



ARLINGTON COUNTY, VIRGINIA

**County Board Agenda Item
Meeting of November 14, 2006**

DATE: October 27, 2006

SUBJECT: Adoption of Proposed Amendment to Section 20 (Appendix A) “CP-FBC,” Columbia Pike – Form Based Code Districts of the Zoning Ordinance to change Section III (C) - Regulating Plans to increase the width of the street space for South Glebe Road from 91 feet to a minimum of 97 feet and a maximum of 116 feet, and increase the width of the street space for South Walter Reed Drive from either 84 feet or 91 feet to 93 feet, or a half-segment of South Walter Reed Drive north of 9th Street South from 45.5 feet to 46 feet in the Town Center area of the Columbia Pike Special Revitalization District.

C. M. RECOMMENDATION:

Adopt the attached ordinance to amend, reenact and recodify Section 20 (Appendix A) “CP-FBC,” Columbia Pike – Form Based Code Districts of the Zoning Ordinance to modify the width of the street space shown on the Regulating Plan for South Glebe Road and South Walter Reed Drive.

ISSUE: None.

SUMMARY: Based on accurate engineering survey data, staff has studied street widths shown in the Columbia Pike Special Revitalization District Form Based Code for all streets, including South Glebe Road and South Walter Reed Drive. Staff recommends that the widths of South Glebe Road and South Walter Reed Drive, as shown on the Regulation Plan of the Form Based Code, be modified in order to provide adequate space for vehicular and pedestrian uses.

BACKGROUND: In March 2002, the *Columbia Pike Initiative, A Revitalization Plan* was adopted by the County Board. A major recommendation of the plan was to develop a new administrative review process to evaluate redevelopment proposals in the corridor. This process became the Columbia Pike Special Revitalization District Form Based Code (the Code). In February 2003, the County Board adopted the Code for the Town Center development node. The Code includes the Regulating Plan, which, among other things, locates Required Building Lines (RBLs) for new development along existing and proposed new streets. From time to time,

County Manager: _____

County Attorney: _____

Staff: Richard Hartman, DES, Division of Transportation
Richard Tucker, CPHD, Planning

PLA-4527

staff has initiated amendments to the Code to clarify its intent and to facilitate redevelopment in accordance with the vision for revitalization of the Columbia Pike corridor. In May 2004, in conjunction with approval of a development at the southwest corner of Columbia Pike and South Walter Reed Drive, the County Board amended the Regulating Plan to show RBLs that provide a 99-foot-wide street space on South Walter Reed Drive from Columbia Pike to 12th Street South. In May 2006, the County Board amended the Regulating Plan to change the RBLs for several side streets in the Town Center node, but deferred consideration of modifications for South Glebe Road and South Walter Reed Drive in order for additional community review to occur.

DISCUSSION: The Regulating Plan of the Code locates the RBLs and other building envelope characteristics along existing and proposed new streets in the Columbia Pike revitalization area. The Code defines the “street” as the space between the RBLs. It includes the travel lanes (cartway), parking areas, landscaping and street furniture areas, and pedestrian pathways and sidewalks. As proposed Form Based Code developments have been brought to staff, questions have arisen as to the appropriateness of the RBL locations and the street widths shown on the Regulating Plan. To address such questions and make the location of the RBLs clear to property owners and developers, staff initiated a review of all of the streets shown in the Regulating Plan, beginning with those in the Town Center node.

After the County Board authorized advertisement of the proposed Town Center RBL revisions, staff held community meetings on March 1 and April 4, 2006, to review the proposed changes. These meetings were open to the public. The proposals also were discussed with the Planning Commission’s Zoning Ordinance Committee on March 13, 2006. In May 2006, the County Board adopted RBL changes for side streets, but deferred the proposed changes for South Glebe Road and South Walter Reed Drive in order for additional community review to occur for those two streets. Since then, staff has responded to questions regarding the need to retain the current lane configurations on both roadways and examined whether the sidewalk space proposed on each street would be adequate to support pedestrian traffic as well as anticipated improvements to the transit stops located near the intersections. Staff held a community meeting in late September to discuss the proposed changes with the community, and also reviewed this issue with the Zoning Ordinance Committee of the Planning Commission. Based on those discussions, staff now recommends that the width be modified to accommodate future vehicular and pedestrian uses, including enhanced transit stations.

As a result of further study and community review, staff proposes to retain the existing lane configurations on Glebe Road, but suggests that the segment of Walter Reed Drive north of 9th Street could be narrowed from two lanes in each direction, plus a parking lane, to one lane in each direction, plus a parking lane. In addition, staff has developed an alternate cross section for the area north of 9th Street on Walter Reed Drive whereby on-street bike lanes can be implemented through striping the existing roadway. This alternate approach would first have to be vetted with the community, but could be initiated as a pilot project, subject to available funding. Staff also proposes increasing the sidewalk space on Glebe Road and Walter Reed Drive to at least 14 ½ feet, and up to 20 ½ feet on Glebe Road immediately north of Columbia Pike to accommodate anticipated transit stop improvements.

Attachment 1 is the Town Center Regulating Plan (page 22 of the Form Based Code) indicating the general location for proposed changes to RBLs. Attachments 2 and 4 show the existing streetspace widths for South Glebe Road and South Walter Reed Drive. Attachments 3 and 5 show the proposed streetspace widths for those streets, respectively. These proposed changes are summarized in the table below:

	Existing Street Space Width	Proposed Street Space Width
Glebe Road		
Section A-A	91 feet	116 feet
Section B-B	91 feet	106 feet
Section C-C	91 feet	97 feet
Walter Reed Drive		
Section D-D	84 feet	93 feet
Section E-E	91 feet	93 feet
Section F-F	45.5 feet	46 feet

Also attached, for reference only, are typical cross sections for the two street segments as well as typical plan views to illustrate how the proposed street space widths will accommodate vehicles, pedestrians, and anticipated transit improvements.

CONCLUSION: Staff recommends that the County Board adopt the attached ordinance to amend, reenact and recodify Section 20 (Appendix A) “CP-FBC,” Columbia Pike – Form Based Code Districts of the Zoning Ordinance to modify the Required Building Lines to increase the width of the streetspace shown on the Form Based Code Regulating Plan for South Glebe Road and South Walter Reed Drive. Following the ordinance and revised Regulating Plan are attachments that show, in greater detail, the actual changes that are incorporated into the new Regulating Plan document.

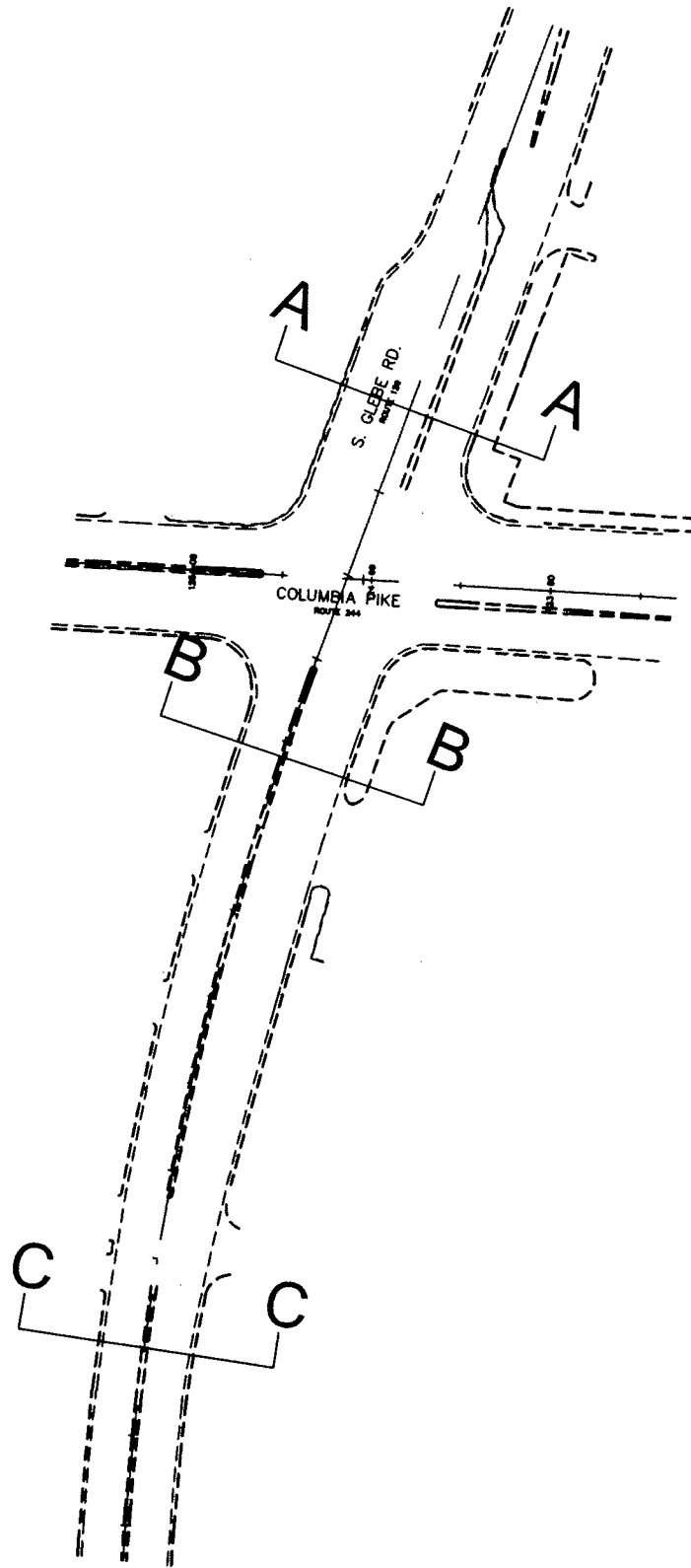
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ORDINANCE TO AMEND, REENACT, AND RECODIFY ZONING PROVISIONS OF THE ARLINGTON COUNTY ZONING ORDINANCE, SECTION 20. (APPENDIX A) “CP-FBC,” COLUMBIA PIKE - FORM BASED CODE DISTRICTS, TO INCREASE STREETSACE WIDTHS SHOWN ON THE REGULATING PLAN.

BE IT ORDAINED, by the County Board of Arlington County, that Section 20. (Appendix A) “CP-FBC,” Columbia Pike – Form Based Code Districts, of the Zoning Ordinance is amended, reenacted, and re-codified as follows to increase streetspace width for South Glebe Road and South Walter Reed Drive in “CP-FBC” District; to preserve and promote mixed-use retail and other commercial activity within commercial districts; to encourage economic development activities; and for other reasons required by the public necessity, convenience and general welfare and good zoning practice.

1. Replace page 22 of the Columbia Pike Form Based Code Regulating Plan for the Town Center, with Attachment A hereto.

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Note: All cross-sections are looking north.



ARLINGTON
VIRGINIA

Department of
Environmental Services

Glebe Road Cross-Sections

Cross-Section Location Key



Scale: 1" = 100'

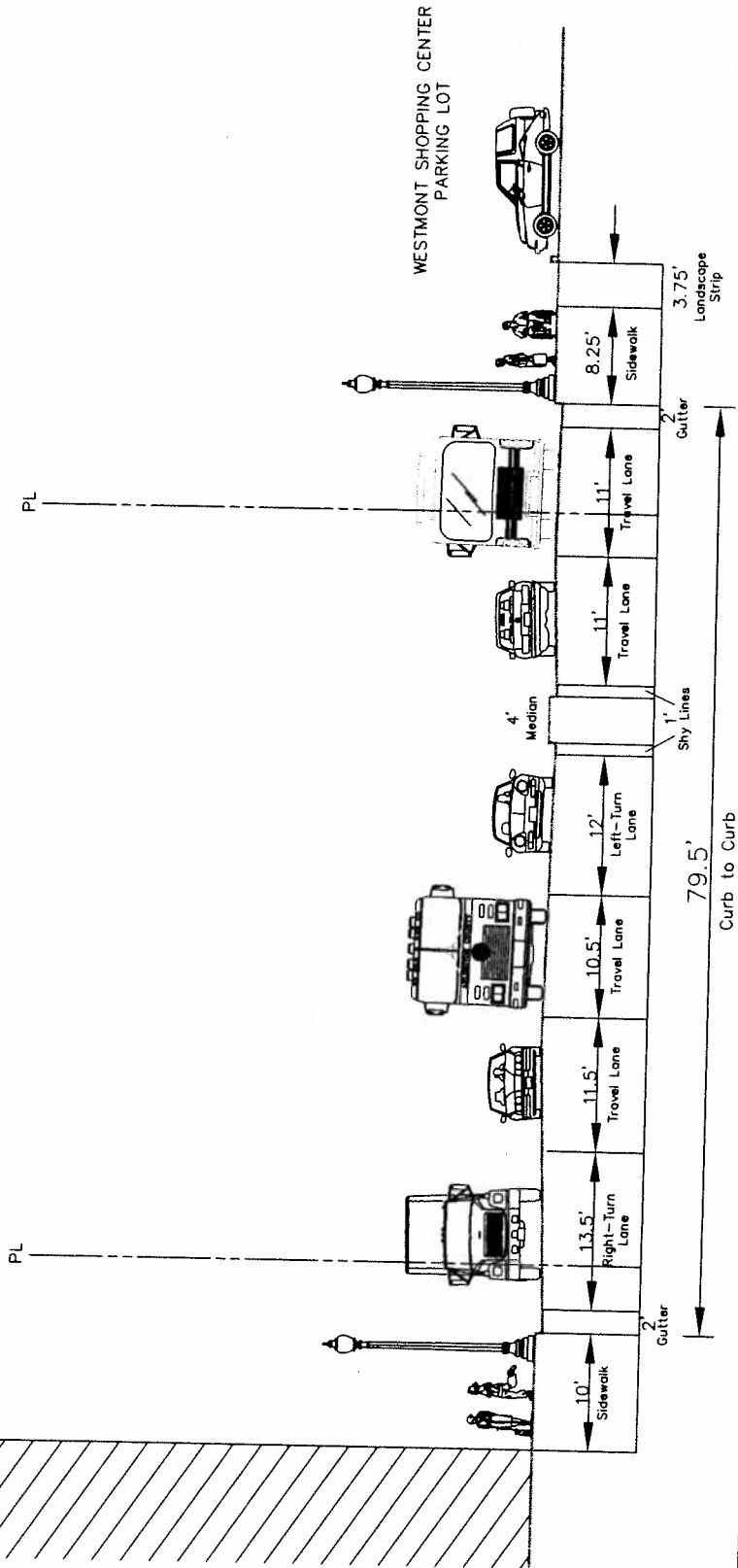
Drawn By: SEB

Date: 09/28/06

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BANK OF AMERICA
BUILDING
(6 STORIES: 75')



Existing Glebe Road Cross-Section
SECTION A-A

Scale: 1" = 10'
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Date: 09/28/06
Page: 2 of 7



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RBL

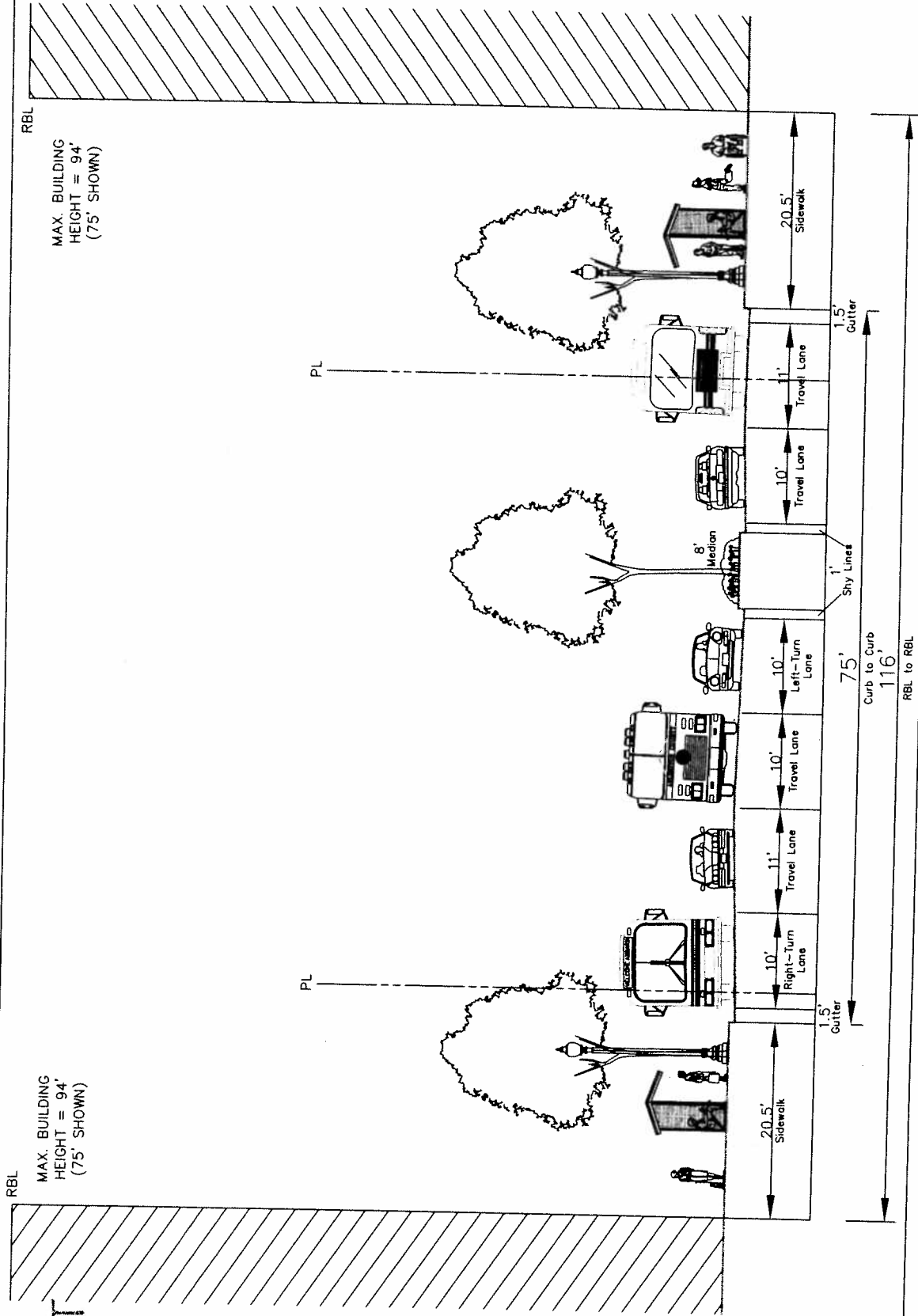
MAX. BUILDING HEIGHT = 94' (75' SHOWN)

RBL

MAX. BUILDING HEIGHT = 94' (75' SHOWN)

PL

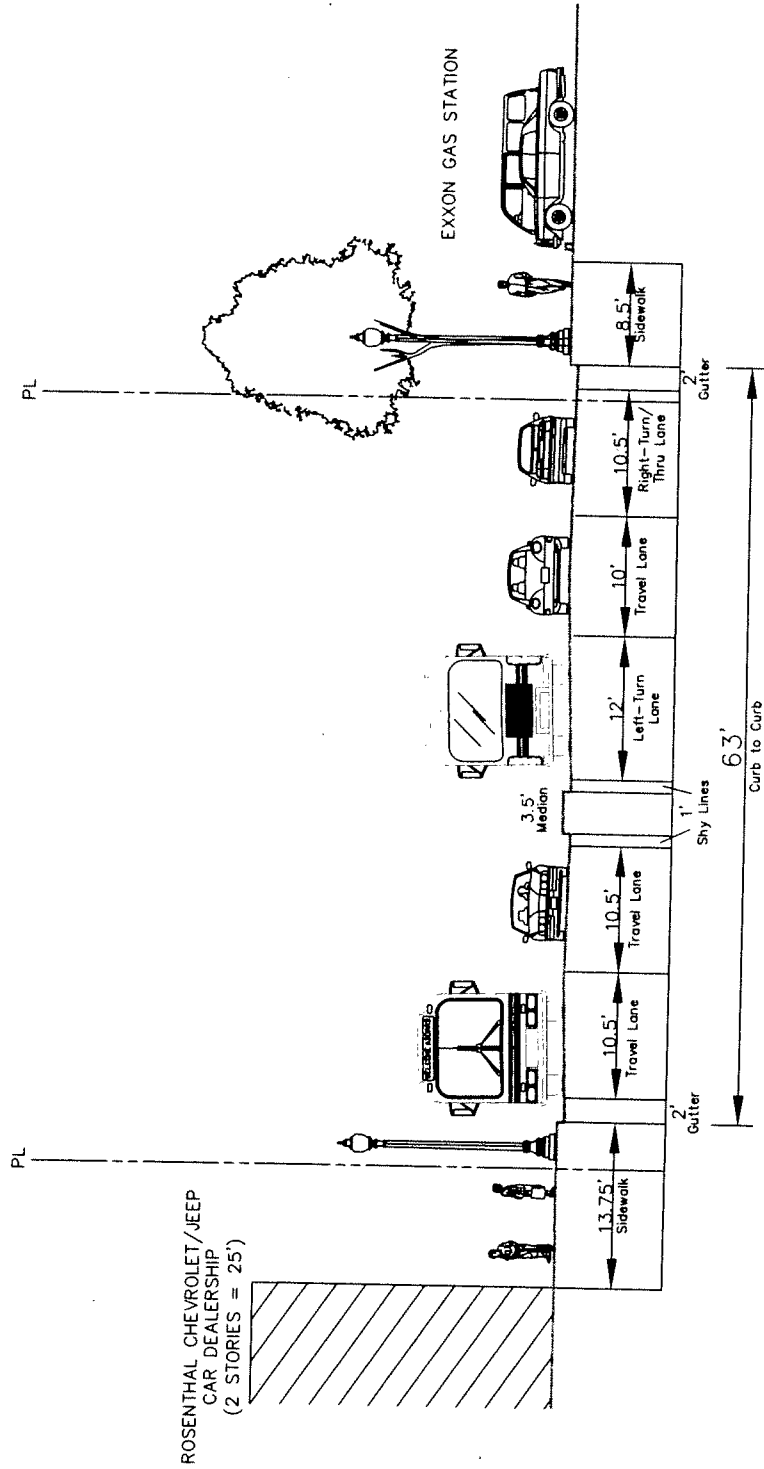
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Proposed Glebe Road Cross-Section
 SECTION A-A



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Existing Glebe Road Cross-Section
SECTION B-B

Scale: 1" = 10'
Drawn By: SEB
Date: 09/28/06
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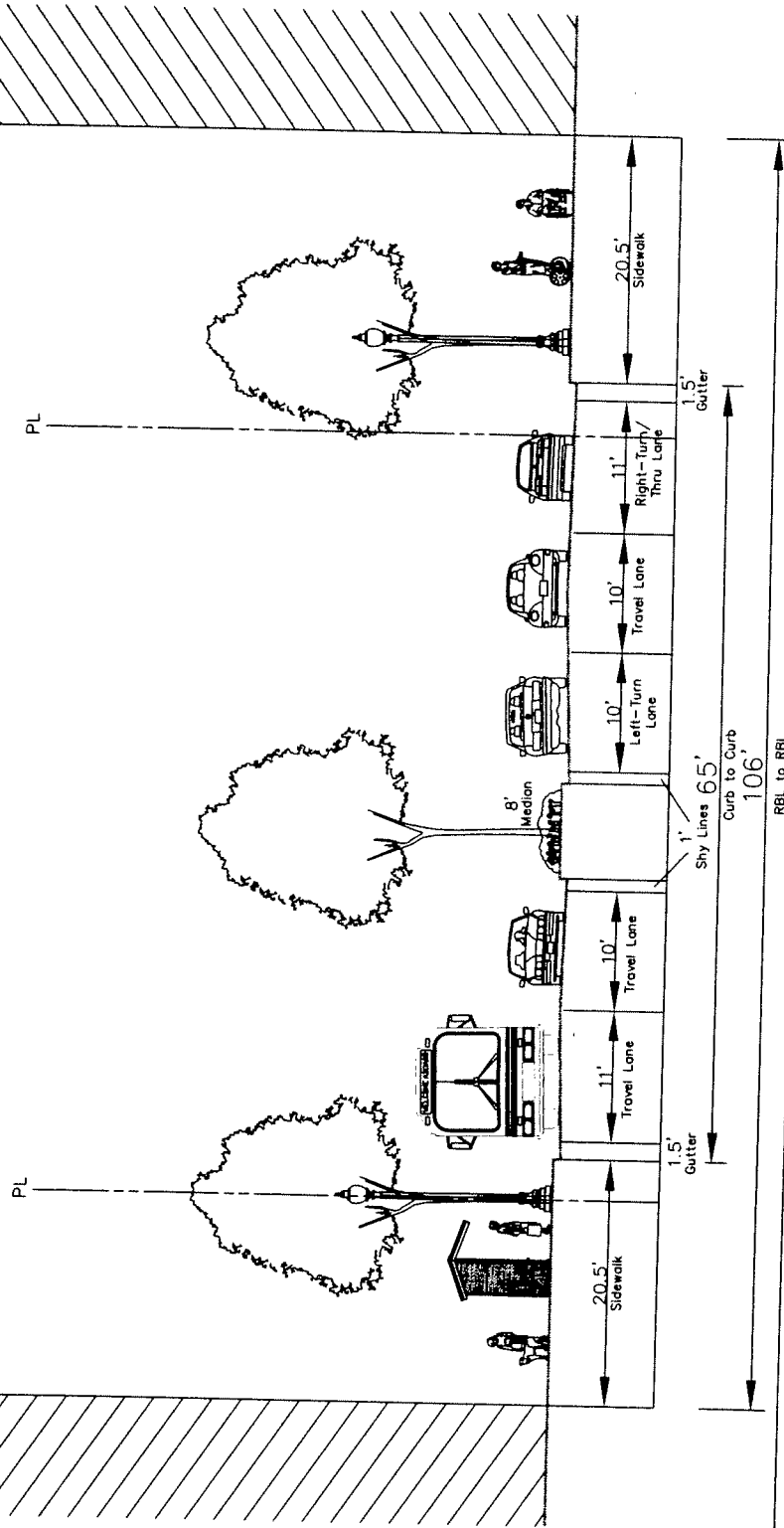
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RBL

MAX. BUILDING
HEIGHT = 94'
(75' SHOWN)

RBL

MAX. BUILDING
HEIGHT = 94'
(75' SHOWN)



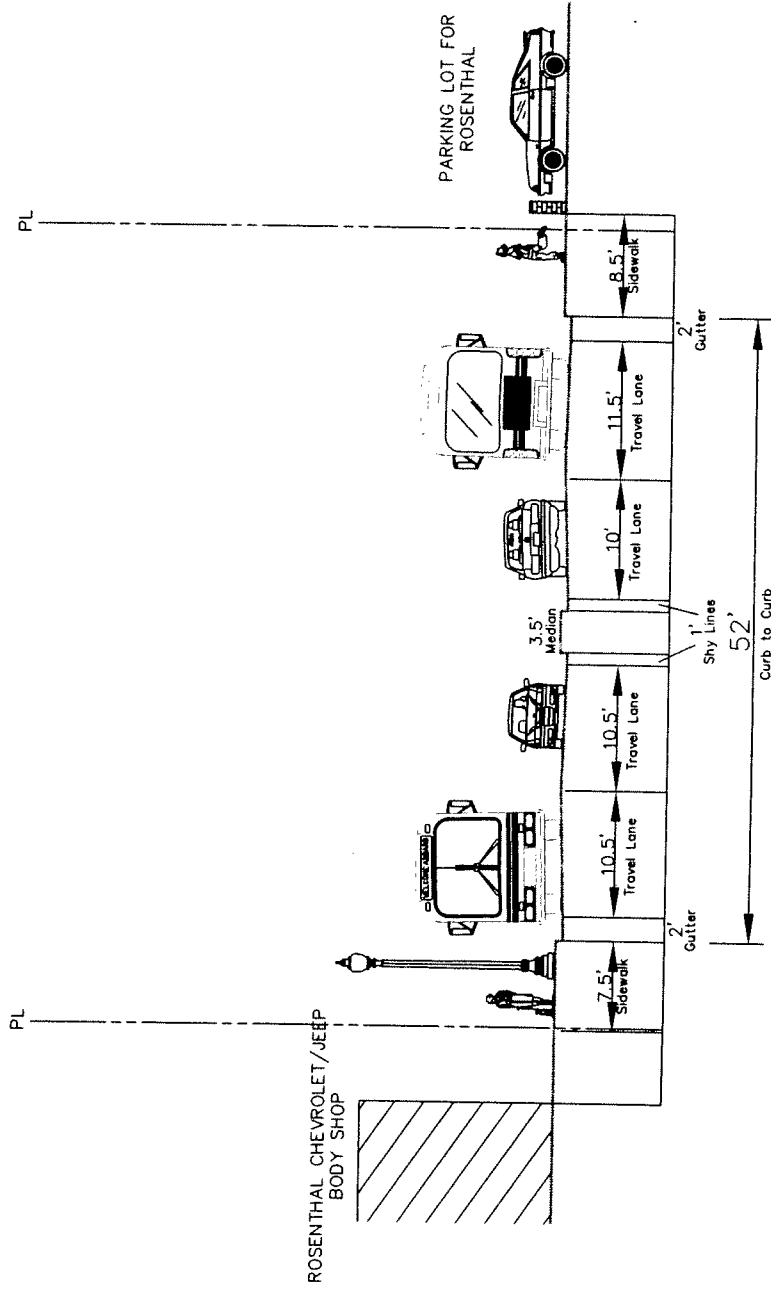
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Date: 09/28/06
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Proposed Glebe Road Cross-Section

SECTION B-B

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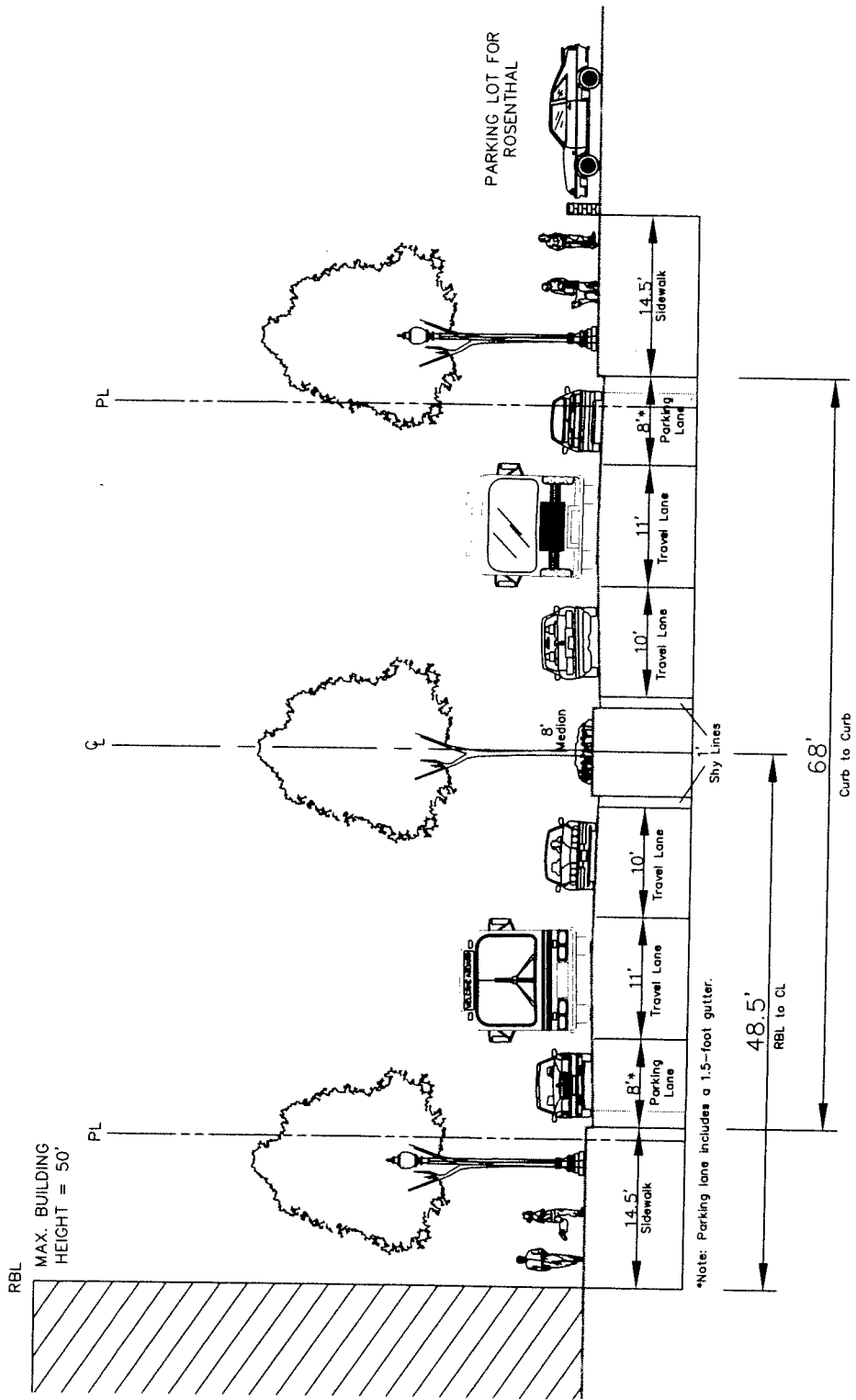


Existing Glebe Road Cross-Section
SECTION C-C

Scale: 1" = 10'
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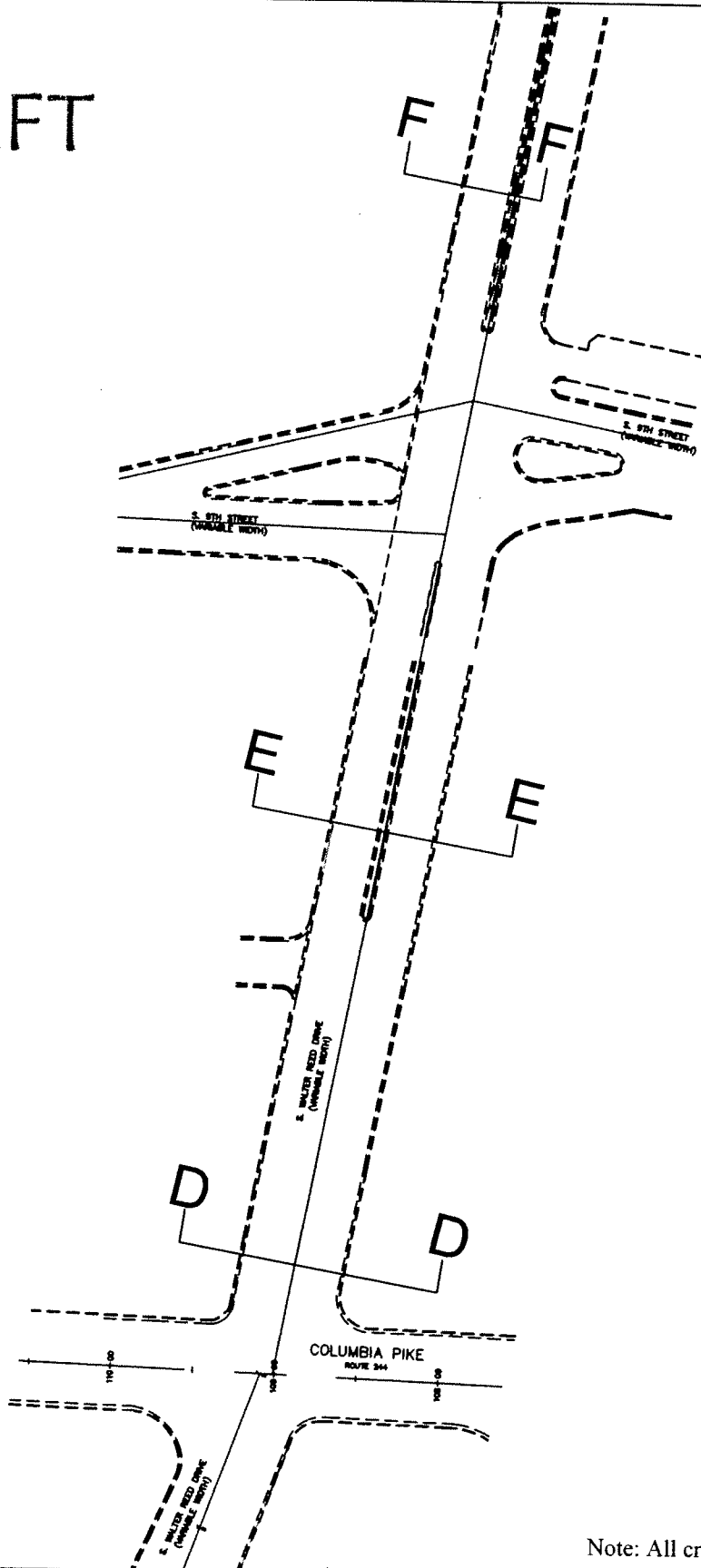


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Date: 09/28/06
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Proposed Glebe Road Cross-Section SECTION C-C

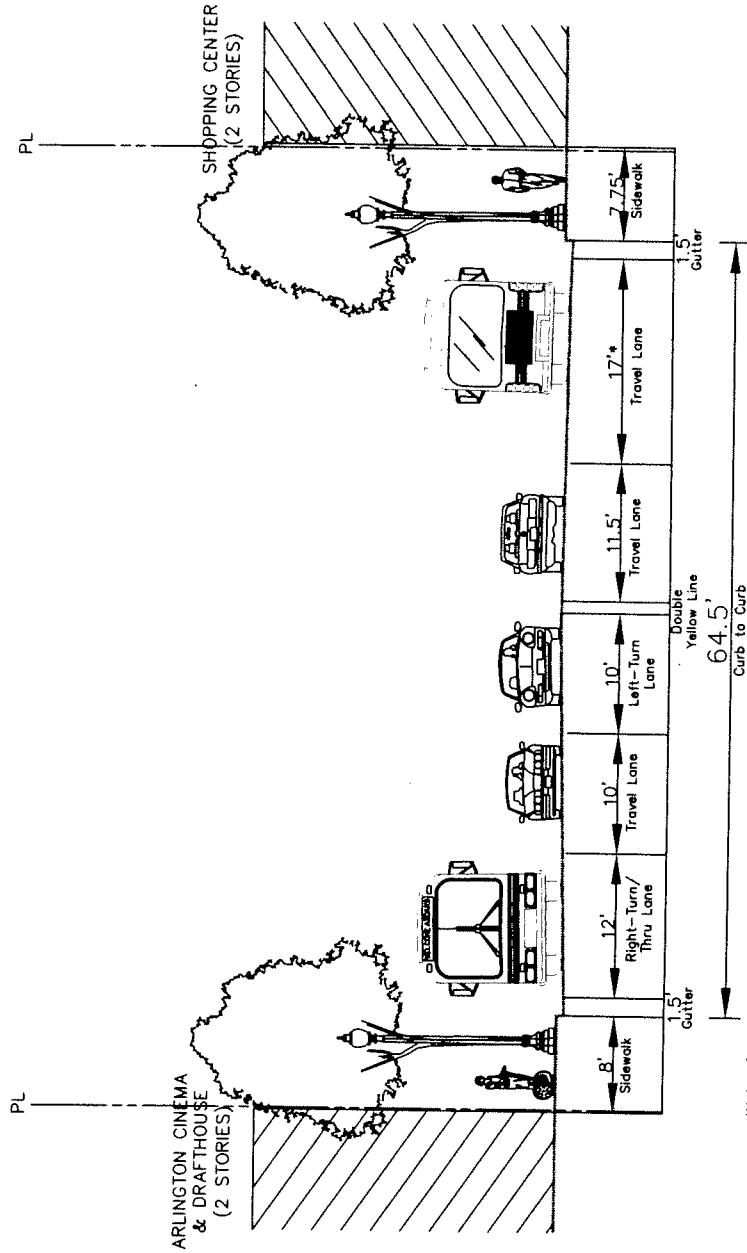
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Note: All cross-sections are looking north.



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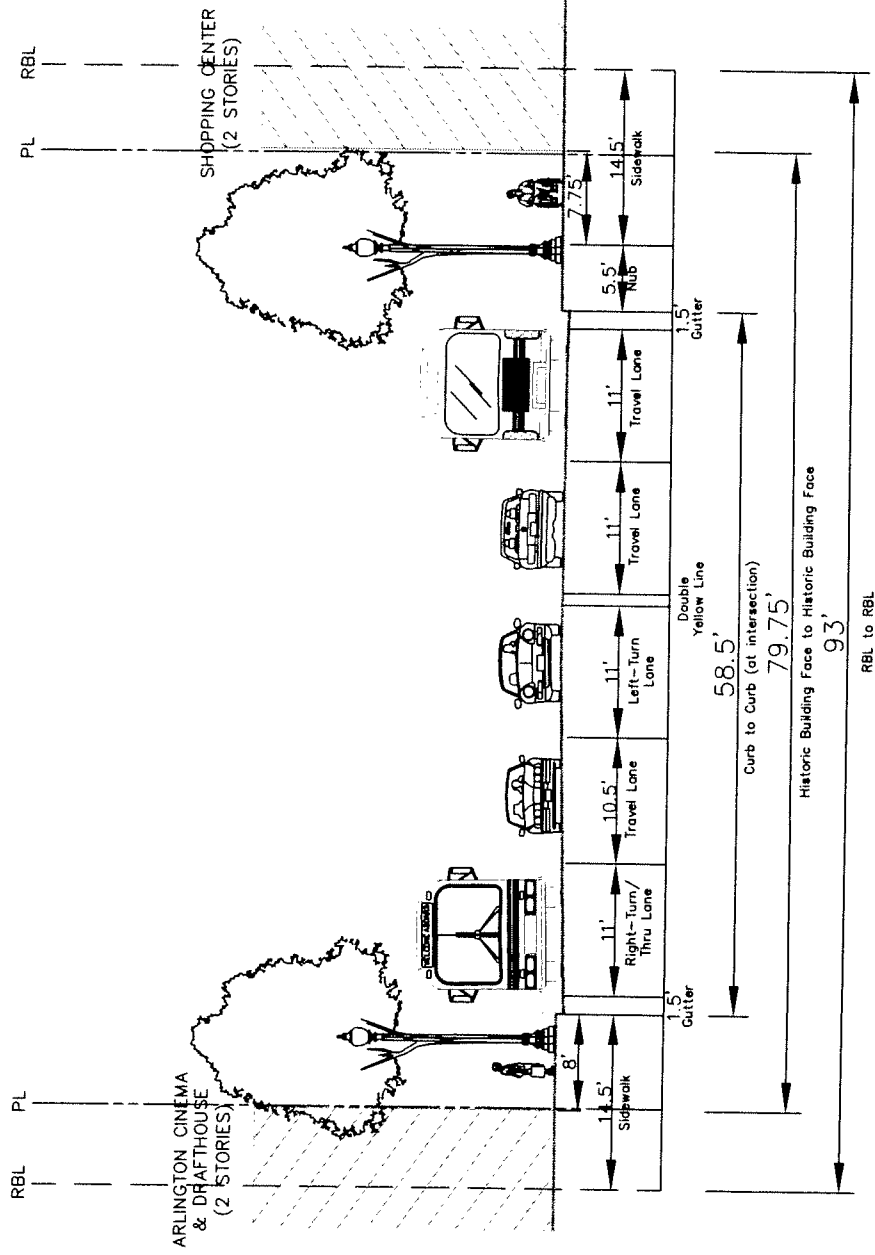


*Note: On-street parking located immediately upstream.

Existing Walter Reed Drive Cross-Section
SECTION D-D



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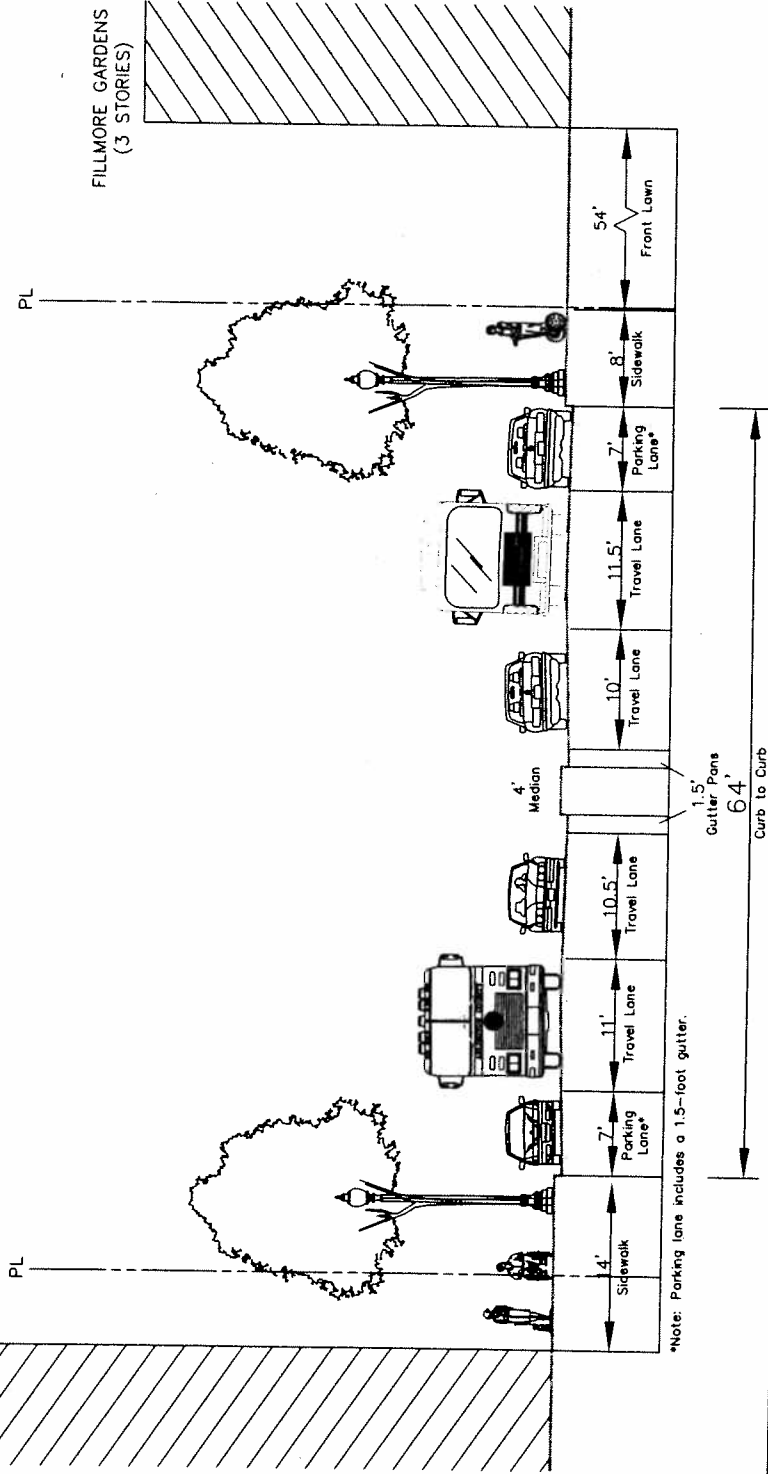


Proposed Walter Reed Drive Cross-Section
SECTION D-D



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AT&T BUILDING
BUILDING HEIGHT
= 10 STORIES
(75' SHOWN)



*Note: Parking lane includes a 1.5-foot gutter.

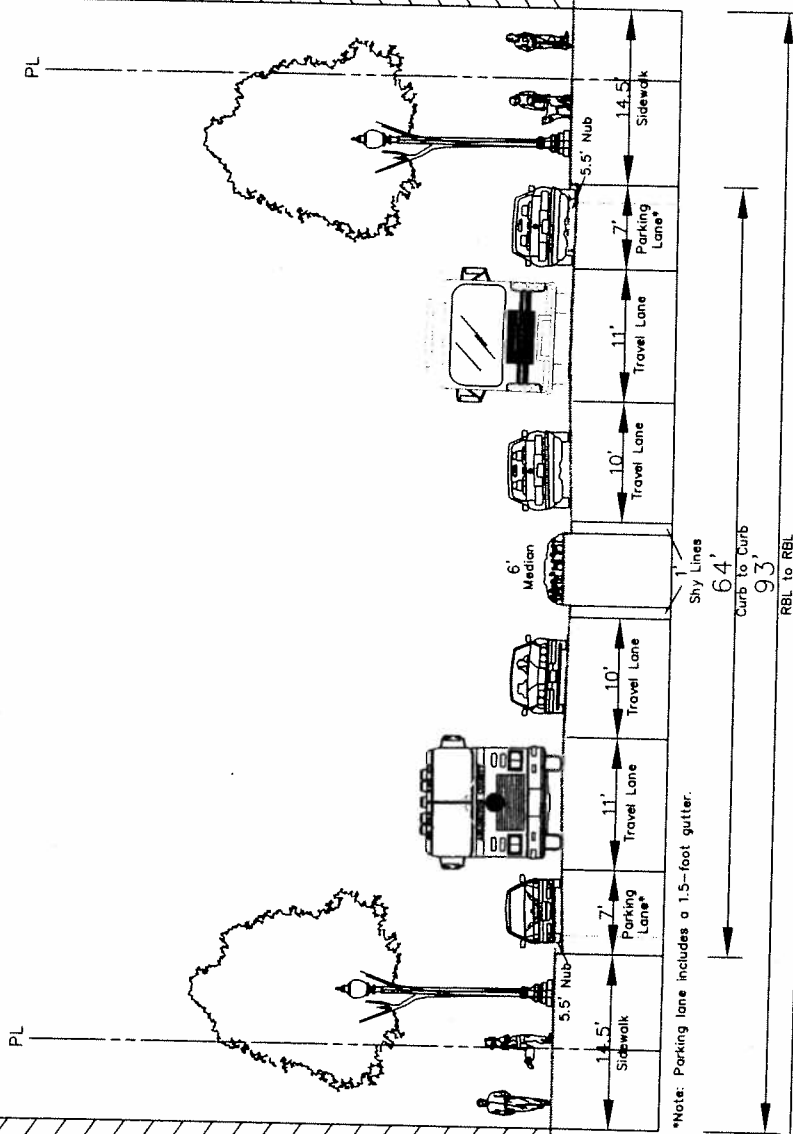
Existing Walter Reed Drive Cross-Section
SECTION E-E



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RBL
MAX. BUILDING
HEIGHT = 94'
(75' SHOWN)

RBL
MAX. BUILDING
HEIGHT = 94'
(75' SHOWN)



*Note: Parking lane includes a 1.5-foot gutter.

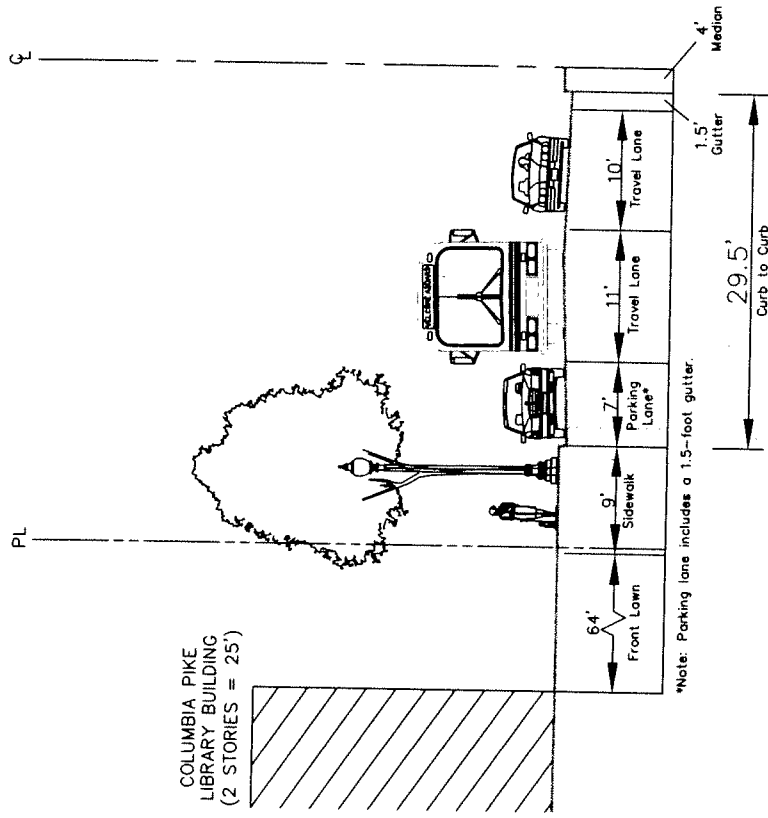
Proposed Walter Reed Drive Cross-Section

SECTION E-E

Scale: 1" = 10'
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Date: 09/28/06
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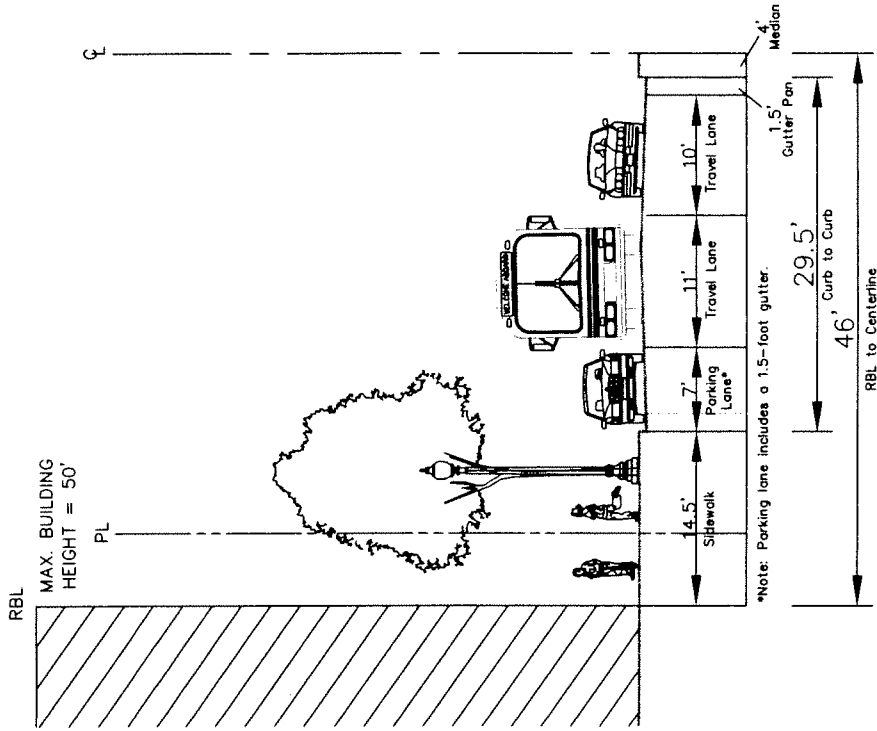


Existing Walter Reed Drive Cross-Section
SECTION F-F

Scale: 1" = 10'
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Date: 09/28/06
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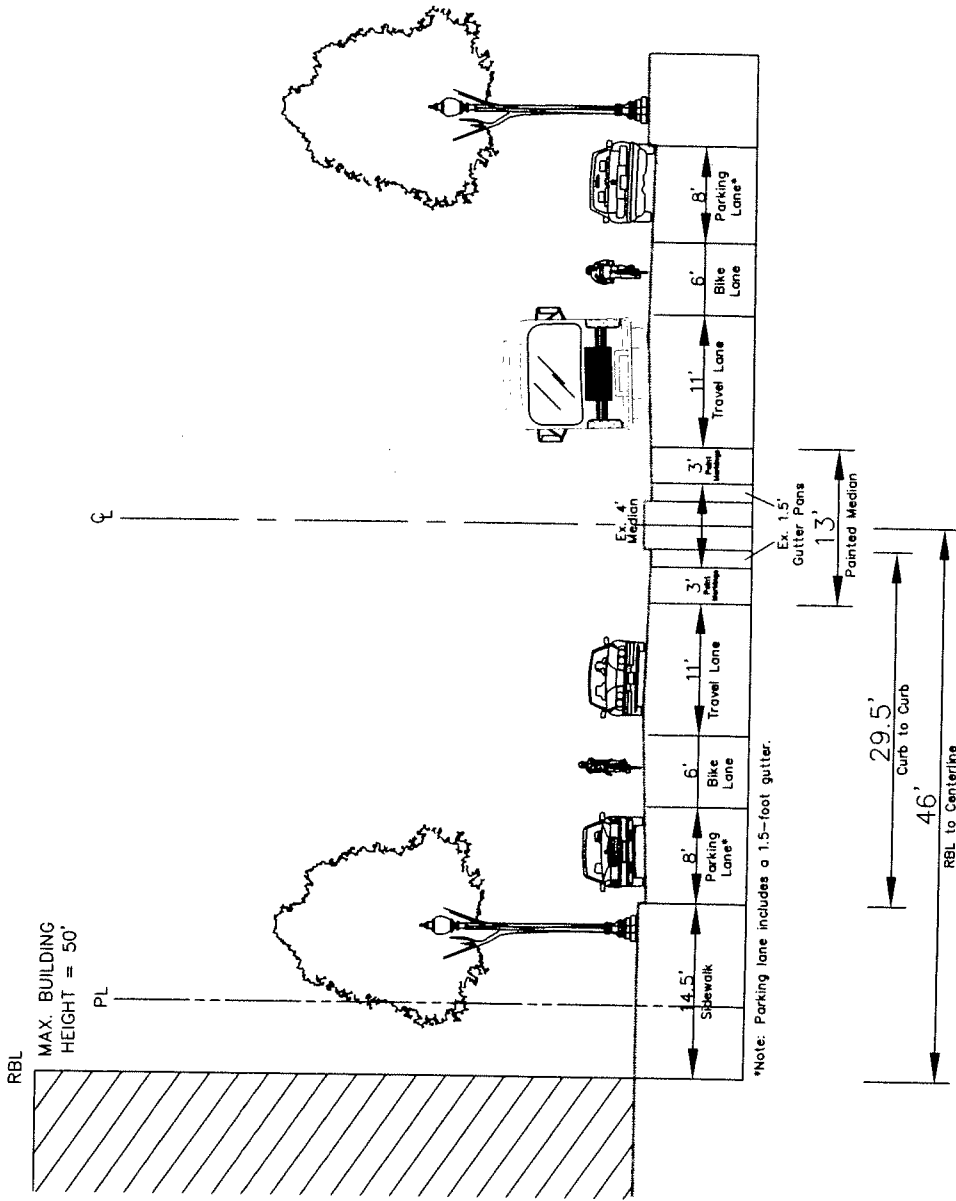


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Proposed Walter Reed Drive Cross-Section
SECTION F-F

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Proposed Walter Reed Drive Cross-Section
(Optional Configuration)

SECTION F-F

