Boulevard Connector</td>
<td>.30</td>
<td>$80,000</td>
</tr>
<tr>
<td>8</td>
<td>Lynn Street Park*</td>
<td>1.20</td>
<td>$1,580,000</td>
</tr>
<tr>
<td>9</td>
<td>I-66 Excess Right-of-way</td>
<td>2.00</td>
<td>State-Owned</td>
</tr>
<tr>
<td>10</td>
<td>Decked-Over Portion of I-66</td>
<td>3.50</td>
<td>State-Owned</td>
</tr>
<tr>
<td>11</td>
<td>Hessick Tract</td>
<td>.60</td>
<td>$150,000**</td>
</tr>
<tr>
<td>12</td>
<td>Zinnamon Tract</td>
<td>.52</td>
<td>$299,000</td>
</tr>
<tr>
<td>13</td>
<td>Small Garage</td>
<td>.09</td>
<td>$29,000</td>
</tr>
<tr>
<td>14</td>
<td>Service Station</td>
<td>.14</td>
<td>$44,000</td>
</tr>
<tr>
<td>15</td>
<td>Rosslyn Circle</td>
<td>1.00</td>
<td>Federally-Owned</td>
</tr>
<tr>
<td>16</td>
<td>Fairfax Drive Traffic Island</td>
<td>.10</td>
<td>County-Owned</td>
</tr>
<tr>
<td>17</td>
<td>Boathouse Facility/Roosevelt Island</td>
<td>--</td>
<td>Federally-Owned</td>
</tr>
<tr>
<td>18</td>
<td>Metro Construction</td>
<td>.05</td>
<td>County-Owned</td>
</tr>
<tr>
<td>19</td>
<td>Block between 18th Street, No. &amp; Key Boulevard (14 parcels)</td>
<td>1.96</td>
<td>$572,000</td>
</tr>
</tbody>
</table>

*Does not include cost of land donated by Rosslyn Center developer.

**Hessick Tract - cost of developing open space, maximum amount of County obligation to developer.

***Based on 1976 Real Estate appraisals.
In addition, efforts are underway to provide .6 acres of open space on the "Hessick Tract" (site #6). The proposed developer of the "Noland" tract has agreed to donate the Hessick site to the County if the County agrees to spend up to $150,000 for development of the park. The density designated for the Hessick Tract will be transferred to another site. If this site is developed as a park it will increase the existing open space in Rosslyn to a total of 4.4 acres.

**FUTURE CONSIDERATIONS**

To provide increased open space facilities, the County Board in April of this year designated two additional sites for future open space on the General Land Use Plan. These sites are located on North Quinn Street across from the Wilson Community Center (1.7 acres) and on 18th Street, North between the Wilson Community Center and Key Boulevard (.3 acres). They would add a total of 2.0 acres of open space to the Rosslyn Station area.

The site on North Quinn Street (site #6) offers both open space and development potential. Currently vacant, this site would be a reasonable expansion of the Wilson Community Center, however, access across North Quinn Street which is classified as a collector street on the Master Thoroughfare Plan, presents a safety problem. Furthermore, the development potential of this site is very attractive for townhouse units which could serve to stabilize and enhance the neighborhood. Such development would provide housing opportunities within easy walking distance of the Metro and community facilities.

The site between 18th Street, North and Key Boulevard (site #7) would provide improved access from Colonial Terrace to the Wilson Community Center. A significant portion of the housing in this area exhibits varying degrees of deterioration (see Transition Area in the Land Use section of this report) and the provision of open space would be an improvement to the existing conditions. Considering the housing conditions in this area and the transition in densities planned between Wilson Boulevard and Colonial Terrace, this area offers attractive open space opportunities. As an alternative to site #6, additional open space could be provided in this block (site #19). Open space in this location would provide an appropriate transition between Wilson Boulevard and Colonial Terrace; provide safe access to Wilson Community Center through closing a portion of 18th Street, North; address some of the open space needs in the Rosslyn area; and serve to eliminate an eyesore to the neighborhood. The negative aspects of such action would include long term assemblage of land and removal of single-family units from the housing stock. In order to assemble approximately the same amount of land as provided by site #6, it would be necessary to remove twelve single-family dwelling units of which only two appear to be owner-occupied.

Three additional open space areas are designated on the General Land Use Plan (see Map 20); although two are in public ownership, none of them are developed for public use. These areas are the major portion of the block directly east of the Metro station (site #8); the vacant State-owned land between 19th Street, North and the I-66 right-of-way (site #9); and a proposed decked-over portion of I-66 between the Marriott and the RCA Building.
Site #8 contains a three-story office building at mid-block, a mini-park area to be provided by the Rosslyn Center development, and five vacant parcels used for public parking. The McDonald's Corporation has contracted to purchase a parcel in the block and is proposing to construct a three-story structure. The existing office structure and the proposed McDonald's, if constructed, will severely limit open space opportunities in this area. The viability of providing additional open space in this block in accordance with the General Land Use Plan is questionable, in view of the existing and proposed development and the high land costs. One alternative would be for the County to acquire one or two of the remaining vacant parcels and provide a small passive recreation area or "vest-pocket" park. A second alternative would be to allow this area to develop and focus efforts on providing open space on other sites within the Rosslyn study area.

Two areas where the County could stress the provision of open space are sites #9 and #10, both of which are associated with the construction of I-66. Site #9 is currently state-owned right-of-way for I-66. However, the roadway if constructed, will be depressed in this area and with proper design and screening this site could offer an excellent view of the river front with minimum impact from traffic. With almost two acres of space available this site could provide both active and passive recreational opportunities. The site provides an excellent vista, is adjacent to one of the major plazas in Rosslyn, and with a minimum of expense, it could be connected to the grade-separated pedestrian system. The major deterrent to providing open space on this site is its proximity to I-66.

The issue of decking-over the I-66 right-of-way (site #10) is currently being discussed with the Virginia Department of Highways and Transportation and is unresolved at this time. If the area is decked-over, all or a portion of the area should be considered for open space possibilities. If the entire area between North Nash Street and North Lynn Street is decked, it could provide as much as 3.5 acres of open space. The advantages of providing open space in this area include the creation of an attractive entrance into Northern Virginia from the District of Columbia; improved pedestrian access to the District and river front; minimum land costs; consolidation of the Marriott Hotel site to the rest of the Rosslyn area; and preservation of the existing vistas. The Federal Department of Transportation has recently established the Design, Art, and Architecture in Transportation Program to provide funds for a wide variety of transportation related projects. This program might be used to provide funds for landscaping and beautification of the decked-over area. The major disadvantage in providing open space at this location is the cost of constructing a deck over I-66, however it is possible that state and federal funds could finance the entire project. If the County was to concentrate its efforts to providing open space on sites #9 and #10, over five acres of open space could be provided within the immediate area of the Rosslyn Metro Station.

Another method of providing open space in Rosslyn would be to encourage developers to transfer density rights from vacant and underutilized sites to provide open space. The Hessick Tract provides an example of this type of strategy. By employing this approach, open space can be provided at minimum
cost while sites which might remain vacant or underutilized can be made more useful. Also, by allowing this density to be developed on other sites, the County would be gaining tax revenue. This strategy provides a logical and proven method for dealing with "problem" sites in Rosslyn. Two sites in particular qualify for this type of treatment: The Zinnamon Tract (site #12) and a small garage site on North Kent Street (site #13). By transferring the density rights from the Zinnamon Tract, the site could be consolidated with the Hessick Tract (site #11) and serve as an entrance park into Rosslyn. The size and location of this site makes it difficult to develop and it would be more logical to include it with the proposed park which comprises the remainder of the block. Site #13 is too small to develop but could provide a "vest-pocket" park for the area.

The General Land Use Plan designates all of the western portion of the block between 18th Street, North and Wilson Boulevard for "public" use. However a service station (site #14) at the corner of Wilson Boulevard and North Quinn Street occupies a portion of this area. To round out the public use in this area and to provide for a more comprehensive treatment of the Wilson Community Center, the Service Station parcel should be acquired.

Presently, Metro construction has closed the intersection of 16th Street, North and North Queen Street (site #18). This situation has existed for over two years and the resulting changes in traffic flow have had little impact on the neighborhood. At such time as the Metro construction is complete, this area should be considered for open space making use of the existing right-of-way. The topography of the land and size of the area would lend itself to a "tot" lot facility which would provide children in the area with access to recreational facilities without crossing the Wilson Boulevard one-way pairs.

In addition, future open space considerations in the Rosslyn Station area should include the provision of a boathouse facility in the vicinity of the Roosevelt Island Wildlife area. This land is federally-owned and represents a largely untapped resource for open space. The major disadvantages associated with this area are access to the area from Rosslyn and the combination of County, State, and Federal approval required for such a facility. If pedestrian and bicycle access improvements are provided to the river front (see Transportation section of this report) in the form of deckling-over I-66 and providing bikeways to Roosevelt Island, such a facility would provide recreational opportunities for residents and particularly for high school crews.

Finally, open space areas which lend identity to Rosslyn and create a sense of entry into the Rosslyn Station area should be enhanced. Rosslyn is fortunate to have two such sites (#15 and #16). Steps should be taken to make full use of these areas by providing appropriate landscaping (see Urban Design Landscaping Recommendation) and signage. These improvements should be coordinated with treatment of the adjacent open space to emphasize their effect.
CREATION OF AN OPEN SPACE SYSTEM

The existing open space in the Rosslyn Station area serves to address some of the open space needs of the residents and employees of the station area, however the current system does not complement or physically connect the individual open space sites. Few of the existing sites have any relationship to each other or to the extensive plaza areas which already exist. An open space system made up of existing open space, future proposed open space, and existing and proposed plaza areas, all of which are connected by pedestrian bridges, widened sidewalks, and landscaped areas could greatly improve the open space opportunities as well as improve the visual appearance of Rosslyn. The basic concept of such a system would be to identify access between open space areas by providing specially designed pedestrian routes. These pedestrian routes would stress visual continuity through the use of uniform signage, street furniture, landscaping and paving materials.

More specifically, the potential exists to create an open space system connected by walking paths and pedestrian facilities which minimizes pedestrian/vehicular conflicts. This system could be constructed in such a way as to encourage bicycle use as well. The system (see Map 20) could run from the Metro Station, south to the Hessick Tract (site #11) open space, west over the Xerox plaza, Monticello housing for the elderly, through the 16th Road, North open space (site #2) to a "tot" lot on 16th Street, North (site #18) and along 16th Street, North up to the Court House Station area. Similarly, the system could extend west from the Metro Station over the planned pedestrian bridges to Colonial Terrace, through the unopened portions of North Pierce Street (site #5 and #7) to the Wilson Community Center (site #3); west across the North Quinn Street open space (site #6), through Colonial Village and on to Key School.

DEVELOPER CONTRIBUTION TO OPEN SPACE

It is anticipated that future development in the Rosslyn Station area will provide additional open space facilities. These facilities will typically be of an urban nature including plaza space, landscaped areas, and active recreation facilities and will be monitored through the site plan review process. The site plan review process should stress provision of facilities to accommodate on-site residents or employees and should strive to create a coordinated open space system which is integrated with other open space facilities within the area. Later sections of this report propose a number of standards which should be met in providing this type of urban open space.

RECOMMENDATIONS

1) Acquire property between 18th Street, North and Key Boulevard to provide open space in conjunction with Wilson Community Center.

2) Once the I-66 issue is resolved, initiate efforts to obtain use of the right-of-way adjacent to I-66 (site #5) for open space.
3) Continue efforts to have I-66 (if constructed) decked-over between North Nash and North Lynn Streets for provision of open space.

4) Encourage the transfer of density rights from site #12 to expand Hessick Tract open space.

5) Encourage the transfer of density rights from site #13 to provide a "vest-pocket" park.

6) Acquire the service station site adjacent to the Wilson Community Center.

7) Close the street right-of-way at the intersection of 16th Street, North and North Queen Street to provide appropriate recreational facilities within the existing right-of-way.

8) Encourage the Northern Virginia Regional Park Authority to pursue the proposed boathouse facility.

9) Coordinate efforts with the National Park Service to design and install a beautification project for the Rosslyn Circle traffic island (site #15).

10) Coordinate efforts with the State to design and install a beautification project for the traffic island at North Lynn Street and Fort Myer Drive (site #16).

11) Design and install a special treatment for pedestrian links between open space areas to identify the open space system.

12) Stress the provision of on-site recreation facilities with future development.
URBAN DESIGN ELEMENTS

- Identification and Characteristics of Urban Design Elements
- Existing Standards
- Issues and Potentials
- Recommended Urban Design Standards
AN URBAN DESIGN FRAMEWORK
AS AN ELEMENT OF THE STATION AREA PLANS

Although the 1962 Rosslyn Plan was highly successful in achieving redevelopment and providing basic public facilities, development in the area has been criticized for the absence of any strong urban design elements, such as street level landscaping, park area or major open space. It would be helpful to review the existing Rosslyn development in terms of its success or lack of success, in achieving both the basic public facilities and a pleasant and functional environment for those persons residing and working in the area. The accompanying Figure 6 provides a framework for this evaluation and leads to the following conclusions:

1. The site plan review process has been most successful in securing the construction of a sophisticated and complex automobile circulation system at a minimum direct public investment. The large portion of the area's streets have been built or rebuilt with private dollars in accordance with an explicit plan and definitive standards.

2. The provision of a comprehensive above-grade pedestrian system is probably the most unique aspect of the urban design element of Rosslyn. The system will ultimately supplement the street level pedestrian circulation facilities. However, a final evaluation of its success depends on the completion of the remaining links in the system.

3. Perhaps the most serious environmental deficiency is landscaping. An almost complete absence of street tree planting and a very uneven quality of on-site and plaza landscaping adds to a harsh, inhospitable pedestrian environment.

4. The absence of common parking is likely to become an increasing nuisance and impediment to the effective inter-action of the various uses of the area: offices, retail, hotels and apartments. Virtually all parking is exclusive to the principal use of each individual building with some metered parking available on secondary streets.

The Rosslyn Plan experience points to the need for a comprehensive urban design element for the Rosslyn-Ballston Corridor. In order to ensure that urban design elements are addressed in future construction, a set of standards predicated on an acceptable level of objectives is needed. These standards should apply to the entire Rosslyn-Ballston Corridor and permit enough flexibility to encourage imaginative treatment while maintaining a unity of design within the Corridor. The following objectives provide the foundation for standards which are recommended in subsequent sections of this report:

° The design elements should encourage horizontal continuity and lend unity to development throughout the Corridor.

° The design elements should create an identity for the Corridor which provides people with a sense of place.

° The design elements should create an esthetically more attractive environment.
<table>
<thead>
<tr>
<th>INFRASTRUCTURE COMPONENT</th>
<th>DESCRIPTION</th>
<th>STATUS</th>
<th>EVALUATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Circulation System</td>
<td>Loop Road with three overpasses</td>
<td>Complete 80% of length, 1 of 3 overpasses complete</td>
<td>Heavy dependence on site plan review for remaining link with two overpasses. Key portion uncommitted.</td>
</tr>
<tr>
<td></td>
<td>N-S &quot;Couple&quot;</td>
<td>Complete</td>
<td>Most r.o.w. original, some contributed</td>
</tr>
<tr>
<td></td>
<td>E-W through Collector</td>
<td>Complete</td>
<td>Most r.o.w. original, some contributed</td>
</tr>
<tr>
<td></td>
<td>Grade separated Intersection Wilson Blvd. &amp; Ft. Myer Dr.</td>
<td>Complete</td>
<td>The major public investment, construction delayed by staging problems.</td>
</tr>
<tr>
<td></td>
<td>On-site garage access control</td>
<td>In stage with development</td>
<td>Very successful</td>
</tr>
<tr>
<td></td>
<td>Street channelization, curb, gutters</td>
<td>In stage with development</td>
<td>Very successful, some staging &amp; maintenance problems.</td>
</tr>
</tbody>
</table>

Plazas & Open Space

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>STATUS</th>
<th>EVALUATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private Plazas above parking garages at bridge level</td>
<td>Accompany most buildings constructed to-date and planned.</td>
<td>Extreme variation in design quality functional success.</td>
</tr>
<tr>
<td>Open Space</td>
<td>Complete absence, potential outlined in Open Space Section of Report.</td>
<td>Overall, this system promises to be marginally successful. In only a few instances do the private plazas offer adequate amenities for pedestrian enjoyment.</td>
</tr>
<tr>
<td>INFRASTRUCTURE COMPONENT</td>
<td>DESCRIPTION</td>
<td>STATUS</td>
</tr>
<tr>
<td>--------------------------</td>
<td>-------------</td>
<td>--------</td>
</tr>
<tr>
<td>Skyway System</td>
<td>11 bridges linking private development over public street system. 1 bridge connecting abutting private developments 2 tunnels under public streets linking private projects</td>
<td>5 bridges built, 5 and 1/2 of the remaining committed by site plan approval Built Built</td>
</tr>
<tr>
<td>At-grade Pedestrian Environment</td>
<td>Sidewalks</td>
<td>In stage with development</td>
</tr>
<tr>
<td>Landscaping</td>
<td>Street trees Plaza and other on-site landscaping</td>
<td>None, generally inadequate r.o.w. for planting In stage with development</td>
</tr>
<tr>
<td>INFRASTRUCTURE COMPONENT</td>
<td>DESCRIPTION</td>
<td>STATUS</td>
</tr>
<tr>
<td>--------------------------</td>
<td>-------------</td>
<td>--------</td>
</tr>
<tr>
<td>Parking System</td>
<td>Private, project related garages and surface lots</td>
<td>In stage with development</td>
</tr>
<tr>
<td></td>
<td>Public, common parking</td>
<td>Metered, On-street: Public Space within some buildings</td>
</tr>
<tr>
<td>Utilities</td>
<td>Storm water and sanitary sewers</td>
<td>In stage with development</td>
</tr>
<tr>
<td></td>
<td>Telephone and Electrical lines</td>
<td>In stage with development</td>
</tr>
<tr>
<td>Lighting</td>
<td>Street lights</td>
<td>In stage with development</td>
</tr>
<tr>
<td></td>
<td>On-site and decorative lights</td>
<td>In stage with development</td>
</tr>
<tr>
<td>Public Transit Facilities</td>
<td>Bus pull-out lanes</td>
<td>Provided as needed</td>
</tr>
<tr>
<td></td>
<td>N. Moore Street bus terminal</td>
<td>Coordinated with Rosslyn Station</td>
</tr>
<tr>
<td></td>
<td>Rapid transit terminal</td>
<td>Operational July 1977</td>
</tr>
<tr>
<td>Signage</td>
<td>Limited, on building face at street level</td>
<td>Approved by site plan</td>
</tr>
<tr>
<td></td>
<td>Directional, informational, locational</td>
<td>No uniformity, generally lacking</td>
</tr>
</tbody>
</table>
The design elements should promote pedestrian and vehicular safety throughout the Corridor.

The design elements should encourage pedestrian activities throughout the Corridor.

The urban design element of the Rosslyn Station Area Plan has been formulated to address the quality of development which the County should strive to achieve in the future, and outlines improvements which can be made to upgrade existing development. This study provides the County with the opportunity to examine the quality of existing development and to implement policies and standards to guide future development.

IDENTIFICATION AND CHARACTERISTICS OF URBAN DESIGN ELEMENTS

There are numerous factors which contribute to the "Urban Design" of an area, but for the most part these factors can be narrowed to those elements which are perceived visually. In that context "urban design elements" are those physical characteristics of an area relating to:

- Streetscape
- Plazas
- Transition Areas
- Vistas
- Parking

Each of these characteristics are defined in the following discussion.

Streetscape

There are five basic elements of streetscape design.

1. Paving (sidewalks, curbs, streets, drains and other surface textures)
2. Building facades
3. Street landscaping and trees
4. Street furniture (lights, signs, traffic control devices, kiosks, benches, art, etc.)
5. People

There is a need to identify standards for these elements so as to provide a continuity of design and efficiency of construction. In the absence of adequate standards these elements are either totally neglected or treated in a haphazard and disruptive fashion.
Plazas

In areas of high density development, there is a need to provide outdoor space beyond the streetscape for visual relief and to accommodate the range of urban activities from passive recreation to outdoor assemblies. Plazas provide one opportunity for such activities and can provide a key factor in economic development. Factors which have a direct bearing on how frequently plaza areas are used include size, location and access. Although a plaza as open space often provides visual relief to an urban area, the factors of location, access and amenities are of primary importance if the plaza is to be used. Plazas that are underutilized often present maintenance and security problems and represent a loss in potential to contribute in a positive manner to the urban character of the area.

Transition Areas

The areas of transition between intense urban development and areas of existing development are quite fragile and call for consideration of control mechanisms beyond zoning and the General Land Use Plan. Typically these areas display not only a change in density and use but a change in the basic character of the neighborhood involved. It is in the total community interest that problems of transition be identified prior to the impact from development occurring. In this regard a number of elements are critical:

Parking - Both spill over parking from adjacent development and the visible parking both on surface lots and in garages associated with new development.

Vehicular Traffic - Primarily the impact of through commuter movements on major streets and the filtering of commuter traffic through neighborhoods brought about by congestion on major streets.

Screening - Minimize the impact of both incompatible uses and noise.

Vistas - The loss of view and sense of closing-in brought about by intense urban development.

It is intended as an element of the station area plans that these potential impacts be identified in specific detail and that alternative mechanisms be developed to reduce these impacts to the lowest possible levels.

Vistas

Vistas, the views within or through development areas, are an important element of any urban design plan. Unfortunately, it is an element often neglected and many opportunities for vistas are often only apparent in retrospect. For example, on Wilson Boulevard east bound, it is now apparent that the southern-most Rosslyn Plaza Office building obstructs a view across the Potomac River.

The Rosslyn-Ballston Corridor occupies a unique geographical position in relation to the monumental areas of the District of Columbia and the Potomac River waterfront. This is particularly true in the Rosslyn and Courthouse Station areas. The vistas which are available to Arlingtonians as they look
across the Potomac River to the Nation's capital represent a resource which in large measure has been untapped.

It is intended that the station area plans identify to the extent possible vistas to be retained or enhanced within the station areas.

Parking

The infrastructure of developing reasonable parking standards for urban areas is well known. Any parking standard developed will have significant impacts both in the private sectors' ability to perform and the spill over effect of parking generated by development. Although the spill over effects are well documented, (the generation of traffic through neighborhoods and commuter-employee parking), the impact of parking standards on the private sectors' ability to perform is not as apparent.

The issue of how much parking to require within a given development area remains unanswered. It is clear that parking requirements which call for high numbers of spaces may inhibit development through increased development costs. However, an area deficient in parking may suffer as visitors, residents, and employees turn to other locations with more convenient and accessible parking. It is unclear at what point the lack of available parking begins to discourage people from visiting the area.

The residential areas to the west of Rosslyn have been severely impacted by commuter parking on residential streets. The Colonial Terrace area has experienced large numbers of cars parked along narrow streets which make vehicular and pedestrian travel difficult throughout the area. In addition, much of the residential character and esthetic quality of this area is lost when the streets are lined with cars. The County has attempted to discourage commuter parking in the Colonial Terrace area by restricting parking to certain hours of the day, however, field surveys reveal that the streets are still lined with cars which may reflect the need for additional residential parking.

Arlington's efforts to ban commuter parking altogether have encountered legal difficulties but a recent court decision would indicate that this method may be used successfully. Other jurisdictions in the metropolitan area have initiated residential parking sticker programs which attempt to distinguish between commuter vehicles and those of local residents. These programs have been reasonably successful where they have been accompanied by strict enforcement efforts on the part of local police.

If conservation efforts in the residential areas around Rosslyn are to be successful, an acceptable way of dealing with commuter parking on residential streets must be devised. These efforts will have considerable impact on the residential areas throughout the Corridor.

EXISTING STANDARDS

Arlington County has a limited number of formalized design standards which apply to the streetscape, plazas, transition areas, vistas, and parking. The design standards which do exist have come about largely as a result of concerns for safety and through the site plan review process. As a result, design concerns have often been neglected, overlooked, or limited to a site-by-site approach without reference to an overall standard.
The design standards which the County currently employs are summarized as follows:

**Streetscape**—A minimum set of standards governing the width, design, and texture of sidewalks existed prior to the recent adoption of the Master Walkways Policy Plan. It is anticipated that the guidelines set forth in the plan will in the long term improve existing conditions.

Existing standards and guidelines for the placement of traffic engineering devices are defined in the Manual of Unified Control Devices which provides national standards. In addition there are a number of recommendations in the Master Walkways Policy Plan which provide improved design standards.

The site plan review process provides the most comprehensive review of design standards for the streetscape. Normally the developer is required to provide street improvements according to standards specified by the County. This review usually occurs on a site-by-site basis and provides a detailed examination of the proposed streetscape.

A noted exception to existing streetscape standards is the Pentagon City Urban Design Manual for Public Street and Pedestrian Areas. This manual represents a unique approach in that the design standards governing the future development of the major site were developed by an applicant in support of a rezoning site plan application. This manual addresses a wide range of concerns including sidewalks, landscaping and screening, paving, street furniture, signs and graphics, and lighting.

**Plazas**—No formalized standards exist for plazas, however site plan review provides a basis for review of major projects prior to construction. Examination of existing plazas in Rosslyn (and other locations in the County) suggests that a set of definitive standards are needed.

**Transition Areas**—There are no defined standards for the treatment of transition areas. Because these areas experience a wide range of unique problems with conditions varying greatly from one area to another, the design treatment for such areas should be governed by a general set of standards which allows considerable flexibility to address individual situations.

**Vistas**—As vistas have not been an identified element in previous County plans no design standards exist for preserving or enhancing vistas. There is a need to identify the vistas which currently exist (particularly around the Rosslyn and Court House Stations) with the intent that future development preserve and enhance existing vistas and create additional vistas where possible.

**Parking**—Detailed standards governing the amount of parking which must be provided with various types of development are enforced by the County on a daily basis. Also, engineering standards for the layout and construction of parking are clearly defined. In June, 1977, the County
Board adopted a revised parking section for the landscaping and screening of parking areas in commercial districts other than C-0 districts. Implementation of these standards along with the adoption of additional design standards will provide the basis for upgrading many of Arlington's marginal parking facilities.

ISSUES AND POTENTIALS

There are a wide range of design issues and potentials which apply to the Rosslyn Station area. These center around conservation, development potential, access problems, problems of identity, furnishings and street furniture.

Conservation Areas

Three major conservation areas have been identified by the County Board in the Rosslyn Station area; Colonial Terrace, Colonial Village Apartments, and the Service Commercial area on upper Wilson Boulevard.

Perhaps the clearest indication of Board policy has been in the Colonial Terrace area where through denial of zoning applications and an amendment to the General Land Use Plan the County policy has been established that this area be maintained at the current level of density with some in-fill housing. There are four factors however, which if unchecked will frustrate any conservation effort:

1. Inconsistency of existing zoning with adopted General Land Use Plan;
2. Pressure for more intense development; impacts from existing development;
3. And lack of public facilities.

These conditions call for special design consideration as well as positive County Board action. Design considerations are needed for Colonial Terrace to achieve a distinction between this area and the Rosslyn Development. One alternative which would serve such efforts would be uniform but distinct street treatment for sidewalks and landscaping in the Colonial Terrace area. Also, the limiting of commuter parking along with improved curb and gutter facilities would signal the County's commitment to conserve the area.

The Colonial Village Apartments present other issues with regard to conservation. Here an older garden apartment project is presently well maintained and under single-ownership. The designation by the County Board of the Colonial Village Apartments as a "Coordinated Development and Preservation Area" clearly signals the County's interest in the conservation of this area. The area currently displays a system of internal walkways and landscaping which clearly distinguishes Colonial Village from surrounding areas and these design elements are well worth preserving. With consideration of higher density residential development near the Courthouse Metro station, conservation of a major portion of the Colonial Village Apartments will likely be achieved.

The existing commercial area between Wilson Boulevard and 17th Street, North Pierce to North Rhodes Streets, and the Colonial Village Shopping Center are designated Service Commercial on the General Land Use Plan. Despite a significant County investment in business conservation, the service commercial uses fronting Wilson Boulevard in this block are marginal. In the absence of private initiative or further direct County action it is
unlikely that this area will remain service commercial in the long term. Efforts which stress cooperation between the private market and the County are needed to ensure that the area becomes an attractive commercial asset rather than an eyesore to the community. Possible treatment to enhance the attractiveness of the area might include widening sidewalks, continuation of the brick sidewalk treatment, street tree installation, provision of street furniture and additional planter areas, screening of parking areas, and an overall emphasis on the enhancement of the entire block for the pedestrian. The experience of the City of Alexandria in upgrading marginal commercial areas on lower King Street is a clear indication that such positive action can turn an area around.

Development Areas

Within the Rosslyn Study area there are two major areas of planned development which should be assessed in relation to the urban design element of the station area plan. The first of these areas, the Arlington Towers Shopping Center Site, is designated for high density office-apartment-hotel development and is particularly sensitive in relation to its size and the existing Arlington Towers residential development. In this context, the County might consider granting additional height to future development on this site to reduce the bulk of structures and preserve existing vistas. An additional element to be considered is that the site will be bisected by the future construction of the loop road system bridging Lynn Street and Wilson Boulevard. The second potential area of development is the high density residential area planned west of Rosslyn between Wilson Boulevard and Route 50. The urban design issues within this area will be significantly different from those of the original Rosslyn Plan and will center primarily on the enhancement of this area as a residential environment and the elements of transition between the high density residential and the existing areas of lower density residential development to the west.

Access

Access between land uses, access to Metro, and access to the public facilities will continue to be a design issue in the Rosslyn Station area. The 1962 Rosslyn Plan recognized the critical importance of both vehicular and pedestrian access both to buildings and public facilities. Unfortunately the timing and phasing of development has produced a system where the absence of major roadway links, pedestrian bridges, and sidewalks has become a common characteristic of the area. This has become a source of frustration to residents and employees in the area and over time reinforces a negative image both of Rosslyn and the total community. In the final analysis it is the public sectors' responsibility to provide safe and convenient vehicular and pedestrian access. While it can be said that the Rosslyn Area has been somewhat unique in its access problems with a major realignment of existing roadways and the need for a comprehensive pedestrian bridge system, there is little question that access will continue to be a key issue in each of the transit station areas. Within the Rosslyn Station area top priority should be given to completing and increasing accessibility to the grade-separated and sidewalk systems.
Identity

There is a clear need to develop a positive identity for Rosslyn, for a number of reasons: Uncompleted public facilities, a lack of open space, the absence of streetscape amenities, and heavy emphasis on office development which limits commercial and evening hour use of the area. Fortunately positive steps are now being taken to improve this image, including the recent completion of the grade separation of Wilson Boulevard and Fort Myer Drive, the planned landscaping of street islands this fall, the Rosslyn Center Park and pedestrian bridge elements, and the Arlington Boulevard entrance park which will be an element of the Noland Property development. Positive action is needed however in other areas. Alternative courses of action include an active sidewalk widening and street landscaping program throughout Rosslyn, improved landscaping and maintenance of existing private plazas and building facades, and an active encouragement by the County of residential development in support of the existing commercial and office space in Rosslyn.

RECOMMENDED URBAN DESIGN STANDARDS

Standards are proposed for each of the design elements outlined previously. These standards are derived from many sources and where appropriate explanation as to their origin is included. These standards are intended to be applied generally throughout the Corridor with recognition that special instances may occur which would limit their use, or call for additional treatment.

STREETSCAPE

Dimensions & Location of Sidewalks:

1. The minimum unobstructed sidewalk section in low density residential areas should be four feet wide with a four-foot planting area for street trees.

2. In general, sidewalks should parallel the streets they complement; however, the design should be flexible enough to allow some deviation from the standard, where possible, to handle the needs and designs of the neighborhoods served, such as, curving the sidewalk alignment to avoid displacing mature trees.

3. The minimum unobstructed sidewalk section in medium density areas should be six feet wide with a four-foot planting strip adjacent to curb to provide additional buffer space for landscaping between the pedestrian and vehicular traffic.

4. The minimum unobstructed sidewalk section in high density development areas should be ten feet wide with a four-foot planting area.

5. For high density development areas with extreme pedestrian activity, such as that focused at Metro rail stations or major retail commercial, the standard sidewalk width should range from ten to twenty feet wide with minimum of a four-foot planting area adjacent to curb.

6. The sidewalk width of an entire block shall be determined by the most intense use of the block.

7. Depending on the density of the land use through which controlled access highways pass, grade-separated pedestrian crossings should be provided at approximately every 1,200 feet or at specific locations
of concentrated pedestrian activity. Parallel pedestrian movement should be accommodated along the service road on sidewalks or on a separate pathway set apart from the highway. The minimum width of the sidewalk or pathways should be eight feet in order to accommodate both bicycle and pedestrian traffic.

Sidewalk Materials

1. The basic standard for sidewalk construction shall be concrete, however, the use of alternate material (brick, exposed aggregate, or paver) shall be encouraged where it is appropriate or desirable to complement architectural or neighborhood characteristics.

2. In some cases of new street construction or reconstruction in areas of high pedestrian activity, it may be desirable to install crosswalks of an alternative material, such as, brick or cobblestone, to further enhance the visibility of the pedestrian crossing to motorists.

3. Wherever possible, special paving materials should be used for bikeways to define and separate bikeways from pedestrian facilities.

Landscaping

1. Street trees should be considered an integral part of street design and planted at a minimum rate of one tree for every 35 feet of street frontage.

2. Trees and shrubbery overhanging the walkway should be pruned to allow seven-foot vertical clearance over the pedestrian area.

3. Trees should be planted no less than five feet from any sewer, water, gas, or other underground utility to allow the trees the maximum for growth and to minimize conflicts between tree roots and utility systems. Conversely, no underground utilities should be placed within five feet of any existing tree or within existing or planned planting strips.

4. Where trees cannot be planted because of utility conflicts, above ground planters should be encouraged.

5. Street frontage planters which are raised above the level of the adjoining sidewalks should have a height of no less than 18 inches.

6. The selection of trees, shrubs and other plant materials should be based on a consideration of hardiness both in terms of the region and the specific location and be consistent with the planting material standards adopted for commercial zoning districts.

Street Furnishings

1. The placement of benches, tables, lighting and trash receptacles shall be encouraged at locations adjacent to pedestrian facilities but not protruding into walkways to avoid further obstruction of the walkway.

2. Street furniture such as newspaper dispensers and mailboxes should be consolidated at strategic locations out of the pedestrian walkway.
3. Colors and materials for street furnishings shall be complementary to existing building and paving materials.

4. Uniformity of design and color shall be encouraged for all pedestrian system signage.

5. Consolidation of street signage should be encouraged wherever possible.

6. Signs should be located within a 3 foot high horizontal band, no higher than 17 feet above curb level. Signs may be staggered where there is a substantial change of slope along any portion of the street. Signs on new buildings should be coordinated with the height of existing signs of adjoining buildings.

7. The appearance of first floor building facilities should be inviting to pedestrians and encourage the use of arcades and pedestrian facilities.

The following map identifies those areas recommended for landscaping. While it would be desirable to have landscaping on every street, priority has been given to the highly visible areas which generate much pedestrian traffic, namely the Wilson Boulevard one-way pairs, North Lynn Street, and Arlington Boulevard. The proposed treatment consists of street tree planting, street furniture, and provision of some raised planter areas. In addition landscaping of existing and potential park space is recommended and the cost estimates which are identified in the Rosslyn Capital Project Report are based upon a square foot cost. It should be noted that no landscaping has been proposed for North Moore Street. The current bus service to the Rosslyn Metro Station requires all of the existing right-of-way. It is anticipated that a portion of the existing right-of-way will no longer be needed for vehicles when transit service is transferred to the Ballston Station area in mid-1979. At that time, it will be more clear as to how much right-of-way is needed and what landscaping could be provided.

The conceptual site plan which follow the map provides an indication as to the location of the proposed plantings.
Recommended Landscaping

Major Open Space and/or Park Development
Street Landscaping

Map 21
Location and Orientation

1. Wherever possible, southern exposure is to be encouraged (Southern exposure is defined as any plaza area with a street line with exposure in any direction between west-southwest and east-southeast).

2. Proposed plaza areas should be required to connect with existing street frontage and/or adjacent plaza space if any should be present.

Area Dimensions

1. Urban plazas must have a minimum of 750 square feet and be not less than 10 feet deep.

Furnishing & Plantings

1. One linear foot of seating per 30 square feet.

2. Seating higher than 36 inches and lower than 12 inches above the level of the adjacent walking surface shall not count toward meeting the seating requirements.

3. Tree plants are required according to the following schedule:

   - 4 trees - 1000 square feet or more
   - 6 trees - 5000 square feet or more
   - 1 tree/2000 square feet - 12,000 square feet or more

4. Trees are required to be a minimum of 3 1/2 inch caliper planted in a minimum of 30 cubic feet of soil and a planting bed depth of 3 1/2 feet minimum. Shrubs are required to have a minimum planting bed depth of 2 feet.

Paving

1. Paving of the urban plaza space shall be of decorative and durable materials creating sympathetic design patterns with adjacent paving.

Public Art

1. Future development shall provide one-half of one percent of the total construction budget for placement of public art on or off site.
TRANSITION AREAS

The following are presented as general criteria which should be considered in those areas designated as Transition Areas.

1) A change in scale of development to encourage tapering of densities between commercial areas and single-family residential areas should be encouraged through the use of the following:

° Focus higher density structures on major arterials and lower density structure on residential streets;

° Provide buffering through the use of open space, bikeways, pedestrian facilities, etc.;

° Encourage screening in the form of landscaping;

° Scale sidewalk width according to density and encourage the use of different paving materials; and

° Discourage commuter and shopper parking in low density residential areas.

2) Discourage traffic through residential neighborhoods by employing street closings, one-way alignments, stop signs, and other traffic control methods.

3) Encourage a sense of identity to residential areas by providing focal points, beautification projects, greenways, uniform street-scape treatment.

VISTAS

Existing:

1) Preserve and enhance existing vistas particularly those related to plaza and pedestrian areas.

2) Preserve and enhance existing vistas which provide a sense of entry into Rosslyn and the District of Columbia.

Future:

1) Encourage future development to create new vistas related to pedestrian areas.
line of a lot in an "R" or "RA" District or where such parking extends into an "R" or "RA" District as a permitted transitional use, a five (5) foot wide landscaped strip with a wall or fence shall be a minimum height of six (6) feet above the finished surface of the area that it bounds, measured at the wheel bumper, where such exists, and of six (6) feet above the ground surface on the side exposed to abutting properties. Such wall or fence shall consist of durable material faced on both sides, arranged so that direct light cannot penetrate the face thereof.

3. A landscaped strip five (5) feet wide shall be provided where "C" properties abut "R", "RA", and "S-3A" properties.

4. Planting which is required for screening may be considered as partial or complete fulfillment of the site landscaping requirements.
IMPLEMENTATION

- Existing County Funding Sources
- Non-County Funding Sources
- New Funding Sources
Scenic Vistas

* Major Pedestrian And/Or Plaza Area

⇒ Indicates Direction Of View Corridor

Map 22
PARKING

Location and Type

1. In all site plan projects, on-site at grade parking should be eliminated.

2. Garage parking below grade should be encouraged in all site plan projects and if available to the public, clearly marked as such.

3. On-street parking should be limited to short term, convenience parking allowed only during off-peak hours.

4. Commuter parking should be prohibited in conservation areas and residential areas.

Parking Lot Landscaping

1. All end islands of parking rows and all areas not otherwise used for ingress, egress, aisles or parking must be landscaped.

2. The interior space of any planting area shall be no less than nine (9) square feet and not narrower than four (4) feet on every other row of parking.

3. The primary landscaping materials used in parking lots shall be deciduous trees which are capable of providing shade at maturity. Shrubbery, hedges and other live plan materials are to be used to complement the tree landscaping. Effective use of earth berms and existing topography is also encouraged as a component of the landscape plan.

4. All interior planting areas shall be protected from vehicle intrusion by a permanent barrier not less than four (4) nor more than eight (8) inches high.

5. In those instances where plant material exists on a parking lot site prior to its development, such landscape material may be used if approved as meeting the landscaping requirements.

Screening Requirements

1. A landscaped strip a minimum of five (5) feet wide shall be provided where a parking area abuts streets, sidewalks, street right-of-way and alleys separating "C" Districts from "R", "RA", and "S-3A" Districts. Deciduous trees shall be spaced every twenty-five (25) linear feet, to be measured along the property line, in the planting areas with a minimum of three (3) evergreen shrubs, which attain a minimum height of three (3) feet, planted between the trees.

2. Between abutting "R" or "RA" zoned lots and "C" zoned lots, or where topography achieves the same effect, any part of a parking area located closer than fifty (50) feet to a side or rear lot
This discussion focuses on alternative courses of action which the County may take to implement adopted and proposed plans, policies and programs outlined in this report. This section of the Rosslyn Transit Station Area Study discusses overall strategies for adopting and implementing a detailed plan for Rosslyn.

Strategy to Provide Improvements

A key element in determining strategy for implementation is the comprehensive plan. The Virginia State Code Section 15.1-446 provides that localities within Virginia shall be able to prepare and recommend a comprehensive plan for the physical development of its territory. The State Code states that a plan may include; the designation of a comprehensive system of transportation facilities; the designation of a system of community service facilities; and the designation of areas for urban renewal or other treatment. In 1976 Section 15.1-446.1 was rewritten so that the comprehensive plan could also include methods of implementation which may include but are not limited to (1) an official map; (2) a capital improvements program; (3) a subdivision ordinance; and (4) a zoning ordinance and zoning district maps. Currently the comprehensive plan of Arlington County consists of eight elements:

1. The General Land Use Plan
2. The Master Thoroughfare Plan
3. The Master Transit Plan
4. The Master Walkways Plan
5. The Master Bikeway Plan
6. The Sanitary Sewage Distribution System Plan
7. The Water Distribution System Master Plan
8. The Storm Sewer System Plan

In addition, Arlington has an adopted capital improvements program, a subdivision ordinance, and a zoning ordinance. It is important to note that all of these elements are inter-related. For example, forecasted population densities as a result of land use policies are reflected in utility and thoroughfare plans.

The recommended plans and programs contained in this report address all of the elements of the Arlington County Comprehensive Plan as above defined. Because the recommendations contained herein are in some cases at variance with current plans, amendments to adopted plans are needed. The Urban Design section of this report, for which there is not a corresponding adopted master plan element, could be adopted as a policy statement. As an integral element of land use policy, and an essential implementation tool, zoning changes discussed in this report are recommended for adoption.

Capital expenditures are outlined in this report as an outgrowth of policy choices. These capital cost figures are generally represented as alternatives in the various sections of this report. The details of these cost figures are presented in the Rosslyn Capital Project Report for the Rosslyn Station. The projects and their costs have not been prioritized in capital improvements program form in this report. Instead, this section discusses alternative funding sources for the capital improvements identified in prior sections of this report. The final step in the planning process for the
Rosslyn Station Area will be the "Action Program" which will identify priorities, summarize the recommendations made in this report, and recommend a capital improvements program to implement the plan. Year-by-year expenditures based on the "Action Plan" would then be included in the recommended annual budget. It is intended that the "Action Plan" will summarize all of the recommendations for the Rosslyn area and could be adopted by the County Board as a policy statement for future decisions in the area.

The following discussion focuses on funding sources which are currently employed by the County, funding sources which do not involve County funds, and new funding sources which could be made available to the County.

The major implementation issue in the Rosslyn Area is the financing of needed public improvements contained in the capital improvements program. A variety of funding sources are available for financing public improvements in Rosslyn. The discussion which follows deals with those funding sources the County currently employs.

EXISTING COUNTY FUNDING SOURCES

Pay-As-We-Go Capital

Historically, current revenues have been applied to capital improvements to fund needed improvements in Arlington County. The current revenues allocated for capital projects referred to as "pay-as-we-go-capital", come from a variety of sources including the General Fund, Federal Revenue Sharing and Utilities revenues. In addition, pay-as-we-go financing may be supplemented by other funding sources such as the Public Works Act or Community Development Block grants. In past years, the percentage amount of current revenues used for capital requirements has declined, however, the County Board has expressed an interest in increasing the current capital funding for Fiscal 1978.

General Fund

The General Fund supplies funding for a variety of County expenses including pay-as-we-go-capital. Local taxes, including real estate, personal property and business taxes, provide the major source of revenue for the General Fund. The amount of General Funds devoted to capital improvements is reviewed on a yearly basis.

Federal Revenue Sharing

Federal Revenue Sharing funds make up a significant portion of the pay-as-we-go-capital. These funds are granted by the Federal Government to the County each year based on a population formula. It is anticipated that this funding source will be available for some time to come.
Funding of Improvements from Utility Revenues

The operations of, and minor improvements to, the sanitary sewer and water systems are currently financed from the utility fund. Since these systems are currently financed by user charges, the monies collected can only be spent on these systems. Improvements to the water or sanitary sewer systems in the Rosslyn area could be financed by using monies from this source on a "pay-as-we-go" basis. Financing improvements from this fund would place the capital improvements in direct competition with the operating costs of the systems making it difficult to accurately program the recommended improvements. It should be noted the major improvements to the utility systems are financed through bond issues.

General Obligation Bonds

Arlington County may obtain funds for public improvements by issuing bonds. This procedure permits the financing of public improvements to be amortized over a period of years. In this way significant expenditures for capital improvements do not cause significant fluctuations in the annual budget.

Before bonds can be issued they must be approved by the County Board and voters of the County. How the electorate would respond to a bond issue including the various improvements needed in Rosslyn is, of course, unknown.

Assessments for Local Improvements

Arlington County currently has the power to impose taxes upon abutting property owners for improving, replacing or enlarging the walkways upon existing streets, for improving and paving existing alleys, for the construction of storm or sanitary sewers and for the construction of curbs, gutters and retaining walls. The enabling legislation requires that the tax "not be in excess of the peculiar benefits resulting from the improvements to such abutting property owner or owners."

This type of tax can be imposed by Arlington County by three different actions listed below:

1. The improvements may be ordered by a two-thirds vote of the County Board. All abutting property owners are then taxed for the improvements;
2. The improvements may be ordered by the County Board and the costs apportioned in accordance with an agreement between the County and the abutting property owners;
3. The improvements may be ordered by the County Board on a petition from not less than 60% of the abutting property owners; all abutting properties are then taxed for the improvements.

Imposing this type of tax in accordance with an agreement between the abutting property owners and the County would seem to eliminate the problem of determining the peculiar benefits to abutting property owners and potential legal challenges to the assessment on this basis.
Some significant changes were recently made to the special state legislation that provides for the small district. One of these changes provides that, in creating the small district, the powers of the small district can be limited. In this way, some of the broader powers — that may not be politically acceptable — can be eliminated from the small district's range of authority.

The process for creating the small district is defined by State law. The District Court must be petitioned by the County Board for the creation of a small district. In its petition, the County Board would set forth the powers to be used and the proposed boundaries of the small district. The District Court then rules on the petition. Following a favorable District Court ruling, the small district governing body may issue bonds, after a referendum by the small district voters to carry out the specified powers granted by the District Court decision. Bonds can be paid back by an additional property tax on small district property. In order to successfully petition the District Court, the petition will likely need support by major property owners within the small district. In order to achieve this support a reasonable level of cost to current property owners will need to be determined, and described to property owners before petitioning the District Court.
Virginia Department of Highways and Transportation

Within Rosslyn there are two State highways, Arlington Boulevard and Lee Highway. The possibility of the State constructing I-66 also exists. It may be possible to obtain State monies to make capital improvements along and immediately adjacent to these roadways. In addition, a State "urban systems" program may make 70% State - 30% local funding available for other major Rosslyn streets such as the loop road.

National Park Services

A major portion of the Rosslyn Study area is bounded by Federal park land. A number of park related improvements have been discussed in this report including bikeways and the possible development of a boathouse on the Potomac River. The National Park Service has funds available to provide park related improvements such as the above. These funds could be used to supply a portion of the improvements on federally-owned land.

NEW FUNDING SOURCES

Creation of Small Districts
Within a Sanitary District

Another approach to the funding of improvements is the special district. By taking this approach those properties benefitting most directly from the improvements in the transit corridors would be paying for these improvements instead of all the residents of the County or just the abutting property owners through special assessment. The "Small District" which can be created within the sanitary district appears to be the type of special district which is best suited to Arlington County and best suited for implementing the recommended improvements in the transit corridors.

A small district could have the County Board as its governing body and have taxing and bonding powers. As are associated with the total sanitary district, a small district may provide the following type of improvements:

1. Motor vehicle parking facilities
2. Water supply systems.
3. Drainage systems
4. Sewerage systems.
5. Garbage disposal systems.
6. Heat systems.
7. Lighting systems.
8. Power systems.
9. Gas systems
10. Sidewalks, curbs & gutters.
11. Streets.
12. Tunnels and bridges.
13. Pedestrian bridges & tunnels.
15. Recreational facilities, parks, playgrounds and open space
16. Undergrounding of existing and future utility wires.
The special tax for local improvements can be collected by two methods. The first being a one time lump sum payment. The second method being an installment plan of payment not to exceed five years with an interest charge not to exceed 6% on the unpaid balance.

Although the range of improvements which can be funded using this tax is currently quite limited, the possibility of expanding the range of improvements covered exists. To expand the range of improvements would require amending the state enabling legislation. Expanding the range of improvements which can be financed through special assessments would probably not be difficult to achieve since the state legislation has now enabled cities and towns but not counties to finance improvements such as construction of canopies or other weather protective devices, and for permanent amenities, such as but not limited to, benches and waste receptacles.

NON-COUNTY FUNDING SOURCES

Developer Contribution

This method has been applied in the Rosslyn area through the site plan approval process. Through this process, developers are given density incentives for providing certain public improvements. These public improvements typically include right-of-way, sidewalks, lighting, plaza areas, and landscaping. This method of funding public improvements most often means that development must occur before the improvements are made, which leads to partially completed sidewalk and street systems. However, this tool is anticipated to continue to be a viable tool for obtaining major rights-of-way requirements and certain on-site improvements that are not needed until development occurs.

Community Development Block Grant Program

The Community Development Block Grant Program has as its primary objective the provision of decent housing, a suitable living environment and expanded economic opportunity for persons of low and moderate incomes. According to the HUD Guidelines, as interpreted by Arlington County staff, census tract (16), part of which includes the Rosslyn Study area, was determined to be one of the eligible areas in which Community Development Block Grant funds could be used. It is apparent these funds can be spent in those portions of the Rosslyn Study area where the low and moderate income persons reside. It would be inappropriate to spend CD funds for improvements to the commercial area of Rosslyn since low and moderate income people residing in the area would not in most cases directly benefit from such expenditures. Community Development Block Grant funds may be used for a wide range of purposes within a target area. However, Arlington County is restricted by Virginia State Code in terms of acquisition of real property.
FOOTNOTES


10/ Planning Division, *Commercial Zoning District Study*, p. 84.
BIBLIOGRAPHY


City of New York - Department of City Planning. Plazas For People, New York, 1976.


Team Four, Inc. Development Controls: Legal Potentials and Constraints, St. Louis, Missouri, 1975.

RELATED ARLINGTON COUNTY PUBLICATIONS:

A Long Range County Improvement Program: Goals, Objectives, and Priorities
Commercial Zoning District Study
Master Bikeways Plan
Master Thoroughfare Plan
Master Transit Plan
Master Walkways Policy Plan
Rosslyn-Ballston Corridor General Plans - Rosslyn Station Area
Rosslyn-Ballston Corridor - Housing & Neighborhood Analysis
Rosslyn-Ballston Corridor Park Study
Rosslyn-Ballston Corridor Zoning Study
Sanitary Sewage Distribution System Master Plan
Storm Sewer System Master Plan
Water Distribution System Master Plan