



ARLINGTON COUNTY, VIRGINIA

County Board Agenda Item
Meeting of October 14, 2023

DATE: October 11, 2023

SUBJECT: Request to advertise public hearings by the Planning Commission and County Board to consider adoption of the following elements associated with the Langston Boulevard Planning Study:

- A. The Langston Boulevard Area Plan,
B. General Land Use Plan (GLUP) Map and Booklet Amendments,
C. Master Transportation Plan (MTP) Map Amendment, and
D. Arlington County Zoning Ordinance Amendments, Section (§) 6.1, §7.12, and §12.3.

C. M. RECOMMENDATION:

Adopt the attached Resolution [Attachment 1] authorizing advertisement of public hearings by the Planning Commission on October 30, 2023, and the County Board on November 11, 2023, to consider adoption of the following elements associated with the Langston Boulevard Planning Study:

- A. The Langston Boulevard Area Plan (Attachment 2A and 2B),
B. General Land Use Plan (GLUP) Map and Booklet Amendments (Attachment 3),
C. Master Transportation Plan (MTP) Map Amendments (Attachment 4), and
D. Arlington County Zoning Ordinance Amendments to Section (§) 6.1, §7.12, and §12.3 (Attachment 5).

ISSUES: This is a request to advertise future public hearings to consider the adoption of the Langston Boulevard Area Plan (Draft 2) and associated amendments to the General Land Use Plan, Master Transportation Plan, and Zoning Ordinance, culminating a long-range planning study of the Langston Boulevard corridor and adjacent neighborhoods.

Since release of the June 2023 Draft Plan, ongoing community concerns and interests relate to:

County Manager: MJS/SFW
County Attorney: MNC CR Sanders
Staff: Natasha Alfonso-Ahmed, DCPHD, Planning Division
Kristin Calkins, DES, Transportation Planning
Elizabeth Thurber, DES, Environmental Management
Irena Lazic, DPR, Planning and Development
Marc McCauley, AED, Real Estate Development

1. The extent and scale of change needed to realize Plan goals including proposed building height and density levels;
2. Economic vitality and the anticipated impacts the transformation to a multi-modal, mixed-use corridor will have on existing retail/services environment, parking, and location and type of ground level uses;
3. Housing supply and affordability;
4. Potential impacts on traffic and school capacity;
5. Changes to building form and heights guidance;
6. Impacts of historic preservation policies;
7. Langston Boulevard lane reconfiguration, street grid expansion, bicycle facilities, transit service and infrastructure improvements, and consolidated parking;
8. Amount of proposed public space and ownership;
9. Tree canopy coverage;
10. County participation in infrastructure improvements; and
11. Tools to implement the vision and timing for establishing the tools.

A summary of feedback and staff responses to the June 2023 Draft Plan (Draft 1) can be found in **Attachment 6**. A more detailed [summary](#) and raw feedback collected on the June 2023 Draft Plan (Draft 1) through the various engagement opportunities this summer can be found on the [project website](#).

SUMMARY:

Planning Process

The Langston Boulevard Planning process was launched in 2019 after a community grass-roots effort led by the Langston Boulevard Alliance stressed the importance of guiding long-term public and private investment through a comprehensive plan and vision as an alternative to by-right development. The County planning process built upon the work of the community's 2016 Visioning Study and has provided an opportunity to affirm a future vision and goals for the planning corridor, evaluate opportunities for new growth, and establish a plan for implementing the vision in a comprehensive and coordinated manner by:

- Establishing a vision, goals, policies and recommendations around nine key planning elements for the study area;
- Identifying areas where additional building height and density may be appropriate;
- Setting expectations for building form and public realm enhancements, including streetscapes, public spaces, and infrastructure improvements; and
- Establishing implementation tools for achieving the vision.

Public Engagement

The planning process included significant outreach and engagement with neighborhood and key stakeholder groups in each phase as shown in the [public engagement timeline](#). Through a combination of in-person and virtual engagement activities, the community offered commentary and feedback that informed the preparation of milestone reports. The County's multi-layered

engagement approach was designed to encourage communication and collaboration with a broad set of stakeholders throughout the planning process. To that end, the County Manager appointed a Community Forum and a Working Group.

Study Area

The Langston Boulevard corridor is the northern most commercial corridor in Arlington. It is approximately 4.6 miles long and connects east-west between Rosslyn and East Falls Church. The planning study includes three geographies: the Planning Area, Core Study Area, and Residential Edges. The Planning Area is the largest geography and includes the census blocks that fall within one-quarter mile to the north and south of the corridor, encompassing approximately 2.5 square miles, and 14 civic associations that are wholly or partially within this geography. For planning purposes, this area was divided into five neighborhood areas to explore the variations in urban character along the corridor and to better understand community priorities and preferences of specific neighborhoods. The Core Study Area is inside the Planning Area and generally includes commercial and multifamily parcels along the corridor. Initially, Residential Edges were identified adjacent to the Core Study Area. Ultimately, only some Residential Edges were identified for inclusion in the final Core Study Area to help meet corridor-wide goals. Both the Planning Area and final Core Study Area are depicted in Exhibit 1.

Exhibit 1: Study Area Boundary



Figure 1.01: Original and Current Project Boundaries

Note: The areas shaded grey represent the Planning Area and shaded purple represent the Core Area. The general areas of East Falls Church and Cherrydale are identified in orange.

Langston Boulevard Area Plan (Draft 2)

The Langston Boulevard Area Plan (Draft 2), as shown in **Attachment 2A** and an associated Attachment 2B Addendum including additional updates, includes multiple recommendations that will meet many important Countywide goals. Economic sustainability, environmental resilience, and equity serve as the foundation of this plan, connecting key planning elements into a cohesive roadmap of the corridor's future. While the corridor is economically strong today and many daily neighborhood needs are met, regional demand for housing, a desire for climate-facing development, and the corridor's proximity to transit and the nation's capital, present new and growing opportunities for Langston Boulevard. This plan enables future growth that both addresses these necessities and works to realize the vision of an equitable Arlington where all are valued, educated, healthy, and safe regardless of race. While development activity and pressure are growing in a few areas along the corridor, corridor-wide improvements and Countywide

goals are expected to be achieved incrementally, over time while maintaining the corridor's commercial uses that meet neighborhood needs.

The Plan's guidance is conveyed through goals and policies around nine Key Planning Elements to ensure the Plan can provide effective guidance even as new and unforeseen technologies, models of development, or challenges may arise. At the core is a land use framework that is supported by a planning analysis that addresses key topics and community questions. The design principles and guidelines included in the Plan will further shape the form of new development as it achieves a pedestrian-oriented and biophilic design. Together, these Plan components reflect the community's top priority for corridor-wide and neighborhood improvements and benefits including economic sustainability, environmental resilience, diverse housing supply, and safe and equitable access on Langston Boulevard for all users.

This Plan is supported by a comprehensive Existing Conditions Analysis of the corridor completed in Phase 1 and a [Traffic Analysis](#) and Arlington Public Schools [Student Enrollment Analysis](#) completed in Phase 2 during the development of alternative land use scenarios. Each analysis was based on the greater of two building height concepts applied to the corridor.

While the Plan recognizes the current auto-centric qualities of the corridor that supports surrounding low-density residential areas, it establishes a future vision where bus transit services, walking, cycling, and micro-mobility are prioritized as modes of travel, and reflects the need to continue transitioning to a more robust multimodal transportation network as an effective strategy to accommodate future growth in this area. The transportation analysis considered the potential development forecasts and mobility enhancements anticipated by 2045 to evaluate potential impacts to vehicular travel times and surrounding roadways. This analysis showed that while there will be impacts to vehicular travel times along the corridor, they will be manageable and are offset by the safety improvements achieved for all modes and the improvements the Plan makes to the pedestrian, bicycle, and transit network. The analysis did not report significant impacts to the surrounding street network.

The Plan also recognizes the importance of monitoring growth to assess and adequately plan for schools and public facilities that balance community needs. The student enrollment analysis, conducted by Arlington Public Schools (APS) staff, was based on the potential development forecasts and the applicable student generation rates by housing type to estimate future potential enrollment along the corridor by 2030. The estimates are most reliable in the near term, approximately 7 to 10 years into the future. Based on this analysis, APS determined that existing schools provide sufficient capacity for growth and there were no significant impacts to student enrollment when analyzed according to the proposed scenario with greater building height limits.

Among its immediate implementation strategies, the Plan identifies several General Land Use Plan (GLUP), Master Transportation Plan (MTP), and Zoning Ordinance amendments, shown in **Attachments 3, 4, and 5** respectively. The proposed changes include revisions to the GLUP Map and Booklet to establish the "Langston Boulevard Planning District," adding new public space symbols to ensure consistency with the Plan and removing the Housing Conservation

District areas in all but two areas within the Langston Boulevard corridor given new planning guidance for multifamily residential areas. Proposed amendments also include removal of parcels within the Cherrydale Revitalization District adjacent to areas where redevelopment has already occurred per Cherrydale Plan goals, as proposed with adoption of new policy and regulations for Expanded Housing Options. A future GLUP map provided in the Plan indicates the amendments proposed with Plan adoption and the appropriate GLUP designations that private property owners should request with applications for redevelopment.

Proposed MTP amendments include revisions to the MTP Map to expand the designation of “Area Planned for New Streets” to fully capture the Langston Boulevard Core Study Area and to add “Planned On Street Bike Lanes” to the Arlington County Bike and Trail Network MTP Map for Langston Boulevard from North Quincy Street/Military Road to Old Dominion Drive and from North Culpepper Street to North Lexington Street to reflect the recommendations made in the cross sections.

Zoning Ordinance amendments recommended for action with Plan adoption include permitting townhouses by site plan only in the RA14-26, RA8-18, and RA6-15 zoning districts within the Langston Boulevard Planning District and a clarification in the purpose section of the C-O-2.5 zoning district.

Additional GLUP and Zoning Ordinance amendments are recommended for study after Plan adoption, along with other ongoing, short-term, mid-term, and long-term implementation actions necessary to realize the Plan’s goal and policies.

The Draft Plan is continuing to undergo community review, which may result in refinements and changes to the document. Staff will evaluate all comments that are received and address changes, as appropriate, in materials to be presented to the County Board for consideration of the request to advertise in October 2023. If the County Board approves the advertisement of future public hearings, staff will continue to evaluate any further community input received leading up the County Board’s final consideration of the Plan.

BACKGROUND: For nearly six decades Arlington County’s General Land Use Plan (GLUP) and Zoning Ordinance (ACZO) have guided future growth in the Langston Boulevard Planning Area and have resulted in the auto-centric development pattern that we see today— primarily low-density commercial and residential uses supported by public uses. While the commercial land uses have a lower intensity in the Planning Area than in other corridors located within Arlington, such as the Rosslyn-Ballston Metro Corridor, the businesses support roughly one-third of Arlington County’s population. The existing mix of land uses, and the building form they create, have been shaped by multiple forces—the economy, development trends, and the County’s ordinances, policies, and plans. As Arlington continues to evolve and remain a desirable location to live and work, additional growth and pressure to develop more than what is currently permitted by-right is anticipated. At the same time, there is an increasing desire within

the community to improve the corridor and guide future development to transform the corridor's character in a positive, purposeful way.

Since 1960, the only areas along the corridor (west of Rosslyn) that have been planned are Cherrydale (1994 Cherrydale Neighborhood Revitalization Plan) and East Falls Church (2011 East Falls Church Area Plan). Each of the adopted plans establish a vision, goals, and specific recommendations for land use, streetscape, transportation, open space, and other planning elements and have been used to guide redevelopment projects. Specific districts on the General Land Use Plan for Cherrydale and East Falls Church provide high-level planning guidance for those areas. Cherrydale and East Falls Church will remain in the broader Langston Boulevard Planning Area with opportunities in the future to determine potential refinements to adopted Plans to gain more consistency with the adopted vision and recommendations for network-wide elements, such as transportation and public space, and identify opportunities to increase the supply of affordable housing. Prioritization and timing of future reviews of these plans would be determined in the context of considering the County's Planning Division annual work program.

Community Leadership and Grassroots Efforts

In 2012, residents from the Waverly Hills Civic Association, who were developing their Arlington Neighborhoods Plan, began to discuss the need for a comprehensive planning framework to help shape the future of Langston Boulevard. The idea of planning comprehensively for the corridor grew in February of 2013, when nine civic associations established the Lee Highway Presidents Breakfasts (LHPB) organization.

In 2014, the LHPB formed a strategic partnership with Arlington County and held walking tours of the corridor to familiarize people with the strengths, weaknesses, and opportunities for change. They also held several community meetings, attended by hundreds of people, as a visioning exercise to understand community preferences for future change. This led to the formation of the LHPB's Community Advisory Committee (CAC), which comprised many more civic association representatives.

The CAC developed nine Guiding Principles based on feedback from the 2014 community meetings to guide the re-visioning of the corridor. In fall 2015, the LHPB transitioned into the Lee Highway Alliance (now known as the Langston Boulevard Alliance or LBA) to form a broader coalition of stakeholders including communities/neighborhoods, landowners, businesses, institutions, etc. The LBA includes 18 civic association leaders, many of which have been actively engaged since 2012 in community activities and dialogue about the future of Langston Boulevard, a community-based vision, and actions and strategies to achieve a vision.

The grassroots effort, led by the LBA, paved the way for a community-wide visioning process—an intensive multi-day design charrette to continue the conversation about the community's long-term vision for the corridor. As a joint effort between the LBA, the County, and a planning consultant, the goals of the charrette were to:

- Solidify the LBA's Guiding Principles;
- Identify locations of activity centers along the corridor;

- Explore street design ideas and desired character of future development; and
- Identify needs for transportation and open space improvements.

The [2016 Visioning Study report](#) documented the charrette process and included preliminary vision principles and recommendations for future development based on the community input. The vision called for Langston Boulevard to become a walkable, urban main street with a string of neighborhood activity centers between Rosslyn and East Falls Church, along with new transportation and housing options, better public spaces, and more. The 2016 Visioning Study report was intended to serve as a foundation for future community discussions during a formal County planning study.

In 2019, recognizing community support for a new corridor vision, growing market pressure, and the opportunity to realize County goals through reinvestment, the County initiated a planning study. The Plan Langston Boulevard planning process built upon the work of the community's initial visioning efforts.

Plan Langston Boulevard Planning Process

In 2021, with support from the County Board and Langston Boulevard Alliance, Route 29 (formerly known as Lee Highway) was officially renamed Langston Boulevard to honor John M. Langston, the first Black person elected to Congress from Virginia. In 2022, Old Lee Highway was subsequently renamed Cherry Hill Road. The removal of both 'Highway' and 'Lee' serves the overarching goals of creating a welcoming main street and takes an important step in reconciling the history of racial discrimination and intimidation embodied by the Lee name, after Confederate General Robert E. Lee.

The Langston Boulevard Area Plan provides Arlington County and the Langston Boulevard community an opportunity to proactively plan for the desired improvements to infrastructure and transportation systems, public schools, facilities, and public spaces—and to make informed decisions on the amount and location of additional development density above the level available with existing by-right zoning and other incentives to achieve planning goals. Consistent with many previous planning processes for other areas of Arlington, careful and detailed planning was conducted through this process, resulting in a Plan that can guide growth responsibly while minimizing negative impacts to businesses and surrounding neighborhoods.

The County and the community are aligned on several goals. These include environmental resilience, sustaining neighborhood serving businesses, increased tree canopy and conservation, stormwater improvements, more housing choices and affordability, enhanced pedestrian and bicycle safety, creating public spaces and improving community conditions and access to services for all populations to reduce disparities and enhance individual opportunity and wellbeing.

Each neighborhood has its own unique set of opportunities and challenges. Community conversations have revealed that while there are several common aspirations among neighborhoods, there is not consensus on how to achieve those priorities. Change, driven by global, national, and local factors is happening—and it will impact how Langston Boulevard

evolves over time. The private and public sectors both face several challenges. Furthermore, community improvements cannot be funded and provided by the public sector alone due to cost, limited available public land and resources, increased and competing demands, and other resource constraints. While certain infrastructure improvements and facilities are best implemented by the public sector, private investment is necessary to achieve or spearhead many of Plan Langston Boulevard's goals over the coming decades. Like elsewhere in Arlington, it is imperative that both the County and private sector work together and share the responsibility for realizing both the community's aspirations and County's goals to establish a mutually beneficial outcome.

DISCUSSION:

A. Langston Boulevard Area Plan (Draft 2):

The Langston Boulevard Area Plan, if adopted, would provide updated and more detailed long range planning guidance for the corridor, as a supporting document to the County's Comprehensive Plan. It indicates general and specific goals, policies, and recommendations to inform future decision making by the County, community and advisory boards and commissions, property owners and the business community.

The Plan is intended to provide guidance for future public and private investment within a Core Study Area. The Key Planning Elements are Land Use, Economic Vitality, Housing, Building Form, Transportation, Connectivity and Urban Design, Public Schools, Public Facilities and Spaces, Historic and Cultural Resources, and Sustainability and Resilience. Each element is related to the Built Environment or the Public Realm. Additionally, design principles and guidelines depict public realm improvements and inform the character and massing of new development. Although there is a degree of specificity in the Plan regarding certain elements like building heights and future street design, flexibility is intentionally incorporated to allow creative approaches to phased in-fill development, increase public spaces, and ensure the longevity of the Plan as new technologies, models of development, or challenges emerge. With flexibility, the Plan can better respond to issues of equity, biophilia, multimodal transportation, sustainability and resiliency. The document has the following sections:

Executive Summary: a succinct summary of the topics covered in the Plan, overall strategy for future growth on Langston Boulevard, and an at-a-glance list of the policies.

Chapter 1 – Introduction: an overview of the purpose of the plan, engagement process, study area, planning context and issues, demographics, existing challenges and opportunities for the Built Environment and Public Realm, and the corridor's potential for change.

Chapter 2 – The Langston Boulevard Vision: the vision for Langston Boulevard is founded on sustainability, environmental resilience, and equity, connecting the key planning elements into a cohesive guide for the corridor's future. The vision applies corridor-wide and is further articulated through individual concepts for each neighborhood area.

Chapter 3 – Policies and Recommendations: To realize the vision and guide future corridor changes, a series of policies and implementation strategies are presented to promote economic vitality, increase housing choice and supply, support public facility and school needs, promote context-sensitive building design, honor historic and cultural resources, enhance the transportation network, create complete streets, complete the bicycle network, enhance transit, address parking, expand the network of public spaces, diversify the types of public spaces available, foster biophilic and green infrastructure design, conserve and expand tree canopy, reduce energy use and emissions, manage stormwater, and promote water quality. Flexible policies will allow the corridor to adapt to market and community needs and transform over time.

Chapter 4 – Design Principles and Guidelines: high level guidance for new development centered around promoting biophilia, safety, social connections, placemaking, and neighborhood identity. The design guidelines recommend how to apply the design principles. Both support the policies and provide architects, designers, planners, other professionals, County staff, community members, advisory commissions, the County Board, and other stakeholders with considerations to design or evaluate a development project in a holistic and cohesive manner that helps meet the plan’s goals. The design guidelines do not seek to create a uniform approach to architectural decisions. The eclectic character and presence of several styles, types of spaces, materials, and forms are a strength, and the evolution of the corridor should continue to explore a variety of design expressions.

Chapter 5 – Implementation: future action items considered necessary to implement the Plan or address unresolved issues that require an independent analysis beyond this study. Several action items have been identified, along with their anticipated timing, lead County agency, and possible funding implications. The immediate action steps involve Plan adoption and associated amendments to the General Land Use Plan, Master Transportation Plan, and Zoning Ordinance.

Appendix: Supporting content which has been developed or previously presented as part of the planning study. This section includes the Transportation and Student Enrollment Analysis (Attachments 6 and 7) completed in Phase 2 during the development of the land use scenarios.

B. General Land Use Plan (GLUP) Amendments:

The GLUP expresses the County’s vision for future development and provides guidance that reinforces and ensures that development patterns, uses, and densities within the County are compatible. The existing GLUP designations in the Langston Boulevard Planning Area reflect land use policies from the mid-1960s when the Comprehensive Plan was adopted. The Langston Boulevard Area Plan recommends Plan goals that are not reflected in the current GLUP, along with land uses and building heights that are inconsistent with the existing GLUP designations on sites in the Core Study Area.

To implement the Langston Boulevard vision expressed in the Plan, several amendments to the GLUP Map and Booklet are proposed with Plan adoption. To indicate a new planning vision, initial GLUP amendments proposed with Plan adoption include the establishment of the Langston Boulevard Planning District and larger Planning Corridor, addition of open space triangles, and removal of Housing Conservation District areas.

GLUP Amendments Proposed with Plan Adoption

Staff proposes establishing a Planning District for Langston Boulevard and including all areas identified as a 'Mixed-Use District' or 'Residential District' reflected in the Core Study Area. Staff also proposes adding triangle symbols to indicate the general locations of future planned public space established in the Langston Boulevard Area Plan. The GLUP booklet will communicate the vision, goals, and specific implementation strategies for the proposed Langston Boulevard Planning District. The back of the GLUP Map will also be updated to show Langston Boulevard as a new major planning corridor (See Attachment 3).

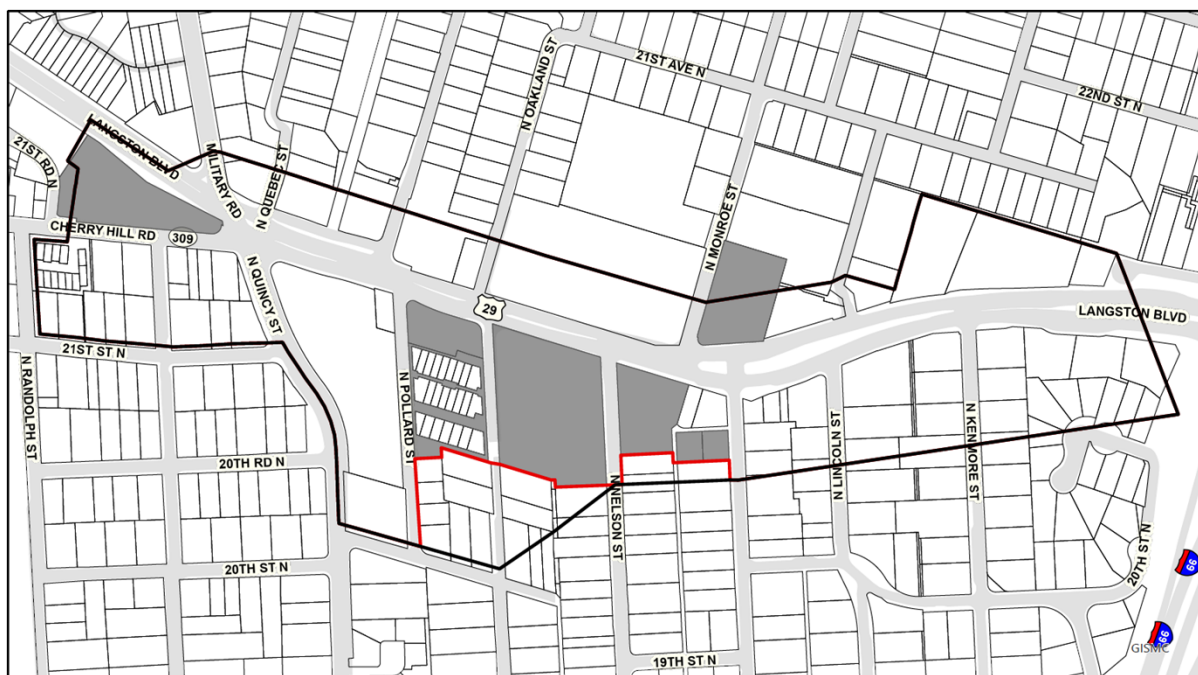
As indicated in Attachment 3, staff also proposes removing six Housing Conservation District (HCD) areas located within the proposed Langston Boulevard Planning District, given the refined vision and new guidance in the Plan for multifamily residential areas superseding the earlier HCD goals adopted in 2017 to maintain the character of established multifamily areas, encourage the retention and renovation of existing garden style apartment buildings, and provide opportunities for creation of new affordable units. Two smaller areas of HCD will remain. The Plan promotes increased development densities in both the 'Residential District' and 'Mixed-Use District' to expand housing choices, increase supply, maintain and increase committed affordable units (up to 60% AMI), and achieve other Plan goals. These goals include support for additional housing supply through new development, which in turn supports new households, shops, jobs, opportunities for social gathering, and transit improvements, as well as new roads and pedestrian and bicycle paths to improve connections within neighborhoods and to local destinations, and other infrastructure improvements related to stormwater management. The restriction to permit townhouses via site plan only should remain as noted in the Zoning Ordinance Amendments below.

Proposed GLUP changes also include revisions to the Cherrydale Special Revitalization District to remove 18 parcels that are adjacent to, but were not included in, sites where redevelopment consistent with the Cherrydale Revitalization Plan has already occurred, thus making those sites eligible for EHO development. As discussed in the *Expanded Housing Options* March 2023 staff report, the ACZO amendment enabling Expanded Housing Options does not permit EHO development in established planning districts as shown on the GLUP. This restriction impacts a relatively small number of properties zoned R-5 and R-6 that coincide with established planning districts identified on the GLUP map, including with the Cherrydale Special Revitalization District. However, the Cherrydale Special Revitalization District boundaries have not been adjusted since 1995, and several sites within this district have already achieved the planned vision since that time. At the time of EHO adoption, staff recommended studying the Cherrydale Special Revitalization District as part of Plan Langston Boulevard to identify parcels where

redevelopment consistent with the Cherrydale Revitalization Plan has already occurred, and to recommend changes to the Cherrydale Special Revitalization District to remove parcels adjacent to where change has already occurred, thus making those sites eligible for EHO development (See Exhibit 2).

The proposed establishment of a new Langston Boulevard Planning District within Areas 2, 3, and 5 of the Langston Boulevard Area Plan also includes some properties zoned R-5, R-6, and R-8 that are currently eligible for EHO development. Consistent with the goal of supporting the long range land use visions for areas with adopted plan guidance, the proposed creation of a GLUP Planning District for the Langston Boulevard Core Study Area will prohibit EHO development on sites within this boundary, per ACZO §10.4.2.A. This approach was anticipated in the March 2023 EHO staff report (p. 17).

Exhibit 2: This identifies 18 parcels recommended for removal from the Cherrydale Special Revitalization District.



Future GLUP Amendments

In addition to the GLUP Map and booklet amendments proposed with Plan adoption, future amendments to land use designations are also appropriate. The Draft Langston Boulevard Plan recommends land uses and building heights that are not consistent with existing GLUP

designations on many sites located within the Core Area. Within the Mixed-Use District and Residential District, there are areas of lesser change (i.e., allowance for up to 5 or 6 stories and densities generally up to 2.5 FAR) and areas of greater change (i.e., allowance for between 7 and 15 maximum stories and densities generally between 2.5 and 5.0 FAR). Thus, amendments for the Residential District, Mixed-Use District, and Activity Hubs would align the GLUP with Plan goals and policies. These amendments to GLUP designations may correspond with existing zoning district regulations for special exception development and would support rezoning requests to facilitate special exception private development applications.

A Future GLUP map provided in the Draft Plan (See Chapter 5, page 181) indicates the amendments recommended with Plan adoption, as noted above, and the appropriate GLUP designations that private property owners should request with future applications for redevelopment. In areas of greater change, consistent with the anticipated density levels of new development possible per the Plan's building height recommendations, appropriate designations include "Low" Office-Apartment-Hotel (O-A-H) and "Medium" O-A-H. Rezoning to C-O-1.5 and C-O-2.5 could be appropriate and allow for proposal evaluation in alignment with the Plan's recommendations and potentially more contributions toward Plan goals beyond the base site plan density levels reflected on the GLUP. This includes but is not limited to more extensive transportation network improvements, on-site committed affordable housing units, public space, green building design, and stormwater management infrastructure. These zoning districts align with the Low O-A-H and Medium O-A-H GLUP designations, respectively.

In areas of lesser change, no GLUP amendments are proposed with Plan adoption. Adaptation and/or new zoning district regulations to offer a more feasible alternative to the existing special exception approval processes (e.g., site plan or use permit approval) is expected as a near-term implementation item for these areas. This is further discussed in the Zoning Ordinance Amendments section of this report. GLUP amendments for these areas will be further studied concurrent with development of an alternative zoning tool for these areas, including potential adjustments to GLUP designations adjacent to the Langston Boulevard Planning District boundary to address GLUP-Zoning inconsistencies.

In addition to the GLUP amendments described above, Transfer of Development Rights (TDR) policy amendments may be needed in the GLUP booklet to facilitate the conservation of environmentally sensitive areas and/or historic or cultural resources and to support affordable housing. Density transfer with a potential additional increment of density (i.e., a multiplier) may be considered, up to the capacity that would be accommodated in the maximum allowable building height and form, in exchange for historic preservation and an additional percentage of affordable housing on-site at the Sending or Receiving Site or conservation of environmental resources. These amendments will be studied and considered as a near-term implementation item after Plan adoption.

C. Master Transportation Plan (MTP) Map Amendments:

The MTP promotes effective travel and accessibility for the County's residents, workers and visitors; provides a policy framework to guide the development of projects and programs;

advances the County’s goals and objectives; and helps direct infrastructure investment. MTP amendments are proposed with Plan adoption and will ensure consistency between the MTP and the Langston Boulevard Area Plan regarding the future transportation infrastructure and conditions envisioned in the area. The proposed amendments to the MTP Map include the following:

- Adding “Areas Planned for New Streets” - denoted with blue striped hatch pattern to the Map which correlate with new streets planned in Area 2, Area 3, and Area 5. These areas identify where new streets are desired as part of redevelopment. Specific streets are not identified now to allow for additional study and analysis to identify the final location and design.
- Adding “Planned On Street Bike Lanes” to the Arlington County Bike and Trail Network MTP Map, a section of the MTP Map that depicts planned bicycle facilities, for Langston Boulevard from North Quincy Street/Military Road to Old Dominion Drive and from North Culpepper Street to North Lexington Street to reflect the recommendations made in the cross sections.

D. Zoning Ordinance Amendments:

The Arlington County Zoning Ordinance regulates development for all properties (except those owned by the State or Federal Government) within the County. Zoning Ordinance amendments are proposed to occur with Plan adoption and as near-term implementation items following Plan adoption.

Zoning Ordinance Amendments with Plan Adoption

Amendments recommended for action with Plan adoption are permitting townhouses by special exception site plan only in the RA14-26, RA8-18, and RA6-15 zoning districts within the Langston Boulevard Planning District and a clarification in the purpose section of the C-O-2.5 zoning district.

Townhouses By Site Plan Only

Within the proposed Langston Boulevard Planning District to be shown on the GLUP Map, townhouses are recommended as a permitted use by special exception site plan only in RA14-26, RA8-18, and RA6-15 zoning districts. Currently, townhouses are permitted by site plan only in the HCD Planning District, as a means of realizing the goals of the HCD. As noted previously, there are six HCD areas within the Langston Boulevard Planning District proposed boundaries. With the proposed removal of the HCD areas within the Langston Boulevard Planning District, and without any further actions, townhouses would again be permitted in RA14-26, RA8-18, and RA6-15 by-right without further limitation. By-right townhouse redevelopment would likely result in a form of development inconsistent with Plan goals for moderate to higher levels of residential density and the urban and pedestrian-oriented streetscapes, consolidated public space, and a coordinated, multi-modal, planned street grid that can be achieved through multifamily housing. Given this conflict, staff recommends maintaining the restriction on by-right

townhouses in these zoning districts in the Langston Boulevard Planning District, with allowance for approval by via site plan only.

Purpose Clarification in C-O-2.5

The second Zoning Ordinance Amendment proposed with Plan adoption is a clarification in the Purpose statement in the C-O-2.5 zoning district. C-O-2.5 is a district intended for a higher density mix of uses, consistent with the GLUP and approved plans for specific areas of Arlington. This district was originally developed for use in the two Metro planning corridors. Over time, use of the district has extended to several other planning areas, including the Columbia Pike corridor, Green Valley, and is also envisioned for Shirlington. It may also be an appropriate zoning district in areas that could be designated as Medium O-A-H on the Langston Boulevard corridor, pending final recommendations for future GLUP designations after Plan adoption. To clarify the appropriateness of this zoning district throughout Arlington's planning areas, staff recommends amending the C-O-2.5 District's Purpose statement to indicate that that this zoning district may be located within "Planning Districts" rather than within "Metro Transit Corridors."

Future Zoning Ordinance Amendment Studies

Staff also recommends several Zoning Ordinance studies as near-term implementation items after Plan adoption.

- Study of a new special exception approval process to facilitate renovation, expansion, and redevelopment in areas of lesser change (up to 5 to 6 stories), as a potentially more appropriate and effective alternative to the existing special exception site plan approval processes, either by a streamlined site plan or potentially a use permit approval.
- Study of possible barriers to near-term by-right renovation and expansion of multifamily and commercial properties and achieving shared and open parking agreements for owners seeking expansion and/or renovation and opportunities to remove those barriers, while those activities would advance Plan goals.
- If needed, based on recommendations for GLUP designation changes, study of adaptation of existing zoning district regulations to realize reinvestment per the Plan vision, goals, and recommendations.

As an alternative to existing special exception approval processes, staff recommends studying potential for a new or adapted special exception approval process to facilitate renovation, expansion, and redevelopment in areas of lesser change that may be more appropriate for the more constrained sites in the corridor. The new or adapted approval process could involve either site plan or a use permit approval. Staff would potentially explore adaptation of the existing Unified Commercial Mixed-Use Development (UCMUD) zoning tool and C-2 site plan tool. The UCMUD tool, as originally adopted, anticipates mixed-use development including multifamily residential, while aiming to maintain commercial land uses to support the needs of surrounding residents and workers. Multiple alternative UCMUD options have been adopted over time with tailored regulations for different geographies of the County. The Clarendon UCMUD option offers a viable model which could potentially be applied well on Langston Boulevard with a

density established at 1.5 FAR for commercial and residential uses, options to achieve additional density within the maximum building form and heights, and a maximum building height of up to 5 stories. The C-2 site plan tool pre-dates the UCMUD tool yet was also created to enable mixed-use development and provide more flexibility in site design and parking requirements. This tool offered limited incentives to spur revitalization in areas designated as “Special Revitalization Districts” including the Cherrydale Revitalization District established in 1995. These tools will be further studied to determine if an adaptation of existing tools, or creation of new tools, could effectively facilitate reinvestment in areas of limited change.

Staff also recommends studying possible barriers to near-term by-right renovation and expansion that property owners may desire as reinvestment before the long-term vision for the properties as called for in the Langston Boulevard Area Plan may be realized. Potential barriers may include by-right parking requirements and nonconformities related to lot coverage and setbacks. Staff will consider if there are opportunities to remove such barriers to facilitate near-term reinvestment.

The Plan also seeks to encourage shared parking agreements across adjacent parcels and complementary uses to decrease excessive quantities of parking, minimize driveways from Langston Boulevard, and reduce vehicular and pedestrian conflicts to improve the user experience along the corridor. This approach would encourage parking nodes and allow visitors to the corridor to park once and access multiple businesses and amenities. A Zoning Study will be needed to identify and address potential barriers to achieving shared and open parking agreements for renovated sites in the Zoning Ordinance.

If needed, based on recommendations for GLUP designation changes, staff will also pursue study of adaptation of existing zoning district regulations to realize reinvestment per the Plan vision, goals, and recommendations. The scope of potential zoning studies will be determined based on recommendations for GLUP designations and proposed after Plan adoption.

PUBLIC ENGAGEMENT:

Level of Engagement:

Communicate, Consult, Involve, and Collaborate

The planning process included significant outreach and engagement with neighborhood and stakeholder groups through [four phases](#). Through a combination of in-person and virtual engagement activities, feedback from the community informed the preparation of each milestone report. Since 2019, these milestones included:

- building an understanding of corridor conditions relative to aspirational goals in the [Existing Conditions Report](#);
- identifying and evaluating significant historic and cultural resources in the [Historic and Cultural Resources Report](#);
- identifying neighborhood-specific guidance for planning recommendations based on community input in the [Neighborhood Inspiration Report](#);

- comparing potential development scenarios for achieving Plan goals in the *Land Use Scenario Analysis* and
- preparing a preferred concept in the [Preliminary Concept Plan](#) for the entire corridor.

The County’s multi-layered engagement approach was designed to encourage communication and collaboration with a broad set of stakeholders throughout the planning process. To that end, the County Manager appointed a Community Forum (community members representing Langston Boulevard Alliance (LBA), advisory commission, business, property owner, neighborhood, and advocacy perspectives) and a Working Group (a subset of the Community Forum), which convened at key milestones during the planning process to provide feedback on the proposed vision, goals, objectives, analyses, recommendations, and implementation tools, and to serve as liaisons to facilitate broader community engagement.

Outreach Methods

Since February 2019, there have been several Working Group and Community Forum meetings. Smaller focus group meetings with Community Forum members, the LBA, and business and property owners have also taken place. In addition, broad community perspectives were collected to inform this planning study. Before the release of the June 2023 Draft Plan, there were:

- Twenty-one in-person community meetings
- Four online feedback forms
- Twelve virtual community meetings
- Three walking tours
- Six pop-up engagements
- Numerous additional focus group and stakeholder interviews

These public engagements were well attended and yielded significant feedback from the broader community. Staff shared summaries of the [LUSA feedback](#), [Neighborhood Improvements and Benefits feedback](#), and [PCP feedback](#) with the public.

Since the June 2023 release of the Draft Plan, several additional engagement opportunities were offered including:

- One online feedback form
- Six in-person open houses
- Four in-person neighborhood area meetings
- Four in-person focus group meetings with Community Forum representatives.

Staff also shared a [summary of this engagement](#) with the public.

Recent Review with Advisory Commissions, Boards, and Committees:

Staff also met with the Long-Range Planning Committee of the Planning Commission (LRPC) on two occasions—July 25, 2023, and September 5, 2023—to receive input on the June Draft Plan (Draft 1). Staff attended a separate LRPC/ZOCO meeting on September 19, 2023, to receive input on the associated GLUP, MTP, and Zoning Ordinance amendments. The June Draft

Plan was also reviewed by several other Commissions and Advisory Boards, including the Transportation Commission, Housing Commission, Park and Recreation Commission, Historical Affairs and Landmark Review Board, and the Forestry and Natural Resources Commission. The input received at these meetings was used to refine ideas and to prepare Draft 2.

County Board Work Session:

On September 12, 2023, the County Board held a work session with staff on the June 2023 Draft Plan. The main purposes of the work session were to provide a point-in-time update on the status of the Draft Plan and its key elements, common themes of community input that staff have received on the June Draft, and to identify any additional updates or adjustments staff should consider in preparing the next plan draft for advertisement of public hearings. The work session also provided an opportunity for Board Members to ask questions, have discussion and offer feedback.

Comments and questions focused on several themes. Board members highlighted the importance of presenting economic vitality as a foundational goal of the Plan. Policies and strategies should support both the existing businesses critical to the corridor's current economic vibrancy and also potential for new businesses. Ensuring an adequate supply of parking, for both commercial and residential uses, including shared parking facilities and mechanisms to realize sharing facilities were identified as key strategies to support economic vitality. The diversity of residents already living on the corridor was highlighted as a key strength. Board members emphasized the importance of maintaining the existing affordability already available through market-rate affordable housing units (MARKs) and committed affordable housing units (CAFs) on the corridor and increase housing affordability to support the needs of both new and existing residents of the corridor. Proposed affordable housing strategies included considering opportunities to increase building height, establishing appropriate levels of base and bonus density, providing financial resources for land acquisition to increase affordable housing supply and geographic distribution of affordable housing, and reviewing and considering updates to the East Falls Church and Cherrydale Revitalization Plans to realize additional increases in affordable housing. Other comments and questions addressed topics including concerns regarding the impacts of community center consolidation, a stronger commitment to transit, clarification on how building height is measured, and adopting GLUP amendments and Zoning Ordinance amendments as soon as possible, to facilitation realization of Plan goals.

Staff has taken this feedback on the Draft Plan from the Board and other forms of engagement into consideration as it continues to refine the Draft Plan and its recommendations. The section below on Community Comments and Concerns provides detail on staff responses and Plan updates. To summarize here, key updates most responsive to feedback from the work session include new focus on the value of small businesses, as well as Plan policies and strategies that support retention of existing businesses, including promoting publicly-accessible parking nodes in Activity Hubs to support customers patronizing shops, businesses, and public spaces and highlighting the LBA as a critical partner to support the corridor's economic vitality. Recommended housing policies and implementation strategies now provide more specific guidance and expectations for maintaining and increasing housing supply. Staff has also updated the Draft Plan to include additional context regarding the status of the Lee Center and its

programs, and highlighting the necessary implementation strategy of conducting a feasibility study for the consolidation of public uses to inform future decisions addressing community center uses to best support Arlington needs.

Community Comments and Concerns:

The recent engagement with the community addressed a wide range of topics and the feedback informed updates to the Draft Plan. A summary of key issues raised in response to the June Draft Plan (Draft 1) can be found in Attachment 9 along with staff responses. The summary includes input from various stakeholders including the LBA, development community, property owners, Community Forum, Commissions/Advisory Boards, and the broader public. All comments received during this time have been provided on the project webpage. The most common areas of concern identified with this Draft centered on Land Use Framework and Extent of Change; Economic Vitality; Housing; Public Facilities and Schools; Building Form and Heights; Historic and Cultural Resources; Transportation; Public Spaces; Sustainability and Tree Canopy Coverage; and Implementation. As outlined below, these common areas of community comments and concerns were also a focus of presentation and discussion at the September 12, 2023, County Board work session discussed above.

A. Land Use and Extent of Change

During the planning process, staff explored the feasibility for new mixed-use, residential, and commercial development to facilitate the envisioned transformation of the corridor. Staff found that many existing commercial sites were constrained in lot size and depth. To overcome these constraints, staff presented concepts for parcel consolidation of commercial sites with abutting or adjacent low-density residential lots. These concepts analyzed how creating larger development sites could provide more feasible building floorplates, efficient parking arrangements and access, appropriate building height transitions to surrounding low density areas, and sufficient space for desired multimodal and streetscape improvements along Langston Boulevard. Community concerns have persisted, with some requesting further exclusion of low-density residential lots from the Plan's recommendations or requesting modifications to lower the allowable building form and height of new development, as further discussed below.

Additionally, several community members have noted concerns with inclusion of certain properties at the western edge of the Cherrydale neighborhood (between the eastern edge of the Waverly Hills civic association at North Utah and North Taylor Streets and the Cherrydale Special Revitalization District shown on the GLUP), and expressed that insufficient planning review and community discussion occurred to justify new planning recommendations for this area in the Draft Plan. Staff has communicated that these areas are near lots planned for higher-density residential and mixed use on the current GLUP. With the Plan's recommendations, this area is similarly planned for greater density and height than the existing form of single-detached, townhouse, and multi-plex units.

Staff recognizes that homeowners may experience greater pressure to sell property to developers who want to opt in to make use of the Plan's policies and tools for reinvestment.

Property owners will make their own decisions about whether to sell their property, maintain their property unchanged, rely on existing by-right zoning to guide any subsequent changes to their property, or use new or existing incentive-based planning and zoning tools to execute the Plan's vision and recommendations. For envisioned community improvements, such as public spaces and streetscape enhancements, the County would expect those improvements to be largely achieved through private redevelopment.

For these reasons and to achieve plan goals, staff continues to recommend inclusion of the lots at the residential edges and the lots between Waverly Hills and the Cherrydale Revitalization District.

B. Economic Vitality

Community feedback regarding economic vitality has focused on the scale of change needed to realize Plan goals, the impacts of change on existing businesses, the provision of sufficient parking to meet business and customer needs, and ensuring ground level uses activate the public realm and provide neighborhood-serving goods and services.

The Plan recommends maximum building heights and design guidelines to shape the form of development. Community feedback reflected differing perspectives. There is concern that the scale of development is insufficient to generate the community benefits called for in the Plan. There is also concern that impacts on the existing residential and business community will outweigh potential benefits. Balancing the need for context-sensitive development with provision of sufficient incentives for parcel assembly, property reinvestment, and community improvements, the planning process studied and asked for feedback on various building height and tapering scenarios to determine appropriate options. The Plan reflects the options that best balance these needs. Reducing the proposed building heights and resulting development density could make reinvestment infeasible or limit achievement of Plan goals.

Community feedback has also focused on the potential impacts of change on existing businesses. There is concern that transformation of the corridor will result in business displacement, particularly local, small, and/or minority businesses, or diminish shoppers and visitors if insufficient parking is provided or new businesses do not meet the needs of the local community. Businesses along the corridor are already threatened by significant regional competition. Commercial buildings are aging and there is limited space to add new retail concepts, larger format retail, and entertainment uses. The Plan includes policies to support existing business owners seeking to invest in existing or new space that meets their needs, while also attracting new businesses to the corridor. Policies and implementation strategies support renovation and/or redevelopment of constrained and small sites in line with the Plan's long-term goals and methods. These efforts may help businesses seeking to remain on the corridor. The Plan's policies also promote larger format spaces with sufficient clear height, spaces with greater visibility, and spaces integrated into mixed-use developments with pedestrian access at the corridor's activity nodes. The Plan also promotes publicly-accessible parking nodes in Activity Hubs to support customers patronizing shops, businesses, and public spaces. This strategy recognizes the importance of minimizing on-site surface parking to support an attractive Main Street environment, while also ensuring

available parking for new and existing businesses. In addition, new street and alley connections will reduce conflicts between pedestrians, bikes and vehicles on Langston Boulevard and can facilitate consolidated access to parking.

Community feedback also elevated the importance of ensuring that the Plan provides appropriate guidance for ground floor uses, with some stakeholder input advocating for more specificity regarding where retail or retail-equivalent uses should be located. The Plan recognizes that flexibility is important and that in some areas of the County where retail was required by an area or sector plan there are vacant commercial spaces. The Plan indicates specific limited locations in the Mixed-Use District where ground floors should be designed and built with commercial-ready space that provides interior and exterior features to support retail or retail equivalent uses. Other ground floor areas of the Mixed-Use District and Residential District are encouraged, but not required, to provide similar spaces and uses if supported by the market. During site plan review, design can be evaluated and concerns about types of retail equivalent uses and residential supporting or accessory uses (e.g., bike rooms or gyms) and their location can be elevated and discussed to determine appropriate locations within buildings.

C. Housing Supply and Affordability

Multiple stakeholder groups are focused on how many expected affordable housing units are attainable under the Plan and how that number compares to the 2015 Affordable Housing Master Plan's identified future CAF allotment of 2,500 units by 2040 for the Langston Boulevard corridor. Staff anticipates the preservation of existing affordable units through the conversion of MARKs to CAFs or the further preservation of existing CAFs, and creation of new affordable units in new development achieved through land use and zoning incentives. Use of the Affordable Housing Investment Fund would also be used at times to assist mission-driven development partners in site acquisition for new CAFs and deepen subsidies for units available to households earning less than 60% AMI. It is anticipated that most development applications would be reviewed through the site plan review process and Affordable Housing Ordinance minimum contributions would apply. Additionally, property owners/developers may request additional density above the GLUP, that could be accommodated within the building height and form policies established by the Plan, in exchange for on-site affordable housing. Given these recommendations, by 2075, staff expects the total housing supply to increase from 10,225 units to a range of 19,000 to 26,000 units and the potential supply of affordable housing to increase from 1,936 units to a range of approximately 3,200 to 3,800 units. These affordable units would be achievable over the next 30 or more years, as owners pursue changes enabled by the Plan over decades.

The supply of affordable units may be increased in the future if additional incentives or strategies become available with further review of the Cherrydale (1994) and East Falls Church (2011) adopted plans. Future reconsideration of adopted policies in those plans has been requested and may be needed to achieve greater alignment with the Draft Langston Boulevard Area Plan. The timing of review of these studies will be determined at a future time in consideration of other work plan priorities, available staff resources, and, for East

Falls Church, clear interest by VDOT and WMATA in joint development and/or air rights development at the Metro site.

Several stakeholders prefer conservation of and renovation to existing multifamily residential buildings over redevelopment to reduce carbon emissions and for other environmental reasons. Community members have also suggested that retaining existing buildings may be a way to maintain the supply of MARKs. Achieving the increase in overall housing supply and realizing other planning goals is most feasible through redevelopment. Further, renovating buildings alone does not ensure preservation of MARKs and many property owners are not interested in and may not be compelled to commit long term affordability without sufficient incentives. The Draft Plan was updated to clarify that a range of options—including renovation, infill, and redevelopment—are possible, however, renovation over redevelopment is not prioritized.

D. Public Facilities and Schools

As transformation of the corridor occurs and the population increases, community members have questioned whether the streets, other infrastructure, and schools have capacity to accommodate the planned growth. During Phase 2, APS staff studied potential impacts on school capacity and concluded that existing facilities provide sufficient capacity in the near term, and APS will continue to monitor growth over time and adjust as needed to accommodate enrollment fluctuations. Similarly, County staff evaluated potential impacts on traffic and found that while there will be impacts to vehicular travel times along the corridor, they will be manageable and are offset by the safety improvements for all modes of transportation.

E. Building Form and Heights

Increased building height maximums, which generally exceed the by-right zoning, are an essential element to the optional land use incentives designed to realize the goals of this Plan. The increased height and density is intended to support economically feasible development and private investment that also provides public important improvements for the corridor and County. Staff has consistently communicated the benefits of managing growth as encouraged by this Plan and approved through special exception and incentive zoning mechanisms. Investments by private property owners are necessary to realize many benefits of the plan. It would be infeasible to achieve them solely through capital improvement projects due to finite resources and competing Countywide priorities, and the need for land to physically accommodate envisioned improvements. Incentive-based private development projects have been successful in delivering improvements in the Rosslyn-Ballston, Richmond Highway, and Columbia Pike planning corridors.

Staff carefully examined the entire Core Area through multiple phases of this study and proposes a Building Heights and Form Map in the Draft Plan that accounts for the location of planned activity hubs, future mobility opportunities, parcel size, space needed for streetscape improvements, and the ability to transition well to lower density neighborhoods.

The heights map and accompanying design guidelines serve as policy guidance to applicants and are not regulatory. Through the special exception application review process, project details will be reviewed, community input will be collected, and ultimately the County Board will make a final approval decision. The heights map indicates staff's recommendation for the upper limits of building heights. The County Board could allow for additional increases in building height through this phase by advertising or ultimately approving greater height in the final Plan. The County Board always has the discretion to approve additional height as allowed under extraordinary circumstances through Section 15.5.9 of the ACZO, where development projects are consistent with Arlington's Comprehensive Plan and any applicable and relevant adopted County Board plans and policies, among other findings.

The June 2023 Draft Plan reflects increased heights in certain appropriate areas in response to community input calling for identification of additional areas that can support more housing supply and affordable units, an increase in public spaces, enhanced transit service and rider enhancements, and sustainable development. Heights were increased in Area 2 near the North George Mason Drive intersection, in Area 3 between North Glebe Road and North Woodstock Street, and in Area 5 at the 1501 Langston Boulevard (Air Force Association) site.

From staff's perspective, the Draft Plan's proposed heights, setbacks and stepbacks are appropriate and will result in well-designed buildings that provide appropriate transitions to surrounding property without significant adverse impacts on sun/shade.

During recent engagement, community members have continued to indicate concerns with proposed building heights and have urged staff to reduce heights, increase heights, and/or clarify height measurements and setback and step-back guidance.

1. Requested Building Height Reductions

Concerns have been shared about the proposed building height increases in: Area 2 near the North George Mason Drive intersection, the Harris Teeter site, and north of the Moore's barber shop along North Columbus Street; in Area 3 along Langston Boulevard between North Glebe Road and North Woodstock Street; and in Area 5 West along the south side of Langston Boulevard. Staff believes the proposed heights in those locations are appropriate given the depths of the parcels, topography, and/or sufficient space for height transitions. Corridor wide, the proposed Height Map indicates lower height levels when sites abut or are across from low-density residential edges. Recent updates to the Draft Plan have further clarified these guidelines.

Community concerns have also been expressed in Area 5 East regarding the 1501 Langston Boulevard (Air Force Association) site. For this site, the June 2023 Draft Plan indicated heights up to 10 stories for a portion of the site at Langston Boulevard and North Oak Street. The updated Draft Plan shows a reduced height of up to 7 stories with the allowance of additional stories in the sloping topography. This was the intention with the June 2023 Draft Plan, but concerns were subsequently raised about how these stories would be achieved and seen from adjacent areas. With further clarifying text on how

building height is to be measured along low-density residential edges, there is potential for additional stories to be achieved in locations like this along the corridor where sloping topography can accommodate additional stories without creating shadow impacts on the surrounding areas.

Additionally, general requests have been received to reduce building heights based on potential impacts to traffic, school capacity, inadequate infrastructure, and changes to existing neighborhood conditions. See response in D. Public Facilities and Schools above.

2. Requested Building Height Increases

Several community members have requested height increases in Area 5 West along North Daniel Street and south of 20th Street North (between North Adams and North Veitch Streets). In this area, clusters of ownership townhouses and single-detached dwellings exist. Given the condition of the townhouses and presumed stability and life expectancy of these housing units, which benefit the corridor as an additional housing type, the Draft Plan does not promote greater change in this area. Instead, building heights are recommended to be up to 5 stories, which would allow for additional townhouse development and/or lower-scale multifamily buildings if single-detached lots are consolidated. Staff considers this height level to be appropriate given the context of lower-scaled townhouses and the physical space needed for height transitions. Staff recommends maintaining the proposed heights. If in the future, the owners are interested in further consolidating townhouse lots and pursuing larger scale change in this area, the residential densities and heights can be reevaluated.

Community comments also generally called for allowing greater heights to realize goals and need for incentives to bring desired changes. Staff continues to recommend the proposed Building Heights as shown in the Draft Plan. Staff would further evaluate any site should the County Board provide this direction in the final stages of this process.

F. Historic and Cultural Resources

Multiple buildings and sites in the Core Area are identified in the Draft Plan for full or partial preservation, or site interpretation based on how they meet multiple historic, architectural, and cultural resource factors. The Plan identifies the preferred recommended strategy for these resources. Additionally, the Plan recognizes that multiple Countywide and Langston Boulevard-specific planning goals exist and offers planning guidance for infill and redevelopment if preservation is not the proposed course of action. Several property owners including the Lyon Village Apartments, Lee Heights Shops, and Calloway Church have shared concerns about recommendations for full or partial building preservation. The Lyon Village Apartments have indicated significant changes have been made over time and their concerns about the limitations for renovating and maintaining buildings well into the future, noting challenges to achieving greater energy efficiency, increasing unit sizes or amenities, and making non-elevator units accessible. To achieve multiple Countywide and Langston Boulevard planning goals, the Draft Plan includes an option for redevelopment if

preservation is infeasible. The Draft Plan anticipates that proposals for these sites would be reviewed by the HALRB and recommendations for further analysis, preservation strategies, and proposed design solutions can be discussed.

G. Transportation

The Plan's recommendations are guided by the vision to create a multimodal corridor that accommodates safe travel for all modes.

1. Lane Reconfiguration on Langston Boulevard

Community members have raised questions about the ability of Langston Boulevard to accommodate future traffic if it is modified from three through lanes in each direction to two through lanes in each direction from Kirkwood Road/Spout Run Parkway to North Veitch Street (Area 5), to be consistent with the travel lane configuration in the other four areas of the Plan. The Plan recognizes that there is significant right-of-way in this segment of Langston Boulevard to include enhanced pedestrian and bicycle facilities in the cross-section without redevelopment and by reducing the number of through travel lanes in each direction from three to two lanes.

The Metropolitan Washington Council of Governments (MWCOG) regional demand model version 2.3.75 was used to determine the ability of the transportation network to support the proposed Land Use and Density recommendations. The Baseline forecasted conditions in 2045, which include planned growth and mobility changes throughout the region, were compared to a version of the model that also includes the proposed Plan Langston Boulevard development potential and mobility enhancements anticipated by 2045.

This analysis showed that while there will be impacts to vehicular travel times along the corridor, they will be manageable and are offset by the safety improvements achieved for all modes and the improvements the Plan envisions to the pedestrian, bicycle, and transit network. The analysis did not report significant impacts to the surrounding street network. The proposed cross-section will undergo a detailed future transportation analysis and require further coordination with VDOT and their approval.

2. Street Grid Expansions

Enhancements to the street network are recommended in each of the three planning areas to increase access for drivers, pedestrians, and cyclists. The proposed new streets, alleys, and street grid expansions will allow for consolidated access to new developments, reducing conflict points on Langston Boulevard and improving the safety for all users. Community members expressed concerns that the new street connections encourage cut through traffic in neighborhoods. The analysis did not report significant impacts to the surrounding street network. These new streets would benefit the broader community without compromising adjoining neighborhoods.

The location and configuration of new streets and alleys recommended in the Draft Plan are illustrative and there should be reasonable flexibility in the final location and

configurations of these facilities to facilitate the goals of the Plan. Final design and configuration of streets and alleys will be determined through subsequent site plan review processes. These processes will include multimodal transportation analysis and community engagement.

3. Bicycle Facilities

The Plan recommends enhanced bike facilities in Areas 2, 3, and 5; but recognizes that these facilities will be achieved incrementally as properties redevelop and through targeted capital investment. Community members have commented on the need to provide convenient and comfortable bicycling facilities on Langston Boulevard now, and that waiting for redevelopment does not provide the needed connectivity. To respond to this need, parallel bike facilities on 22nd Street North and 26th Street North are proposed. These routes will provide parallel connectivity until a cohesive route can be achieved along Langston Boulevard and would be retained as convenient parallel routes.

4. Transit Service and Infrastructure Improvements

The Plan recommends enhancements to transit as the corridor redevelops. Many community members have questioned why Bus Rapid Transit is not recommended and have requested below 10-minute frequencies for transit. The Plan calls for enhancements to the bus network including buses running at least every 10-minutes on Langston Boulevard and intersecting corridors, enhanced rider amenities at bus stops, and bus priority signals at intersections where needed.

Bus Rapid Transit is not an appropriate use of the constrained ROW on Langston Boulevard, as the ridership under both existing and planned land uses does not justify the allocation of right-of-way to a dedicated bus lane. As the corridor redevelops, transit demand will be monitored, and bus service levels will be adjusted to meet the demand.

Policies TC.15 and TC.16 have been modified to clarify that transit supportive infrastructure should be provided to improve bus travel times and reliability and passenger waiting environments should be improved so that they are accessible, comfortable, and equipped with easy-to-interpret passenger information.

5. Provide Consolidated Parking Opportunities

The Langston Boulevard Alliance has requested enough parking resources in hubs to support retail and community serving commercial uses in a semi-suburban corridor. Concerns have been raised by community members that they will no longer be able to access retail along the corridor by car. Due to the high price of building parking, there are no appropriate ways to incentivize a project providing more parking than it needs. By creating a more walkable corridor, facilitating clear and concise parking signage, and encouraging shared parking agreements, drivers would be able to park once and access amenities and services on Langston Boulevard by foot. In response to these comments, modifications have been made to the Draft Plan identifying the importance of parking signage, creating parking nodes and a park once experience, and the need to encourage parking agreements between adjacent parcels. The County may assist with coordinating

the shared parking agreements and evaluating conditions of approval during development review to ensure the retail parking is publicly accessible and useable without fear of towing.

H. Public Spaces

Public Space recommendations in the Draft Plan are responsive to the Public Spaces Master Plan policies that seek to increase supply of public space Countywide and meet needs of growing population. Generally, there are longer walking distances to larger, more recreation-oriented parks and natural areas. Gaps in connectivity also exist and Langston Boulevard is a major barrier. Additional public spaces may be needed to serve the growing population. Public spaces provided in the future may need to be more diverse in terms of type, location, size and activity.

Land is limited and types of recreational amenities provided at larger-scale sites, such as Tuckahoe Park and Thrifton Park, may not be possible to replicate.

Community stakeholders have advocated for increases in the planned supply of public space, with the perspective that there is strong interest in frequent activities and programming, and space needs should be met by both private owners and the County. There is a total of 24 existing public spaces within the planning area with varying degrees of public accessibility and types of amenities. The Plan identifies an extensive goal for achieving more and better connected privately-owned public spaces (POPS) over time in the Core Area. With more growth planned for Langston Boulevard, new spaces are identified geographically for community gatherings that preserve natural areas and space for landscaping and trees, support expanded connectivity and amenities, and/or mitigate stormwater management. The Plan recommends reserving land for POPS as the main strategy to achieve additional spaces. Reclaiming and repurposing public right-of-way for public space is also envisioned in strategic locations. The County may strategically assist with certain public space improvements when adjacent redevelopment occurs, depending on site specific conditions, timing, and funding.

I. Sustainability and Resilience

Long term environmental sustainability and resilience through greater stormwater management, increased tree canopy coverage, more energy efficient buildings, and reduced carbon emissions as further development and growth occurs is key. The Draft Plan describes methods to achieve this, with some areas identified for overland relief and underground stormwater detention. It also sets aspirational targets for tree canopy coverage in public spaces and private development.

In response to recent community input requesting more specific tree canopy targets, the Draft Plan incorporates canopy coverage targets for private development in addition to public spaces. These aspirational targets strive for at least 35 percent tree canopy coverage across the entire Core Area attained through a combination of approximately 40 percent canopy coverage in public parks, 20 percent at APS sites, and 35 percent on private property (where

building heights are 7 stories and greater) with new trees along improved streetscapes and onsite.

J. Implementation

Chapter 5 of the Draft Plan provides an approach to implement the Plan’s policies and recommendations, including an implementation matrix with the Plan’s strategies, time frames for accomplishment, and the internal and external parties responsible for implementation. The RTA draft also includes detailed recommendations for GLUP, MTP, and Zoning Ordinance amendments necessary to carry out the Plan vision.

Feedback on the June 2023 Draft Plan sought greater clarity on the parties responsible for implementation and the relative prioritization of different Plan goals to be addressed with private development applications. With multiple infrastructure improvements specified in the Draft Plan, stakeholder groups advocated for a stronger commitment of County investment and capital projects to achieve streetscapes, street and intersection improvements, major stormwater mitigation, public spaces, and affordable housing, and to not be dependent solely by property owners or developers. The community has also requested greater clarity on the community benefits to be achieved with private development applications.

Previous transportation improvements along the corridor without associated development have required significant time, investment, and coordination with property owners for marginal improvements. The corridor includes many parcels with frequent driveways and surface parking lots that require redevelopment to realize multimodal improvements. Implementation of cross sections along the corridor will occur incrementally through private development, and when necessary, with County investment at strategic locations. County investment will be focused at nodes/intersections, and in segments with adequate right-of-way to realize recommendations without redevelopment as a capital project (e.g., in Area 3 Lorcom Lane to Military Road and Area 5 West Spout Run Parkway to North Veitch Street).

With respect to stormwater-related improvements, the Planning area transects many watersheds, each with different characteristics, needs, and feasible approaches for addressing issues. Flood mitigation strategies are planned at the watershed-scale, which requires blended engineering approaches to adapt to challenges. Specific goals and execution strategies inform the CIP to suppress flooding and improve infrastructure capacity and performance in all vulnerable watersheds, including those along corridor. Transformation of the existing auto-oriented conditions, which includes large surface level parking lots, will also reduce impervious surfaces and address stormwater challenges. For these reasons, the Plan cannot be more explicit about infrastructure improvements that should be included in the CIP. The Risk Assessment Management Plan (RAMP) will identify additional long-term resilience strategies to inform and prioritize strategic investments for mitigating risk, based on economic, environmental, and social equity criteria. County staff meets regularly with various watershed groups to work closely with residents, businesses, and stakeholders in each affected watershed. The County will work with PLB stakeholders and representatives as redevelopment of the corridor progresses.

As noted above, Public Space recommendations in the Plan are responsive to Public Spaces Master Plan policies that seek to increase the supply of public space Countywide and the needs of a growing population. With more growth planned for Langston Boulevard, new spaces are identified geographically for community use, natural areas, landscaping and trees, access improvements, and/or mitigate stormwater. The Plan recommends reserving land for POPS as the main strategy to achieve additional spaces incrementally with new development. Reclaiming and repurposing public rights-of-way for public space is also envisioned in strategic locations. The County may assist with certain public space improvements when adjacent redevelopment occurs, depending on site specific conditions, timing, and funding.

Increasing the supply of affordable housing is also described above. The Draft Plan has been updated to clarify a range of policies and implementation strategies to preserve and increase the supply of affordable housing.

There has been a consistent request from community members to incorporate explicit guidance about expected community benefits with each future site plan application and how they would be achieved. For each Built Environment and Public Realm element, the Plan now provides greater clarity to explain expectations for reinvestment and redevelopment that should be applied to individual private development applications. In areas of greater change (heights greater than 7 stories), the Plan also recommends appropriate GLUP amendment and rezoning requests that should accompany private development applications. This guidance establishes standard expectations for realizing base site plan density (per the GLUP limits), and then potentially outlines greater expected contributions toward Plan goals for projects seeking to achieve additional density above the GLUP. Base density expectations include but are not limited to:

- Proper building placement per proposed street cross sections, streetscape improvements, and setback guidance;
- Building heights consistent with Building Form and Heights Map, and tapering/transitions per step back design guidelines;
- Consistency with design principles and other design guidelines, including integration of biophilic elements, and meeting tree canopy coverage requirements;
- Land reserved for public space, where specified, including plazas, parks, and greenways, and overland relief and stormwater detention
- Build out of new streets and pedestrian, bicycle, transit improvements, greenways, and other related access improvements, and
- Compliance with Affordable Housing Ordinance requirements and other standard conditions typically associated with all site plans.

Elements under consideration for additional density include but are not limited to more extensive transportation network improvements, on-site committed affordable housing units, extensive public space improvements, green building design, and stormwater management infrastructure such as underground detention. Evaluation and prioritization of features and amenities in return for additional increases in density will need to be considered within the context of the Plan's goals for individual sites. GLUP amendments, zoning tools, and

community improvement expectations for areas of lesser change will be studied and recommended after Plan adoption.

Planning Commission:

Staff presented the Langston Boulevard Area Plan, proposed GLUP, MTP, and Zoning Ordinance amendments on October 2, 2023. The Planning Commission voted 11-0-0 in unanimous support of authorizing the advertisement of the Draft Area Plan, as well as the associated GLUP, MTP, and Zoning Ordinance amendments. A motion to delay final action until December allowing more time for community and commission review did not pass, with a vote of 4-7. A motion passed unanimously to expedite future studies of the adopted East Falls Church and Cherrydale plans to identify more opportunities to achieve affordable housing and to gain more alignment with the corridor's vision.

Additionally, the Planning Commission voted 8-2-1 on a motion to include a strategy/action for County staff within the section labeled "Comprehensive Plan and Zoning Ordinance Amendments" (p. 172 of the Plan) to complete a comprehensive review of the Langston Boulevard Planning Area and propose actions and strategies for preserving and supporting construction of affordable housing within the corridor that are not provided for within the Langston Boulevard Area Plan and/or the County's Affordable Housing Master Plan. Such actions and strategies should include an evaluation of whether existing required contributions adequately mitigate the loss of market-rate affordable housing resulting from additional density. Examples of such actions and strategies could include, but are not limited to.

- Seeking increases in required contributions by applicant developers to the affordable housing program;
- Modifying and/or waiving of certain development and/or construction fees for affordable housing development within the Langston Boulevard Planning Area;
- Providing greater incentives for building affordable units within the Langston Boulevard Planning Area within the County's Notice of Funding Availability process for Affordable Housing Investment Fund applications; and
- Considering strategies to facilitate the co-location of affordable housing within private and public lands within Langston Boulevard Planning Area.

In response to this amendment to the main motion, if further study is needed and directed, staff recommends it be considered through a Countywide effort and determined as part of CPHD annual work plan discussions related to the Affordable Housing Master Plan. However, it should be noted that, as the PLB process has unfolded, staff has worked creatively to marry the vision for the corridor with available zoning tools to achieve the County's affordable housing goals. Separately, staff has determined that increasing developers required affordable housing contribution would necessitate an amendment to the County's Affordable Housing Ordinance (AHO), which is linked to and enabled by language in the Code of Virginia. So, a preceding amendment to the Code of Virginia would be necessary prior to amending the AHO. The County Board will have to determine if a community process should be initiated, and, given the level of coordination with elected

officials in Richmond that would be needed, the County Board will have to determine the appropriate time for such a study.

During the [Housing Conservation District / Multifamily Reinvestment Study](#) process, staff has examined preservation of affordability in the context of potential redevelopment of MARKs properties and determined that a loss of MARKs units could occur when buildings are replaced/redeveloped. In scenarios where infill development occurs, it is more likely that existing units will remain onsite. However, if significant rehabilitation is undertaken, rents could increase as well, threatening affordability. Staff will continue to examine this issue when the Multifamily Reinvestment Study re-commences in 2024. Another strategy to preserve MARKs, as previously mentioned in this report, is examining non-conformity and parking provisions in the Arlington County Zoning Ordinance to determine if there are ways to incentivize or at least not hinder modest improvements to existing housing stock. Work on this will be considered as part of the Planning Division's Work Plan.

Staff notes that application fees that are collected by the Zoning and Inspection Services Divisions of CPHD and the Department of Environmental Services for development review go into the Enterprise Fund, which directly supports the staff positions needed to perform the development review functions. Reducing or waiving application fees could negatively impact staffing levels, slowing down development review, so that would have to be weighed against any potential incentive to promote development.

Staff also notes that projects within Langston Blvd. currently receive the maximum points available within the County AHIF Loan Fund NOFA "Geographic Distribution" category. However, prior to any future NOFA round, staff will evaluate and determine, at that time, whether certain categories should be increased to further incentivize affordable housing development within the Langston Blvd. Planning Area.

Lastly, the Affordable Housing Master Plan includes Policy 3.5.2, which recommends considering affordable housing co-location when capital investments are planned for community facilities. And, as part of the [Institutional Partnerships initiative](#) within [Housing Arlington](#), staff continuously examines whether affordable housing co-location can occur on County-owned and/or Arlington Public Schools sites when redevelopment or replacement of existing facilities is being considered. Further, staff is looking to foster partnerships with the faith community, local colleges and universities, and other community-serving non-profit institutions to produce affordable housing in a manner similar to recent projects like [American Legion / Terwilliger Place](#) and [Arlington Presbyterian Church / Gilliam Place](#) projects. This work is ongoing and if opportunities arise along the Langston Boulevard corridor, staff will ensure that affordable housing co-location is considered.

During the hearing, Commissioners asked clarifying questions on topics related to study process and engagement, housing supply and affordability, economic vitality and retail requirements, parking for businesses, building height/stepbacks, street network and traffic, historic and cultural resources, public spaces, public facilities, stormwater, tree canopy coverage, and renovation of buildings to encourage preservation of MARKs and reduced carbon and energy emissions.

Key discussion items and potential direction for final recommendations focused on several items. Commissioners recommended reviewing the retail map designations to require retail with the Gold specification, in and around the Lee Heights Shops; revisiting the building heights map in the Halls Hill High View Park area to reduce maximum building height from 5 to 4 stories to reduce impacts on the historically Black neighborhood; bolstering affordable housing solutions to increase affordable housing supply and the pace of delivery; and revisiting the recommendation to evaluate/consider consolidation of community center uses given anticipated population growth and interest in having distributed facilities to support walkability and access. These areas of discussion have been raised during the study process. Brief staff responses are noted as follows, with additional detail provided in the Attachment 6 comment-response matrix.

Ground Floor Uses at Lee Heights Shops: A Commissioner questioned the rationale for designating certain frontages as Blue street where existing shopping destinations are present, and suggested further consideration of a change to the Gold street designation in Area 3 particularly near the Lee Heights Shops. The Gold frontage, per the Arlington Retail Plan, specifies interior and exterior design features should be provided in ground floor spaces to support retail or retail equivalent uses such as restaurants, which the community desires. The Blue frontage specifies only exterior design features should be provided but does not preclude a diversity of retail including restaurants. As recommended, the Gold street designation is identified in the Draft Plan at key intersections of Langston Boulevard and arterial streets, where there is greater access to customers due to traffic volumes. The Blue street designation is identified in other areas to provide greater flexibility and diversity for retail or retail equivalent uses. This approach is to gain more flexibility for uses occupying ground floor space and to avoid requiring higher design standards that may affect project feasibility or result in commercial vacancy.

Proposed Heights in Halls Hill High View Park: Residents in Halls Hill High View Park in Area 2 are concerned with proposed heights (up to 6 stories) for new development at the southeast corner of George Mason Drive and Langston Boulevard, which is in the John M. Langston Civic Association. Commissioners requested staff to consider lowering the proposed height in this area to respect the scale and character of the historic neighborhood. Existing buildings on the southeast corner of the intersection are not identified as significant historic and cultural resources. A maximum height of 6 stories is proposed along Langston Boulevard transitioning down along low-density residential edges, where building heights are limited to 4 stories (45 feet) beyond the setback line for a minimum distance of 50 feet from the shared property line. Staff does not recommend reducing the heights in this area to 4 stories, as requested by the residents, as the parcel depths and proposed setbacks/stepbacks are sufficient to provide gradual height transitions. Parcels in this area are zoned C-1, which already allow 4 stories. Without additional height, there would be no incentive for special exception development that would contribute to multimodal improvements and other Plan goals along Langston Boulevard.

Affordable Housing: Commission members asked for clarification of the projected affordable housing supply, including the projection for 2040. The Draft Plan includes the results of recent detailed modeling of potential affordable units (CAFS and MARKs) by neighborhood area, totaling approximately 3,400 to 3,800 units available to households earning up to 60% of AMI or

up to 80% of AMI by 2075. This forecasted yield is based on proposed strategies and tools for attaining affordable housing contributions per the Affordable Housing Ordinance requirements on the base density, increased density from existing GLUP designations to those consistent with the Plan's recommended Future GLUP Map, and additional increases in density above planned GLUP designations. Additionally, the Draft Plan recommends Affordable Housing Investment Fund (AHIF) contributions for projects that propose significant quantities of onsite affordable housing, to attain CAFs at deeper subsidies, and for land acquisition purposes by mission-driven affordable housing providers to increase geographic distribution and the corridor's supply of CAFs. The Plan supports the continued presence and partnerships with affordable housing providers already on the corridor. The Plan also includes several updates to the Housing Policies and Implementation Strategies to clarify the County's approach to increase the supply of affordable housing on the corridor through new onsite units and the conversion of existing MARKS to CAFs. One Commissioner asked whether affordability at 30% of AMI, rather than 60% of AMI should be the goal, since there is more need for those types of units.

Community Center Consolidation: Several commissioners elevated preliminary concerns with the recommendation, consistent with the adopted PSMP policies, to study the potential for consolidating community centers. There is interest in having multiple facilities to meet needs for the growing population and spreading them out to encourage walking to these facilities. Consolidating community centers offers several benefits including increased efficiency with reduced need for more staffing; larger centers provide opportunities for more robust programming and significantly higher attendance with opportunities for colocation of programs. Additionally, certain community center functions, such as meeting rooms or similar, can be achieved via private development (there are examples of this along Arlington's urban corridors).

CONCLUSION: The Draft Langston Boulevard Area Plan (Draft 2) provides guidance for future development in the Core Area through a vision, goals and policies around 9 Key Planning Elements that represent the basis of all recommendations, a coordinated land use framework, and design principles and guidelines. Together, these Plan components combined with the supplemental content found in the Plan's appendix are responsive to the community process and County Board guidance to undertake a coordinated planning study of the area. The proposed General Land Use Plan (GLUP), Master Transportation Plan (MTP) Map, and Zoning Ordinance amendments are consistent with the recommendations found in the Langston Boulevard Area Plan and will help implement the vision expressed therein. Therefore, it is recommended that the County Board authorize the advertisement of public hearings on the Draft Langston Boulevard Area Plan (Draft 2) and its associated GLUP, MTP Map, and Zoning Ordinance amendments by the Planning Commission on October 30, 2023, and the County Board on November 11, 2023. The Request to Advertise is the first formal step toward County Board consideration and authorizing the advertisement does not imply County Board support for the proposed material.

Attachment 1

RESOLUTION TO AUTHORIZE ADVERTISEMENT OF PUBLIC HEARINGS AT THE PLANNING COMMISSION AND COUNTY BOARD MEETINGS TO BE HELD ON OCTOBER 30, 2023, AND NOVEMBER 11, 2023, RESPECTIVELY, TO CONSIDER THE FOLLOWING:

1) ADOPTION OF THE LANGSTON BOULEVARD AREA PLAN, AS SHOWN IN ATTACHMENT 2A AND 2B;

2) AMENDMENTS TO THE GENERAL LAND USE PLAN MAP AND BOOKLET, TO ESTABLISH THE LANGSTON BOULEVARD PLANNING DISTRICT THROUGH AN UPDATED GLUP NOTE 9, ADD PUBLIC SPACE (TRIANGLE) SYMBOLS WITHIN THE PLANNED DISTRICT BOUNDARY TO ESTABLISH GENERAL LOCATIONS FOR PLANNED PUBLIC OPEN SPACES; REMOVE MULTIPLE AREAS DESIGNATED HOUSING CONSERVATION DISTRICT GIVEN NEW PLANNING GUIDANCE FOR MULTIFAMILY RESIDENTIAL AREAS; REMOVE CERTAIN PARCELS WITHIN THE CHERRYDALE REVITALIZATION DISTRICT ADJACENT TO AREAS WHERE REDEVELOPMENT HAS ALREADY OCCURRED PER THE 1994 CHERRYDALE PLAN, AS SHOWN IN ATTACHMENT 3;

3) AMENDMENTS TO THE MASTER TRANSPORTATION PLAN MAP TO DESIGNATE “AREAS PLANNED FOR NEW STREETS” WITHIN THE PROPOSED LANGSTON BOULEVARD PLANNING DISTRICT, AND TO ADD “PLANNED ON STREET BIKE LANES” TO THE ARLINGTON COUNTY BIKE AND TRAIL NETWORK MTP MAP FROM N. QUINCY STREET/MILITARY ROAD TO OLD DOMINION DRIVE AND FROM N. CULPEPPER STREET TO N. LEXINGTON STREET, AS SHOWN IN ATTACHMENT 4; AND

4) AMENDMENTS TO THE ARLINGTON COUNTY ZONING ORDINANCE: A) SECTION 6, MULTIPLE-FAMILY (RA) DISTRICTS, SPECIFICALLY, §6.1.2, MULTIPLE-FAMILY RA DISTRICTS PRINCIPAL USE TABLE, TO PERMIT TOWNHOUSE DEVELOPMENT WITHIN THE LANGSTON BOULEVARD PLANNING DISTRICT AND WITHIN THE RA14-26, RA8-18 AND RA6-15 DISTRICTS TO BE PERMITTED THROUGH SPECIAL EXCEPTION SITE PLAN APPROVAL INSTEAD OF BY-RIGHT; B) ARTICLE 7, COMMERCIAL/MIXED USE (C) DISTRICTS, SPECIFICALLY, §7.12.1, C-O-2.5, MIXED USE DISTRICT PURPOSE, TO REFERENCE “PLANNING DISTRICTS” INSTEAD OF “METRO TRANSIT CORRIDORS,” AS IDENTIFIED ON THE GENERAL LAND USE PLAN; AND C) ARTICLE 12. COMMERCIAL/MIXED USE (C) DISTRICTS, SPECIFICALLY, §12.3. RESIDENTIAL USE STANDARDS, TO INCLUDE TOWNHOUSE PROJECTS WITHIN SPECIAL DISTRICTS, ALL AS SHOWN IN ATTACHMENT 5, IN ORDER TO FACILITATE THE CREATION OF A CONVENIENT, ATTRACTIVE AND HARMONIOUS COMMUNITY, ENCOURAGE ECONOMIC DEVELOPMENT, REDUCE OR PREVENT CONGESTION IN THE STREETS, AND FOR OTHER

REASONS REQUIRED BY THE PUBLIC NECESSITY, CONVENIENCE AND GENERAL WELFARE, AND GOOD ZONING PRACTICE.

The County Board of Arlington hereby authorizes that the following items shall be advertised for public hearings by the Planning Commission on October 30, 2023, and County Board on November 11, to consider:

- 1) Adoption of the Langston Boulevard Area Plan as shown in Attachment 2A and 2B;
- 2) Amendments to the General Land Use Plan Map and Booklet, to establish the Langston Boulevard Planning District through an updated GLUP Note 9, add public space (triangle) symbols within the planned district boundary to establish general locations for planned public open spaces; remove multiple areas designated Housing Conservation District given new planning guidance for multifamily residential areas; and remove certain parcels within the Cherrydale Revitalization District adjacent to areas where redevelopment has already occurred per the 1994 Cherrydale plan, as shown in Attachment 3;
- 3) Amendments to the Master Transportation Plan Map to designate “Areas Planned for New Streets” within the proposed Langston Boulevard Planning District, and to add “Planned On Street Bike Lanes” to the Arlington County Bike and Trail Network MTP Map from N. Quincy Street/Military Road to Old Dominion Drive and from N. Culpepper Street to N. Lexington Street, as shown in Attachment 4; and
- 4) Amendments to the Arlington County Zoning Ordinance: a) Section 6, Multiple-Family (RA) Districts, specifically, §6.1.2, Multiple-family RA districts principal use table, to permit townhouse development within the Langston Boulevard Planning District and within the RA14-26, RA8-18 and RA6-15 Districts to be permitted through special exception site plan approval instead of by-right; b) Article 7 Commercial/Mixed Use (C) Districts, specifically, §7.12.1, C-O-2.5, Mixed Use District Purpose, to reference “planning districts” instead of “Metro Transit Corridors,” as identified on the General Land Use Plan; and c) Article 12. Commercial/Mixed Use (C) Districts, specifically, §12.3. Residential Use Standards, to include Townhouse projects within special districts, as shown in Attachment 5, in order to facilitate the creation of a convenient, attractive and harmonious community, encourage economic development, reduce or prevent congestion in the streets, and for other reasons required by the public necessity, convenience and general welfare, and good zoning practice.

Attachment 2A

Draft Langston Boulevard Area Plan –

See separate document at – [Draft Langston Boulevard Area Plan for RTA](#)

Attachment 2B Addendum (Additional Revisions for inclusion in the RTA)

