



**Plan Langston Boulevard**  
**Preliminary Concept Plan Report**

AUGUST 2022



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# This Report

Based on input from the community on the land use scenarios presented in April and May of 2021, the planning team has refined the previously shared ideas into a preferred concept for the entire corridor, which is presented in this report - The Preliminary Concept Plan (PCP). This report will be presented to the community (fall 2022) through neighborhood meetings and shared on the project website (summer 2022) to receive community input. Refinement of the PCP content will provide the foundation for the Draft Langston Boulevard Plan which will undergo additional community and advisory board/commission review before final consideration by the County Board of a Final Plan.

## Organization of the report

The Preliminary Concept Plan is divided into the following 5 parts:

- Introduction: An overview of the Planning Study, study area, project milestones and community engagement to date.
- Chapter 1 – Preparing the Preliminary Concept Plan:
  - Summary of community feedback on the land use scenarios
  - Critical community Questions
  - How the PCP specifically addresses the main concerns heard in each neighborhood area and at key locations
  - Potential for achieving community aspirations and County goals
  - The Langston Boulevard Vision and Goals
- Chapter 2 - Corridorwide Planning Framework: A summary of the corridorwide issues and proposed framework for each of the 9 Key Planning Elements.
- Chapter 3 - Neighborhood Development Framework: For Areas 2, 3 and 5, a summary of neighborhood aspirations, key challenges and opportunities, and the proposed development framework.

County Board adopted plans guide Area 1 (East Falls Church) and Area 4 (Cherrydale) respectively. These areas have been evaluated by the Planning Team to develop a cohesive vision and recommendations for network-wide elements, such as

transportation and public space. The Land Use Scenario Analysis identified specific zones in these two areas that will require future analysis (including the potential review and refinement) of the adopted plans to align with the new policies presented in the Langston Boulevard Plan. Recommendations for further study will be included in the Draft Langston Boulevard Plan.

- Appendix – Documentation of Analysis: During the development of the PCP, the Planning Team evaluated alternative densities and building heights in key areas to analyze the:
  - Impact on traffic, school enrollment, neighborhood character, etc. and
  - ability to achieve community aspirations and County goals including affordable housing, public spaces, stormwater mitigation, etc.

This appendix includes the analysis of the alternative densities and building heights.

## Illustrations in this report

- Artists illustrations throughout the report depict the vision in one of the many ways it could be realized. These are not intended to show the only way development can take place in the corridor. Development is anticipated to take place on individual or consolidated properties over time and, as such, could be implemented in alternative assemblages or configurations.
- The public spaces and street connections in diagrams are intended to depict the general location and approximate scale of proposed amenities and infrastructure. The specific alignment, location, shape and dimensions of these features will be determined as part of future development proposals.

# Plan Langston Boulevard

## Purpose of the Study

To develop a comprehensive, high-level vision and policy framework for the Langston Boulevard corridor that guides long-term public and private investment. The future plan will:

- Build on the work from the 2016 Visioning Study;
- Provide a vision for redevelopment, with goals and recommendations around 9 Key Planning Elements (Land Use; Economic Vitality; Housing; Building Form; Transportation, Connectivity, and Urban Design; Public Schools, Facilities, and Spaces; Historic and Cultural Resources; and Sustainability and Resilience); and
- Identify implementation tools to help realize the vision.

The goal of the plan is to create a renewed sense of place, build environmental sustainability and resiliency, improve walkability, promote and strengthen the area's economic wellbeing, and recognize the historically significant community resources found within the Langston Boulevard corridor.

## Why Plan Langston Boulevard

The County began Plan Langston Boulevard in 2019, but grassroots interest and efforts to create a vision for the area began many years earlier, led by the Langston Boulevard Alliance. Several interests and issues sparked initial conversations in the community about the future of Langston Boulevard.

- Langston Boulevard is guided by the Comprehensive Plan adopted by the County Board in the 1960s, which effectively institutionalized the land use pattern in place at that time and is typical of an auto-oriented commercial corridor.
- Since 1960, the only areas along Langston Boulevard that have been deliberately planned are Cherrydale (1994 Cherrydale Neighborhood Revitalization Plan) and East Falls Church (2011 EFC Area Plan).
- Limited redevelopment has occurred outside of these planned areas.
- As Arlington continues to evolve and remain as a desirable location to live and work, additional growth is anticipated along Langston Boulevard and there is great pressure to develop more than what is currently permitted by-right.
- Given the limited planning, there is an increasing desire within the community, particularly by the Langston Boulevard Alliance, to improve the corridor and guide future development to transform the corridor's character in a positive, purposeful way.

Without a Plan for Langston Boulevard, the County will be forced to make decisions on development applications, which is reactive rather than proactive. Right now, Arlington County and the Langston Boulevard community have an opportunity to proactively plan for the much-needed improvements to infrastructure and transportation systems, public schools, facilities, and public spaces—and to make

informed decisions for where additional density should go. Consistent with many planning processes conducted for other areas of Arlington, this requires careful and detailed planning, so the corridor grows responsibly while minimizing negative impacts to businesses and surrounding neighborhoods.

The County and the community are aligned on several goals, including environmental sustainability, 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 in each neighborhood, consensus isn't fully reached among and within neighborhoods 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. Community benefits and improvements cannot be provided by the public sector alone due to their cost, limited available public land and resources, and increased demands. While some infrastructure improvements and facilities are best implemented by the public sector, private investment is necessary to achieve or spearhead many of Plan Langston Boulevard goals over the coming decades. Like elsewhere in the County, 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.

## Outcome of the Study

This study will culminate in a plan that establishes a high-level framework for the corridor, which will be presented to the County Board for consideration and adoption. Any potential changes to the General Land Use Plan (GLUP) and Zoning Ordinance amendment, or other similar Comprehensive Plan amendments, to implement the adopted plan's policies and recommendations would be considered through a separate planning and engagement process. The changes would facilitate plan implementation and realization of the plan's goals, including provision for additional height and density in return for providing community benefits and improvements.

Property owners will make their own decisions about whether to 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 effectuate the plan's vision and recommendations.

For any envisioned community improvements (such as public spaces, streetscape enhancements, etc.) specified in the adopted Plan that will require additional land, the County would expect those improvements to be largely achieved through private redevelopment. In limited and select instances where public improvements must be advanced separate from redevelopment projects by the County, the County's practice has been to pursue and negotiate the purchase of property from a willing seller. Only in very limited and extraordinary circumstances has the County used the eminent domain tool to acquire land for essential, critical infrastructure.

After plan adoption, property owners may continue to improve their property as permitted by the underlying zoning district regulations. If a rezoning is desired or needed by the property owner to renovate, infill, or redevelop, the rezoning process is a public process and allows for community input. The County does not rezone private properties without an application or consent from the property owner.

## The draft plan ultimately presented to the Board as part of the final phase of this process (Phase 4) will identify:

- Improvements and community benefits that would be expected from new development, including sidewalk improvements, undergrounding of utilities, new or improved roadways, public spaces, and stormwater management solutions
- Public projects that should be included in future Capital Improvement Plans to support private development and manage growth
- Areas that are appropriate for increased height and density to provide incentive for developers to contribute the needed improvements, provide other community benefits, and support the aspirational goals for affordable housing and sustainable and energy efficient buildings
- Anticipated land use and zoning amendments that will facilitate the plan's implementation
- This document, The Preliminary Concept Plan, is a precursor to the draft plan, and showcases refined ideas based on prior community input and analysis needed to understand opportunities, challenges, and trade-offs.

# Planning Study Milestones and Community Engagement

The planning process includes significant outreach and engagement with neighborhood and stakeholder groups in each phase. Through a combination of in-person and virtual engagement activities, Langston Boulevard neighborhoods informed the preparation of milestone reports and offered commentary and feedback on their findings. Since 2019 these milestones include: building an understanding of corridor

conditions relative to aspirational goals in the Existing Conditions Report, identifying neighborhood-specific guidance for planning recommendations based on community input in the Neighborhood Inspiration Report, and comparing potential development scenarios for achieving the goals in the Land Use Scenario Analysis. Prior to the start of this Plan Langston Boulevard process, the Langston Boulevard Alliance led a grassroots effort

through community dialogue which paved the way for a community-wide visioning process - an intensive multi-day design charrette. The 2016 Visioning Study report was developed as a basis for future community discussions on the desired vision for the corridor and to highlight topics for further study through this current County planning process.

## EXISTING CONDITIONS REPORT (2019-2020)

Information on the grassroots effort to initiate the process and a compendium of information describing current corridor-wide conditions and how they relate to aspirational goals. [https://arlingtonva.s3.amazonaws.com/wp-content/uploads/sites/31/2019/11/191101\\_ECR\\_FINAL\\_reducedsize.pdf](https://arlingtonva.s3.amazonaws.com/wp-content/uploads/sites/31/2019/11/191101_ECR_FINAL_reducedsize.pdf)

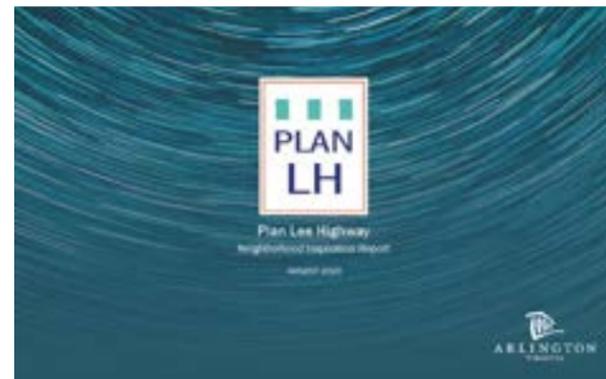


Community engagement activities:

- Kick-off Public Meeting
- Stakeholder Interviews
- Multiple meetings with PLB Working Group
- Multiple meetings with PLB Community Forum
- Online survey
- Focus group discussions by topic
- Land Use Educational Forum
- Open Design Studio
- In-person 2-day public workshop
- Digital public workshop

## NEIGHBORHOOD INSPIRATION REPORT (2020)

Documentation of community priorities, opportunities and challenges relative to aspirational goals. Guiding ideas for planning the neighborhood areas and general recommendations for network-wide planning elements. [https://arlingtonva.s3.amazonaws.com/wp-content/uploads/sites/31/2020/08/Aug-2020\\_Neighborhood-Inspiration-Report.pdf](https://arlingtonva.s3.amazonaws.com/wp-content/uploads/sites/31/2020/08/Aug-2020_Neighborhood-Inspiration-Report.pdf)



Community engagement activities suspended due to COVID-19.

## LAND USE SCENARIO ANALYSIS (2021)

Comparison of potential development scenarios and ideas for achieving aspirational goals.

[www.arlingtonva.us/Government/Projects/Plans-Studies/Land-Use/Plan-Langston-Boulevard/Documents](http://www.arlingtonva.us/Government/Projects/Plans-Studies/Land-Use/Plan-Langston-Boulevard/Documents)



Community engagement activities:

- Stakeholder Interviews
- Focus group meetings with Civic Association representatives
- PLB Community Forum Meetings
- PLB Working Group/LBA Planning Committee Meetings
- 6 Community meetings focused on individual neighborhood areas
- Online survey
- Community Meeting to review community feedback on Land Use Scenario and discuss ways to achieve desired goals and manage impacts

## PRELIMINARY CONCEPT PLAN (2022) THIS REPORT

Based on input from the community on the land use scenarios, the planning team has refined the previously shared ideas into a preferred concept for the entire corridor. The Preliminary Concept Plan (PCP):

- proposes land uses for core study areas and residential edges
- proposes locations for public spaces or other amenities
- proposes transportation strategies
- refines the analysis of key planning elements including refined vision and goals
- forecasts phasing of development, based on understanding of market conditions
- evaluates outcomes and impacts of proposed development

This report will be presented to the community through neighborhood meetings and shared on the project website to receive feedback and input. Refinement of the PCP content will provide the foundation for the Draft Langston Boulevard Plan which will undergo additional community and advisory board/commission review before final consideration by the County Board of a Final Plan.

## FINAL PLAN (2023) (TENTATIVE)

The Final Plan will include:

- policies, actions to implement policies and corridorwide framework for Key Planning Elements,
- short and long-term strategies to implement the vision and goals (i.e. recommendations for land use and zoning tools and projects to be included in future Capital Improvement Plans) and
- recommendations for further study in East Falls Church and Cherrydale.



# Planning Study Area and Langston Boulevard Neighborhoods

The neighborhoods along Langston Boulevard, formerly called Lee Highway, developed at different times as the corridor evolved from large farms to the streetcar suburbs and post WWII commuter suburbs. Before the Civil War, Langston Boulevard consisted of large farms owned by prominent families that were partially broken up and portions sold off in smaller parcels to individual families. This allowed for the creation of new communities, and with a growing population, a greater need for better and more varied transportation routes than the area's rural farm roads. The unpaved road named the Georgetown and Fairfax Road, was the precursor to the modern Langston Boulevard. The establishment of the Great Falls and Old Dominion Railroad in 1906 hastened the residential development along this route.

Historical decisions, notably in land use planning, shaped the development of communities throughout Arlington. In the early 20th century, the County established exclusionary zoning districts that led to racially divided subdivisions, particularly along Langston Boulevard. Zoning districts that only permitted single-home detached houses were established in white communities. Combined with land covenants (deed restrictions) in some areas and racist lending practices by banks and other financial institutions, the intention was to keep African-Americans out of those neighborhoods.

The concentration of two-household and multifamily development was allowed in certain parts of the County that often overlapped with areas where African-Americans were allowed to live. Langston Boulevard's Halls Hill/High View Park neighborhood, a longstanding African American community, experienced this during the segregation era. Physical walls were built to separate Halls Hill/High View Park from adjacent white-only neighborhoods. The establishment, growth, and success of this neighborhood's institutions relied on community benevolence as county, state, and/or federal aid was nonexistent or slow in coming. When the County's first land use policy was adopted in the early 1960s, it reinforced these historical zoning decisions, continuing to limit opportunities for African American households seeking housing along the corridor.

The impacts of the recent global COVID-19 pandemic, which has shed further light on racial disparities, and the multiple acts of racial violence toward African Americans, sparked a resonant call to action for our nation to identify and address the systemic racism ingrained in our communities. To view the Langston Boulevard communities through a racial equity lens, it is important to recognize how historical decisions have impacted the corridor. It is only with this base of knowledge and understanding that the neighborhoods can be fully understood, and recommendations can be developed for a land use vision that addresses past inequities and creates an equitable and inclusive future for the corridor.

The Langston Boulevard neighborhoods are complex. Each area has its own unique local culture, built form, and urban functionality. Residents, workers, and visitors see and understand the neighborhoods along the corridor differently – for their qualitative attributes such as the tenor of human interaction in certain public spaces, the appreciation of amenities or commercial features that are different from those found in other parts of the County, and the way different ethnic groups or socioeconomic segments of the population come together and interact in the area.

The planning team is deliberately examining the corridor's physical evolution (new urban form, improved public spaces, new community services and amenities), the historical racial context that influenced that evolution, and the preservation and enhancement of the qualitative attributes that make areas of Langston Boulevard distinctive and valuable.

For a brief history of the corridor and its surrounding neighborhoods, please review the Langston Boulevard Zine at:

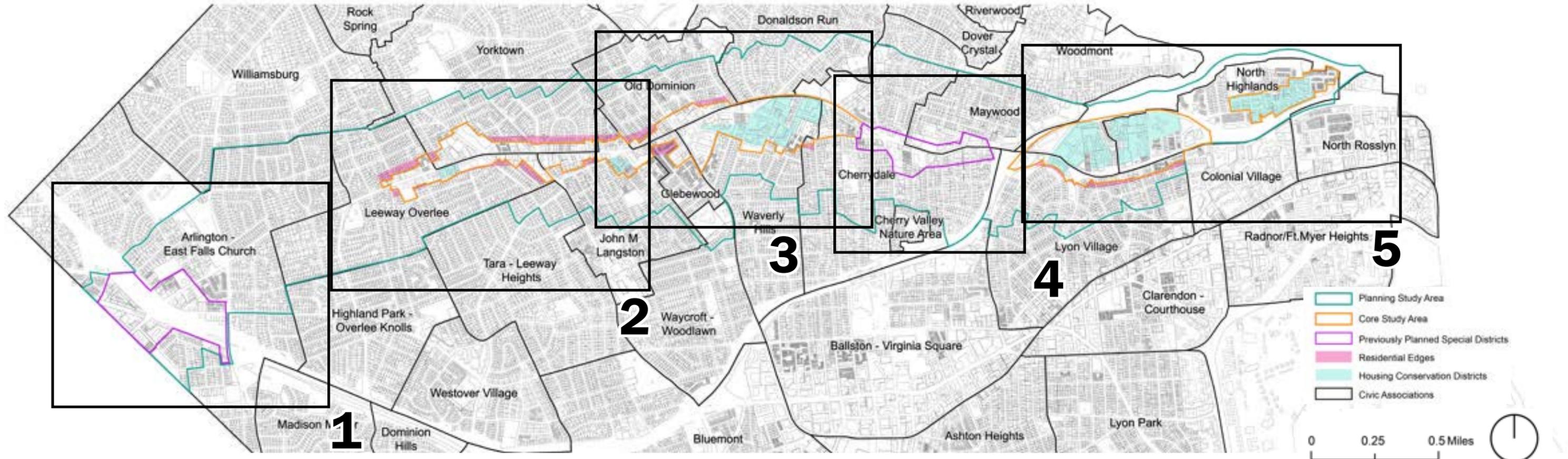
<https://www.arlingtonva.us/Government/Programs/Public-Art/Public-Art-Collection/Temporary-Projects-and-Activations/Langston-Boulevard-Zine>

The Zine brings the history, stories, and character of Langston Boulevard to life through illustrations by artist Liz Nugent.



## Delineation of Neighborhood Areas

The Planning Study Area is divided into five smaller geographies in order to explore the variations in urban character along the corridor and to better understand community priorities and preferences of specific neighborhoods. The delineation of these areas also allows for the recommendations of previously approved plans in Cherrydale and East Falls Church to be incorporated into the analysis. Recommendations for further study of these areas and their previously approved plans will be included in the Draft Langston Boulevard Plan.



### AREA 1

Arlington - East Falls Church

### AREA 2

John M. Langston  
Yorktown  
Tara Leeway Heights  
Leeway Overlee

### AREA 3

Waverly Hills  
Donaldson Run  
Old Dominion  
GlebeWood  
Waycroft Woodlawn

### AREA 4

Cherrydale  
Maywood

### AREA 5

North Highlands  
Lyon Village

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# CHAPTER 1

PREPARING THE PRELIMINARY CONCEPT PLAN

# Summary of Land Use Scenario Analysis Feedback

For each neighborhood area, two land use scenarios were explored, differing in the intensity of proposed development, mix of uses, amount of anticipated land consolidation, location of public spaces, and potential changes to the mobility network. The scenarios were reviewed with the community through a series of virtual neighborhood area meetings in April and May 2021. An online feedback form requesting community input was also published. In that feedback form, the community was asked two questions about which corridor-wide objectives and neighborhood improvements and benefits were most important to them, and approximately 90 responses were received. In early 2022, another feedback form was shared requesting community input on which corridor-wide objectives and neighborhood improvements and benefits were most important and in which neighborhood area respondents live or work. Over 560 responses were submitted with this feedback form. The following summarizes the feedback received in 2022. The results are ranked in the two charts below, where 1 is the most common selected option. To review the raw data collected in 2021 for the entire corridor and each neighborhood area, please visit: [Plan Langston Boulevard Documents – Official Website of Arlington County Virginia Government \(arlingtonva.us\)](https://www.arlingtonva.us/transportation/plan-langston-boulevard)

## NEIGHBORHOOD PRIORITIES

In early 2022, the community shared which corridor-wide objectives and neighborhood improvements and benefits were most important to them. There were over 560 responses. The results are ranked in the two charts below, where 1 is the most common selected option.

Community Improvements and Benefits	Area 1	Area 2	Area 3	Area 4	Area 5	I do not live or work in any of the neighborhoods
Bicycle Lanes	4	4	5	2	2	4
Pedestrian Facilities	1	1	1	1	1	2
Transportation Improvements	2	7	7	3	6	3
Reduced/consolidated driveway entrances along Langston Boulevard frontage	10	12	12	12	12	10
Street Grid Improvements	8	10	8	8	9	9
Affordable Housing (low- to moderate-income levels)	2	6	6	4	7	1
Storm Water Infrastructure	7	5	8	9	8	6
Tree preservation, replacement, and planting	3	2	2	4	3	4
Green Building Design and Certification	6	9	10	10	10	7
New publicly accessible open spaces	5	8	4	7	4	12
Meeting rooms and other indoor spaces for public use	10	13	14	14	14	13
Underground parking and/or screened parking lots/garages	10	11	11	11	13	13
Undergrounding of Utilities	9	3	3	6	5	8
Public Art	10	14	12	12	11	10

Corridor-wide Objectives	Area 1	Area 2	Area 3	Area 4	Area 5	I do not live or work in any of the neighborhoods
Safe and equitable access on Langston Boulevard for all users	4	6	3	3	1	3
Diverse housing supply	2	2	5	2	3	1
Environmental sustainability and resiliency	1	1	1	1	2	2
Economic wellbeing	6	5	3	5	4	6
Community Facilities	3	3	6	6	5	4
Inspiring architecture and landscapes	5	3	2	4	6	5
Celebrates, honors, and acknowledges its past, present, and future	7	7	7	7	7	7

<b>Total Respondents by Area</b>	<b>90</b>	<b>111</b>	<b>104</b>	<b>82</b>	<b>125</b>	<b>49</b>
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The following summarizes the general feedback received in 2021 for the entire corridor organized by planning element. To review the raw data collected in 2021 for the entire corridor and each neighborhood area, please visit: [Plan Langston Boulevard Documents – Official Website of Arlington County Virginia Government \(arlingtonva.us\)](https://www.arlingtonva.us/plan-langston-boulevard)

## THE COMMUNITY EXPRESSED SUPPORT FOR:

### Land Use

- More residential development if committed affordable units are provided as part of redevelopment (except in Area 2, where there is an overall concern with adding density)
- Missing middle in some single-home edges and evaluating those forms (John M. Langston, Waverly Hills)
- Mixed-use development
- Flexibility in ground floor uses

### Transportation and Connectivity

- Increasing transit ridership and experience
- Accommodating all modes (in all areas except Area 2) along Langston Blvd
- Key intersection improvements
- Flexibility with location/alignment of new streets/connections

### Public Space and Stormwater

- Achieving public space with redevelopment, in exchange for bonus height and density (all areas except Area 2)
- County purchasing land for public space (Area 2)
- Flexibility with location of new public spaces
- Stormwater improvements

### Building Height

- Additional height, in some areas, if providing combination of:
  - Committed affordable units
  - Decreased building footprint/paved surface
  - Increased pervious areas and tree canopy

## THE COMMUNITY EXPRESSED CONCERN OVER:

### Land Use

- Commercial or mixed-use development that encroaches on existing low-density residential areas
- Consolidating Langston Blvd frontage properties with adjacent residential properties to achieve mixed-use development;
- Planning for missing middle housing forms with greater density than single-home dwellings in the residential edges;
- Loss of existing Market-Rate Affordable Units due to redevelopment;
- Addition of affordable housing in certain neighborhoods;
- Changes in property values;
- Changes in character; and
- Loss of small businesses.

### Public Space and Stormwater

- Environmental impact of new development - adding impervious areas/stormwater run-off, eliminating trees and green space
- Relying on development for stormwater improvements in exchange for bonus height and density
- Cost of stormwater improvements and community resistance to additional height and density (property owners and developers)

### Building Height

- Impacts on schools and traffic
- Additional height not resulting in affordable housing, luxury units instead
- Confirming maximum height – maximum height in Langston Blvd. Plan will prevail over ACZO bonus height regulations
- Height preferences by area:
  - Area 2: no greater than 2 or 3 stories
  - Area 3: no greater than 7 stories (up to 8 in limited areas)
  - Area 4: no greater than 7 stories
  - Area 5: some prefer up to 4 while others prefer over 15 stories
  - Area 1: specific height not discussed

### Transportation and Connectivity

- Parcel/lot consolidation to achieve:
  - Improvements along Langston Blvd. to accommodate all modes of travel (Area 2)
  - New street connections to reduce pressure at key intersections and curb cuts along Langston Blvd.
- Removal of 3rd lane along Langston Blvd (Area 5)
- Traffic impact due to increased density
- Overburdening Metro due to increased density
- Commercial parking reduced/eliminated; Parking for commercial areas pushed to residential streets
- 22nd and 26th streets parallel bike routes – removing parking for bicycle lanes

## KEY TAKEAWAYS FROM FEEDBACK:

### Strong support for overall goals:

- Improving conditions on Langston Boulevard for all users (pedestrians, bicycles, vehicles, and transit)
- New privately-owned public space (in all areas)
- Stormwater improvements (in all areas)
- Affordable housing (in many areas, but not all)

### Less support for solutions to achieve planning goals including:

- economically feasible development, which requires:
  - larger scale development,
  - potential parcel consolidation and
  - greater height than by-right zoning maximums.
- County and private development projects to realize improvements; not a single entity can deliver it all.

# Critical Community Questions

In addition to the feedback on the ideas presented in the land use scenario analysis, key questions were raised by the community. The Planning Team's responses to those key questions are shown below. The questions centered around where, how and when change is expected to happen. Change is already happening in this corridor and without a plan or a new vision, it has resulted in modest, fragmented improvements that do not match community objectives and has not allowed community input. There are many challenges to transforming an auto-centric corridor like Langston Boulevard and it takes time to see results from the planning process and how planning guidance can affect change. However, there is an opportunity to realize and yield many benefits and improvements with a Plan for Langston Boulevard that guides both public and private investment comprehensively over the next several decades. The key questions and responses for each key planning element are highlighted throughout this report to better explain the challenges and opportunities associated with achieving community goals.

## **1. Development potential and rate of growth - how much growth can we expect and when?**

The plan for Langston Boulevard makes room for the anticipated growth along the corridor, which is expected to occur gradually, over time, consistent with the rate of growth in similar corridors in Arlington and the region. Corridor transformation through land use changes means more housing choices and affordability, more walk-in customers, and better transit service.

## **2. Will new development change the character and feel of my neighborhood?**

The areas that are being planned are focused on the commercial and multi-family residential properties along the corridor, where there is the greatest need for improvement. Redevelopment in those areas can positively affect the character of the corridor. Establishing guidance for building form can help development fit into context and complement the neighborhoods.

## **3. Will increased density impact traffic? How can we balance all modes of travel along Langston Boulevard?**

Increased traffic from new growth is largely offset by the proposed mobility enhancements. The proposed additional transit service and connected, inviting bicycle and pedestrian network can serve the growing population and businesses well. Additional people living on the corridor justifies investments in additional transit service and streetscape improvements along Langston Boulevard.

## **4. Will there be sufficient public spaces to serve the community well?**

Yes. Redevelopment can provide additional public spaces if there are incentives to do so.

## **5. Will redevelopment reduce green space and tree canopy and increase flood risk?**

No. Redevelopment can increase green space and tree canopy. Providing incentives to reduce impervious surfaces and detain stormwater at the top of the watershed, is critical to reducing downstream flood risk.

## **6. Will increased density strain our schools?**

No. APS used 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. Based on this analysis, existing schools provide sufficient capacity.

Planning for public facilities and schools along Langston Boulevard cannot be done in isolation without consideration of the entire County needs, access to facilities, and available resources. We must monitor growth along the corridor, while examining County-wide needs and opportunities in an effort to steward public resources and maintain flexibility overtime to adapt to growth cycles and changing demographics in all planning corridors. Plan Langston Boulevard seeks to identify opportunities to meet future needs that can be considered further in future capital and/or long-range public facility planning processes.

## **7. Will redevelopment change the historic character and culture of our neighborhoods?**

Development can celebrate, honor, and acknowledge Langston Boulevard's past and present through preservation and on-site or nearby interpretation, if there are incentives to do so.

## **8. Will we achieve equity? Who will be burdened? Who benefits? How do we know?**

Higher density improves housing and mobility choices and provides greater access to amenities and services for a broader range of ages and income levels. This helps reduce disparities and enhances individual opportunity and wellbeing.

# From the Land Use Scenario Analysis to the Preliminary Concept Plan

The PCP seeks to balance the community’s vision with what is feasible to implement to create a cohesive and comprehensive initial guide for the future of Langston Boulevard. Based on broad community input, the planning team has refined the ideas and concepts previously shared in the Land Use Scenario Analysis (LUSA). The LUSA included a high- and low-scale scenario for each neighborhood area, with differences in the intensity of proposed development, mix of uses, amount of anticipated land consolidation, location of public spaces, and potential changes to the mobility network. For Areas 2 and 3, the Preliminary Concept Plan (PCP) aligns mostly with the low-scale scenarios in response to community preferences and concerns about building height and areas of change. Based on additional feedback, staff is still assessing whether the maximum height in Area 5 should be up to 12 or 15 stories.

The PCP also strives to meet Countywide goals, including increased housing supply and affordability and enhanced transit service. Setting more limited building heights in Areas 2 and 3 reduces what the Langston Boulevard corridor can potentially achieve; However, Area 5’s proximity to Metro provides opportunity to get closer to those goals.

To implement the Corridor’s vision in a timely and cohesive manner, additional density is appropriate and necessary at the major nodes that connect directly to or are within walking distance of the Rosslyn-Ballston Metro corridor and have sufficient distance from low-density residential edges to create transitions with appropriate density and building height. The County is also responding to the community’s desire to minimize the intensity of change in the core areas adjacent to the residential edges. For this reason, the Preliminary Concept Plan:

- focuses redevelopment and/or infill:
  - at three key nodes and intersections,
  - along commercial frontages between nodes,
  - at multifamily properties, including a limited number of properties with existing low-density housing that are planned for and surrounded by multi-family, and
  - in limited residential edges to facilitate mixed-use, affordable housing, and/or other multimodal improvements along the Langston Boulevard frontage;
- removes “missing middle” housing types and forms as a specific component of PLB (the analysis and any resulting recommendations will be instead addressed through Missing Middle Housing Study);

- updates the building height map to address community input while maintaining prospective feasibility of development; and
- updates height transitions to achieve tapering to residential edges.

In each neighborhood area, there were specific locations where there wasn’t community support for additional building height and change. Below is a summary of how the PCP specifically addresses the concerns in three specific locations.

## Area 2: George Mason Drive Intersection

The land use scenarios proposed up to seven stories on all four corners of the George Mason Drive and Langston Boulevard intersection. Community feedback on the LUSA indicated low support for increased building height at this intersection (and along Langston Boulevard generally) because in some areas the LUSA modeling assumed consolidation of residential lots to encourage redevelopment of the commercial parcels. The community also expressed concern that development up to seven stories could be out of scale with the Halls Hill/Highview Park neighborhood. The PCP recommends building heights up to five stories at all four corners of this intersection. The only portion of Area 2 where height up to seven stories is recommended is at the intersection of Langston Boulevard and North Harrison Street.

Generally, Area 2 is the narrowest segment of the corridor, with shallow and small commercial parcels. Due to the parcel sizes at the northeast and northwest corners of the intersection, the PCP recommends replanning of low-density residential parcels adjacent to the commercial properties (in the northeast and northwest corners only) to incentivize property owners to fulfill many of the goals for this area. The incentive is necessary given that parcel consolidation would be needed to create larger development sites and uniform streetscape improvements to safely accommodate all modes of travel (pedestrians, bicycles, transit, and vehicles).

## Area 3 – in Waverly Hills North of 20th Road N., between Glebe Road and N. Woodstock Street.

The land use scenarios proposed building heights up to 10 stories in this area. Community feedback about additional height at this location varied. Some community members expressed concern for more than seven stories at this location because this area is not near Metro, is at the top of a hill that makes it higher than the single-household residential edges, and they believe that 10-story buildings would look out of scale.

Additional feedback from other community members included:

- Allowing one additional floor (up to eight stories) is sufficient to support private investment.
- Developers will continue to ask for height above the adopted plan’s recommendations, which creates risk of continually increasing building height elsewhere along the corridor. The PCP recommends building heights up to seven stories in this part of Area 3. While the maximum height could be set at eight stories, as some community members have requested, that height level may not be economically feasible, given the construction materials (concrete and steel rather than wood) and methods required for buildings more than seven stories. It is unlikely that developers will choose to build one additional floor given the associated costs. The only portion of Area 3 where the PCP recommends height up to 10 stories is east of North Woodstock Street.

## Area 5 – Along I-66

The land use scenarios proposed building height up to 15 stories on the north side of Langston Boulevard along I-66. Community feedback that opposed more height was specific for two locations in this area. Some community members expressed concern with height at the Lyon Village Shopping Center, as this may impact views from the Maywood neighborhood, and in parcels immediately abutting low-density residential edges. Additional feedback from other community members included:

- Allowing up to 12 stories is appropriate, given the scale of some of the existing surrounding buildings, and would be sufficient to support private investment
- Developers will continue to ask for height above the adopted plan’s recommendations which creates risk of continually increasing building height elsewhere along the corridor.

Given the proximity to Metro, existing land use designation (low-medium residential), distance from low-density residential, topography, and opportunities to increase housing supply and affordability in this area, staff is still considering a maximum height of up to 15 stories along I-66. Therefore, the PCP shows a range of ‘up to 12-15 stories.’ The County will encourage additional discussion and seek public input on the potential heights.



# Potential for Achieving Community Aspirations and County Goals

The Plan for Langston Boulevard must account for the constraints, opportunities, trade-offs, regulations, policies, and financial requirements of implementing the vision. It is crucial to understand the potential for achieving community aspirations and County goals (e.g., housing supply and affordability, public spaces, multimodal connectivity, tree canopy coverage, stormwater mitigation and flood prevention, etc.) and implementing the vision across the corridor in a timely and cohesive manner. For this reason, the planning team analyzed the feasibility of planning concepts to better understand the implications of limiting building heights in select locations.

The impacts on traffic, school enrollment, and neighborhood character (i.e., how building height transitions to low-density residential edges) were evaluated based on scenarios presented with the LUSA. Also, different densities and building height were tested at the locations where the height was reduced to understand the effect on housing supply and the number of affordable units that can be achieved, as well as opportunities to meet other planning goals. The Appendix includes the analysis of the alternative densities and building height.

Overall, the reduction of building height and areas of change has an impact on housing supply and the number of affordable units that can be achieved corridor wide. In some neighborhood areas, it also impacts the potential for lot consolidation, which is needed to transform Langston Boulevard from an auto-oriented corridor to a walkable main street that accommodates all modes of travel safely and adequately. In other areas, it limits the potential to achieve critical stormwater detention and mitigation beyond what is required from by-right development.

PLB redevelopment is anticipated on individual and/or consolidated properties over time. Lot assemblages and redevelopment could occur in several different combinations and configurations, including but not limited to what was recommended and tested. As a result, achieving every goal may not be feasible at all sites.

While it may take longer to implement the vision and improvements along Langston Boulevard may happen intermittently, the plan provides options for property owners to execute the plan's vision and recommendations.

The new recommended building heights are generally two to three stories lower than were considered in the 2021 LUSA. To better understand the implications of limiting building heights, the planning team sought to

assess the trade-offs by estimating what height as proposed in the 2021 LUSAs could mean for:

- A. Housing supply and affordability
- B. New businesses and jobs
- C. Public spaces
- D. Multimodal access and connectivity
- E. Transit Enhancements
- F. Traffic
- G. Context Sensitive Building Forms and Higher Performing Buildings
- H. Tree canopy coverage
- I. Stormwater detention and impervious areas
- J. Student enrollment
- K. Implementing the vision

In conducting the assessment, the project team made the following assumptions:

- Site design and building placement remained the same regardless of building heights to optimize opportunities for:
  - Increased pervious areas and tree canopy coverage on the ground floor (through setbacks, greenways, and courtyards);
  - increased public spaces; and
  - increased sidewalk widths and connectivity where necessary (through streets, alleys, or pedestrian paths) to achieve smaller blocks and building footprints and improve walkability.
- Development would be through the County's special exception approval process.

Below is a summary of the data and estimated trade-offs by planning element.

Planning Element/Topic	Summary of Trade-offs (approximate)
Housing supply and affordability	1,118 additional residential dwellings (1,631 additional residents); 334 additional affordable housing units
New businesses and jobs	More businesses and jobs
Public spaces	6,000 square feet more
Multimodal access and connectivity	More extensive streetscape improvements developed more quickly
Transit Enhancements	More ridership to support investment in enhanced transportation
Traffic	No meaningful difference in impact
Context Sensitive Building Forms and Higher Performing Buildings	More opportunities for: <ul style="list-style-type: none"> <li>• smaller blocks with smaller building footprints and more connectivity;</li> <li>• climate-facing building design, energy efficiency, other LEED standards in design and construction; and</li> <li>• higher quality architecture</li> </ul>
Tree canopy coverage	No meaningful difference in impact
Stormwater detention and impervious areas	1% more reduction of impervious areas due primarily to greater incentives for green roofs; Greater incentives in Area 3 for private investment in on-site detention
Student enrollment	Limited difference in impact
Implementing the vision	Greater incentives for special exception development and for private sector to assume more of the financial responsibilities for critical infrastructure improvements through future Capital Improvement Plans

# Potential for Achieving Community Aspirations and County Goals

## A. Housing Supply and Affordability

As proposed, the more limited building heights would yield a lower increase in housing supply and affordable units corridor-wide compared to recommending an additional two to three stories in select areas. With greater building heights, the corridor could see approximately 1,118 more residential dwelling units, including an additional 334 affordable housing units. Most of this additional housing would be in Area 3 and Area 5.

### Trade-offs:

- The Affordable Housing Master Plan (AHMP) goal for Langston Boulevard would not be met with either building height scenario.
  - Under the 2015 AHMP, by 2040, the County is projected to have 22,800 renter households with incomes below 60% of the area median income (AMI), or an increase of 6,300 households (from 2010) representing 17.7% of all Arlington households.
  - Housing for these households will be dependent largely on the supply of committed affordable units (CAFs) that will likely come from:
    - conversion of existing market-rate affordable units (MARKs) to CAFs,
    - addition of new CAFs on existing CAF properties, or
    - creation of new CAFs where County land use policies encourage additional growth (e.g., transit corridors).
  - Additional height is needed to maximize opportunities for creating affordable units because the existing MARK and CAF sites along Langston Boulevard have several challenges for adding new CAFs:
    - Few sites are large enough to accommodate greater density through redevelopment, therefore consolidation is needed
    - Several MARK sites already have completed major renovations and/or are considering major renovations, which can lead to loss of affordable units
    - Many sites have multiple planning goals that will need to be prioritized and/or balanced
  - The AHMP sets forth a goal of 2,500 units along Langston Boulevard that would be affordable to households earning up to 60% AMI by 2040. The corridor's share of the countywide goal for affordable units would be 11%.
  - Due to the existing challenges for adding new CAFs along the corridor, the project team estimates that the building heights recommended in the draft PCP would yield approximately up to 1,685 total affordable housing units by 2040.

- This includes approximately 705 existing CAF/MARK units that are assumed to remain, and 980 new CAF units.
- Even if building heights in select locations were increased two to three stories, the additional 334 affordable units would still fall below the AHMP 2040 goal for this corridor.
- The team estimates that based on building heights recommended in the draft PCP, the corridor's potential share of countywide affordable units by 2040 would be approximately 7%, 4-percentage points lower than the AHMP target.
- The concept plan for Langston Boulevard builds in capacity for housing, and therefore additional affordable units, which could be realized beyond 2040. By 2075, there is a potential to achieve up to an additional 1,155 new affordable units (2,840 total).
- With additional height, there could be more development and affordable units at major nodes that connect directly to or are within walking distance of the Metro corridor. This could result in more incentives to build affordable units where the cost of land is lower (compared to the Metro corridors).
- Compared to the other planning corridors and the County as a whole, with or without lower building heights, Langston Boulevard will likely continue to have:
  - a less diverse population;
  - a lower percentage of households earning up to 60% and 80% AMI (before the pandemic, only 5% of units were affordable compared to 35% along Columbia Pike); and
  - higher single-household home values compared to the County median.

## B. New Businesses and Jobs

### Trade-off:

Additional residential development potential that incentivizes the construction of new businesses and jobs would be increased with additional height in select locations.

## C. Public Spaces

### Trade-off:

In a scenario with greater building heights, an envisioned public space at Garden City shopping center could be achieved, resulting in an increase (6,000 square feet) of public space along the corridor overall. With the recommended lower building height, there would

likely be insufficient incentive for the commercial properties to be consolidated into a larger development that provides a new public space greater than a pedestrian connection. Otherwise, greater building heights elsewhere in the corridor have little impact on the potential for achieving public spaces if all assumptions on site design and building placement remain.

## D. Multimodal Access and Connectivity: Transforming Langston Boulevard into a Main Street

If greater heights were considered in Area 2, there would be increased potential for lot consolidation and redevelopment of the small commercial parcels, which is needed to transform Langston Boulevard from an auto-oriented corridor to a walkable main street that accommodates all modes of travel safely and adequately.

### Trade-offs:

- Two to three stories of additional height could help make streetscape improvements along Langston Boulevard less fragmented, and they could be achieved more quickly with greater reliance on private sector redevelopment.
- In Area 2, where right-of-way is narrow and parcels are shallow, additional height may increase the feasibility of obtaining, through redevelopment, the necessary setback to widen the sidewalk, add street trees, and provide protected bike lanes.
- Without additional height, multiple driveways will likely continue to be in place, which would make walking and biking along the corridor challenging and less safe.

## E. Transit Enhancements

### Trade-off:

Additional building height, and corresponding additional housing units, could increase the population and ridership that support investment in enhanced transportation.

## F. Traffic

The planning team conducted transportation modeling to compare the default forecasted conditions in 2045 that consider planned growth and mobility changes throughout the region (informed by the Metropolitan Washington Council of Governments) to a version that includes the proposed Plan Langston Boulevard development and mobility enhancements anticipated by 2045. The modeling was based on the previous taller building heights, which indicated that:

- Increased traffic from new growth is largely offset by PLB's proposed mobility enhancements.

- Traffic conditions in 2045 will be better with the proposed changes, which anticipate more development, than the MWCOG forecast.
  - This is mostly due to proposed improvements on Langston Boulevard and at key intersections to improve circulation.
  - It also considers work-from-home trends, enhanced transit services, and more robust transportation demand management compared to current conditions.
- New streets benefit the broader community without compromising adjoining neighborhoods.

Due to the proposed improvements on Langston Boulevard and at key intersections to improve circulation, there is no significant difference in expected traffic impacts between the two building heights scenarios. Additional building height encourages redevelopment of larger sites so streetscape improvements could happen sooner and in a more uniform way. More limited building heights may reduce opportunities for parcel consolidation, which may result in areas of the corridor with no improvements and traffic conditions may not improve.

### G. Context Sensitive Building Forms and Higher Performing Buildings

#### Trade-offs:

If greater building heights were to be recommended, this would increase opportunities for:

- Special exception development processes.
- Parcel consolidation to encourage the creation of smaller blocks with smaller building footprints and more connectivity.
- Climate-facing building design, energy efficiency, other LEED standards in design and construction, and higher quality architecture.

### H. Tree Canopy Coverage

Tree canopy coverage is not meaningfully different because of building height limits, if all assumptions on site design and building placement remain constant.

### I. Stormwater Detention and Impervious Areas

Although the County is making substantial investments in its stormwater systems through the FY 2023–FY 2032 Capital Improvement Plan (CIP), these investments will address the needs of the communities downstream of the Langston Boulevard corridor. In the future, CIP investments for Langston

Boulevard communities may be possible, but collaboration between private landowners and the County through special exception development tools is critical to addressing stormwater challenges in a more timely and effective manner and achieving a safe outcome for the community. As rainfall intensity and flooding events increase, redevelopment in areas at higher elevations that reduces impervious surfaces and manages stormwater is critical. In other areas, storm sewers are under existing buildings, and redevelopment could provide an opportunity to relocate and increase the size of the pipes to ensure adequate storm sewer capacity and access for ongoing maintenance. Without greater incentives for private development, opportunities to mitigate flooding and manage stormwater may be precluded and could adversely impact public financial resources.

The status quo will not improve stormwater flow conditions, and the by-right development process will not be as effective as the special exception process in maximizing opportunities to reduce flooding, promote water quality, and incorporate green infrastructure.

#### Trade-offs:

- With more limited building heights, there will be reduced potential for private development to provide critical stormwater detention and mitigation, beyond what is required from by-right development, in Area 3 along 20th Road North (between North Albemarle and North Woodstock Streets).
- With multiple planning goals to achieve in this part of Area 3, greater building height would lessen the risk of property owners choosing by-right development, flooding conditions likely worsening and storm systems remaining inadequate.
- Without incentives for developers, critical stormwater detention will require additional public investment in infrastructure and acquisition of land and/or easements for access, which will necessitate significant public resources and time.
- While not meaningfully different, the project team estimates that if building heights in these areas were increased two to three stories, there would be a 1% decrease in impervious areas primarily due to the increase in green roof potential in Area 3 and additional public space in Area 2.

### J. Student Enrollment

APS used the potential development forecasts for the previously considered building height concepts 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. Based on this analysis, the existing schools provide sufficient capacity. There were no significant impacts to student enrollment when analyzed according to the greater building height limits, and therefore, there is no concern of potential impacts with lesser building heights.

### K. Implementing the Vision

Building height and increased development potential above by-right development incentivizes property owners to assemble parcels where needed and invest in redevelopment that provides benefits and improvements to the community and an economic return to the developer. Community improvements and benefits are possible through special exception development approvals; however, development costs and the extensive public review process can make it economically infeasible for property owners if the additional building height and development density is insufficient.

In Area 2 and Area 3, with building height limited to 5 and 7 stories, respectively, there is a minimal difference between the building heights that can be achieved through by-right or site plan development today and what is proposed in the draft PCP. However, even limited increases in building height offers some additional development opportunities. Furthermore, based on current GLUP and zoning conditions, the County Board may approve increased density and height up to an additional 60 feet if all dwelling units are low- or moderate-income housing or meet other AHMP goals. For affordable housing developers, this is a greater incentive than what is proposed in the PCP.

#### Trade-offs:

- If greater building height limits were provided, property owners may be more likely to choose special exception development, which would provide opportunities for public feedback and the ability to achieve greater public improvements and benefits. With more conservative building height increases, the public sector may have to assume more of the financial responsibilities for critical infrastructure improvements.

# Langston Boulevard Vision

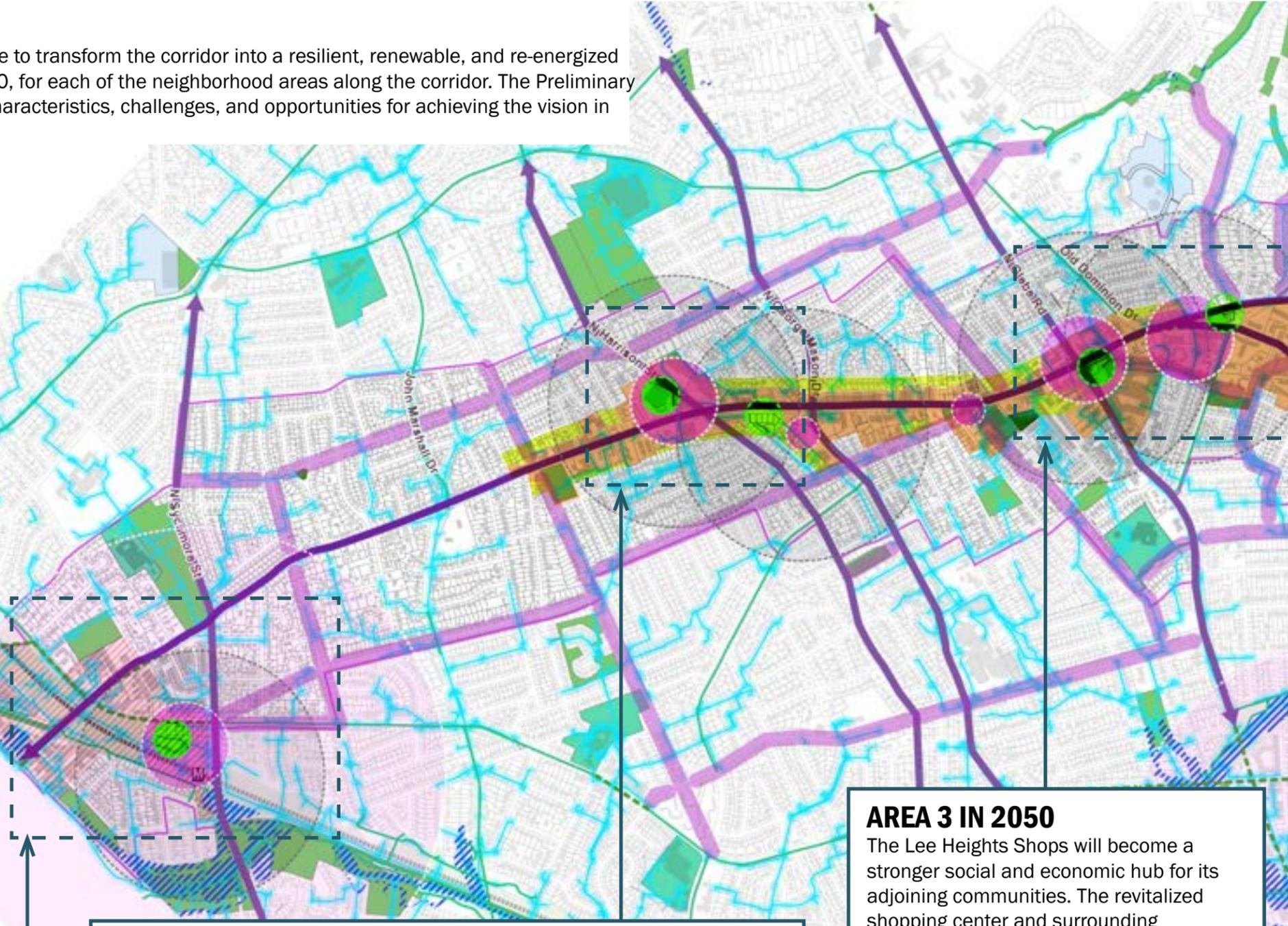
The vision for Langston Boulevard is corridor-wide and is based on the community’s desire to transform the corridor into a resilient, renewable, and re-energized place by 2050. The statements below describe the general setting or atmosphere in 2050, for each of the neighborhood areas along the corridor. The Preliminary Concept Plan is informed by the community’s aspirations and priorities and the unique characteristics, challenges, and opportunities for achieving the vision in each of the neighborhood areas.

## THE LANGSTON BOULEVARD VISION

### BOLDLY PLANNING FOR PEOPLE & POWER OF PLACE 2050: Resilient, Renewable, Re-energized

By 2050, Langston Boulevard will become a "Green Main Street" of vibrant neighborhoods, linking iconic local businesses, mixed-use activity nodes, sufficient and mixed housing supply and signature public spaces. Langston Boulevard will become a place that:

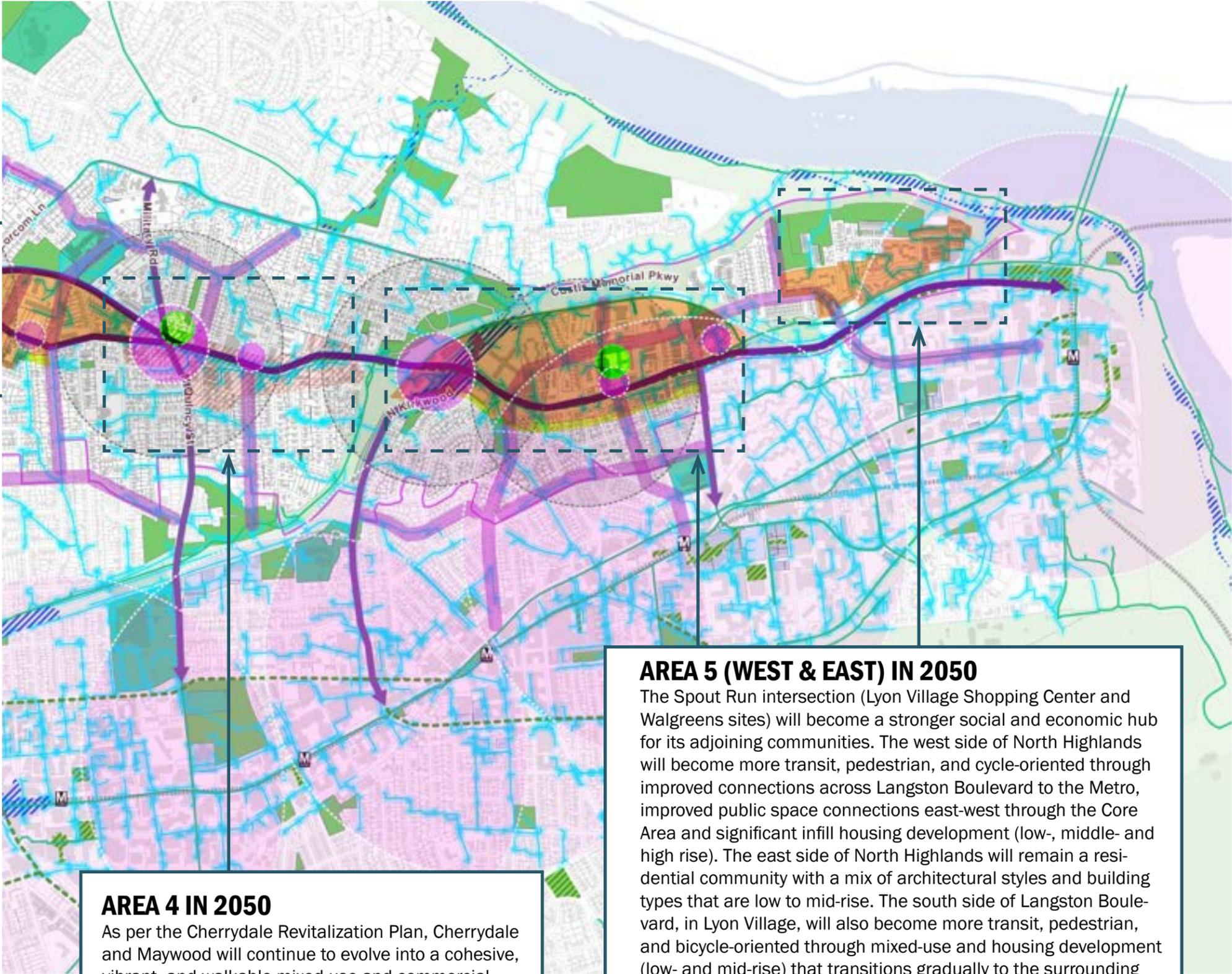
- Invites and enables **safe and equitable access** for all users, including pedestrians, bicyclists, transit riders, and motorists;
- Provides a **diverse housing supply**;
- Builds **environmental sustainability and resiliency**: manages stormwater effectively, provides overland relief for stormwater flows, and reduces energy demand in buildings;
- Promotes **trips by transit, biking, and walking, and achieves carbon neutrality in support of County policies**;
- Promotes **development that enhances the economic well being of the corridor** through investments, jobs, and a larger tax base;
- Provides **community facilities and gathering spaces** to support residents, workers, and visitors of Langston Boulevard;
- Features **inspiring architecture and landscapes** designed and constructed to last for generations and embody the principles of Biophilic Design; and
- Celebrates, honors, and acknowledges its **past, present, and future** through vibrant public spaces, art, and culture...for people of all races, ages, abilities, and income levels.



**AREA 1 IN 2050**  
As per the 2011 plan, East Falls Church will continue to evolve into a mixed-use and transit-oriented community. This area will experience safer street crossings and improved pedestrian and cycle access to Metro and nearby parks and trails.

**AREA 2 IN 2050**  
This area will build on its “front porch” neighborly identity by transforming Langston Boulevard and the emerging social hubs (surrounding its community centers and the N. Harrison Street intersection), into welcoming, walkable, and cyclable destinations of low to medium intensity. The buildings in the core area will have their own distinct character (that compliments the surrounding neighborhood) and diverse businesses, while the neighborhoods continue to be “a place where children play on the streets and people come together for block parties”.

**AREA 3 IN 2050**  
The Lee Heights Shops will become a stronger social and economic hub for its adjoining communities. The revitalized shopping center and surrounding properties, with its signature main street and plazas, will be the main public gathering space for the communities. This will be ringed by an urban neighborhood with a mix of low-, middle- and high-rise buildings. This core area will be surrounded by its historic neighborhoods and will be characterized by its canopy of trees and lush green areas.



**AREA 4 IN 2050**  
 As per the Cherrydale Revitalization Plan, Cherrydale and Maywood will continue to evolve into a cohesive, vibrant, and walkable mixed-use and commercial area. This area will experience safer street crossings and improved pedestrian and cycle access to Metro and nearby parks and trails.

**AREA 5 (WEST & EAST) IN 2050**  
 The Spout Run intersection (Lyon Village Shopping Center and Walgreens sites) will become a stronger social and economic hub for its adjoining communities. The west side of North Highlands will become more transit, pedestrian, and cycle-oriented through improved connections across Langston Boulevard to the Metro, improved public space connections east-west through the Core Area and significant infill housing development (low-, middle- and high rise). The east side of North Highlands will remain a residential community with a mix of architectural styles and building types that are low to mid-rise. The south side of Langston Boulevard, in Lyon Village, will also become more transit, pedestrian, and bicycle-oriented through mixed-use and housing development (low- and mid-rise) that transitions gradually to the surrounding low density residential edge. North Highlands and Lyon Village will be characterized by its canopy of trees and lush green areas.

This map depicts the potential locations of activity nodes within the five neighborhood areas along the corridor, as well as the general locations where privately-owned public spaces are considered, to serve those nodes and surrounding neighborhoods. The map also highlights the major routes identified for multi-modal connections as well as the general routes for desired pedestrian and bicycle network enhancements.

Definition:

- Primary Activity Nodes**  
 General locations of the main centers of activity in a neighborhood area, anchored around major intersections.
- Secondary Activity Nodes**  
 General locations of additional smaller hubs of activity in a neighborhood area.
- Privately-owned Public Space**  
 General location of areas that will be considered for privately-owned public space to serve the activity nodes and surrounding neighborhoods.
- Major Multi-Modal Routes**  
 Major routes with the greatest potential and need for enhancements to accommodate multiple modes of travel including transit, pedestrian, and cycle.
- Pedestrian and Bicycle Routes**  
 Parallel routes, at the neighborhood street level, with the greatest potential and need for pedestrian and cycle enhancements.



# Key Planning Elements: Goals and Policies

To achieve the 2050 Langston Boulevard vision, the Preliminary Concept Plan establishes goals and policies (statements of intent) for each of the nine interrelated key planning elements listed below, that are intended to guide decisions on future public and private investments. The goals and policies for each of the planning elements have been identified by the County based on adopted County Plans and policies and community input. To implement the policies, the County will establish a series of action steps for each of the planning elements in the Final Plan.

## 1. LAND USE

**Goal:** Transform Langston Boulevard into a main street corridor.

**Policy:** Expand land use designations to achieve a range of housing types, retail, services, and other uses that are physically and functionally integrated, to create a series of distinguishable centers along Langston Boulevard surrounded by residential development.

## 3. ECONOMIC VITALITY

**Goal:** Strengthen the diverse commercial base.

**Policy:** Develop complementary uses that meet daily community needs and boost synergies among different land uses.

## 2. HOUSING

**Goal:** Welcome residents who want to age-in-place, families, young professionals, middle-income households and households with incomes below 60 percent of the area median income (AMI).

**Policy:** Expand housing options to achieve a mix of types, affordability, and tenure.

## 4. TRANSPORTATION CONNECTIVITY & URBAN DESIGN

**Goal:** Transform Langston Boulevard into a 'Complete Street', improve streetscape design, connect the surrounding neighborhoods and areas to the Langston Boulevard main street, and increase transit use.

**Policy:** Integrate transportation with land use, support the design and operation of complete streets and manage travel demand and transportation systems.

## 5. BUILDING FORM



**Goal:** Transform Langston Boulevard and its neighborhoods into a walkable environment with context-sensitive buildings.

**Policy:** Develop guidelines for building form to improve the public realm, ensure buildings engage with streets and transition in scale, height, and character appropriately to adjacent neighborhoods and to encourage diverse building types and sizes.

## 8. HISTORIC & CULTURAL RESOURCES



**Goal:** Maintain a unique sense of place and increase awareness of the corridor's rich history and culture through preservation of buildings and sites, public art, and interpretation of stories, events, and people of historic significance.

**Policy:** Increase public understanding and appreciation for the corridor's architectural and cultural history in support of the policies of the Historic Preservation Master Plan, the Historic Resources Inventory (HRI), the Public Art Master Plan, and Public Art Policy.

## 6 & 7. PUBLIC SCHOOLS, FACILITIES, AND SPACES



**Goal:** Ensure that the Langston Boulevard community is connected to and well served by a diverse mix of public spaces and adequate schools and public facilities that balance community needs.

**Public Spaces Policy:** Plan the public space system to ensure over time high levels of access to park and recreation amenities that correspond with increasing population .

**Public Schools and Facilities Policy:** Monitor growth along the Langston Boulevard corridor to assess and adequately plan for future public school and facility needs, including core support services.

## 9. SUSTAINABILITY & RESILIENCY



**Goal:** Transform Langston Boulevard into a 'Green' corridor with street trees, increased landscaping and pervious surfaces, overland relief, and environmentally sustainable and energy efficient buildings.

**Policy:** Establish targets for future tree canopy coverage in redevelopment areas as well as permeable surfaces. Designate areas where additional stormwater retention and detention and overland relief are needed to reduce flood risk from stormwater flows. Incentivize active mobility and transit use to reduce emissions.

# Increasing connections to nature

Making nature a universal part of the everyday experience of the area is integral to achieving the vision for Langston Boulevard. Many of the key planning elements can support this. The concept plan proposes to increase connections to the natural environment by creating new public spaces, integrating biophilic design elements in the design of buildings and public spaces (including streetscapes), and by building new pedestrian and bicycle connections to existing and new public spaces so that everyone has access to nature. In March 2020, Arlington joined several other cities around the world as a partner of the Biophilic City Network. For additional information, please visit: [Arlington's Biophilic Goals – Official Website of Arlington County Virginia Government \(arlingtonva.us\)](https://www.arlingtonva.us/biophilic-goals)

## Biophilic Design:

Biophilic design is a concept used within the building industry to increase people's connectivity to the natural environment through the use of direct nature, indirect nature, and space and place conditions.

## Biophilic Cities:

The key objective of biophilic cities is to create an environment where the residents want to actively participate in, preserve, and connect with the natural landscape that surrounds them. This can be achieved through a framework of infrastructure, governance, knowledge, and behavior.

## Biophilic Conditions and Infrastructure:

The idea that a certain number of people at any given time should be near a green space or park. This can be done through the creation of integrated ecological networks and walking trails throughout the city, the designation of certain portions of land area for vegetation and forests, green and biophilic building design features, and the use of flora and fauna throughout the city.

## Biophilic Activities:

This refers to the increased amount of time spent outside and visiting parks, longer outdoor periods at schools, improved foot traffic across the city, improved participation in community gardens and conservatory clubs, and larger participation in local volunteer efforts.

## Biophilic Attitudes and Knowledge:

In areas with urban biophilic design elements, there will be an improved number of residents who care about nature and can identify local native species; resident curiosity of their local ecosystems also increases.

## Biophilic Institutions and Governance:

Local government bodies allocate part of the budget to nature and biophilic activities. Indicators of this include increased regulation that requires more green and biophilic design principles, grant programs that promote the use of nature and biophilia, the inclusion of natural history museums and educational programs, and increased number of nature non-governmental organizations and community groups.



# Realizing equity along Langston Boulevard

The planning study is focused on integrating equity throughout the corridor, particularly in providing:

- Jobs
- Housing
- Transportation
- Public Spaces
- Public Facilities

...for people of all races, ages, abilities, and income levels.

What do we do?

- Improve community conditions (e.g. economy, environment, housing, land use policy, public facilities and infrastructure, healthcare, neighborhoods, education, and social connectedness) and access to services for all populations to reduce disparities and enhance individual opportunity and well-being.
- Allow and incentivize property owners to build more housing choices, increase housing supply, and provide affordable units
- Allow more density to support businesses, provide jobs, increase bus ridership, and support transportation investments

Who Benefits?

In an area that currently has only 8% affordable units, the lowest percentage countywide of households earning up to 60% AMI, and higher single-home values than the County average, there will be new opportunities and benefits for low and moderate-income households, people who want to age in place, and those who rely on public transportation.



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# CHAPTER 2

CORRIDOR WIDE PLANNING FRAMEWORK



Note: This image is an artist illustration depicting the vision in one of the many ways it could be realized. The concept plan shows ideas for how properties in the Core Study area can be redeveloped by 2050. An explanation of the concept plan for each neighborhood area is included in Chapter 3.



# Land Use

This section summarizes the existing land uses and related issues along the corridor. The General Land Use Plan (GLUP) is the County's primary policy guide for land use decisions and future development. As a forward-looking policy, it establishes the overall character, extent, and location of general land use categories found throughout the County. For a detailed explanation of the land use designations, please refer to the Existing Conditions Report and Neighborhood Inspiration Report: [www.arlingtonva.us/Government/Projects/Plans-Studies/Land-Use/Plan-Langston-Boulevard/Documents](http://www.arlingtonva.us/Government/Projects/Plans-Studies/Land-Use/Plan-Langston-Boulevard/Documents).



%	GLUP Land Use Designations
<b>Residential</b>	
71%	Low (1-10 units per acre)
<1%	Low (11-15 units per acre)
11%	Low-Medium (16-36 units per acre)
<1%	Medium (Up to 37-72 units per acre)
<b>Commercial</b>	
6%	Service Commercial
<b>Public and Semi-Public</b>	
8%	Public
<1%	Semi-Public
<1%	Government and Community Facilities

%	GLUP Land Use Designations
<b>Office-Apartment-Hotel</b>	
2%	Low (Max. 1.5 F.A.R - 72 units/acre - 110 units/acre)
<1%	Medium (Max. 2.5 F.A.R - 115 units/acre - 180 units/acre)

## PLANNING ISSUES

### Commercial Designations

- Only one GLUP commercial designation is present in the planning study area - Service Commercial. This designation aligns most with lower density, auto-oriented retail and office, which would not support the mixed-use vision for nodes along the Corridor or multi-family residential. Multi-family residential is not permitted in Service Commercial.

### Residential Designations

- A majority of the larger planning study area (72%) is one of two low-density residential designations; "Low" Residential (1-10 units per acre) and "Low" Residential (11-15 units per acre). Only 11% of the study area is designated as "Low Medium" Residential (16-36 units per acre) with limited opportunities currently for redevelopment or infill as most sites are mostly built out to their full potential under the existing zoning. The Low Medium Residential density level is insufficient to support building rehabilitation and/or partial or full redevelopment in a form consistent with planning goals for sustainability, walkability, and affordability, and furthermore insufficient to support mixed-use development in commercial areas and enhance transit service corridor-wide. More residents are needed in and around walkable destinations.

**Table 1.1** GLUP - Planning Study Area

\*Excludes ROW

# Housing

This section summarizes the existing Housing and related issues along the corridor. Expanding housing options to achieve a diverse mix of types, affordability, and tenure (rent and owner-occupied) is the County’s goal. In terms of affordability, this includes achieving housing for lower- and middle-income households as part of the overall distribution of housing along the corridor. The Affordable Housing Master Plan’s aspirational goal for Langston Boulevard is to achieve 2,500 affordable units (up to 60% AMI - both MARKs and CAFs) by 2040. It defines affordable as ‘when rent or mortgage (plus utilities) is 30% or less of a household’s gross income. Accommodating residents who want to age in the community is another key goal. The following maps depict the current location of various housing types and affordable housing units along Langston Boulevard.

## PLANNING ISSUES

### Diversity of Housing Types

A diverse community has various dwelling types and sizes – usually achieved through a wider range of lot sizes and a variety of building forms. By providing greater housing choices, developments can meet the housing needs of increasingly diverse residents and household types (such as young families, low- and moderate-income residents, retirees, and people with disabilities).

### Aging-in Community and Aging-in Place

Many seniors indicate that they would prefer to age in place, either staying in their current home or choosing from a range of affordable, age-appropriate housing options within their community. A 2010 AARP [survey](#) found that 88% of respondents over age 65 wanted to remain in their homes for as long as possible, and 92% said they wanted to remain in their communities.

The physical environment of many places, including the planning study area, presents barriers to elder health, well-being, and the ability to age in place. These include community design that separates residential and commercial areas, the absence of adequate alternative transportation services, and limited accessible housing. Paratransit services is key for older adults to stay autonomous and engaged in their community.

## HOUSING TYPES

Currently, there is a clear predominance of two housing types in the planning study area – single-home detached and multi-family. The multifamily housing types mostly include garden, mid-rise and high-rise buildings.

## EXISTING MARKS

Market-rate affordable housing units (MARKs) are housing units that have market rents that are affordable to low-and moderate-income households by virtue of the age, location, condition and/or amenities of the property. These units are not regulated by the County or any other public agency, so there is no assurance that lower-income households live in these lower-rent housing units or that these homes will remain affordable to lower-income households.

## EXISTING CAFS

Committed affordable units (CAFs) are housing units that are: (1) wholly owned by nonprofits, excepting any units planned to serve households with incomes above 80% of median family income; (2) are guaranteed by agreement with the federal, state, or county government to remain affordable to low and moderate income households for a specified period of time through mechanisms such as site plan requirements, contracts with private owners, or Internal Revenue Service (IRS) regulations governing tax-exempt financing; or (3) received government subsidy to assist with the purchase.

In total, as of FY 2021, there were approximately 800 affordable units, including both MARKs and CAFs, along the corridor—nearly 30 percent of the County’s AHMP goal. Bridging the gap of approximately 1,700 affordable units to meet the goal is a big endeavor. The gap could potentially be greater if the number of existing MARKs decreases.



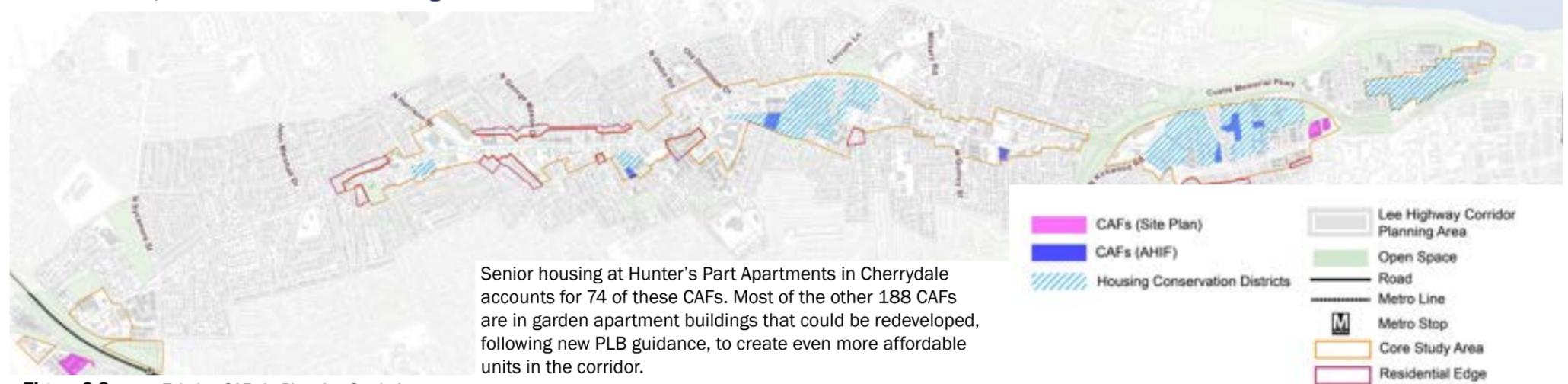
**Figure 2.1** Existing Housing Types in Planning Study Area

**As of FY 2021, there were 538 MARKs (at or below 60% AMI) along the corridor**



**Figure 2.2** Existing MARKs in Planning Study Area

**As of FY 2021, there were 266 CAFs along the corridor**



**Figure 2.3** Existing CAFs in Planning Study Area

Source: Arlington County Data May 2017

Senior housing at Hunter’s Part Apartments in Cherrydale accounts for 74 of these CAFs. Most of the other 188 CAFs are in garden apartment buildings that could be redeveloped, following new PLB guidance, to create even more affordable units in the corridor.

# Economic Vitality

This section summarizes the economic vitality, and related issues and opportunities along the corridor. For additional detail on planning context see the Existing Conditions Report and Neighborhood Inspiration Report: [www.arlingtonva.us/Government/Projects/Plans-Studies/Land-Use/Plan-Langston-Boulevard/Documents](http://www.arlingtonva.us/Government/Projects/Plans-Studies/Land-Use/Plan-Langston-Boulevard/Documents).

## PLANNING ISSUES

- Very low vacancy rate across all uses – relative to Arlington County as a whole, the corridor is “healthy” in terms of vacancy.
- Retail inventory includes a significant share of small spaces, which are ideal for independent businesses.
- With the exception of a few key centers, development is relatively dispersed – few “destination” centers.
- There is significant regional competition for entertainment, restaurant, and clothing & apparel uses.
- Existing developable space and constrained parcels limit flexibility– there is a need to create more space, some larger (through parcel assemblage, owner cooperation, etc.) to diversify the portfolio and support a wider range of shop owners, commercial businesses, and other creative entrepreneurs.
- Because of high occupancy and lack of available space, there is little room to add new retail concepts in the short term.
- Establishing credit-worthiness for new businesses and proving new business models in a changing marketplace can create risk for building owners

## OPPORTUNITIES

- Redeveloping underutilized corner properties at key intersections to create identity/sense of place.
- Accommodating small start- up/incubator/co-working spaces and office space, as part of mixed-use development.
- Consolidating and sharing parking will provide an important amenity for customers, while decreasing vehicle trips between commercial properties.
- Allowing small-to-midscale hotel/hospitality uses as part of a larger mixed-use redevelopment strategy at key locations.
- Anticipating child- care services in strategic locations along the corridor, to support the needs of families living in and surrounding the Langston Boulevard study area.
- Accommodating fitness, gym, and other lifestyle market uses.
- Supporting existing and new neighbors with shops to meet daily needs which in turn can support legacy and new business owners.



## NATIONAL ECONOMIC TRENDS

As we look toward the future economy of Langston Boulevard, several national trends could influence the existing and new mix of businesses.

- Today, America has roughly 53 million freelance workers (34% of the workforce). And freelancers are the fastest growing segment of the workforce.<sup>1</sup>
- 65% of children entering primary school today will end up in jobs that don't exist yet.<sup>2</sup>
- Within two decades, 47% of U.S. jobs might be at risk due to advances in computers, automation, and artificial intelligence (AI).<sup>3</sup>

These trends point to the need for flexible space that can adapt to a variety of commercial needs, as well as the need to provide social experiences that can't be replicated virtually and provide a connection to community. These types of spaces can be integrated into both commercial and residential properties.

<sup>1</sup> Upwork Quarterly Skills Index  
<sup>2</sup> World Economic Forum  
<sup>3</sup> National League of Cities' Future of Work in Cities report



## LOCAL ECONOMIC TRENDS

Similarly several local trends may influence the future of Langston Boulevard's business mix.

- Although retail jobs are declining nationally, they continue to grow in the DC area. Over the past two decades, nearly two out of every three new retail jobs created were at eating and drinking establishments.
- “In the future, we may see our region's retail districts increasingly dominated by restaurants, coffee shops, and other places that offer consumer experiences beyond simply purchasing a product.”<sup>1</sup>

The arrival of Amazon, the VT Innovation Campus and related businesses will increase the region's position as a tech hub and offset relatively slow growth in government employment. The close-in locations in Northern Virginia, including Arlington and specifically Langston Boulevard, will continue to be in demand.

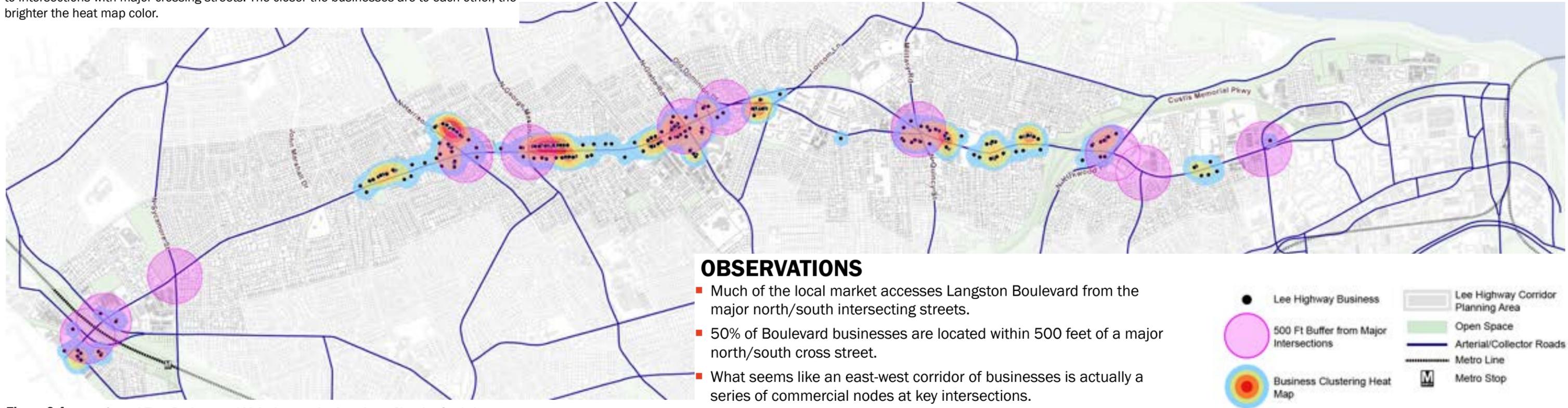
These trends point to the need for integrated experiences where food, culture, shopping, education and wellness are blended geographically, which are already occurring in other major corridors in Arlington like Columbia Pike and are possible along Langston Boulevard.

<sup>1</sup> MWCOG



# Economic Vitality

This map depicts the density of ground floor business locations along the corridor in relation to intersections with major crossing streets. The closer the businesses are to each other, the brighter the heat map color.



## OBSERVATIONS

- Much of the local market accesses Langston Boulevard from the major north/south intersecting streets.
- 50% of Boulevard businesses are located within 500 feet of a major north/south cross street.
- What seems like an east-west corridor of businesses is actually a series of commercial nodes at key intersections.

**Figure 2.4** Ground Floor Business and Major Intersection Locations - Planning Study Area  
Source: AECOM

This map includes layered polygons highlighting locations within a 5 minute drive time of neighborhood serving business areas that compete with the Lee Highway Corridor. The darker the blue tone, the more access that location has to competing neighborhood serving businesses within 5 minutes.



## OBSERVATIONS

- There is much greater competition south and west of the study area in areas such as Falls Church and the Rosslyn - Ballston Corridor.
- The Langston Boulevard Corridor is well positioned to serve the auto-oriented and affluent neighborhoods north of the corridor.

**Figure 2.5** Neighborhood Serving Businesses  
Source: AECOM

# Land Use, Housing and Economic Vitality

## 2050 Land Use Vision

A series of mixed-use activity nodes of varying scales and character, surrounded and supported by diverse residential development.

### Goal

Transform Langston Boulevard into a main street corridor

## 2050 Housing Vision

A diverse housing supply.

### Goal

Welcome residents who want to age-in-place, families, young professionals, middle-income households and households with incomes below 60 percent of the area median income (AMI).

## 2050 Economic Vitality Vision

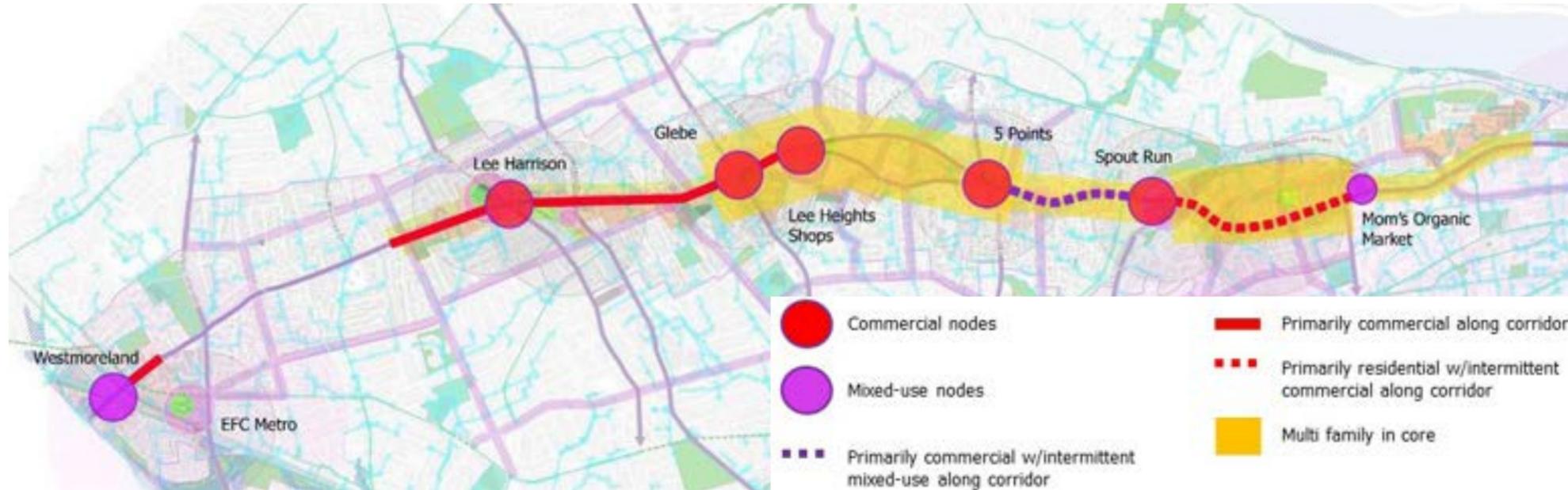
Development that enhances the economic well-being of the corridor through investments, jobs and a larger tax base.

### Goal

Strengthen the diverse commercial base.

# Land Use, Housing and Economic Vitality Framework

## CURRENT LAND USE FRAMEWORK



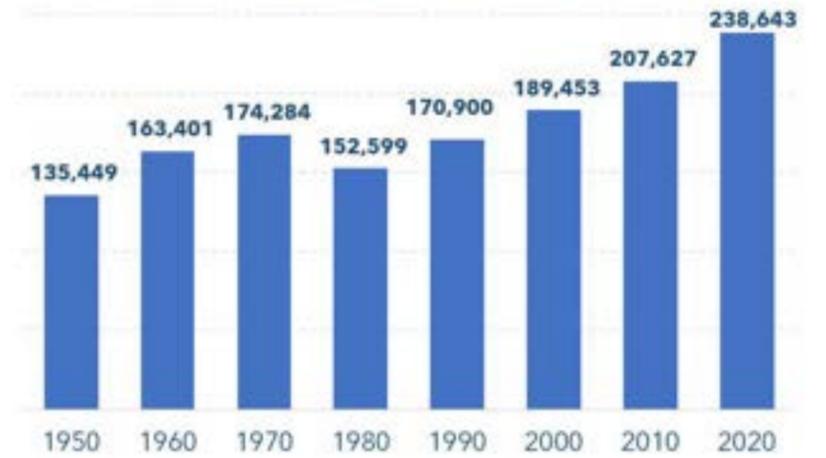
**Figure 2.6** Diagram describing the existing land use framework along Langston Boulevard

## FUTURE LAND USE FRAMEWORK



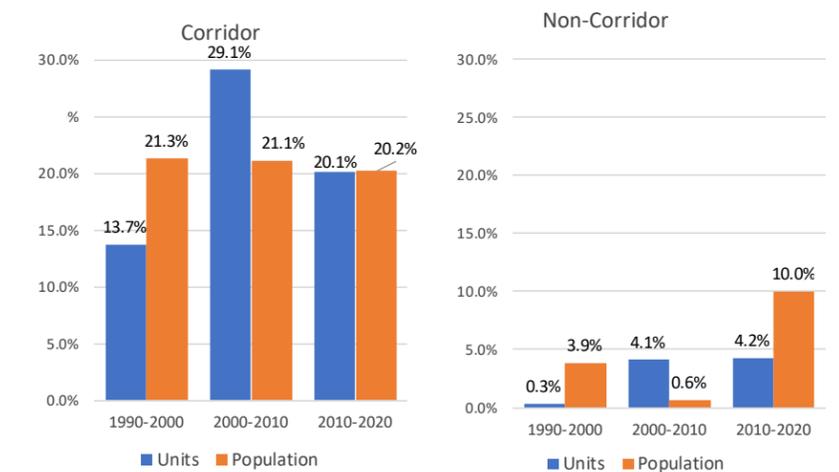
**Figure 2.7** Diagram describing the proposed land use framework along Langston Boulevard

The overall Arlington County population has grown steadily since 1980 with a growth in housing units of 13% in the last 10 years.



**Figure 2.8** Arlington County Population 1950-2020

Increasingly this growth in units and population is happening within designated County Planning Corridors.



**Figure 2.9** Growth in Units and Population compared between Planning Corridor and Non-Corridor areas of the County 1990-2020. Planning Corridor areas include: Richmond Highway, Columbia Pike, Rosslyn-Ballston.

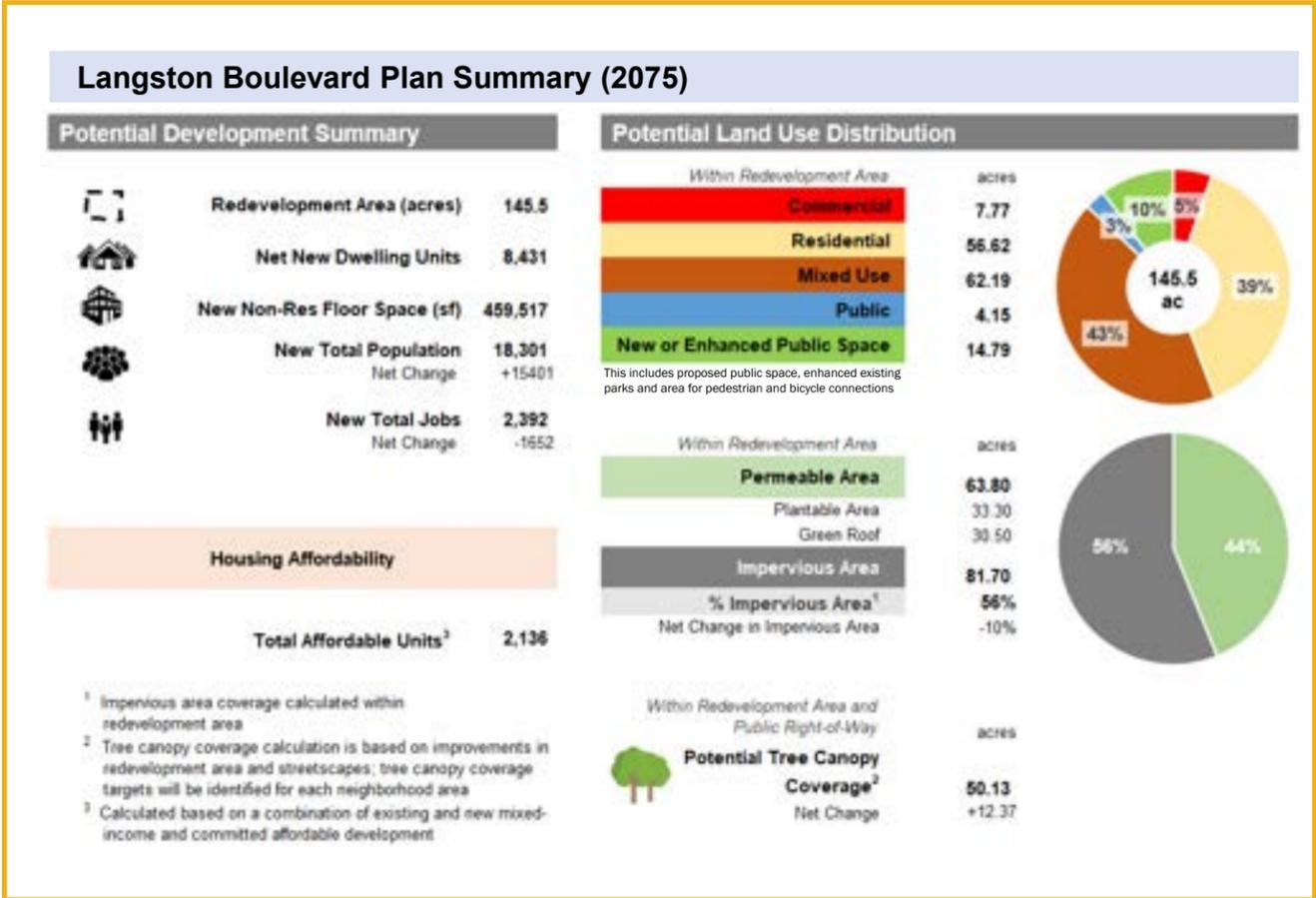
This trend is anticipated to continue as redevelopment creates new capacity for residents and employment in all Planning Corridors, including Langston Boulevard. The Land use transformation will establish mixed-use growth, concentrated around key activity nodes, in redeveloped commercial and multi family designated properties.

# Development Potential and Rate of Growth

**How much growth can we expect and when?**

An assessment of the potential growth of development and related outcomes was conducted using a land use model during this planning process. The capacity of development was based on the proposed land uses and building heights for each neighborhood area. The model was used to study the impacts and benefits of the preliminary concept plan on housing affordability and sustainability metrics, such as changes in tree canopy coverage and impermeable surfaces. The model includes assumptions for each development type that can be used to study changes in land use, population, and employment over time. The data derived from this analysis was incorporated into the transportation model (explained under the transportation section) to evaluate the effects and benefits of the preliminary concept plan on the transportation network and mobility. Several assumptions were incorporated in the model including: 1) redevelopment of the commercial and underdeveloped multifamily areas along Langston Boulevard will happen gradually and continue well beyond 2050 and 2) anticipated growth will be mostly “net new” to the County as new residential opportunities along Langston Boulevard could attract residents who would otherwise live in adjoining communities. Analysis Highlights:

- Community goals of reducing flood risk, providing new housing supply and affordable options, improving walkability and reducing emissions can mostly be accomplished through private sector redevelopment of private land and enhancement of the adjoining streetscapes.
- Guided redevelopment, rather than by-right development, can result in decreased impervious surfaces and increased housing supply and affordability. For example, the Affordable Housing Master Plan goal for Langston Boulevard of 2500 affordable units (MARKs and CAFs up to 60% AMI), could be achieved over time (beyond 2040) assuming future mixed income development projects provide a share of units as Committed Affordable units on-site (approximately 10%) and the existing CAF sites (owned by Affordable Housing Developers) are redeveloped at a higher density than allowed under current zoning.
- Redevelopment in the nodes can result in decreased impervious surfaces through a combination of planted area at grade and on green roofs. Similarly, tree canopy can be increased significantly through that same planted area and with new street trees along Langston Boulevard and connecting streets.
- The overall employment throughout the Corridor, including those that work from home or do not commute, is anticipated to increase.
- Commuting jobs along Langston Boulevard, however, are anticipated to decrease as stand-alone commercial buildings are redeveloped into mixed-use buildings with less commercial space, consistent with current trends showing a decrease in brick-and-mortar retail space as e-commerce grows.
- Integrated experiences where food, culture, shopping, education, and wellness are blended and housed in flexible spaces that can adapt to a variety of commercial uses over time are possible.



Note: In 2018, the County adopted updated Tenant Relocation Guidelines, which would apply to any redevelopment proposal approved under Special Exception. Additionally, property owners completing by-right improvements are strongly urged to follow the Guidelines. The County considers such guidelines a crucial component of its overall policy to promote housing opportunities for very low, low, and moderate income renters. Tenant displacements cause hardships for those directly affected, and negatively impact the surrounding neighborhoods and other communities within the County. It is the policy of the County to work with project owners to avoid tenant displacements, whenever possible.

	Existing units (2019)*	Net new units	Total units		2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	Potential Affordable Units within mixed-income development (10% of total units)	Potential Committed Affordable Units within new Affordable development (100% of total units)	Total potential affordable units
Area 1	0	360	360		0	0	0	197	163	0	0	0	0	0	36	0	36
Area 2	102	2,242	2,344		112	123	193	304	307	167	234	309	326	167	233	0	233
Area 3	807	2,146	2,953		155	407	539	393	207	168	128	149	0	0	168	180	348
Area 4	116	606	722		0	278	155	105	68	0	0	0	0	0	62	0	62
Area 5	1,927	3,077	5,004		19	387	475	455	475	472	474	320	0	0	272	1185	1457
Net new units per phase					286	1,195	1,362	1,454	1,220	807	836	778	326	167	771	1365	2136
Total cumulative units	2,952	8,431	11,383		3,238	4,433	5,795	7,249	8,469	9,276	10,112	10,890	11,216	11,383			

\* Source: Arlington County (in likely development site areas only)

Table 2.1 Anticipated housing unit development over time by neighborhood area.

# Corridor Transformation

The land use transformation along Langston Boulevard will result in welcoming, shaded sidewalks, engaged by ground floor uses, with improved transit waiting areas, protected bicycle infrastructure, street trees and sustainable landscapes.

**Land use changes and higher density means more housing choices and affordability, walk-in customers, mobility choices and greater access to amenities and services for a broader range of ages and income levels.**



## AREA 2



## AREA 3



## AREA 5



**Figure 2.10** Imagery depicting the land use transformation along Langston Boulevard

# Benefits of land use change and higher density

Becoming a 'Green Main Street' can be established by creating a mixed-use land use pattern with higher density above today's level of development that layers more residents into walkable destinations. This new density makes the transformation economically viable for the private sector and has several co-benefits that improve quality of life along Langston Boulevard and adjoining neighborhoods. The following lists the major benefits of higher density development.

## More Housing Choice + Affordability

- Increasing housing supply in Arlington will improve affordability overall and diversify housing choices in this part of Arlington, and create more balanced supply countywide.



Verde Pointe demonstrates how Committed Affordable Units can be integrated into mixed-income development.

## More Walk-in Customers

- Adding new neighbors within walking distance of shops can strengthen local businesses even as commercial footprints shrink. Growing work-from-home trends can strengthen corridor businesses as well.



Mixed-use redevelopment along Route 7 in Falls Church has added new businesses and customers to support them.

## More Streetscape Enhancements + Safety Improvements

- Higher density enables cohesive redevelopment into a main street environment with uniform streetscape improvements along Langston Boulevard and fewer driveways to safely accommodate all modes of travel (pedestrians, bicycles, transit, and vehicles).



Redevelopment in the City of Falls Church along Route 29 has accelerated streetscape enhancements.

## More Public Spaces

- Larger development sites provide opportunities to achieve strategically located public spaces (of various types and ownerships) that improve quality of life for current and future residents.



The recent Penrose Square development along Columbia Pike has provided significant public space featuring public art and gathering areas consistent with adopted land use plans.

## Increased Visibility of History + Culture

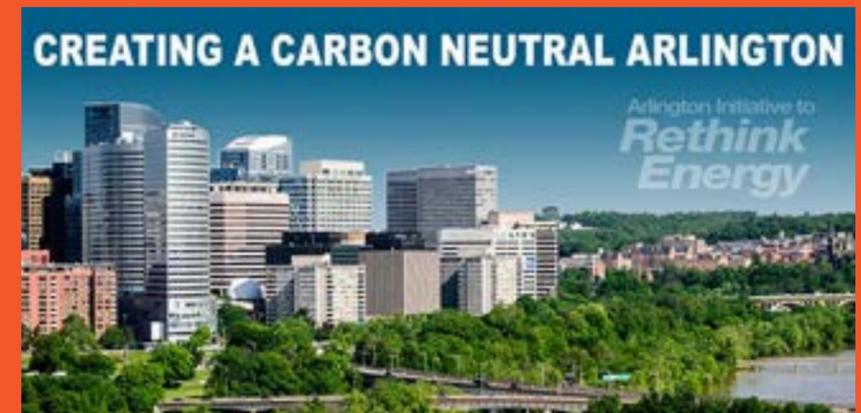
- Guided higher density development creates opportunities to maintain a unique sense of place and increase awareness of the corridor's rich history and culture through preservation of buildings and sites, public art and interpretation of stories, as well as events and people of historic significance.



Redevelopment in the Carlisle neighborhood of Alexandria, VA features public spaces that tell the unique stories of those sites and the events that happened there.

## Reduced Emissions

- Guided higher density development reduces per capita energy usage and emissions associated with buildings and mobility.



The Adopted 2019 Community Energy Plan describes the benefits of compact, higher-density development.

## Increased Bicycle + Transit Ridership

- Increased activity and density provides the ridership needed to support investments in increased transit service frequency, transit stops or waiting areas and dedicated bicycle infrastructure.



Higher density development along Route 1 in the City of Alexandria required Metro enhancements and new trails. Those amenities in turn were reliant on the planned new density and the transit and bike services benefit the immediate and more distant neighbors and employees in Del Ray and Arlington.

## Reduced Flooding + Improved Water Quality

- Redevelopment is needed to replace existing impervious surfaces with better site and building infrastructure that detains more stormwater, removes pollutants and reduces downstream flooding.



Redevelopment at the corner of Washington Boulevard and North Kirkwood Road is contributing to new infrastructure that helps downstream neighborhoods along Spout Run.

## Increased Connections to Nature

- Redevelopment can increase connections to the natural environment by creating new public spaces, integrating biophilic design elements in the design of buildings and public spaces (including streetscapes), and by building new pedestrian and bicycle connections to existing and new public spaces so that everyone has access to nature.



Arbor Blocks in Seattle, WA is a mixed-use redevelopment that emphasizes biophilic connections to nature.

## Equity

- Improving community conditions (e.g. economy, environment, housing, land use policy, public facilities and infrastructure, healthcare, neighborhoods, education, and social connectedness) and access to services for all populations helps to reduce disparities and enhances individual opportunity and well-being.



Arlington Mill combines affordable housing tailored to varying income levels combined with a community center.

## Transformation through private development

Community benefits and improvements cannot be provided by the public sector alone due to their cost, limited available public land and resources, and increased demand for services. While some infrastructure improvements and facilities are best implemented by the public sector, private investment is necessary to achieve many of the Plan Langston Boulevard goals over the coming decades. It will take a collaborative partnership between landowners, developers, and the County to establish mutually beneficial outcomes.

## By-right vs. special exception development

Where by-right development has occurred, it has not always been successful in the eyes of the community and has done little to meet Plan Langston Boulevard goals. Many parcels along the corridor are small and constrained. By-right development is insufficient to warrant redevelopment and community improvements on those parcels, due to the high cost of land and construction. The Special Exception approval processes allow for higher densities and, where appropriate, modified development standards, that can make redevelopment more economically viable, while specifying amenities and infrastructure improvements that are expected in return to benefit the broader or immediate community. However, this process comes with additional costs that can make certain amenities and improvements infeasible, and extensive public review that adds time to the approval process. For more detail regarding by-right development and special exception processes refer to the Existing Conditions Analysis Report. Plans for other areas of the County, including East Falls Church and Cherrydale, Columbia Pike, Rosslyn-Ballston Corridor, and Richmond Highway Corridor, similarly guide development which results in outcomes more consistent with adopted County policies and community visions.

## Incentivize community improvements, high performance buildings & quality architecture

The long range Plan for Langston Boulevard will establish the vision, policies, goals and general guidance for public and private investment along the corridor. Through a separate process, the County will develop the potential amendments to the GLUP and zoning that may be needed to implement the vision. The amendments would clarify incentives, such as areas where additional height and density are possible and outline the expectations in return for community benefits and improvements. These changes can incentivize the private sector to invest in high-performance development that benefits the overall community and meets Plan Langston Boulevard goals.

# Building Form

This section summarizes the building form related issues and opportunities along the corridor. In the past 100 years, building form on Langston Boulevard has been influenced by the need to accommodate cars. Less emphasis has been placed on defining spaces for pedestrians and bicyclists, resulting in buildings and spaces that could be almost anywhere. The Plan envisions transforming Langston Boulevard into a main street—ultimately bringing buildings closer to the street and moving parking to the rear of the site or underground to create welcoming spaces for people to walk and bike. The buildings we live and work in have an impact on our health and wellbeing. We should construct and manage them responsibly - using natural resources when possible, meeting energy goals, and contributing to effective stormwater management. For additional detail on planning context see the Existing Conditions Report and Neighborhood Inspiration Report: [www.arlingtonva.us/Government/Projects/Plans-Studies/Land-Use/Plan-Langston-Boulevard/Documents](http://www.arlingtonva.us/Government/Projects/Plans-Studies/Land-Use/Plan-Langston-Boulevard/Documents).

**Will new development change the character and feel of my neighborhood?**

## Planning Issues

- There is a wide array of built forms in the planning study area. In many cases these forms are defined by their parking configurations and requirements.
- Many of these forms are typical of suburban roads in the U.S. with large setbacks and at least half of the parcel dedicated to surface parking lot, forms driven by past policies and zoning regulations in support of auto-centric mobility.
- Several newer developments along Langston Boulevard which have developed following adopted planning guidelines in Cherrydale and East Falls Church have integrated parking in more creative ways to create better environments for residents and/or customers of the property.
- Redevelopment of small parcels can be difficult to achieve unless they can be assembled, have fewer or no parking spaces, have no additional expectation for meeting certain planning goals such as widened sidewalks, utility lines placed underground, and street trees, or are granted relief from providing costlier benefits such as committed affordable housing units.
- Roughly half of the parcels along Langston Boulevard are less than 90' deep, which is shallow and more challenging for achieving the myriad of improvements being contemplated. Large parking requirements on small lots make it even more difficult, meaning creative parking solutions will be needed if redevelopment is desired by the owner in the future. Further, many of the small commercial lots abutting single-home dwellings are insufficiently sized to accommodate adequate landscape buffers to screen service, loading and/or parking lots.
- Properties over 120' in depth have additional design flexibility to accommodate parking and adequate landscape buffers desired at the rear of development sites.
- Only a few of the parcels along Langston Boulevard are of sufficient size to accommodate larger footprint development common in mixed use corridors. These parcels are over 170' in depth and could accommodate building mass and height transitions, in addition to parking and landscape buffers along the rear of development sites.
- Some properties and buildings do not relate well to the public realm (i.e., street and sidewalks) due to blank walls with no windows or entrances, or due to privacy fences or walls along the street that prohibit visual and physical access, and large parking lots that separate buildings from the public realm.

**2050 Vision**

Inspiring architecture and landscapes designed and constructed to last for generations, foster social interaction and frame and support vibrant public spaces

**Goal**

Transform Langston Boulevard and its neighborhoods into a walkable environment with context-sensitive buildings

# Building Height Framework

Community benefits and improvements cannot be provided by the public sector alone. It will take collaboration between landowners and the County to share responsibilities and establish a mutually beneficial outcome. Existing by-right development has not always been embraced by the community and has done little to meet adopted County policies or the aspirational Plan Langston Boulevard’s goals. Many parcels along the corridor are small, constrained, and frequently under individual ownership, making development that reflects community goals a challenge in the absence of development incentives.

In addition, smaller parcels mean some amenities and infrastructure improvements remain out of reach, which could result in less cohesive improvements from block to block. Regardless, development takes time and redevelopment of many parcels will take decades. The Plan for Langston Boulevard aims to guide and achieve predictable development along the corridor. Through a separate process once a new Plan is adopted, the County will develop the potential amendments to the GLUP and zoning that may be needed to implement the vision. Incentives for additional building height would be in exchange for greater community benefits and

improvements than would be provided through by-right development. Height and density above by-right zoning levels can incentivize property owners to assemble parcels where needed and invest in high performance development that benefits the community and meets Plan Langston Boulevard’s goals. Consolidation of properties fronting the corridor can, for example, establish a cohesive streetscape with underground utilities, separated pedestrian and bicycle facilities, and additional public space, thereby creating a safer and more attractive corridor. It can also deliver committed affordable units (CAFs), enhanced stormwater management, higher architectural quality, and energy efficient buildings. The proposed maximum heights for each neighborhood area are included in Chapter 3.

**Clustering the tallest building heights in nodes along the corridor helps protect views from existing neighborhoods**

To realize community goals through new development incentives, new building height levels are introduced:

- at key nodes and intersections,
- in areas accessible to bus routes or near Metro,
- on parcels with sufficient depth for appropriate transitions to the lower residential edges, and
- in places where other infrastructure, topography, or natural environment allow sensitive transitions



**Figure 2.12** Diagram illustrating allowable building heights along the Corridor

In Area 2, very few parcels along Langston Boulevard have sufficient depth for multiple height levels with appropriate transitions to the low density residential edges. These parcels are generally in and around Harrison St. and George Mason Dr. In Area 3, many parcels have sufficient depth for appropriate transitions to the low density residential edges. These parcels are generally north of 20th Rd. N., between N. Glebe Rd. and

N. Woodstock St. and north of Cherry Hill Rd., east of N. Woodstock St. In Area 5, the topography along I-66 (and the highway itself) creates significant separation from low density residential edges in Maywood and Cherrydale which allow for sensitive height transitions.

Several north-south roads provide neighborhoods along Langston Boulevard direct connections to the Rosslyn-Ballston Metro corridor and allow for more people coming to or traveling through planned nodes:

- Area 1 – N. Sycamore St.
- Area 2 – N. Harrison St. via Washington Blvd. and N. George Mason Dr. via Fairfax Dr.
- Area 3 – N. Glebe Rd., N. Utah St., and N. Stafford St.
- Area 4 – Military Rd./N. Quincy St.
- Area 5 – Kirkwood Rd., N. Highland St., N. Bryan St., N. Veitch St. and N. Scott St.

**Figure 2.13** Three dimensional corridor model depicting potential building heights and transitions.

# Building Heights Map

The proposed building heights map for each neighborhood area identifies the maximum height levels for specific zones within the core areas to ensure development fits into the surrounding context and transitions well from site to site and to the surrounding residential edges. Based on feedback and further project team consideration, staff is still assessing whether the maximum height in Area 5 should be set at up to 12 or 15 stories. For this reason, the PCP shows a range for the maximum permitted building height along I-66 of “up to 12-15 stories.” The County will encourage additional discussion and seek

input on the heights in this area. In addition to maximum building heights, new design guidelines for building mass, articulation, placement, and orientation would establish additional factors to encourage a harmonious building design and urban design framework. (Design guidelines are expected in the draft Langston Boulevard Plan or may be determined through a subsequent process to develop implementation tools). The colored height zones are not intended to represent specific building floorplates. Within those zones, recommendations for new connections (vehicular, pedestrian, and bike) and public spaces, as depicted in the connectivity and public space maps for each

neighborhood area, would be expected. The height zones generally establish lower heights along residential edges and taller heights along Langston Boulevard. Achieving these maximum building heights would be:

- in exchange for greater community benefits and improvements, than would otherwise be provided through by-right development, and
- only for parcels that are sufficiently sized to accommodate development that transitions in height and scale gradually to single-household residential edges.



Area 2 Building Height Map

**Maximum Building Heights**

- Up to 7 Stories
- Up to 5 Stories
- Up to 4 Stories
- New Public Space or Connections
- Existing Public Space



**Area 3 Building Height Map**



**Area 5 Building Height Map**

**Maximum Building Heights**

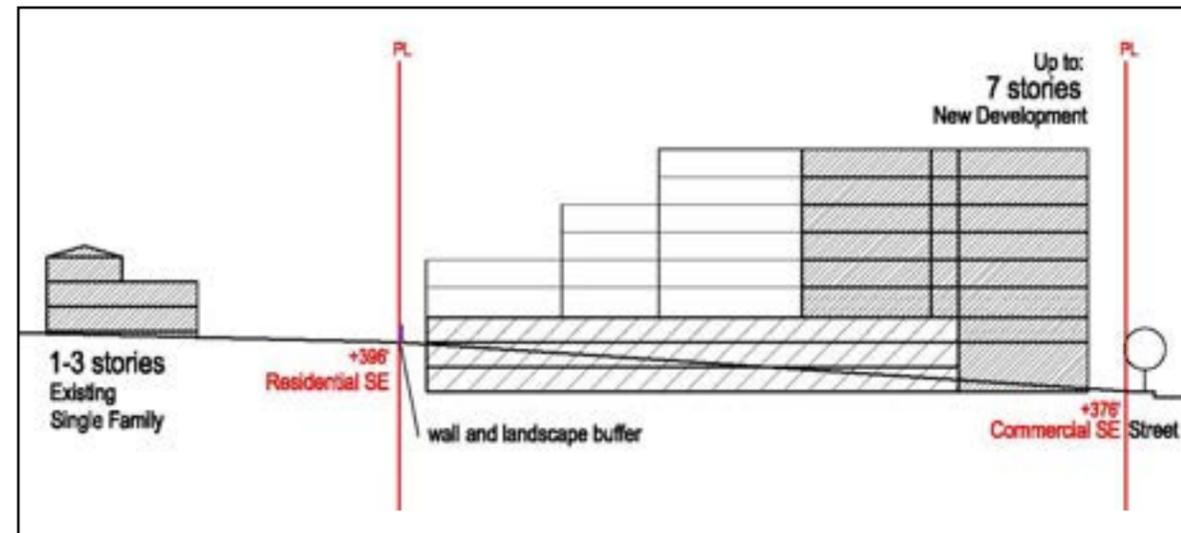
- Up to 12-15 Stories
- Up to 10 Stories
- Up to 7 Stories
- Up to 5 Stories
- Up to 4 Stories
- New Public Space or Connections
- Existing Public Space

# Building Height Transitions Along Residential Edges

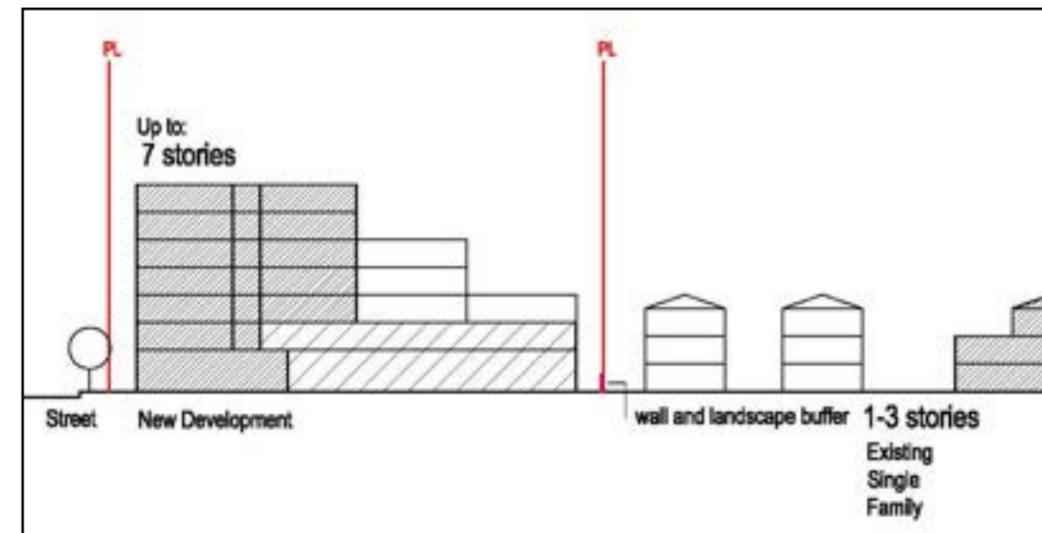
The diagrams below illustrate potential setback options for new development along low-density residential edges to achieve appropriate transition of heights.

## Examples of height transitions (In multiple neighborhood areas) when abutting low-density residential edges.

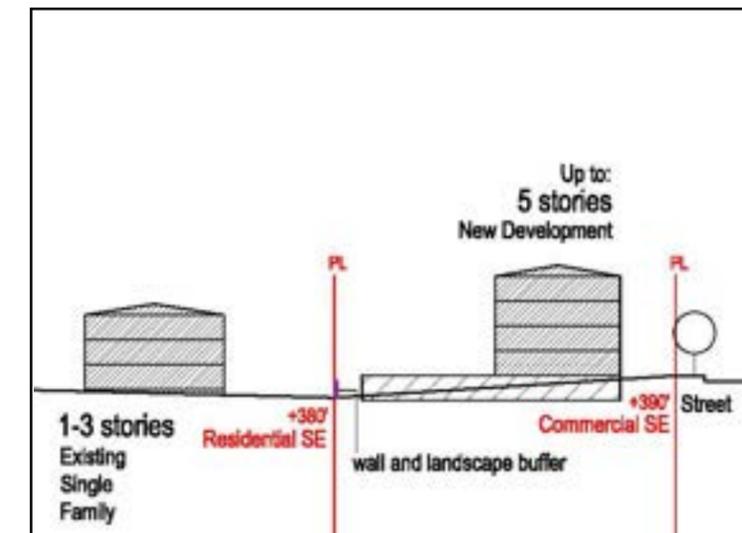
where residential edges are at a higher topography than commercial parcels



where residential edges are at the same topography than commercial parcels



where residential edges are at a lower topography than commercial parcels



Columbia Place Condo (1107 S. Walter Reed Drive) Mixed Use development:

- Commercial, 14 condo units and 8 townhouses
- Site abuts single family



Edgewood Street: Example of 4-story townhouses abutting single family. Townhouses are approximately 40' from property line.



Walter Reed Drive: Example of 5-story mixed Use building stepping down to 3 stories along single family. 5-story building is approximately 50' from property line and 3-story building is approximately 10' from property line.



### Proposed Setbacks:

Conceptually, setbacks and height step backs would be recommended for new development that abuts residential edges to ensure the building mass is located primarily along Langston Boulevard and set back further from the single-home lots. Along the rear property line, building placement for buildings up to 4 stories in height may have setbacks that range from 10 feet to 25 feet wide. The setback area may be used for pedestrian/bicycle circulation, landscaping or other screening, privately-owned public space, and/or an alley/private driveway for vehicular circulation and parking/service access. Above 4 stories, the building mass would step back further from the rear property line at distances ranging from approximately 40 feet to 90 feet from single-home lots to achieve height transition and tapering.

# Building Height Transitions in Area 2



**Maximum Building Heights**

- Up to 7 Stories
- Up to 5 Stories
- Up to 4 Stories
- New Public Space or Connections
- Existing Public Space

**Area 2 Proposed Heights Transition:**

In Area 2, at the N. Harrison St. intersection, proposed heights transition down from a maximum of 7 stories along the corridor to a maximum of 4 stories along the edge adjacent to single-home dwellings. The commercial parcels at this intersection are larger and deeper and there is an opportunity to add density while transitioning gradually to the residential edges. This would allow for multi-story, mixed-use development along Langston Boulevard and lower heights, and/or setbacks with no buildings, as the development approaches adjacent properties. Elsewhere along Langston Boulevard, a maximum of 5 stories is proposed transitioning down to a maximum of 4 stories along the edge adjacent to single-home dwellings.



**Gables at Old Town North (Alexandria)**  
Example of 5-story building stepping down to 2 stories



**Hyatt Centric at Old Town (Alexandria)**  
Example of 6-story building stepping down to 2 stories along single family edge



**Heritage at Old Town North (Alexandria)**  
Example of 7-story building stepping down to 3 stories across the street from single family and low density multi-family

# Building Height Transitions in Area 3

There are several areas in Waverly Hills and North Highlands that are distinct from other sections of the corridor where properties are positioned further, or are across the street, from residential edges, and are sufficiently sized to accommodate larger development and taller heights while also transitioning down gradually to these residential edges. The diagrams below illustrate potential setbacks, which will be further studied, for new development across the street from residential edges in Waverly Hills to ensure appropriate transition of heights.

## Examples of height transitions when redevelopment occurs across the street from residential edges.



### Maximum Building Heights

- Up to 7 Stories
  - Up to 5 Stories
  - Up to 3 Stories
  - Public Space
- 
- Habitable Space
  - Parking
  - PL Property Line
  - +375 Site Elevation (feet)

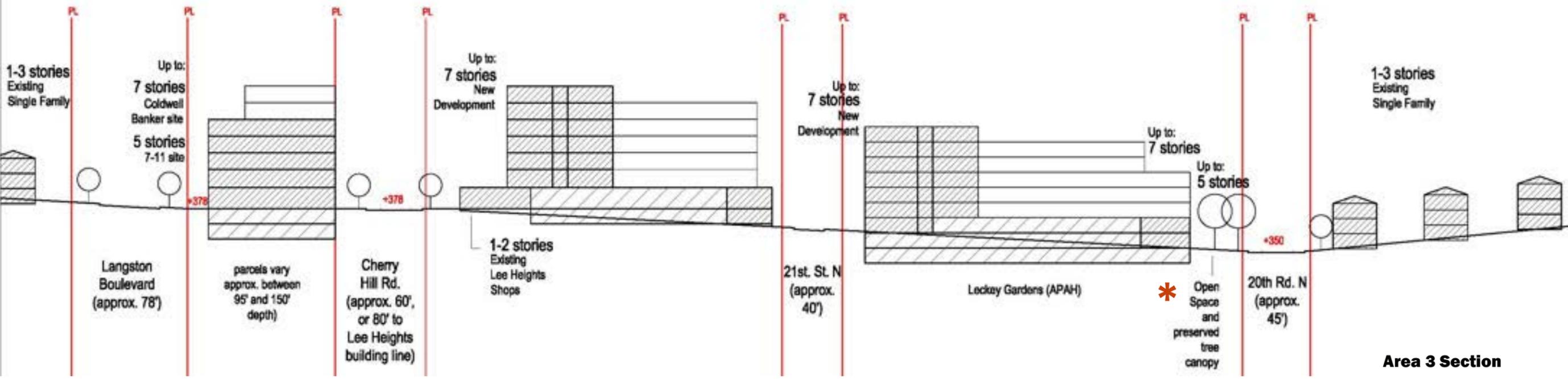
**Notes:**

- The section below is an illustration of the proposed height transition in Waverly Hills north of 20th Rd. N. between N. Glebe Rd. N. and N. Woodstock St.
- To the left is a concept plan that illustrates one of the many ways that the parcels within the height zones can be configured. The concept plan makes assumptions for parcel consolidation and where new connections and public spaces can be located. The specific alignment, location, shape and dimensions of these features will be determined as specific redevelopment applications are prepared.
- There is sufficient parcel depth (more than 800 feet) to achieve greater density and building heights with height and massing transitions from residential edges. Different from much of the corridor, residential edges in this area are separated by a street from this proposed redevelopment.



At Lecky Gardens (APAH site), a 40' Minimum Setback from property line is recommended to preserve tree canopy along 20th Rd. N.

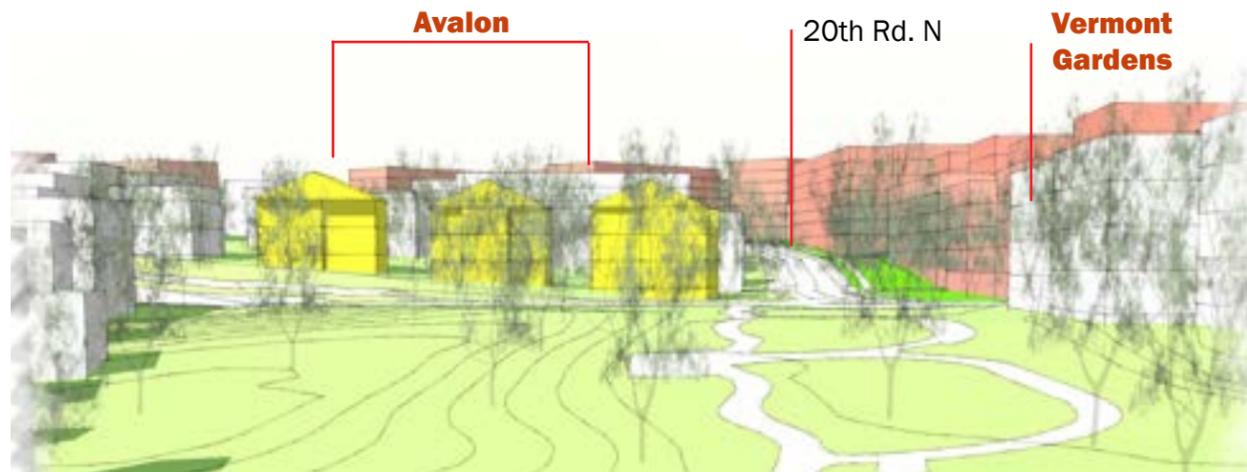
**Area 3 Concept Plan**



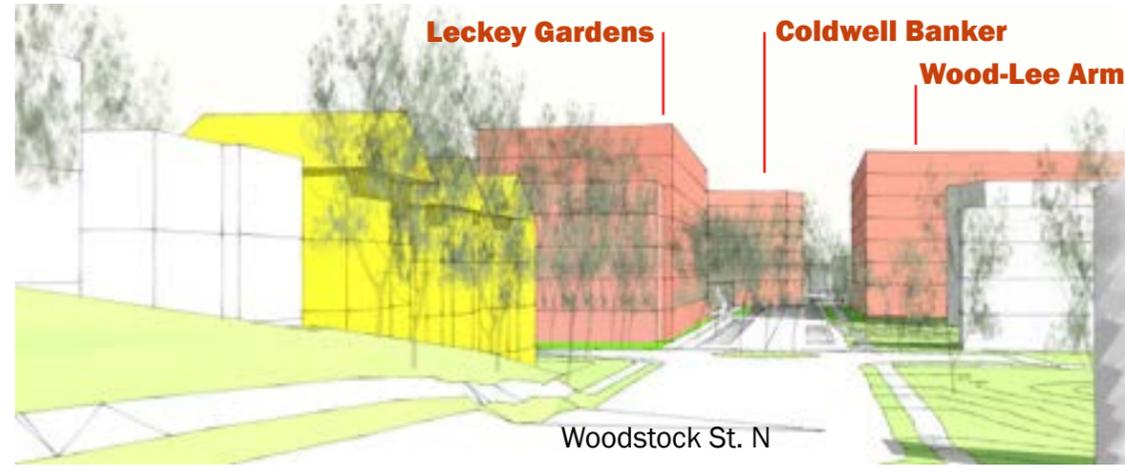
**Area 3 Section**

**Proposed Setbacks:**

Conceptually, in the center of Area 3, setbacks and height step backs would be recommended for new development across the street from the residential edges to ensure the building mass is located primarily along Langston Boulevard and set back further from the single-home lots. On the north side of 20th Rd. N., west of N. Woodstock St., a wider building setback is recommended along the street frontage to create space for overland relief and to retain existing tree canopy coverage. Buildings with heights up to 5 stories may be located within 35 feet to 40 feet from the property line along 20th Rd. North. Above 5 stories, the building mass would step back further at distances ranging from approximately 50 feet to 70 feet to achieve height transition and tapering.

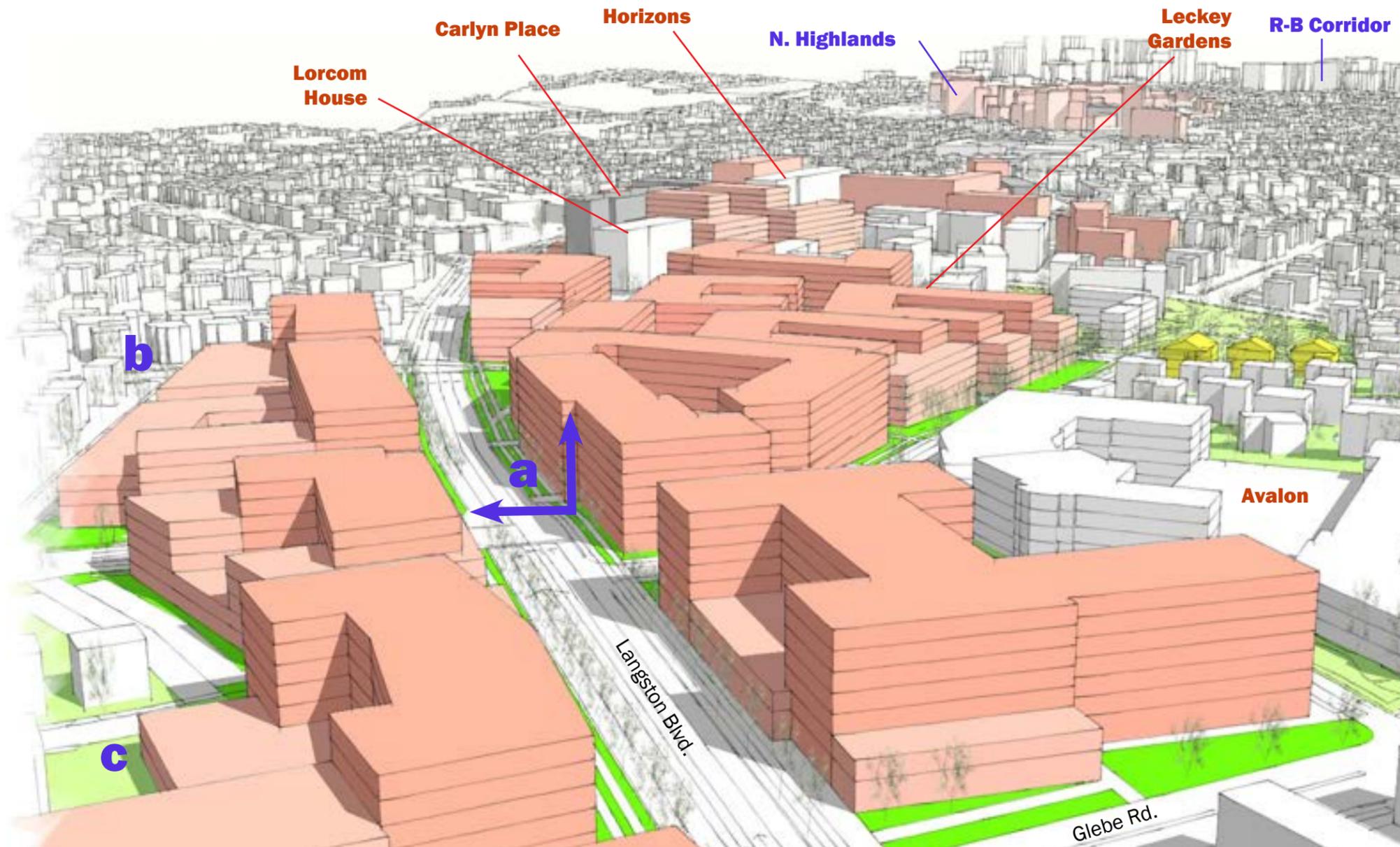


Potential view from Woodstock Park and 20th Rd. N. looking west



Potential street view along Woodstock (near 20th St. N.) looking north towards Lee Heights Shops

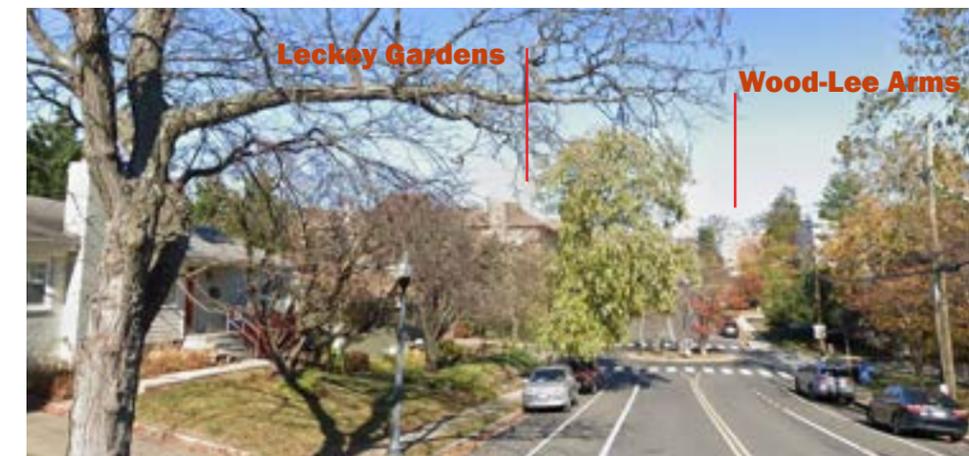
- Existing Buildings
- New Buildings
- Existing Single Family Edges (maximum building envelope permitted by Zoning code)



Potential massing along Langston Boulevard tapering down to residential edges



Existing Street view along Woodstock (near 20th St. N.) looking north towards Lee Heights Shops



Existing Street view along Woodstock (near park) looking north towards Lee Heights Shops

**Key:**

- a.** 1:1 relationship of building height to street width is desired
- b.** Across street from single family edge maximum of 5 stories
- c.** Along single family edge, maximum of 3 stories

# Building Height Transitions in Area 5

The diagrams below illustrate potential setbacks, which will be further studied, for new development across the street from residential edges in North Highlands to ensure appropriate transition of heights.



**View of existing single family edge abutting Potomac Towers site (looking west)**



## Area 5 Proposed Heights Transition

### Proposed Setbacks:

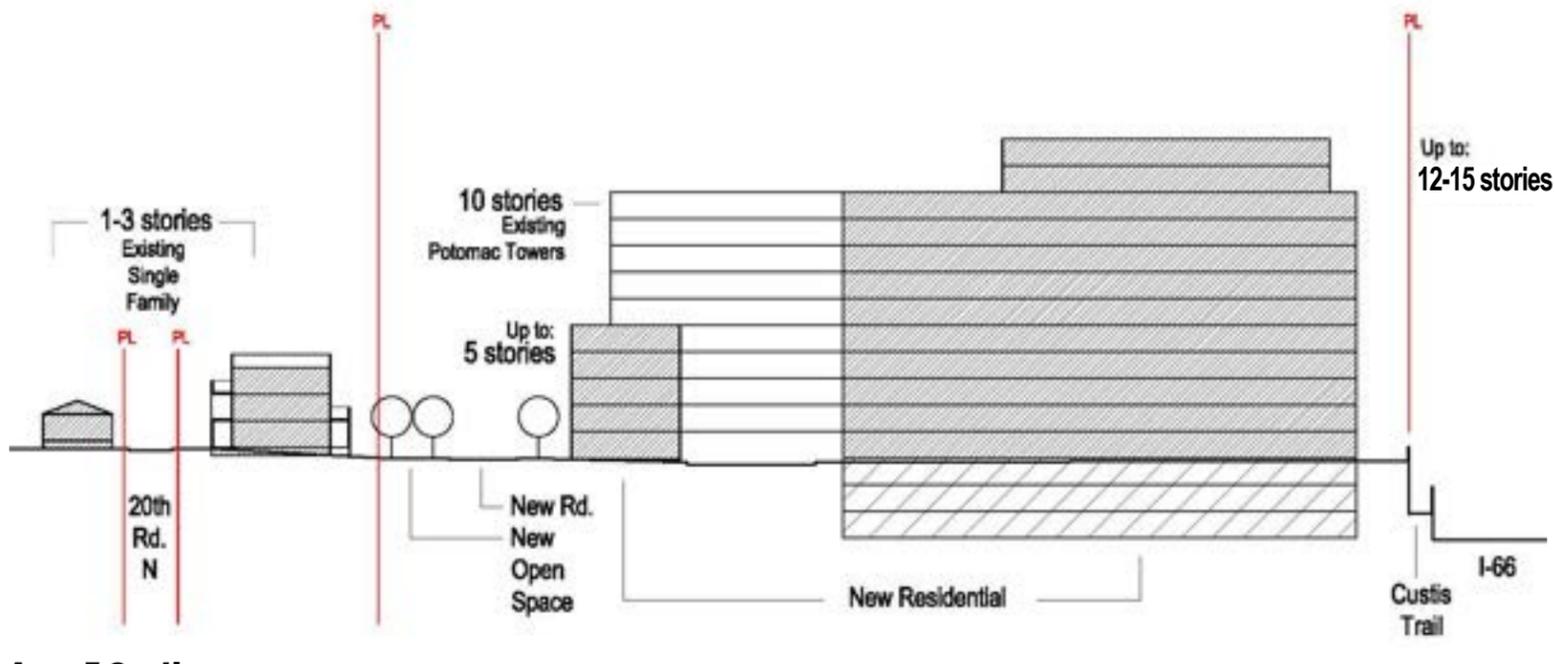
Conceptually, in Area 5, setbacks and height step backs would be recommended for new development across the street from the residential edges to ensure the building mass is located primarily along I-66 and set back further from the single-home lots. Along the southern boundary of the Potomac Towers site, for example, a wider setback is recommended to construct a linear privately-owned public space and new street. Buildings with heights up to five stories, may be located 70 feet to 85 feet from the property line. Above five stories, up to 12 - 15 stories, the building mass would be set back further at distances ranging from approximately 85 feet to 150 feet, with the greater distance from single home lots needed as the tower height increases to achieve height transition and tapering.



**View of existing single family edge abutting Potomac Towers site (looking east)**



**Examples of height transitions when redevelopment occurs across the street from a residential edge.**



**Notes:**

- The section is an illustration of the proposed height transition in North Highlands, between the Potomac Towers (RA 6-15) apartments site and the abutting single-home dwellings to the south.
- The Potomac Towers site is fairly large, over 400' in depth, and has ample room for new infill development that can appropriately transition in scale and height to the single-home dwellings to the south if the existing parking supply can be replaced while maintaining the existing apartment tower.
- The existing houses abutting Potomac Towers currently front onto a narrow alleyway (20th St. N.) and parking lot.
- The preliminary concept plan proposes to remove the existing alley and construct a linear privately-owned public space and new road along the southern boundary of the Potomac Towers site, to create a better frontage and separation from the new development.
- The new linear privately-owned public space would also provide an improved pedestrian/bicycle connection to McCoy Park and the Custis Trail.
- Overhead utilities could be also undergrounded with this type of infill development.

**Area 5 Section**



**Notes:**

- The plan also proposes to shift the existing road (on the east side of the single home dwellings), slightly to the east, and extend the existing bike path south to Langston Boulevard.
- By shifting the road to the east into McCoy park, there is:
  - No net loss of park space
  - A separate, safer, and more direct connection to the Custis Trail for bicyclists and pedestrians and
  - Improved vehicular circulation and connectivity

**Potential massing around residential edges**

# Building Mass and Articulation

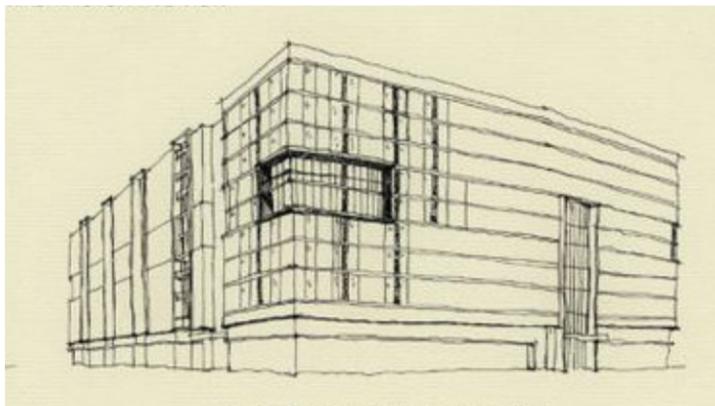
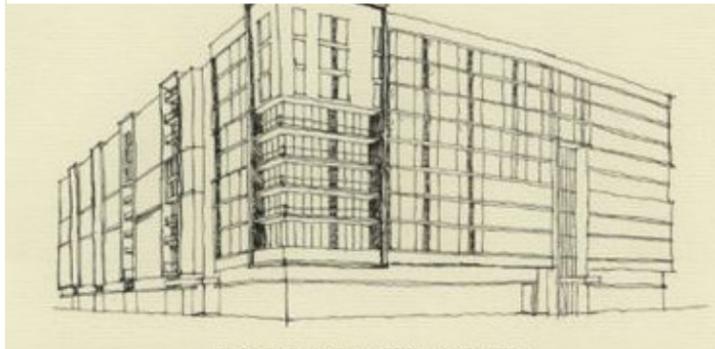
## Building Mass, Length and Articulation

Building mass, length and articulation are important architectural and urban design components used to reinforce walkable and visually appealing streets, but also support goals to create appropriately scaled buildings. Building design guidelines will be needed to reinforce these objectives and would be developed and incorporated in the draft Plan for Langston Boulevard or in a future process to develop Plan implementation planning and zoning tools.



### Heritage at Old Town, Alexandria, VA

- Building mass is broken down vertically to deemphasize length of building along street
- Stepbacks at different levels deemphasize height along street
- Taller portions of building step back from sensitive edges



### City Center, Washington DC

- Building mass is pulled apart to create variety in form, visual interest and spatial definition
- Green roof terraces at multiple levels provide various types of private gathering spaces
- Horizontal bands on facade, every 2 floors, deemphasize number of stories along street



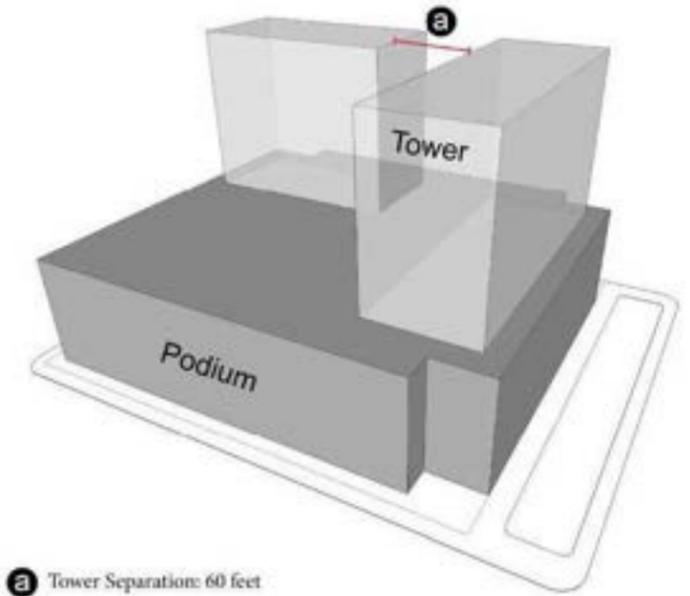
### Hyatt Centric (above) and Bus Barn (below) at Old Town, Alexandria, VA

- Use of various materials that are balanced in weight and color, such as glass and brick, create architectural variety and deemphasize building mass

**Towers**

As proposed, building towers are possible in very few locations along Langston Boulevard where proposed mixed-use nodes, or social hubs, are furthest from areas planned for low-density development and in areas accessible to bus routes or near Metro. Towers should only be considered in areas designated where proposed height maximums range from 10 stories to 15 stories.

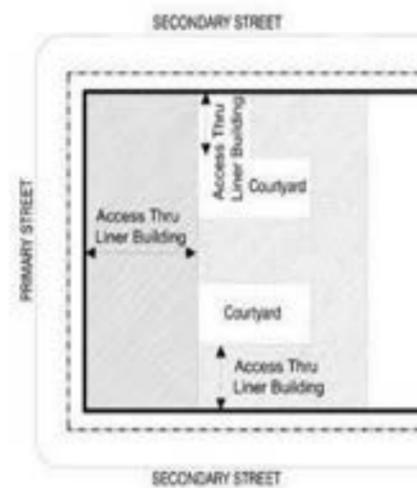
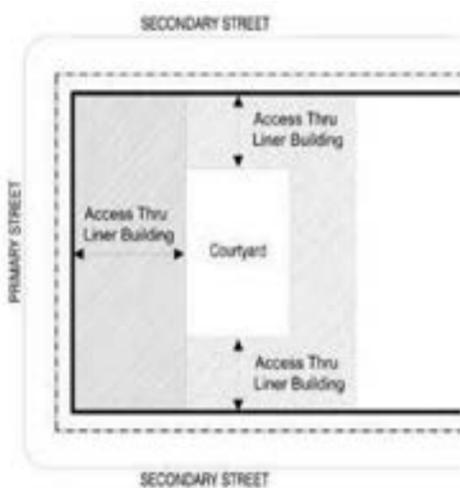
Tower placement and tower orientation help frame views, and should additionally be positioned whereby the placement of the tallest portion of the building mass would minimize solar and scale impacts on adjacent areas. Guidelines tailored to locational criteria, tower floorplate size, tower step-back dimensions from lower floorplates, and the height of the building base would be developed and incorporated in the draft Plan for Langston Boulevard or in a future process to develop Plan implementation planning and zoning tools.



**a** Tower Separation: 60 feet

**Courtyards and Interior Open-air Spaces**

Courtyards and interior open-air spaces create amenity space for building residents or other occupants, providing opportunities for biophilic designs that connect people to nature, and to allow light and air into dwellings. In mixed-use development and new multifamily development, courtyards may differ from the at-grade format created decades ago seen with 1930s-1950s era garden apartments and be located on building rooftops. At-grade courtyards can allow for walkways between buildings and space for trees, other landscaping, and resident amenities. Guidelines tailored to creating courtyards and interior open-air spaces within the site for residents or employees would be developed and incorporated in the draft Plan for Langston Boulevard or in a future process to develop Plan implementation planning and zoning tools.



**Establishing guidance for building form can help development fit into context.**

# Transportation, Connectivity and Urban Design

This section summarizes the transportation issues and opportunities along the corridor. For additional detail on planning context see the Existing Conditions Report [https://arlingtonva.s3.amazonaws.com/wp-content/uploads/sites/31/2019/11/191101\\_ECR\\_FINAL\\_reducedsize.pdf](https://arlingtonva.s3.amazonaws.com/wp-content/uploads/sites/31/2019/11/191101_ECR_FINAL_reducedsize.pdf) and Neighborhood Inspiration Report. [https://arlingtonva.s3.amazonaws.com/wp-content/uploads/sites/31/2020/08/Aug-2020\\_Neighborhood-Inspiration-Report.pdf](https://arlingtonva.s3.amazonaws.com/wp-content/uploads/sites/31/2020/08/Aug-2020_Neighborhood-Inspiration-Report.pdf)

**Will increased density impact traffic? How can we balance all modes of travel along Langston Boulevard?**

## Planning Issues

### Langston Boulevard Character and Classification

- Langston Boulevard varies dramatically in character, function and width.
- In many places, large parking lots in front of buildings give the visual impression that Langston Boulevard is a high-speed road.
- Arlington County draws its Street Typologies from Federal guidance, similarly to VDOT. The typologies are intended to augment the underlying functional classification.
- The County also establishes street typologies and design criteria based upon the adjacent land uses they serve and the proportion of different circulation modes that should be accommodated.
- Langston Boulevard, and portions of N. Glebe, N. Harrison, and Spout Run Parkway are the only Type C “Commercial Center” arterials north of I-66. These types of streets serve a low- or medium-density commercial area that may be equally oriented to retail stores and emphasize transit and motor vehicle travel, including truck movement.
- The segment of Langston Boulevard in Cherrydale is the only portion currently classified as “highly oriented to pedestrian, bicycle and transit access”
- The planning process could inform future updates to the existing street typologies, in the planning study area, to better align with the Plan goals.

### Safety and Multimodal Access

- Crossing Langston Boulevard is very difficult for pedestrians and bicyclists, particularly, where it is widest.
- Narrow sidewalks, numerous driveways, utility poles, and a lack of crosswalks and shade trees create an uncomfortable and unsafe environment for pedestrians and bicyclists.
- The civic and commercial areas along Langston Boulevard are significant destinations for cyclists. The Boulevard however provides little or no facilities for cyclists to safely or conveniently access these destinations.
- Medians of varying size are used to limit left turns or to separate oncoming traffic. This space could potentially be re-allocated to meet multi-modal goals.
- The east and west ends of the corridor currently have the greatest multi-modal access due to proximity to Metro and Capital Bikeshare.
- A large majority of the previously identified opportunity areas for new development are beyond convenient walking distance to Metro.
- Additional circulator routes to connect between Metro and Langston Boulevard destinations will need to be considered.

### Connectivity

- Langston Boulevard is crossed by many other arterial roads.
- There are many instances in the planning study area

where the street grid is disconnected, creating a pattern of large blocks. In some locations, lack of connectivity is due to topographic challenges between or within neighborhoods, while in other locations it is due to the development pattern over time.

- North Highlands has the least number of east-west streets that run parallel to Langston Boulevard, making the neighborhoods in this area the least connected and most dependent on Langston Boulevard for accessibility.
- Achieving new streets, where possible, and creating new walkways or trails, where space is more limited, will help improve accessibility for all travelers, support local circulation, reduce traffic burden on Langston Boulevard, and encourage development in smaller blocks which can help create appropriately scaled buildings.

### Traffic Volumes

- Since 2000, the population within the corridor has gone up roughly 16%. During that same time period average daily traffic volumes along Langston Boulevard have gone down between 16% - 24%. This is due primarily to increased public transportation options including metro ridership, as well as the recent trend of telecommuting.

### Parking

- Multi-family parking utilization within Arlington County averages 0.98 spaces per unit for market rate and 0.81 spaces per unit for CAF developments. This is a lower ratio than what is currently required in the Zoning Ordinance.
- Sharing parking resources between complimentary businesses can help address parking challenges.

## 2050 Vision

Safe and equitable access for all users, including pedestrians, bicyclists, transit riders, and motorists

## Goal

Transform Langston Boulevard into a ‘Complete Street’, improve streetscape design, connect the surrounding neighborhoods and areas to the Langston Boulevard main street, and increase transit use.

# Transportation, Connectivity and Urban Design Framework

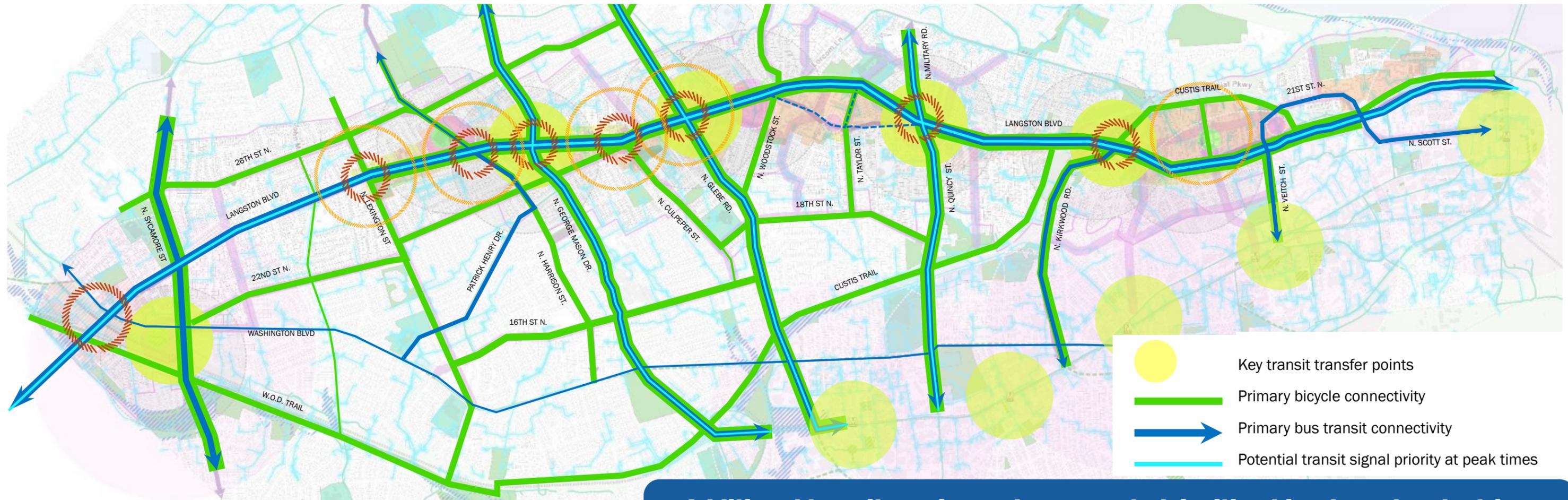
Land use transformation and mobility are interdependent and mutually reinforcing. The new mixed-use and residential development needed to transform the Langston Boulevard corridor into a main street will increase the number of residents, employees, and visitors over time. To serve this growing population in a sustainable manner, new investments in transit service and a well-connected bicycle and pedestrian network will be needed. Residents along the corridor have called for improved transit in the area, but investment in additional transit services and amenities are dependent on additional population and increased ridership to support them. Together, land use and transportation

changes create new possibilities. Along Langston Boulevard, the proposed transportation, connectivity and urban design framework includes multiple improvements to increase transit, pedestrian and bicycle access:

- transit signal priority at critical intersections, reduced headways between buses, and enhanced transit stops to improve rider experience;
- increased access to on-demand micro-transit services;
- pedestrian and bicycle access across Langston Boulevard from Arlington neighborhoods both north and south of the corridor;
- links in the bicycle network that connect neighborhoods with destinations along the corridor;

- parallel bicycle routes through adjoining neighborhoods, and a separated and protected bike lane along Langston Boulevard for bicyclists who want to access services and destinations along the corridor; and
- streetscape enhancements to widen the sidewalk and add street trees.

Additional transit service and a connected, inviting bicycle and pedestrian network are needed to serve the growing population and businesses. Additional people living on the Corridor justifies investments in additional transit service and streetscape improvements.



-  Potential location for future intersection operations study
-  Areas where new street grid connections can improve circulation

**Additional transit service and a connected, inviting bicycle and pedestrian network are needed to serve the growing population and new businesses.**

**Additional people living on the Corridor justifies investments in additional transit service and streetscape improvements along Langston Blvd.**

Figure 2.14 Diagram depicting transportation framework

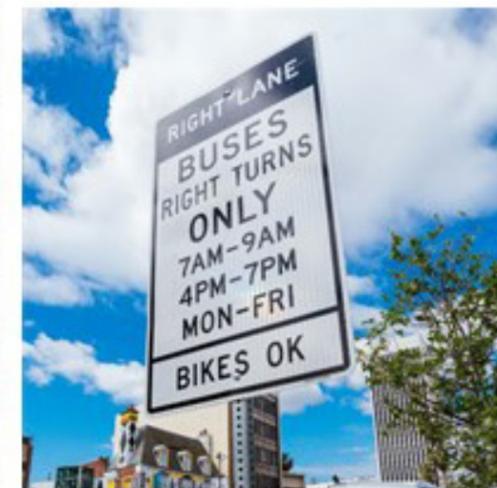
# Complete Streets

The public space network serving new and existing Boulevard communities must be strengthened in order to provide a connected, livable, sustainable and biophilic experience. Public realm enhancements that create Complete Streets, will be important linkages between existing parks and paths and new destinations created as part of new development. Within the study area, and especially along Langston Boulevard, complete streets will include ground floor-activated pedestrian space for walking and relaxing, dedicated space for cycling safely, ample space for street trees and sustainable green infrastructure as well as flexible lane configurations to support enhanced transit and eventually connected and autonomous vehicles. The adopted Public Spaces Master Plan recommends an ‘outer loop’ be added to the pedestrian and bicycle system to better connect active mobility recreation and commuting routes. If Langston Boulevard is transformed into a complete street with a wider sidewalk and a protected bike lane, it can serve as the outer loop, connecting areas of Arlington north of this corridor with commercial services, employment centers and recreation amenities.



“2.2.1 Complete an “outer loop” of protected routes that connects the Four Mile Run, Mount Vernon and Custis Trails. The Arlington Loop is not easily accessible from the northern part of Arlington. A new “outer loop” that takes advantage of the existing trails and incorporates new trail segments along with enhanced bike routes would extend access to the north and provide additional loop options, including a longer, 19-mile loop”

Figure 2.16 Excerpt from Adopted PSMP 2019



Walking and Cafe Amenities

Seating and Street Amenities

Green Infrastructure

Bicycle and Personal E-mobility

Enhanced Bus Service

CAVs and Micro transit

Figure 2.15 Imagery depicting complete street components

# Safe Access and Enhanced Connectivity

Redevelopment and an expanded mobility network can improve access, circulation and safety for all modes. The following are the different benefits redevelopment and an expanded mobility network can create.

**Redevelopment can help improve safety and circulation by removing conflicts and adding mobility options.**

## Additional Connectivity at Key Intersections:

Expanding the street grid as part of redevelopment can improve circulation on existing streets and through intersections, while providing needed access to new mixed-use development. These new streets benefit the broader community without compromising adjoining neighborhoods.



**Figure 2.17** Diagram depicting the addition of new streets in a portion of Tyson's Corner to improve circulation

## Smaller Blocks Improve Walkability:

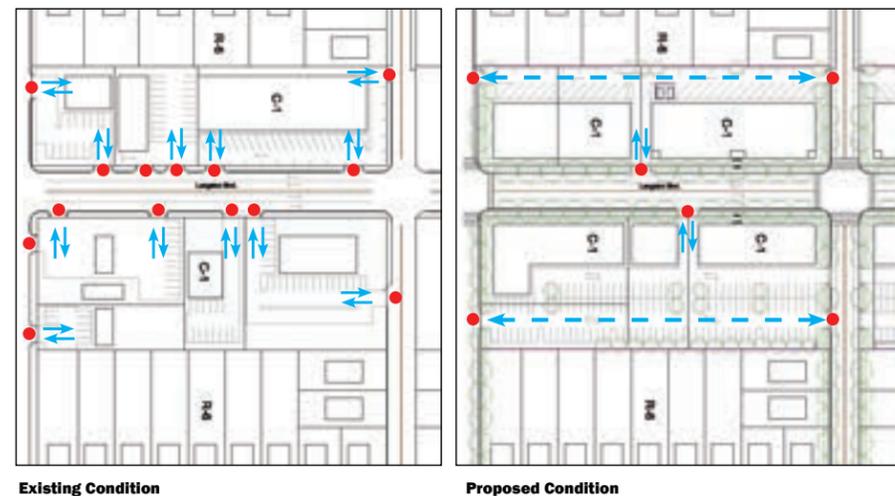
Where large parcels or blocks exist today, creating new connections— which may be new streets, alleys, or pedestrian pathways within and through properties to create smaller blocks - is consistent with adopted Arlington policies to improve connectivity and support good urban design principles. The specific location, type and configuration of those connections will be dependent on parcel consolidation, but would ultimately support walkability, additional space for shopfronts or other commercial activity, appropriate locations for service and parking access, and a manageable building mass and scale like other similar areas where urban scale and development patterns are desired.



**Figure 2.18** Diagrams describing multiple ways larger redevelopment areas, such as the block between Glebe Rd. and Woodstock St. (north of 20th St.) in Waverly Hills, can be accessed by internal alleys and pathways

## Reduced Driveways to Increase Safety:

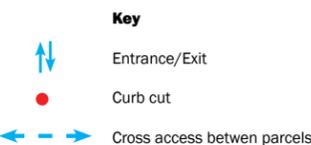
Redevelopment can reduce conflicts between pedestrians, cyclists and vehicles by removing excess driveways and creating a stronger pedestrian-oriented relationship between commercial buildings and the adjacent streetscape. Driveways between intersections creates more congestion along Langston Boulevard with vehicles turning into and out of private property. The diagram below describes how even stand alone commercial buildings can be built closer to the street edge, with parking in the rear, accessed off an alley or internal service road. Adjoining lots should share driveways and facilitate access between parking lots, wherever possible, to reduce driveways along Langston Boulevard.



**Figure 2.19** Diagram depicting transportation framework

### Benefits through Redevelopment:

- Reduced number of driveways (i.e. north side from 5 to 2)
- Cohesive streetscape
- Continuous sidewalk and street trees
- Commercial building closer to street and further from single home residential edge



## Calm Streets, Alleys + Pathways:

Alleys and pedestrian pathways not only provide important connective functions but can become signature neighborhood amenities. Adjoining buildings can engage and face these alleys and paths. New streets should be designed to provide wide sidewalks and landscape areas with sufficient tree canopy to encourage slower traffic speeds.

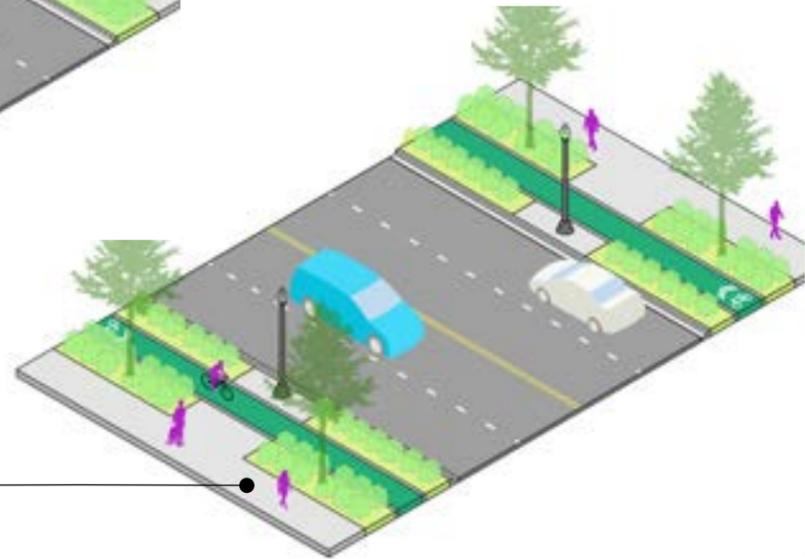
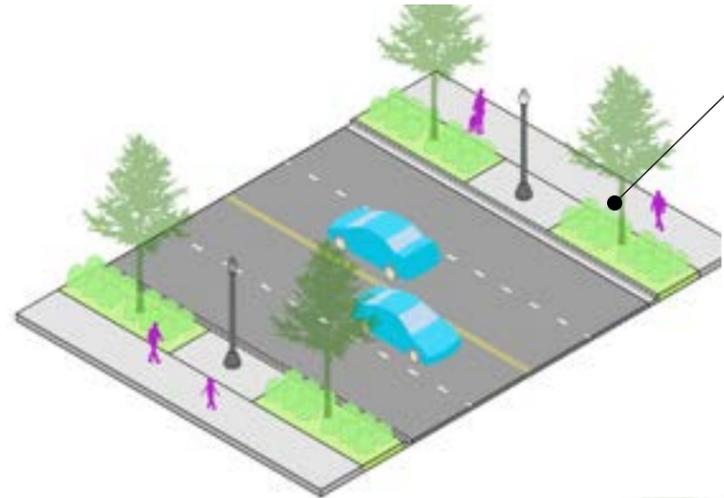


# Design of Langston Boulevard

Below are the proposed concepts for the various segments of Langston Boulevard from the western end (in East Falls Church) to the eastern end (in North Highlands) of the corridor. The cross sections vary between the neighborhood areas where the right-of-way changes and reflect consensus achieved through community input and planning to date. The cross sections are illustrative only and describe at a planning-level how the streetscape of Langston Boulevard could change to improve walkability, invite cycle capacity and increase access to transit. These images depict typical conditions and do not account for number of lanes and other improvements needed for specific existing conditions. Street cross sections at intersections may differ to accommodate operational and safety needs. Prior to implementation additional study, review, and coordination with VDOT will be needed to determine final street and intersection design and approval.

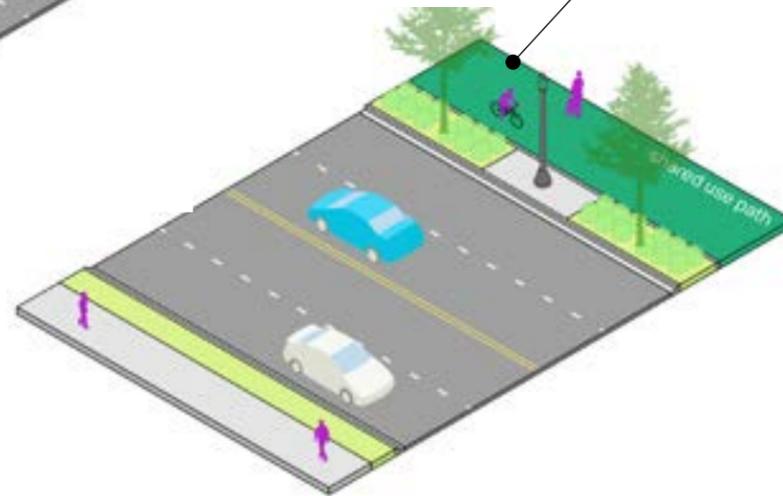
## (Area 2) West of Lexington Street

In this segment Langston Boulevard will change within the existing right-of-way to incorporate more space for street trees by removing the center concrete median. Parallel to Langston Boulevard, 26th and 22nd Streets would carry bicycle traffic in shared lanes with vehicles.



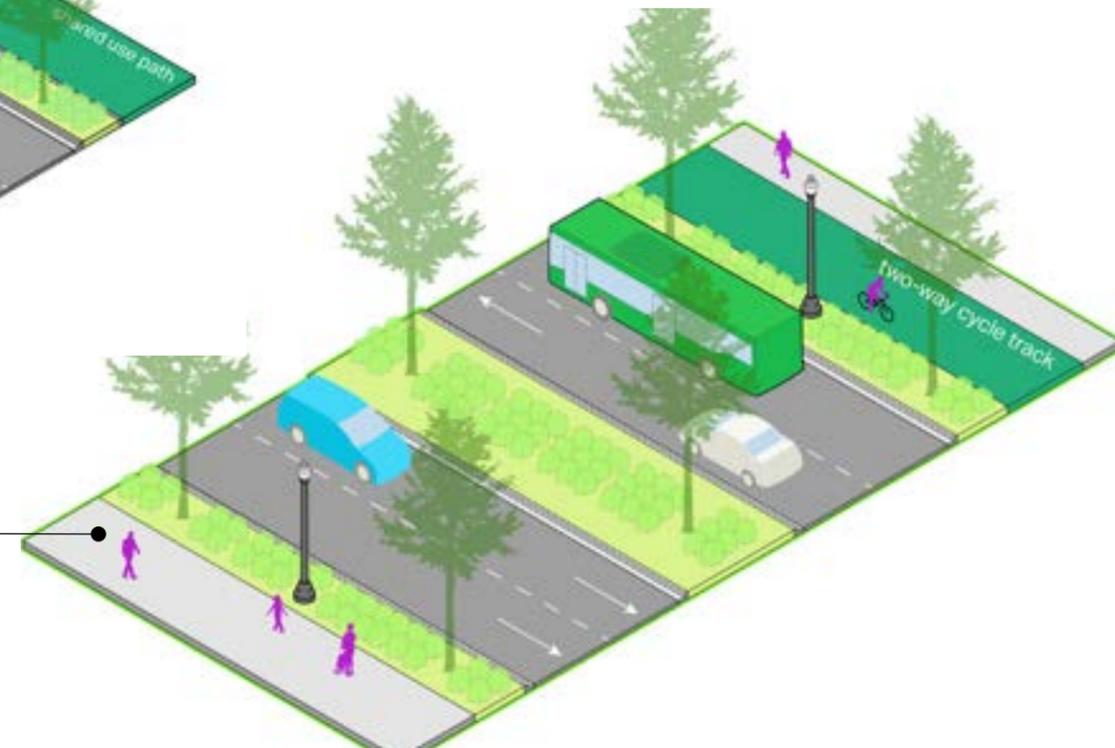
## (Area 2-3) Lexington Street to Woodrow Street

In this segment, Langston Boulevard will change within the existing right-of-way to widen sidewalks and provide ample planting space for street trees and protected bicycle lanes on both sides of the street by removing the center median. Flex zones for pick up/drop off areas could be added outside of the two lanes in each direction.



## (Area 3) Woodrow Street to Military Rd.

In this segment the center median will be removed in order to reallocate space within the right-of-way northward, providing a planting strip for street trees and a two-way shared use path that connects cyclists with the school site and amenities in Area 3 and Area 4. Additional space maybe needed along the northern edge to facilitate the path improvements in some locations.



## (Area 5) Spout Run Parkway to Veitch Street

In this segment a travel lane in each direction will be removed to increase pedestrian, cycling and planting space. The bicycle infrastructure will be consolidated into a two-way path on the northern side of the right-of-way to connect to the Custis Trail at both ends. East of Veitch Street the outer lanes are proposed to be managed for Bus and HOV only in the peak period. The County is currently studying the potential benefits of this solution.

# New Public Streets or Private Roads

The following cross sections provide design guidance for new and existing connecting public streets, or private roads, not already identified for streetscape enhancements in Chapter 3, in each of the neighborhood areas. The new public streets or private roads connect pedestrians and bicyclists and are narrow enough to calm vehicular traffic. Prior to implementation additional study, review, and coordination with the County will be needed to determine final street design.

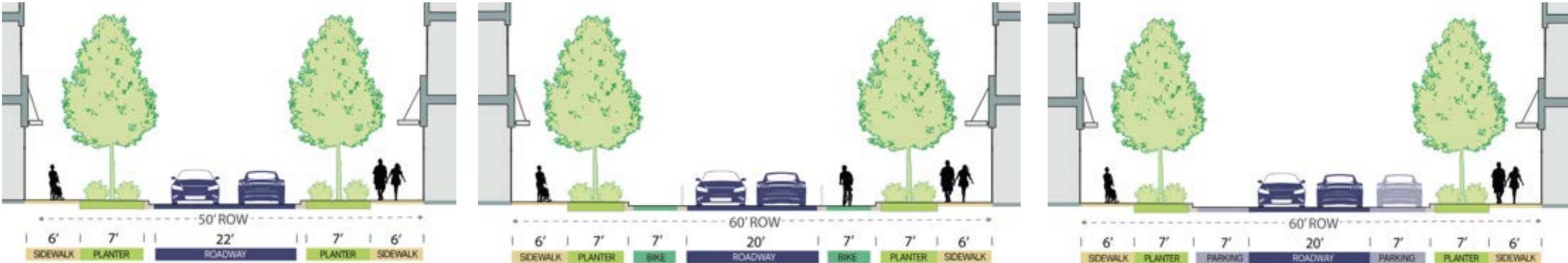


Figure 3.1 Imagery depicting typical cross sections of connecting major streets

# Transportation Modeling and Analysis

The land use model describing future population and employment informed a travel demand modeling exercise aimed at testing and refining mobility recommendations. The model utilized the Metropolitan Washington Council of Governments (MWCOG) regional demand model version 2.3.75 to compare the baseline forecasted conditions in 2045, which takes into account planned growth and mobility changes throughout the region to a version of the model that also includes the proposed Plan Langston Boulevard development and mobility enhancements anticipated by 2045.

## Travel Demand Terms

**Travel Demand forecasting** is the process used to predict travel behavior and resulting demand for a specific future time frame, based on assumptions dealing with land use, the number and character of people making trips, and the nature of the transportation system.

**A traffic analysis zone or transportation analysis zone (TAZ)** is the unit of geography most commonly used in conventional transportation planning models. The size of a zone varies, ranging from very large areas in the exurb to as small as city blocks or buildings in central business districts.

**Vehicle Miles Traveled (VMT)** is number of miles traveled by a motor vehicle, regardless of the number of passengers in the car.

**Level of service (LOS)** is a qualitative measure used to relate the quality of motor vehicle traffic service. LOS is used to analyze roadways and intersections by categorizing traffic flow and assigning quality levels of traffic based on performance measure like vehicle speed, density, congestion, etc.

## Land use modeling inputs and assumptions:

MWCOG Model Default (2045)		Langston Blvd. (2045)		Change (%)	
HH Population	Commuting Employment	HH Population	Commuting Employment	HH Population	Commuting Employment
33,414	8,077	38,955	6,472	17%	-20%

**Table 2.2** land use and demographic changes within model

### Land use and demographic updates (compared to baseline 2045):

- Household (HH) population increases by 17%
- Commuting employment declines by 20%
- Work-from-home rate is assumed at 15% for all of Arlington County

### Multi-modal improvements

- 10% increase for non-motorized mode share in the TAZs along Langston Boulevard corridor due to improved walking/biking environment
- Reduced transit operational headways to 10 minutes for peak and 20 minutes for non-peak on routes that traverse Study Area streets for more than 10% of their route
- Transit travel time is reduced by 12% during peak times and 8% during non-peak times for transit priority
- Up to 1.13 minutes of additional transit travel time reduction for improved transit boarding and transfer environment

### Roadway / Corridor improvements

- East of N. Veitch Street, outer lanes are designated for Transit and HOV only at Peak Period. No reduction in number of lanes
- Between Spout Run and N. Veitch Street, lanes are reduced from 6 to 4
- Minor streets added in key development nodes

## Travel Demand Modeling Results

Scenario	Description	Langston Blvd		Overall Study Area
		Daily VMT	PM Peak Period Travel time (Min) For entire corridor both directions	Daily VMT
MWCOG Default - 2019	As is in MWCOG model 2.3.75 – 2019	105,891	22.8	553,187
MWCOG Default - 2045	As is in MWCOG model 2.3.75 – 2045	118,571	24.8	591,562
2045 PLB Land Use and Demographic Changes	Updated population/jobs along the corridor 15% WFH for the residents in Arlington County	114,164	24.4	581,983
Plus additional 2045 PLB Multimodal Improvements	Improved walking/biking environments Transit signal priority along the corridor and other arterials providing major transit connectivity in the study area Enhanced transit service (reduced headways) and improved boarding/transfer environment	113,482	24.6	581,691
Plus additional 2045 PLB Roadway / Corridor Improvements	Changes in lane configuration Additional minor streets at key development nodes Intersection improvements (turning lane adjustments, signal progression adjustments)	111,113	28.4	578,784
<b>Cumulative change compared to 2045 Default</b>	<b>Performance of all PLB changes and improvements compared to 2045 default performance</b>	<b>-6.3%</b>	<b>+3.7 minutes West Bound +1 minutes East Bound</b>	<b>-2.2%</b>
<b>Cumulative change compared to 2019</b>	<b>Performance of all PLB changes and improvements compared to 2019 performance</b>	<b>+4.9%</b>	<b>+5 minutes West Bound +6 minutes East Bound</b>	<b>+4.6%</b>

**Table 2.3** Results of mobility modeling

## Summary Observations

- Concept Plan reduces the (Vehicle Miles Traveled) VMT on Langston Boulevard by 6.3% and by 2.2% in study area compared to 2045 baseline
- Concept plan increases the PM travel time in the corridor by 5.6 minutes compared to 2019 and by 3.8 minutes compared to the 2045 baseline
- The performance of most intersections will improve in 2045 (with planned mobility enhancements along Langston Boulevard), or remain the same, compared to 2019.
- Decreases in Level of Service (LOS) were noted at the I-66 intersections (Fairfax Drive and Washington Boulevard) in the western end of the Corridor and at George Mason Drive and Glebe Road in the central portion of the Corridor. Intersection modifications (turning lane adjustments, etc.) will be needed to optimize performance for vehicles while balancing pedestrian and bicycle access at these locations.
- Even though conditions at Harrison Street remain similar, it is still an important location for intersection improvements due to poor performance today.

# Traffic Volumes

The travel demand model can also be used to anticipate changes in the broader mobility network, showing how changes in population, employment and mobility along Langston Boulevard will likely influence mobility patterns on connecting or parallel routes in Arlington and neighboring jurisdictions. An instructive metric used is the ratio of the average Volume of Traffic (V) anticipated on a segment of a roadway to the Capacity (C) of that segment (during the PM peak period) to understand how congestion patterns may change. The following diagrams compare V/C ratios of the broader mobility network in the 2045 baseline forecast and with 2045 Plan Langston Boulevard changes.

## Volume to Capacity Ratio [2045 default]

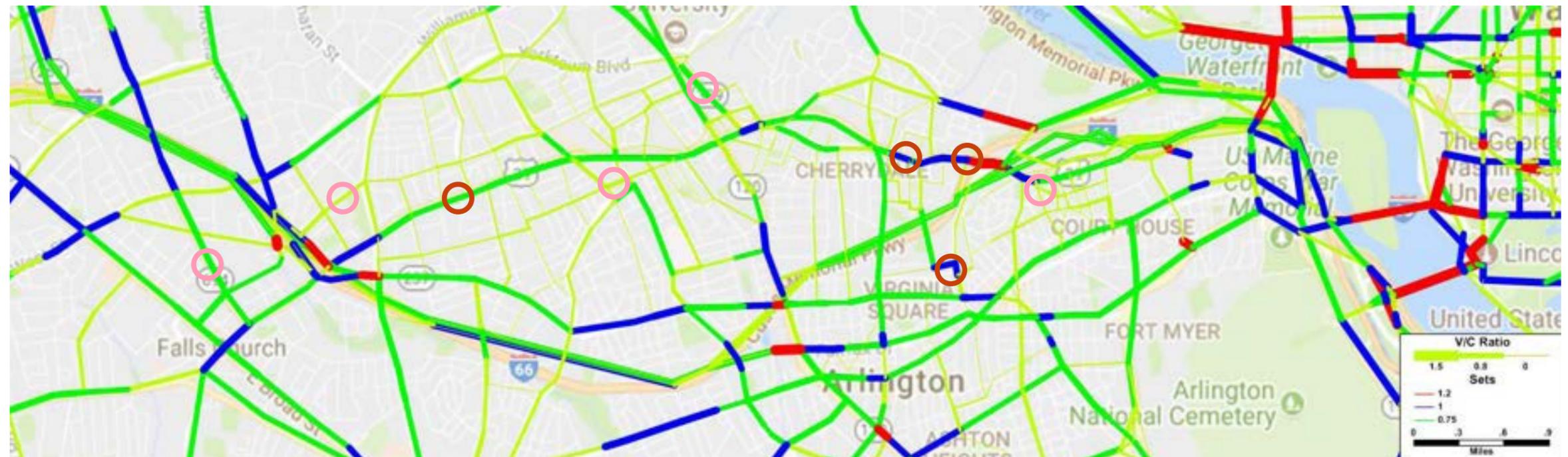
- V/C ratio between .50 and .75
- V/C ratio between .75 and 1.0 (minimal congestion)
- V/C ratio between 1.0 and 1.2 (Moderate congestion)
- V/C ratio greater than 1.2 (Heavy congestion)

\*V/C ratio <.50 no color shown

- Location where congestion is reduced compared to default
- Location where congestion increases compared to default



## Volume to Capacity Ratio [2045 Plan Langston Boulevard]



## Summary Observations

- Overall, the differences in congestion levels between 2045 baseline and the Concept Plan are minimal during the PM peak period. Growth in travel demand is generally offset by corridor improvements and transit.
- Concept Plan results in decreased congestion levels during the PM peak period in several locations within the study area. Most of these locations are within the parallel street network serving communities along Langston Boulevard in Areas 1, 2 and 3.
- Concept Plan results in increased congestion during the PM peak period along Langston Boulevard for one block near John Marshall Drive (outside of Core Study Area), in Cherrydale (Area 4), and at the I-66 / Spout Run intersection (Area 5).
- Increases in transit capacity absorb much of the future travel demand. This increases the throughput of people, while limiting increases in traffic.

**Figure 2.20** Volume to Capacity Ratio comparison between 2045 Default and 2045 PLB Conditions

# Public Space

This section summarizes the existing public spaces and related issues and opportunities along the corridor. For additional detail on planning context see the Existing Conditions Report [https://arlingtonva.s3.amazonaws.com/wp-content/uploads/sites/31/2019/11/191101\\_ECR\\_FINAL\\_reducedsize.pdf](https://arlingtonva.s3.amazonaws.com/wp-content/uploads/sites/31/2019/11/191101_ECR_FINAL_reducedsize.pdf) and Neighborhood Inspiration Report. [https://arlingtonva.s3.amazonaws.com/wp-content/uploads/sites/31/2020/08/Aug-2020\\_Neighborhood-Inspiration-Report.pdf](https://arlingtonva.s3.amazonaws.com/wp-content/uploads/sites/31/2020/08/Aug-2020_Neighborhood-Inspiration-Report.pdf)

**Will there be sufficient public spaces to serve the community?**

## Planning Issues

The broader public space network includes public spaces (of varying types and ownership) as well as existing and proposed cycling and pedestrian routes that connect them with corridor neighborhoods.

While there are examples of good connections, barriers or connectivity gaps exist throughout the planning study area including steep grades, challenging crossings, lack of wayfinding, dead-end streets, and/or inadequate or lack of facilities (i.e. sidewalks, bike lanes). Langston Boulevard itself acts as a significant barrier. Its difficult crossings hinder N/S connections and its lack of pedestrian and bicycle amenities limit E/W connections. The Langston Boulevard community has expressed the desire for additional ‘gathering places’ (and spaces that allow flexibility of use) and better connectivity to existing and new destinations.

Public spaces can serve for both recreation and leisure activities. Larger public spaces provide ample space for people to gather for recreational activities (e.g. sports) and events (e.g. concerts). In the planning study area there are several large public spaces like Tuckahoe Park and High View Park. Smaller spaces, like Halls Hill Park, are generally woven into larger spaces allowing people to gather in close groups or provide a small retreat for contemplating the outdoors. Recreational activities will continue to be provided in the existing large public spaces and the new public spaces will offer alternative conditions to complement them and meet additional community needs.

## 2050 Vision

Community facilities and public spaces that support residents, workers, and visitors of Langston Boulevard.

## Goal

Ensure that the Langston Boulevard community is connected to and well served by a diverse mix of public spaces that balance community needs.



# Public Space Framework

With new residents comes the need for additional public spaces for recreation and social interaction. There are already several public parks throughout the study area that provide for recreation, health and wellness activities. What is needed are public space destinations, of varying type and scale, at frequent walkable intervals, that strengthen the existing system and engage with and amplify adjoining ground floor commercial uses. The concept plan proposes a network of existing

public and new privately-owned public spaces, and desired connections to these spaces, for each neighborhood area (Chapter 3). The proposed privately-owned public spaces are new spaces that would be constructed through redevelopment, privately managed and accessible to the public. These spaces are categorized by their minimum size and type of activities they support. The type and size of the proposed space is related to the

adjoining development. The more intense the development, the larger the space must be to serve the current and future residents. The type of activities supported is based on the proposed land use context of each space and the desire to have spaces with varying amenities that meet the needs of a broader segment of the population. The following are examples of the recommended types and sizes of privately-owned public spaces along the corridor.

## ≥ 5,000 sq ft

Minimum space oriented to individual or small group activities.

- A. Pulaski Park, Northampton, MA
- B. Car lisle Courthouse Square, Alexandria, VA
- C. Pozer Garden, Fairfax, VA

Plaza - Mostly hard-scaped surfaces, potentially pervious, that serve as places of respite amid bustling streets and buildings



Plaza/Park Hybrid- Hardscape (potentially pervious) and plantings blending plaza functions with park-like biophilia



Park- Mostly planted surface supporting recreation and connection with nature



## ≥ 10,000 sq ft

Moderately sized space for multiple groups and modest community events.

- A. Penrose Square, Arlington, VA
- B. Marymount Ballston Center Campus, Arlington, VA
- C. Herselle Milliken Park, Arlington, VA



## ≥ 20,000 sq ft

Larger space for major community gatherings and recreation.

- A. Canal Park (Southern Block), Washington DC
- B. Arlington Centro, Arlington, VA
- C. Rocky Run Park, Arlington, VA



Figure 2.22 Imagery depicting types of privately-owned public spaces by area and experience

# Public Space + Biophilic design

The concept plan proposes to increase connections to the natural environment by creating new public spaces, integrating biophilic design elements in the design of buildings and public spaces (including streetscapes), and by building new pedestrian and bicycle connections to existing and new public spaces so that everyone has access to nature.

**Redevelopment can integrate biophilic design elements in the design of public spaces.**



**Figure 2.23** Illustrations of potential biophilic design and streetscape enhancements along Langston Boulevard

# Public Space + Green Infrastructure

Parks, plazas and streetscapes offer important opportunities to intercept, filter and detain stormwater through permeable pavements, bioretention gardens and below grade storage tanks. These techniques are viable on public or private land and help improve water quality and reduce downstream flood risk. The examples below depict some of the ways public spaces can integrate 'green infrastructure' approaches to stormwater management that also create neighborhood amenities. In addition, stormwater can be captured and detained in below grade vaults, unseen at the surface, that can reduce downstream infrastructure demands.

**SUSTAINABLE  
STREETCAPES + SPACE  
FOR OVERLAND RELIEF**



**PUBLIC SPACES AS  
RESERVOIRS**



**Redevelopment  
can provide green  
infrastructure.**

# Sustainability + Resiliency

This section summarizes the stormwater management and flood risk mitigation and energy and emissions related issues and opportunities along the corridor. For additional detail on planning context see the Existing Conditions Report [https://arlingtonva.s3.amazonaws.com/wp-content/uploads/sites/31/2019/11/191101\\_ECR\\_FINAL\\_reducedsize.pdf](https://arlingtonva.s3.amazonaws.com/wp-content/uploads/sites/31/2019/11/191101_ECR_FINAL_reducedsize.pdf) and Neighborhood Inspiration Report. [https://arlingtonva.s3.amazonaws.com/wp-content/uploads/sites/31/2020/08/Aug-2020\\_Neighborhood-Inspiration-Report.pdf](https://arlingtonva.s3.amazonaws.com/wp-content/uploads/sites/31/2020/08/Aug-2020_Neighborhood-Inspiration-Report.pdf)

**Will redevelopment reduce greenspace and tree canopy and increase flood risk?**

By 2050, Langston Boulevard will become a “Green Main Street” that is climate facing—deploying sustainable, resilient, and forward-facing policies and strategies—with buildings and public spaces designed for the mitigation and management of long-term climate impacts. Growth, demand, and climate change impose new and growing challenges to the desirability, function, and endurance of communities. There is an opportunity now to plan for future growth that is climate-facing and achieves diverse interconnected priorities, including green infrastructure, public space, nature-based solutions to support development, housing, placemaking, public transit, and an inclusive community. To increase environmental sustainability and resilience along the corridor and achieve the County’s carbon neutrality goal, we must manage stormwater effectively, promote mass transit and walkability, and reduce energy demand.

## Stormwater

Flooding impacts have been felt Countywide and in many places along the corridor because of multiple high-intensity storms, large amounts of impervious surfaces generating stormwater runoff, and aging infrastructure. In July 2022, the County Board approved the proposed 10-year Capital Improvement Plan (CIP) covering FY 2023–FY 2032. This CIP will address many long-term needs in the communities downstream of the Langston Boulevard corridor. Four primary watersheds across the County will have priority in the FY 2023–FY2032 CIP: Spout Run, Lubber Run, Crossman, and Torreyson/Westover. The planning study area drains through 13 different tributary watersheds, including these four. Since the corridor is upstream of the main flooding issues, management of stormwater in the corridor will help the downstream areas significantly.

In the future, CIP investments for Langston Boulevard communities may be possible, but collaboration between private landowners and the County through special exception development tools is critical to addressing stormwater challenges in a more timely and effective manner and achieving a safe outcome for the community. Without greater incentives for private development, opportunities to mitigate flooding and manage stormwater may be precluded and could adversely impact public financial resources. Special exception development in some of these areas provide incentives for

maximizing opportunities to reduce flooding, promote water quality and incorporate green infrastructure, which are greater than what can be accomplished through by-right development. The plan for the corridor must promote opportunities for flood mitigation, flood protection in flood-prone areas, and green infrastructure to reduce flooding and promote water quality. As rainfall intensity and flooding events increase, redevelopment in areas at higher elevations that reduces impervious surfaces and manages stormwater is critical. In these areas, redevelopment of private land that provides a series of underground vaults and overland relief will help to hold and slow water, allowing it to pass safely without harming people and structures downstream. In other areas, storm sewers are under existing buildings and redevelopment could provide an opportunity to relocate and increase the size of the pipes to ensure adequate storm sewer capacity and access for ongoing maintenance.

## Energy and Emissions

According to the County’s Community Energy Plan (CEP), 39 percent of Arlington’s energy use is associated with transportation and 61 percent with buildings. Arlington’s policy for transportation is to increase the use of alternative and public transportation. Optimizing bus service to increase transit ridership, creating pedestrian- and bike-friendly connections along and to/from Langston Boulevard, and fitting in electric vehicle charging stations and electric buses will play a key role in advancing County energy-use goals.

To reach the County’s 2050 carbon neutrality goal, building energy demand must be reduced. The plan for the corridor must promote climate-facing building design, energy efficiency, and other LEED standards in design and construction. Energy and emissions reduction can be achieved through upgrades to existing buildings (e.g., insulation, solar panels, green roofs and high efficiency operating systems for water, heat, and cooling), reducing carbon emissions from the electric grid (i.e., cleaner energy), and retrofitting the public realm (e.g., trees, solar arrays, LED lighting, electric mobility). The expected reduction in impervious surface with future development could increase tree canopy in the core areas along the corridor. Green elements help to manage urban heat island effect, moderating ambient surface temperatures, improving air quality, and providing a healthier environment overall.

## Planning Issues

- Part of the Langston Boulevard neighborhoods’ character comes from the undulating topography.
- The planning study area drains through 13 different tributary watersheds, and in some parts, follows the edges of watersheds.
- A very small percentage of the Langston Boulevard study area falls within the flood plain
- Floodplains occur along the I-66 corridor.
- Flooding impacts have been experienced in many places throughout the corridor. Recent flooding events outside of typical flood plains (‘interior flooding’ from storm drain overflows) resulted from a combination of multiple high intensity storm events, high amounts of impervious surface generating stormwater run-off and aging infrastructure.
- In some cases flooding is made worse by conditions that prevents direct and safe paths for water to follow (e.g. overland relief). There is a lack of overland relief for stormwater flows.
- The status quo will not improve stormwater flow conditions, and the by-right development process will not be as effective as the special exception process in maximizing opportunities to reduce flooding, promote water quality, and incorporate green infrastructure. It will take collaboration between landowners and the County to share the responsibilities for addressing stormwater challenges and establishing a mutually beneficial outcome, through carefully guided development of property, buildings, and management of public land and rights-of-way.

## 2050 Vision

An environmentally sustainable and resilient corridor that manages stormwater effectively, provides overland relief for stormwater flows, promotes mass transit and walkability, and reduces energy demand in buildings to help the community achieve carbon neutrality.

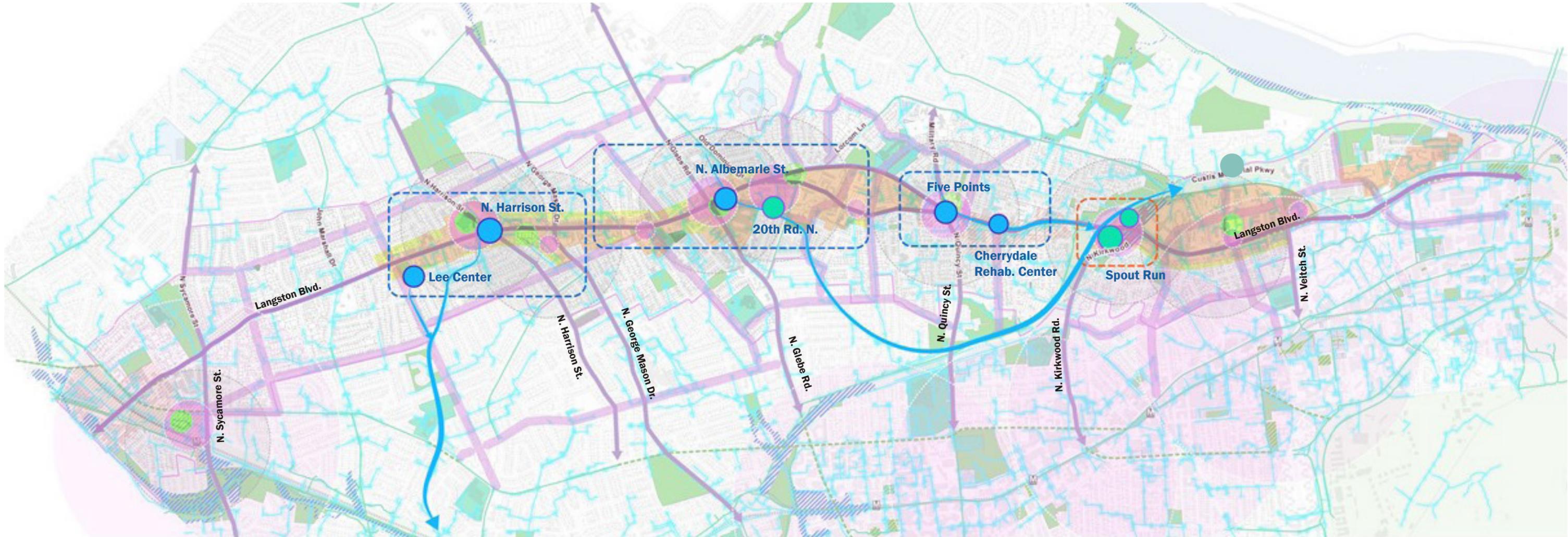
## Goal

Transform Langston Boulevard into a ‘Green’ corridor with street trees, increased landscaping and pervious surfaces, overland relief, and environmentally sustainable and energy efficient buildings.

# Stormwater Management + Flood Risk Framework

As rainfall intensity and interior flooding events increase, development that reduces impervious surfaces and detains stormwater at the top of the watershed will be critical to reducing downstream flood risk. Langston Boulevard runs along the top of several watersheds and there are multiple locations where redevelopment can and must detain more stormwater than typically required. Additional stormwater detention in these areas can reduce downstream flood risks in multiple watersheds. In addition, redevelopment along 20th Rd. N. in Waverly Hills and Spout Run in North Highlands can be planned to provide an overland relief pathway for stormwater that overwhelms the below grade infrastructure. This pathway will allow water during major flood events to pass safely without harming people or destroying or damaging structures. Properties within areas designated for specific stormwater management mitigation and seeking development under this Plan's incentives would be expected to follow Flood Resilient Design Guidelines under development by County Staff. These guidelines will describe mechanisms for provision of overland flow paths and tangible design elements to contribute to downstream stormwater improvements.

**Redevelopment that reduces impervious surfaces and detains stormwater at the top of the watershed will be critical to reducing flood risk**



- Large stormwater storage in public space
- Overland relief

Reduce impervious coverage and intercept stormwater through many smaller distributed detention areas in addition to larger storage areas in public space

Detain stormwater to the extent practicable and provide overland relief for floodwater

**Figure 2.24** Diagram depicting flood risk mitigation concepts

# Energy + Emissions Reduction Framework

In order to reach the County's 2050 carbon neutrality goal as defined in the approved Community Energy Plan <https://www.arlingtonva.us/Government/Programs/Sustainability-and-Environment/Energy/Community-Energy-Plan>, reductions must be achieved through combinations of each of these strategies. Each component plays a critical role.

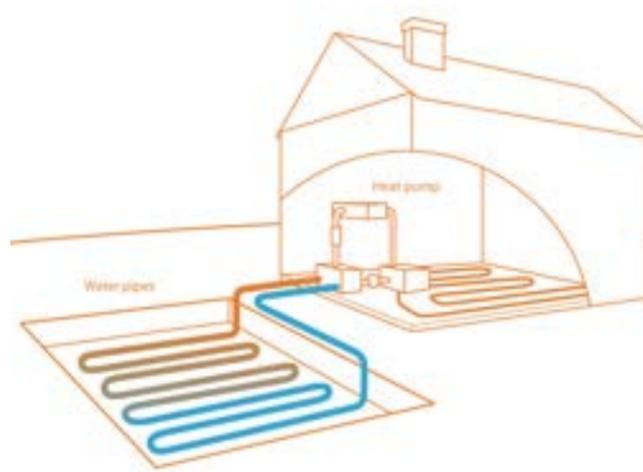
**Will redevelopment increase emissions?**

## 10-25%

of the targeted reductions can be addressed through building retrofits.

- Retrofitting existing homes and businesses, which have long lifespans, will help meet County goals and can save money.
- Retrofits include building envelope and insulation upgrades, rooftop photovoltaic (PV) solar installations, the use of ambient energy through ground-source heat exchange, increased control of the times of day when energy is used, and the use of energy storage systems to minimize peak power demands
- Onsite PV solar can be added to existing buildings and parking areas.

### ■ Building Retrofits + Low Energy New Buildings

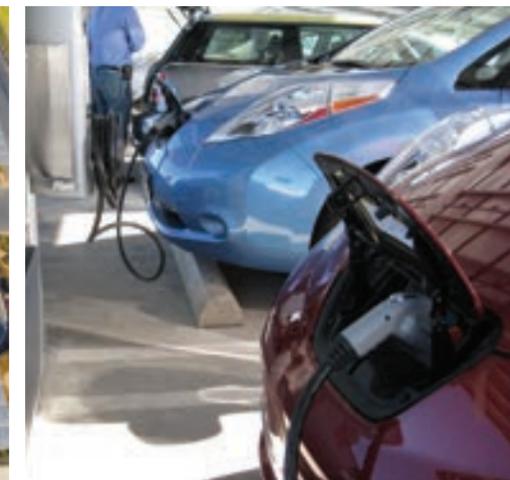


## 5%-10%

of the targeted reductions can be addressed through retrofitting the public realm.

- Trees and other green infrastructure reduces cooling energy demand while providing numerous co-benefits, such as reduced heat island impacts.
- LED lighting reduces power demand.
- Renewables and cleaner energy grid resources can support increased demand from building and transportation electrification.
- Electric mobility can contribute to reductions in greenhouse gas emissions.

### ■ Additional Retrofits + Electrification of Vehicles



## 40%-50%

of the targeted reductions can be addressed through continued decarbonization of the electric grid.

- Cleaner grid energy will be critical to meeting County goals.
- Increasing wind and solar generation.
- Using carbon capture and storage technologies
- Micro-grids and demand management practices can reduce emissions as well.

### ■ Decarbonizing Electricity



## Redevelopment can reduce energy emissions per capita while increasing green space and tree canopy

### Building Emissions Reduction Observations

- PV solar, building envelope improvements and HVAC system retrofits have the highest on-site potential to lower carbon emissions.
- Retro-fitting existing buildings and installing onsite PV solar can reduce grid demand by 15 - 25% depending on adoption rates.\*
- Decarbonizing electricity is critical to meeting County CEP goals. It will be needed to address at least 1/3 of the necessary reduction in emissions corridorwide.\*
- The changes needed to meet County building energy and emissions goals could result in new types of employment and improve the reliability of the energy system as well.



Source: solarindustrymag.com

### Greenroofs

- Green roofs capture rainfall temporarily and filter it through roof top vegetation, including trees and shrubs, slowing the flow of stormwater and reducing negative impacts on local waterways. Green roofs can have energy benefits as well by improving roof insulation in buildings.

\* based on a general emission reductions analysis performed by AECOM



London, UK



San Jose, CA

Source: AECOM

### Changes in mobility to help meet CEP goals

#### Increase Transit ridership

- Optimize bus service by exploring transit priority at peak times, connecting with on-demand services and addressing last-mile connectivity.

#### Improve walkability

- Reduce Vehicle Miles Traveled (VMT) through balanced, mixed-use neighborhoods and pedestrian friendly experiences.

#### Enable and encourage bicycling, scooting

- Create an environment that rewards bicycling and improves safety for all ages and comfort levels.

#### Electrification

- Zero-to-Low Emissions Vehicles - As the County continues to convert its internal-combustion-engine fleet, it also deploys a suite of policies, development and transportation programs, incentives, and behavior-oriented outreach to transform the private market to zero-and-low-emissions vehicles. The County's carbon neutral transportation goals also enhance resilience.



Source: Virginia.org

# Public Schools + Facilities

This section summarizes the issues and opportunities related to Arlington Public Schools (APS) and County Facilities along the corridor. For additional detail on planning context see the Existing Conditions Report [https://arlingtonva.s3.amazonaws.com/wp-content/uploads/sites/31/2019/11/191101\\_ECR\\_FINAL\\_reducedsize.pdf](https://arlingtonva.s3.amazonaws.com/wp-content/uploads/sites/31/2019/11/191101_ECR_FINAL_reducedsize.pdf) and Neighborhood Inspiration Report. [https://arlingtonva.s3.amazonaws.com/wp-content/uploads/sites/31/2020/08/Aug-2020\\_Neighborhood-Inspiration-Report.pdf](https://arlingtonva.s3.amazonaws.com/wp-content/uploads/sites/31/2020/08/Aug-2020_Neighborhood-Inspiration-Report.pdf)

## Planning Issues

### Public Schools

- APS projects student enrollment for 10 years into the future. Enrollment projections are based on resident births, enrollment trends, and anticipated student yield from future residential development.
- Projections include future residential development assumptions from approved development projects and 10-year housing forecasts.
- APS uses the Capital Improvement Plan (CIP) and Arlington Facilities and Student Accommodation Plan (AFSAP) to determine the level, timing, and location of future seat needs.
- Prior CIP funding led to the construction of Cardinal Elementary School in the 2021-22 School Year which added 747 permanent school seats<sup>1</sup>.
- A library in a more accessible location with expanded services is needed to better serve the community.
- The Halls Hill community has expressed an interest in converting the Grey House building on the Fire Station 8 site into a cultural asset, such as a visitor center for African American history. The County will evaluate if that site is needed for additional staff parking or temporary laydown space when considering other uses on that site. Any future use of the Grey House will need to meet zoning standards including required on-site parking; and ADA accessibility requirements may limit future uses in the building.

### Public Facilities

- As the community grows, so does the need for the public facilities that serve them. In some cases, these needs are for community centers, libraries, schools, recreational facilities (i.e. parks, trails), government offices, public safety and/or human services. In other cases, these needs are for core support services, which are the set of functions, activities and processes that are required to provide a certain level of consistency in output.
- Core support services include operations and storage of critical equipment and materials.
- Consequently, there are many public needs to meet with relatively little readily available land for the renovation, expansion or construction of new facilities.

<sup>1</sup>The additional permanent seats will improve neighboring schools' capacity utilization, however, additional seats may still be needed to accommodate growing enrollment.

## 2050 Vision

Community facilities and gathering spaces to support residents, workers, and visitors of Langston Boulevard.

## Goal

Ensure that the Langston Boulevard community is connected to and well served by a diverse mix of and adequate schools and public facilities that balance community needs.

**Will increased density strain our schools?**



Dawson Terrace Community Center (Source: <https://parks.arlingtonva.us/locations/dawson-terrace/>)



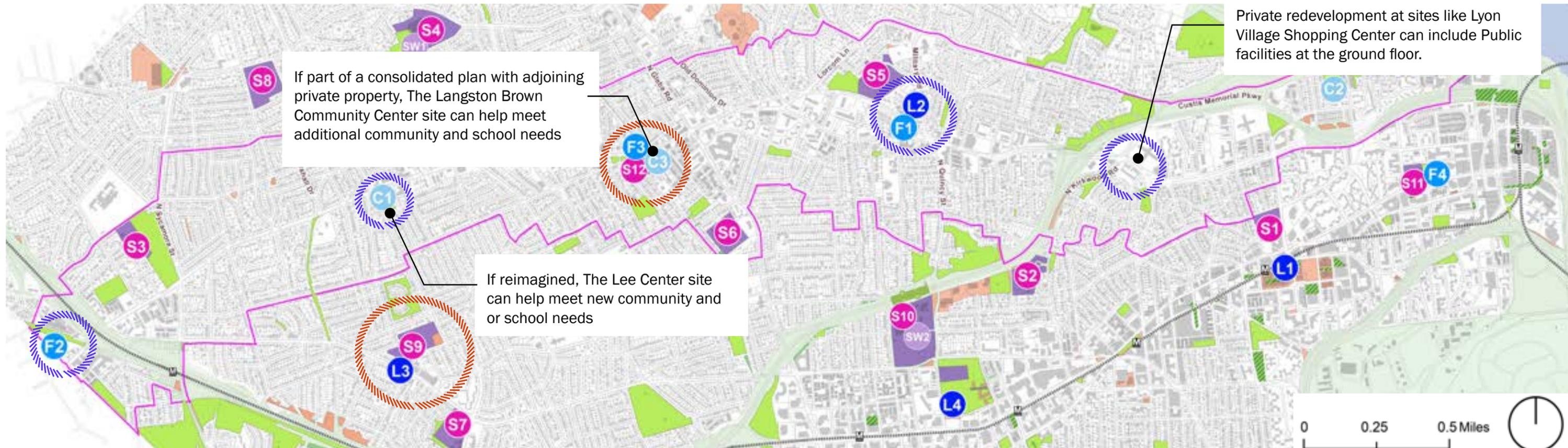
Lee Community Center and Art Center (Source: <https://parks.arlingtonva.us/locations/lee-community-center-park/>)



Fire Station 3 (Source: <https://fire.arlingtonva.us/locations/fire-station-3-cherrydale-military-road>)

# Public Schools + Facilities Framework

The following diagram depicts the locations of existing public Schools and Facilities as well as recommended locations for Social Hubs, a walkable cluster of public facilities, public spaces and neighborhood shops or businesses, that support community life. Existing locations like the area surrounding the Langston Brown Community Center is a good example of a Social hub and can serve as a model for other locations along Langston Boulevard. In the future public facilities, such as a new library, can be located within private development or as stand-alone uses.



**Figure 2.25** Existing Public Assets and potential social hubs

Source: AECOM

APS Facilities Inventory	
<b>Schools</b>	
S1	Innovation Elementary School
S2	Arlington Science Focus Elementary School
S3	Tuckahoe Elementary School
S4	Yorktown High School
S5	Dorothy Hamm Middle School
S6	Glebe Elementary School
S7	Swanson Middle School
S8	Nottingham Elementary School
S9	Cardinal Elementary School
S10	Washington-Liberty High School
S11	H-B Woodlawn and Eunice Kennedy Shriver Programs
S12	Langston High School Continuation & New Directions Programs

APS Facilities Inventory	
<b>Swimming Pool</b>	
SW1	Yorktown High School Swimming Pool
SW2	Washington-Liberty High School Swimming Pool
<b>County Facilities Inventory</b>	
<b>Library</b>	
L1	Plaza Library & Arlington Shop
L2	Cherrydale Library
L3	Westover Library
L4	Central Library
<b>Community Center</b>	
C1	Lee Community Center
C2	Dawson Terrace Community Center
C3	Langston Brown Community Center

County Facilities Inventory	
<b>Fire Station</b>	
F1	Fire Station 3
F2	Fire Station 6
F3	Fire Station 8
F4	Fire Station 10

In Planning Study Area



## County-wide planning for Public Schools and Facilities

Planning for public facilities and schools along Langston Boulevard cannot be done in isolation without consideration of the entire County needs, access to facilities, and available resources. We must monitor growth along the corridor, while examining Countywide needs and opportunities to steward public resources and maintain flexibility overtime to adapt to growth cycles and changing demographics in all planning corridors. Plan Langston Boulevard seeks to identify opportunities to meet future needs that can be considered further in future capital and/or long-range public facility planning processes.

# Public Schools + Facilities

APS used the potential development forecasts, described in Chapter 2 of the Concept Plan, and the applicable student generation rates by housing type, to estimate future potential enrollment along the Corridor. The estimates are most reliable in the near term. Several factors such as demographic shifts, regional economics, etc. can dramatically change the forecast in later years. Arlington Public Schools has gone through several cycles where enrollment increases and then declines. For this reason, APS forecasts enrollment on an annual basis and adapts to address capacity challenges. This page includes insights from the student generation modeling, the strategies APS can use to address capacity challenges, and examples (see images below) where facilities were renovated or built to meet those challenges.

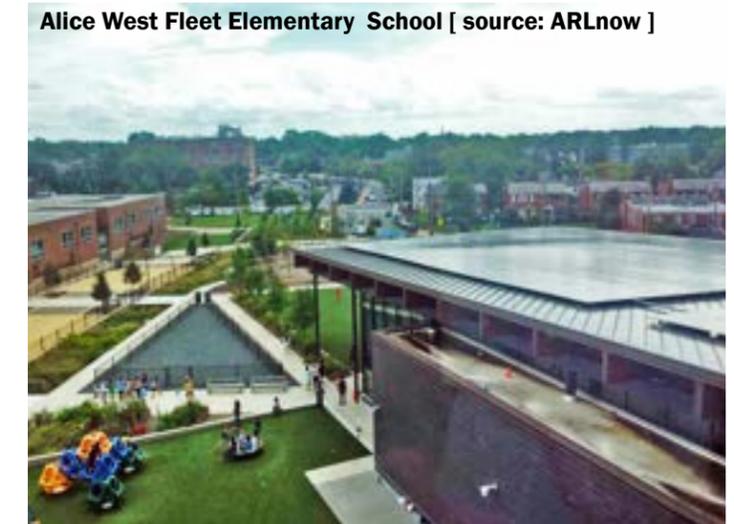
## Student Generation Modeling Results

- Based on this analysis, student estimates from the first phase of redevelopment (2030) can be managed by projected neighboring school capacities
- Between 2025 and 2030, there will be two CIP cycles (2026 and 2028).
  - Enrollment projections are updated annually and will incorporate any residential changes along Langston Blvd
  - APS planning process allows for operational or CIP adjustments that respond to future enrollment changes
- The Preliminary Concept Plan for Langston Boulevard will introduce housing types that do not currently exist in some school attendance zone areas. APS will be monitoring new housing types' student generation rates and their impact to relevant schools.

## APS Strategies to Manage Growth

APS uses different strategies to manage enrollment growth.

- Long term enrollment growth is addressed in APS' Capital Improvement Plan (CIP). If additional capacity is needed, the CIP could address the need by
  - Modifying and/or expanding existing buildings
  - Modifying existing school sites to include a new building
  - Building or modifying a County facility as described in Scenarios 1, 2 or 3 on the following page
- Short term enrollment growth is managed with a variety of tools, and APS continues to find new ways to accommodate unexpected changes. APS provides an annual update to the School Board that identifies actionable methods to meet enrollment needs.  
[www.apsva.us/statistics/enrollment-projections/](http://www.apsva.us/statistics/enrollment-projections/)



# Public Schools + Facilities

There are several ways of adapting to school capacity and community needs as the Langston Boulevard community grows. In addition to leveraging school sites inside and outside the Corridor for swing space and expansion or renovation, The Langston Brown Community Center (LBCC) and Lee Community Center sites can incorporate new uses that benefit the community. For illustrative purposes only, the following scenarios describe several ways these sites can adapt to provide for community needs. Scenarios emphasize a different combination of amenities and uses. For the Lee Center site, scenarios assume the existing building is not retained.

- School
- Community use + Senior / Affordable housing
- Commercial + Housing
- Community Use\*
- Public space + Recreation

\*Community Uses may include:

- Public library with meeting space
- Private arts and cultural programs
- Child care facilities, County offices, and multi-purpose spaces

## SCENARIO 1

- Northern portion of Lee Center Site is redeveloped to provide for community uses on the ground floor with upper story senior living and/or affordable housing.
- Southern portion of Lee Center Site remains public space
- LBCC site expands through purchase of adjoining private land and integrates historic buildings into a new expanded school campus. A new public space could be located south of the existing LBCC building.

## SCENARIO 2

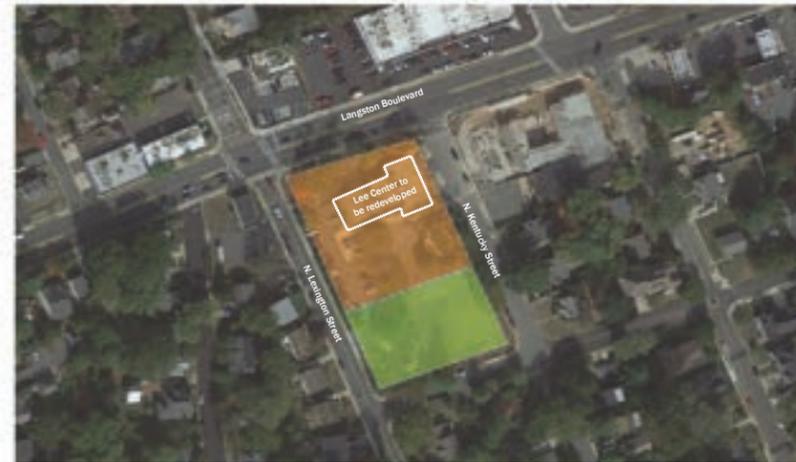
- Northern portion of Lee Center Site is redeveloped to provide community uses.
- Southern portion of Lee Center Site remains public space
- LBCC site expands to include new school uses south of the existing building.
- Adjoining private land redevelops to include a mix of uses, integrating historic buildings.

## SCENARIO 3

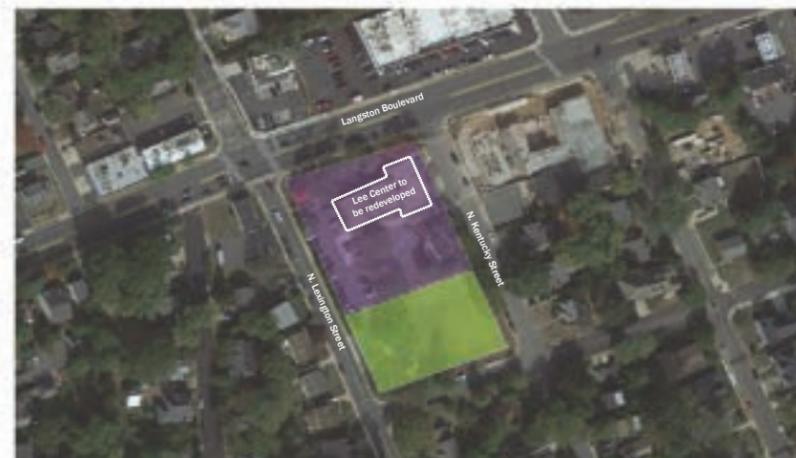
- Northern portion of Lee Center Site is redeveloped to provide new school facilities.
- Southern portion of Lee Center Site remains public space
- LBCC is converted to community uses. The adjoining private land integrates historic buildings into a new school campus. A new public space is located south of the existing LBCC building.

**If needed, existing public facilities along the Corridor can be adapted in several coordinated ways to meet a combination of future needs**

Lee Center Site



Langston Brown Community Center Site



**Figure 2.26** Diagrams depicting alternative scenarios for coordinated redevelopment of the Lee Center and Langston Brown Community Center Sites

# Historic and Cultural Resources

This section summarizes the planning context relative to historic and cultural resources along the corridor. For additional detail on planning context see the Existing Conditions Report [https://arlingtonva.s3.amazonaws.com/wp-content/uploads/sites/31/2019/11/191101\\_ECR\\_FINAL\\_reducedsize.pdf](https://arlingtonva.s3.amazonaws.com/wp-content/uploads/sites/31/2019/11/191101_ECR_FINAL_reducedsize.pdf) and Neighborhood Inspiration Report. [https://arlingtonva.s3.amazonaws.com/wp-content/uploads/sites/31/2020/08/Aug-2020\\_Neighborhood-Inspiration-Report.pdf](https://arlingtonva.s3.amazonaws.com/wp-content/uploads/sites/31/2020/08/Aug-2020_Neighborhood-Inspiration-Report.pdf). For a brief history of the corridor and its surrounding neighborhoods, please review the Langston Boulevard Zine at: <https://www.arlingtonva.us/Government/Programs/Public-Art/Public-Art-Collection/Temporary-Projects-and-Activations/Langston-Boulevard-Zine>

## Planning Context

There are a number of significant sites, events and stories found along the corridor that contribute to community identity and deserve to be made more legible, brought forward and celebrated. The Cultural Resources Survey (CRS), completed in 2021, offered an opportunity to better understand the historic and cultural resources that have previously been studied and identified new resources. This study uncovered new places, events, and people that have contributed to making Langston Boulevard special.

To view the Cultural Resources Survey Report please visit: [LH-Cultural-Resources-Survey-Report\\_FINAL-8-28-2020.pdf](https://arlingtonva.s3.amazonaws.com/wp-content/uploads/sites/31/2021/08/LH-Cultural-Resources-Survey-Report_FINAL-8-28-2020.pdf) ([arlingtonva.s3.amazonaws.com](https://arlingtonva.s3.amazonaws.com))

### Narratives developed further through the CRS

The topics below were evaluated further through the CRS, as they are an integral part in defining and narrating the identity of the Langston Boulevard neighborhoods:

- Langston Boulevard’s history and its character-defining features as related to the African-American community and Civil Rights Movement.
- Langston Boulevard’s history related to its contribution to Arlington County’s modern architectural resources.
- The significant role of the Boulevard as an east-west commercial artery and its influence on the County’s development history.
- Legacy Businesses Study: Priority was given to build on the information collected during the 2017 Virginia Tech Study, to include architectural and photographic documentation of previously identified Legacy Businesses in the Langston Boulevard Study Area. This also included updating the existing architectural and historical information in VCRIS (the state historic resources database) and evaluating the businesses within their historic context.

- Civil War Forts: The sites of two earthen forts – Fort Bennett and Fort Strong – erected during the Civil War as part of the military defenses of Washington are located within the Langston Boulevard Study Area. Although neither fort is still extant, their sites are commemorated by historical markers placed in 1965 on the 100th anniversary of the war’s end. Both fort sites were researched within the context of the Civil War in Arlington and added to VCRIS.

**2050 Vision**

Celebrating, honoring, and acknowledging Langston Boulevard’s past, present, and future through vibrant public spaces, art, and culture.

**Goal**

Maintain a unique sense of place and increase awareness of the corridor’s rich history and culture through preservation of buildings and sites, public art and interpretation of stories, events and people of historic significance.

**Will redevelopment change the historic character and culture of our neighborhoods?**



Dawson-Bailey House (Source: AECOM)



(Source: VDOT)



(Source: VDOT)

# Historic and Cultural Resources Framework

During preparation of the Cultural Resources Survey, several properties were identified that embody the cultural story of Langston Boulevard, either because of what happened on those properties, the people that interacted with those sites or their extant buildings. These resources possess special significance for the stories they convey and their contributions to one or more facets of Langston Boulevard's identity and history. The stories may extend far beyond the architectural value of the buildings themselves (in many instances the original buildings are no longer extant) into the broader social, cultural and historical contexts of the corridor.

The corridor's older and historic buildings make important contributions to the community's overall character and sense of place by communicating the area's commercial and residential heritage, offering tangible and irreplaceable links to the past, presenting opportunities for interpretation and education, and providing a richness and design diversity practically impossible to replicate in newer construction.

Significant resources exist within and around the Planning Area Boundary. Chapter 3 identifies the most significant resources in each neighborhood area and explains the significance of each resource. To increase public understanding and appreciation of the most significant resources in the Core Study Area only, strategies for the full preservation, partial preservation, and/or interpretation of those resources are included for each area in Chapter 3. The strategies are based on multiple sources of information not solely based on a Local Historic District designation (LHD), ranking in the County's Historic Resources Inventory (HRI), or similar factor. Each resource was evaluated independently against specific factors to determine the proposed preservation and/or interpretation strategy. Because each property is unique and culturally significant in different capacities, the recommended strategies vary.

## Factors for Determining Proposed Preservation and/or Interpretation Strategies

- Property is a LHD or has a recorded Historic Preservation Easement;
- Property is listed in the National Register of Historic Places (NRHP) either as an individual property or as a contributing resource to a National Register historic district;
- Property was determined individually eligible by AECOM for listing in the NRHP;
- Property was determined eligible for listing in the *Garden Apartments, Apartment Houses & Apartment Complexes in Arlington County* due to the property's period of construction 1934-1954;
- Property ranking in the Arlington County HRI;
- Property represents an architectural style, building type, or a particular time period of architecture (e.g., 1920s Art Deco vs. 1950s Art Deco);

- Property can convey its historic significance under all or a majority of the seven aspects of integrity, as defined by the National Park Service, which are location, design, setting, materials, workmanship, feeling, and association; and
- Property can convey a sense of place or identity to the Langston Boulevard corridor and/or the greater Arlington community (e.g., legacy businesses, African American history, property considered an informal community landmark, etc.).

In addition to evaluating the resources against the historical, cultural and architectural factors, the properties were evaluated against their potential for achieving other County wide and Langston Boulevard planning goals. These goals could influence the recommended strategy, such as if a property could provide opportunities for increased, diverse and/or affordable housing and higher density buildings located near transit, support reinvestment in key activity nodes, facilitate improvements to stormwater management, and increase the corridor's green areas.

## Preservation and Interpretation Strategies for Significant Resources

Below are the four strategies proposed in the Core Study areas along Langston Boulevard. It is envisioned that this framework will encourage preservation and/or adaptive reuse of older and historic buildings.

- Full Preservation (FP) - Preservation in place through restoration/rehabilitation, exterior easement, local historic district designation with the historic building/structure/physical feature and its character-defining elements including its setting, retained. Building additions and infill development on the site may be considered.
- Partial Preservation (PP) - Preservation in part, incorporating as much of the historic building and its character-defining elements into the design of a new building(s) on the site. This option could also address preservation of a portion of an apartment complex. Building additions and infill development on the site may be considered.
- Interpretation On site (SI) - Story describing the site's cultural contribution(s) is told on the property via creative means (e.g., artwork, mural, educational interpretation, signage, historic photographs, landscape design, virtual storytelling) in the interior and/or exterior of the existing or proposed building(s) on site.
- Interpretation Nearby (NI) - Story memorializing the site's cultural contribution(s) in a nearby public space via creative means (e.g., artwork, mural, educational interpretation, signage, historic photographs, landscape design, virtual storytelling).

**Development can celebrate honor and acknowledge Langston Boulevard's past and present through preservation and on-site or nearby interpretation**

In some cases, more than one strategy is proposed for a single resource. For example, if a resource is a historic building and the site is associated with a significant person or event, the strategy may be to fully preserve the building (FP) and interpret and celebrate the story on site (SI) and/or nearby (NI) through markers, displays, and/or educational materials. If the strategy is for partial preservation (PP), this should not dissuade property owners from considering full preservation of their property. Likewise, if the strategy is for full preservation, there could be other preservation strategies considered, such as partial preservation or site interpretation depending on the proposed project and/or if the distinctive materials, features, finishes, construction techniques (or examples of craftsmanship), spaces and spatial relationships that characterize the property cannot be preserved.

Generally, buildings recommended for full preservation reflect and meet the majority of the criteria identified. Further consideration was given towards properties that had a rarity value, such as being associated with cultural heritage, their age, and/or architectural style. Buildings recommended for partial preservation meet a range of some or many of the criteria identified. In contrast, buildings and/or sites recommended for on-site or nearby interpretation generally do not meet most of the criteria and cannot convey the physical aspects of integrity due to substantial alterations or because they are no longer extant. In these cases, it is important to account for the resource's contribution to the corridor's identity, which would otherwise be forgotten. Therefore, the stories of these individual resources serve as the basis for site and/or nearby interpretation and celebration through markers, displays, and/or educational materials.

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# CHAPTER 3

NEIGHBORHOOD DEVELOPMENT FRAMEWORK

# Area 2 John M. Langston, Yorktown, Tara Leeway Heights & Leeway Overlee

## Neighborhood Aspirations

### Land Use, Economic Vitality and Housing

- more businesses and mixed use on four corners of Langston Boulevard and N. Harrison Street, along Langston Boulevard and on N. George Mason Drive
- density and taller buildings in these areas (mid-rise not high-rise) if:
  - parking is addressed (preferably underground),
  - transit access is improved,
  - stormwater is accounted for/mitigated and/or reduced, and
  - appropriate transitions in scale, height and character are achieved (through the use of green spaces and gradual height transitions)
- improving aesthetics and function of the strip commercial Boulevard frontage
- concern over losing the Lee Center because of its services and it's easily accessible by foot

### Public Spaces, Transportation and/or Urban Design

- acknowledging people will still drive cars in the future
- improving parking areas (amount and/or configuration) and pedestrian access at all commercial centers

### Historic and Cultural Resources

- highlight history (buildings and stories) and culture in neighborhoods through art
- rename Lee Highway to "Langston Boulevard"
- experience and expand the arts
- area should feel like a "front porch" community, neighborly and welcoming - core should have its own distinct character, while the neighborhoods continue to be a place where neighbors see and interact with each other regularly.

1. To seize opportunities for a greater amount of affordable housing units in RA districts, in 2021, the County Board approved a broad, zoning ordinance amendment to allow additional height up to 60 feet above the allowable district height in RA zoning districts for properties with the HCD designation or outside of unplanned areas. Several properties in this section of Area 3 are currently eligible to use these bonus height provisions. A site plan application with heights up to 120' could be considered for sites zoned RA 8-18 and up to 130' for sites zoned RA 6-15 under these bonus height provisions. It was previously stated that tools to be developed for properties designated HCD would not apply to areas with adopted planning guidance, such as areas within the R-B Corridor planning districts, and ultimately areas within Langston Boulevard once a plan is adopted.

## General challenges

- Most of the corridor in this area is auto-oriented with parking and numerous driveways along Langston Boulevard, very few street trees, narrow sidewalks, utility poles and low tree canopy coverage
- Small and shallow parcels
- Existing zoning does not provide sufficient incentives for property owners to make the recommended improvements to match the PLB planning goals:
  - C-2 properties:
    - By-right regulations allow 45 feet (or four stories) and 1.5 F.A.R.
    - Require more parking, which creates more impervious coverage
  - RA 8-18:
    - By-right regulations allow 40 feet (or four stories) and 36 units/acre
    - Site plan regulations allow 60 feet (or 6 stories) and 45 units/acre with provision of low- or moderate-income housing.
    - For sites within a Housing Conservation District (HCD) or outside of a planning district as shown on the GLUP, the County Board may approve increased building height up to an additional 60 feet if all of the units in the site plan provide low- or moderate-income housing or meets AHMP goals, and bonus density.

## N. Harrison Intersection

### Challenges

- Parcels north of Langston boulevard are at the top of the watershed and are highly impervious and contribute to flooding problems downstream

### Opportunities

- A major node with large single ownership parcels
- Redevelopment at this node can:
  - reduce impervious surfaces and detain stormwater to reduce flood risk
  - establish a cohesive streetscape along Langston Boulevard and Harrison Street

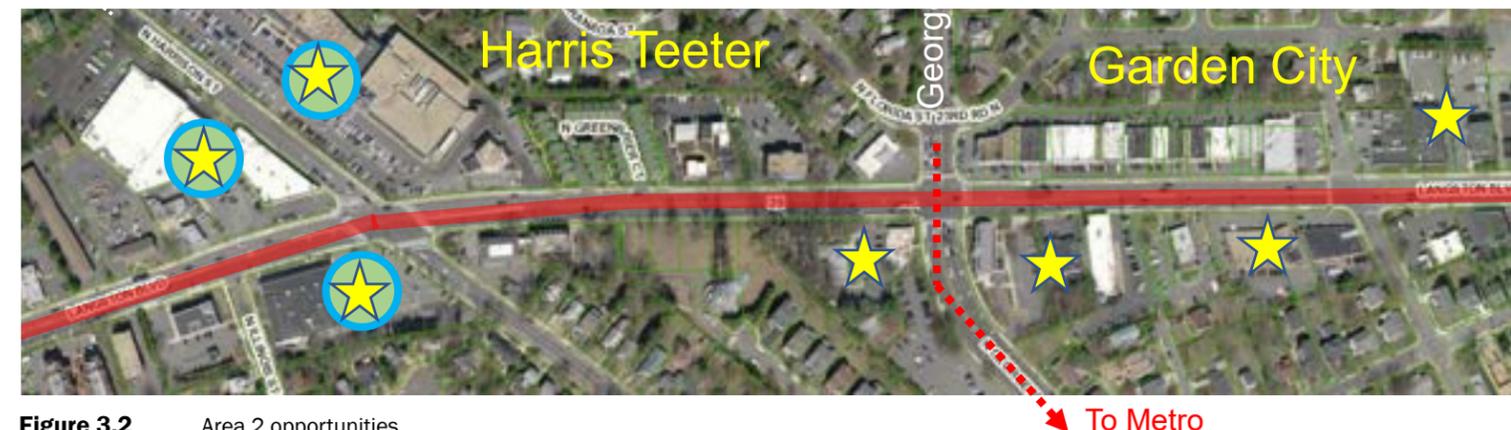
## N. George Mason Drive Intersection

### Challenges

- NW Corner (i.e. Title Max, medical building) parcels are not deep enough to accommodate height transitions
- NE Corner (Garden City):
  - Occupies 800 feet of Langston Boulevard frontage.
  - Numerous driveways and narrow sidewalks hinder walkability along these properties.
  - With 11 property owners, consolidation may be challenging and preclude or delay reinvestment resulting in the status quo.

### Opportunities

- A major node on Langston Boulevard, and George Mason Drive connects directly to the R-B Metro corridor.
- Southeast corner (i.e. Wendy's, Tops Cleaners) parcel offers more depth
- Southwest corner (i.e. Little Ambassador's Academy, post office) is at a higher elevation, which result in more space to allow taller heights at the intersection and gradually step down height adjacent to or across the street from low-density residential areas.



- Highly impervious and at top of watershed – opportunity for public space and stormwater detention with redevelopment
- Redevelopment can improve streetscape along Langston Boulevard, create protected space for all modes of travel and reduce driveways
- Parcels that can accommodate more density/affordable housing and height transition due to size or topography

Figure 3.2 Area 2 opportunities

# Area 2 Concept Plan

In the future, this area will build on its “front porch” neighborly identity by transforming Langston Boulevard and the emerging social hubs (surrounding its community centers and the N. Harrison Street intersection), into welcoming, walkable, and cyclable destinations of low to medium

intensity. The buildings in the core area will have their own distinct character (that compliments the surrounding neighborhood) and diverse businesses, while the neighborhoods continue to be “a place where children play on the streets and people come together for block parties”.

Note: This image is an artist illustration depicting the vision in one of the many ways it could be realized. The concept plan shows ideas for how properties in the Core Study area can be redeveloped by 2050.



Figure 3.3 Area 2 Illustrative Concept Plan

# Area 2 Land Use

Flexible land use regulations will allow mixed-use development, commercial, and/or low- to moderately-scaled multi-family residential along both sides of Langston Boulevard from N. Lexington St. to Glebe Rd. Within this flexible zone there are Ground Floor Commercial priority areas. In these areas new development should incorporate ground floor retail or other activated commercial uses or be designed with ground floor spaces that can incorporate those uses in the future. The ground floor spaces should be designed with appropriate heights and service capacity to facilitate commercial uses even if not used for that purpose initially. The primary areas for attaining commercial uses today, or buildings designed to accommodate commercial in the future, are located at the major intersection of Harrison St. and in the immediate environs of the Lee Community Center and the Langston Brown Community Center, Moore's Barber Shop and Fire Station #8. These areas are located at activity nodes where businesses can be organized in walkable clusters. The remaining frontages along Langston Boulevard may have additional flexibility for use and design.



Figure 3.4 Area 2 Land Use Concept



Current GLUP Land Use Designations for comparison

GLUP Land Use Designations	
<b>Residential</b>	
Low (1-10 units per acre)	Light Yellow
Low (11-15 units per acre)	Yellow
Low-Medium (16-36 units per acre)	Orange
Medium (Up to 37-72 units per acre)	Light Brown
<b>Commercial</b>	
Service Commercial	Pink
<b>Public and Semi-Public</b>	
Public	Light Green
Semi-Public	Dark Green

- Ground Floor Commercial Priority Area
- Commercial, Low-to Moderate-scale Multi-family Residential or Mixed-use
- Public
- Public - Including mixed-use public/private redevelopment
- Public Space or Connections
- Existing Street
- Proposed Street
- Proposed Alley
- Significant Cultural Resource

Notes:

1. The public spaces and street connections on this diagram are intended to depict the general location and approximate scale of proposed amenities and infrastructure.
2. Redevelopment of single-home parcels along edges will occur if, and when, property owners decide to sell.

# Area 2 Development Potential and Benefits of Land Use Changes

Over 50 acres of redevelopment potential exists in this area, with the ability to reduce impervious coverage by 6% and increase tree canopy coverage by 60%. The new development can generate over 230 committed affordable units (CAFs).

## Potential Development Summary

	<b>Redevelopment Area (acres)</b>	<b>50.5</b>
	<b>Net New Dwelling Units</b>	<b>2,242</b>
	<b>New Non-Res Floor Space (sf)</b>	<b>236,921</b>
	<b>New Total Population</b>	<b>4,820</b>
	Net Change	+4588
	<b>New Total Jobs</b>	<b>1,124</b>
	Net Change	-837

## Housing Affordability

**Total Affordable Units<sup>3</sup> 233**

<sup>1</sup> Impervious area coverage calculated within redevelopment area  
<sup>2</sup> Tree canopy coverage calculation is based on improvements in redevelopment area and streetscapes; tree canopy coverage targets will be identified for each neighborhood area  
<sup>3</sup> Calculated based on a combination of existing and new mixed-income and committed affordable development

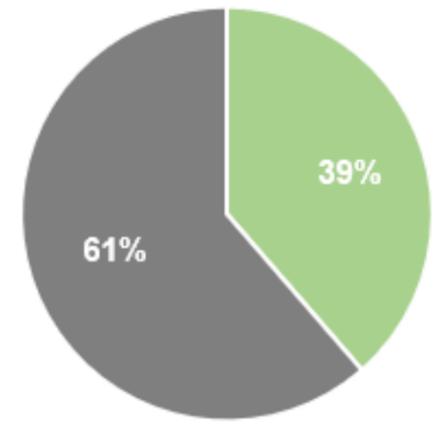
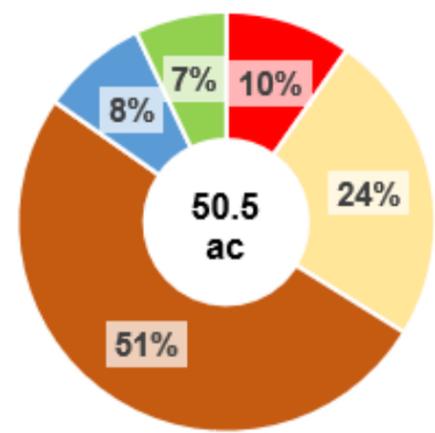
## Potential Land Use Distribution

<i>Within Redevelopment Area</i>		acres
	<b>Commercial</b>	<b>4.95</b>
	<b>Residential</b>	<b>12.11</b>
	<b>Mixed Use</b>	<b>25.69</b>
	<b>Public</b>	<b>4.15</b>
	<b>New or Enhanced Public Space</b>	<b>3.58</b>

This includes proposed public space, enhanced existing parks and area for pedestrian and bicycle connections

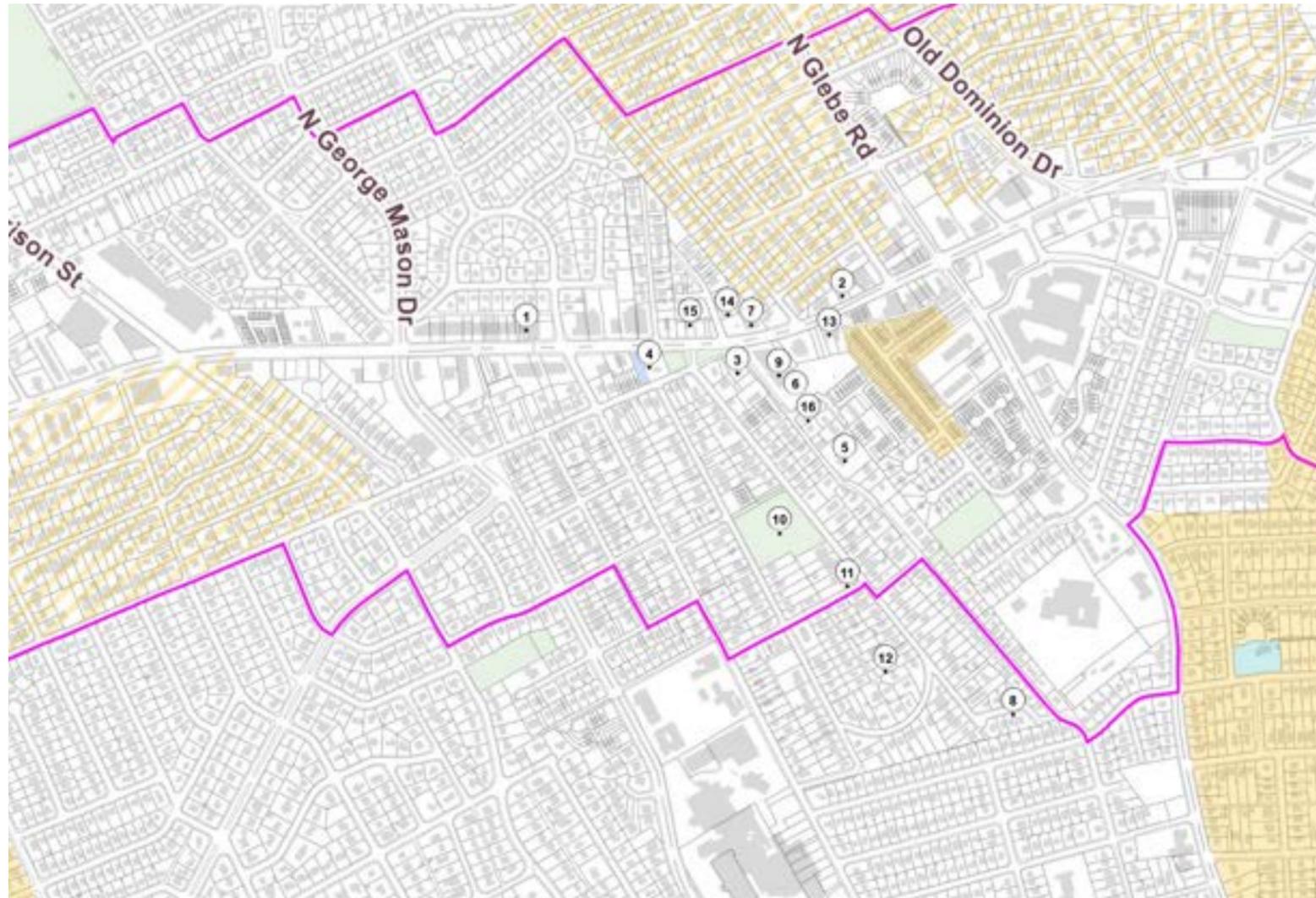
<i>Within Redevelopment Area</i>		acres
	<b>Permeable Area</b>	<b>19.50</b>
	Plantable Area	10.40
	Green Roof	9.10
	<b>Impervious Area</b>	<b>31.00</b>
	<b>% Impervious Area<sup>1</sup></b>	<b>61%</b>
	Net Change in Impervious Area	-6%

<i>Within Redevelopment Area and Public Right-of-Way</i>		acres
	<b>Potential Tree Canopy Coverage<sup>2</sup></b>	<b>16.30</b>
	Net Change	+6.40



# Area 2 Historic and Cultural Resources

Historic and cultural resources are clustered in the Halls Hill - High View Park neighborhood. They relate to the important African American heritage of the neighborhood, its commercial history and its significance in the Civil Rights Movement in Virginia and the country overall. For a detailed history of the neighborhood area and its significant historic and cultural resources, please refer to the *Historic and Cultural Resources Report and Langston Boulevard Zine*.



-  Arlington County Local Historic Districts (Local)\*\*
-  National Register of Historic Places (NRHP)/ Virginia Landmarks Register (VLR)\*\*
-  NRHP/VLR Potentially Eligible\*\*
-  Local and NRHP/VLR\*\*
-  Planning Study Area
-  Open Space



## Significant Cultural Resources

- 1 Garden City Shopping Center
- 2 Moore's Barber Shop
- 3 Heidelberg Bakery
- 4 Calloway United Methodist Church
- 5 Mount Salvation Baptist Church
- 6 Sumner School No. 2 (Site)
- 7 Fire Station No. 8
- 8 Hall's Hill Wall (Segregation Wall)
- 9 John M. Langston School (Site)
- 10 High View Park
- 11 E. Leslie Hamm House
- 12 Miss Allen's Store (Site)
- 13 Judge Thomas R. Monroe Law Office
- 14 Hicks' House (Site)
- 15 Hicks Market and Restaurant (Site)
- 16 Rev. James E. Browne House



## Preservation Strategies

For a description of each preservation strategy, please refer to Chapter 2: Corridorwide Planning Framework for Historic and Cultural Resources.

(FP) Full Preservation

(PP) Partial Preservation

(SI) Site Interpretation On site

(NI) Interpretation Nearby



# Area 2 Recommendations for Preservation and/or Interpretation within the Core Study Area

The following chart describes the significant historic and cultural resources in Area 2 within and around the Planning Boundary and the resources in the Core Study Area identified for potential full preservation, partial preservation, and/or interpretation.

**Table 3.1 Historic and Cultural Resources and recommended level of preservation**

#	Name [Address]	Rec.	Significance
1	Garden City Shopping Center [5117-5183 Langston Blvd]	PP	Associated with the development of the Langston Boulevard commercial corridor during the pre-/post-World War II period. The shopping center retains its integrity of location, design, setting, feeling, and association. Non-historic signage and alterations to some of the storefronts impact its integrity of materials and workmanship.
2	Moore's Barber Shop [4807 Langston Blvd]	FP	Historically, the barber shop business was one of the few businesses black men could open and operate to support their families and community. The barber shop is about personal service and relationships, and Moore's has been able to maintain those attributes over the years. Moore's has generations of clients who have been coming for service and community for decades, and many from far away. Moore's Barber Shop contributes to the African American experience in Arlington County and is one of the few remaining service businesses to the community. Full Preservation is recommended given these reasons and the current under-representation of African American historic properties.
3	Heidelberg Bakery [2150 North Culpeper Street]	SI	Associated with the development of the Langston Boulevard commercial corridor during the pre-/post-World War II period. The building retains its integrity of location, design, materials, setting, workmanship, feeling, and association.
4	Calloway United Methodist Church [5000 Langston Blvd]	PP/SI	The Calloway United Methodist Church has been historically associated with the religious and social development of the predominately African American Hall's Hill/High View Park (HHVP) neighborhood since the late nineteenth century. The historic addition was designed by architect Edward Leslie Hamm, Sr. The building retains its integrity of location, design, materials, setting, workmanship, feeling, and association.
5	Mount Salvation Baptist Church [1961 North Culpeper Street]	Not in Core Study Area	Associated with the history of religion in Arlington County and African American heritage in the Hall's Hill/High View Park (HHVP) neighborhood. The building retains its integrity of location, design, materials, setting, workmanship, feeling, and association.
6	Sumner School No. 2 (Site)	SI	The Sumner and Langston school site is associated with the history of education in Arlington County, as well as African American heritage in the Hall's Hill/High View Park (HHVP) neighborhood.
7	Fire Station No. 8 [4845 Langston Blvd]	SI	This site has been historically associated with location of the Hall's Hill Volunteer Fire Department (HHVFD)(non-extant) which operated through the 1960s. Construction of Fire Station #8 is actively underway.
8	Hall's Hill Wall (Segregation Wall)	Not in Core Study Area	Racial segregation practices in Arlington County divided communities along every social stratum, and in this case, the Hall's Hill Wall (segregation wall) was a physical barrier that separated the HHVP neighborhood from the Woodlawn Villas subdivision. The feature retains its integrity of location, design, setting, feeling, and association.
9	John M. Langston School [2121 North Culpeper Street]	SI	The property is the site of the Sumner and Langston schools and is associated with the history of education in Arlington County, as well as African American heritage in the Hall's Hill/High View Park (HHVP) neighborhood. Built as a high school for African American students and named for a prominent abolitionist, The Langston School was also a rare example of a Rosenwald School in Arlington County.
10	High View Park [1945 North Dinwiddie Street]	Not in Core Study Area	The Hall's Hill / High View Park (HHVP) Gateway Park and Sculpture is associated with the development of Arlington County's public parks and its association with African American heritage in the HHVP neighborhood.
11	E. Leslie Hamm House [1900 North Cameron Street]	Not in Core Study Area	The single home dwelling is associated with the Hamm Family, who were known for their social and civil rights activism in the predominately African American HHVP community. The dwelling is a representative example of a Ranch style house and the work of Edward Leslie Hamm, Sr., who designed the house .
12	Miss Allen's Store [1821 North Columbus Street]	Not in Core Study Area	The home of Washington and Rose Allen was reportedly the first home-based general store in Hall's Hill/Highview Park. The property is the site of Miss Allen's store and is associated with African American heritage in the Hall's Hill/High View Park (HHVP) neighborhood.
13	Judge Thomas R. Monroe Law Office [4818 Langston Blvd]	PP/SI	The commercial building is associated with Judge Thomas R. Monroe, who was known for his social and civil rights activism in the Hall's Hill/Highview Park community. Judge Monroe was significant for his legal achievements as a president of the Arlington chapter of the NAACP, as the first African American Circuit Judge in Arlington County and the first to serve on all three Arlington courts.
14	Hick's House (Site) [2211 North Culpeper Street]	SI	For several decades, Theodore and Lucy Hicks, African American leaders in the Hall's Hill neighborhood, lived at this location. According to oral history, Susana Hicks, Theodore's mother, began the Hicks Bus Line in Arlington to provide better transportation services for African Americans. In 1944 the Hicks family conveyed a parcel of land next to Theodore and Lucy's house to the Hall's Hill Volunteer Fire Department (HHVD), which has served the historically African American neighborhood of Hall's Hill from at least 1926 through the present.
15	Hick's market / restaurant (Site) [4903 Langston Blvd]	SI/NI	The Hicks family developed services to assist the African American community and operated a market and restaurant at 4903 Langston Boulevard for at least four decades.
16	Rev. James E. Browne House [2011 North Culpeper Street]	Not in Core Study Area	Rev. James E. Browne lived in the dwelling from 1953 through 2009, a year before his passing in 2010. A meeting took place here between then-president of the Arlington NAACP Rev. Browne and attorneys Thurgood Marshall, Spottswood W. Robinson III, and potentially Oliver White Hill or Martin A. Martin, that resulted in the Arlington NAACP shifting from pursuing further "equalizing" lawsuits that perpetuated the 1896 "separate but equal" finding of the Plessy vs. Ferguson Supreme Court case to demanding full rights under desegregation.

# Area 2 Building Heights and Transitions

The proposed building height limits are based on the property depth available for redevelopment and the ability within that space to transition to single-home neighborhoods. The tallest heights are shown in locations where sufficient property depth exists to transition gradually and where topography aids in reducing dramatic height transitions. New development along the corridor's frontage would have 3-4 stories maximum along the edges of existing single-home neighborhoods, stepping up gradually to 5 stories along the majority of Langston Boulevard. Up to 7 stories in height would be permitted at the four corners of the Harrison Street intersection where ample site size allows height increases, and the added increment of density will help facilitate activity in this node and support additional planning goals. Refer to the Building Form section of this report for additional guidance on heights and transitions.

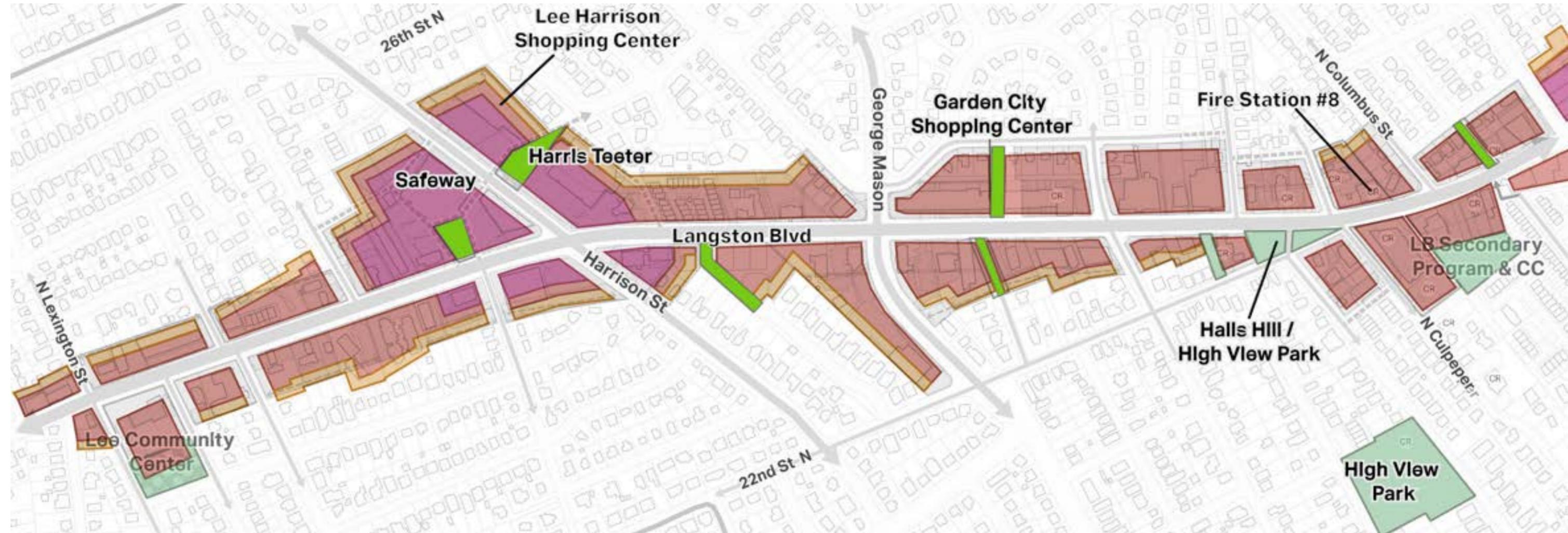


Figure 3.5 Area 2 Building Heights

## Maximum Building Heights

- Up to 7 Stories
- Up to 5 Stories
- Up to 4 Stories
- New Public Space or Connections
- Existing Public Space

Note: The public spaces and street connections on this diagram are intended to depict the general location and approximate scale of proposed amenities and infrastructure.

Redevelopment of single-home parcels along edges will only occur if, and when, property owners decide to sell.

Additional height would be only for parcels that are sufficiently sized to accommodate development that transitions in height and scale gradually to low-density residential edges.

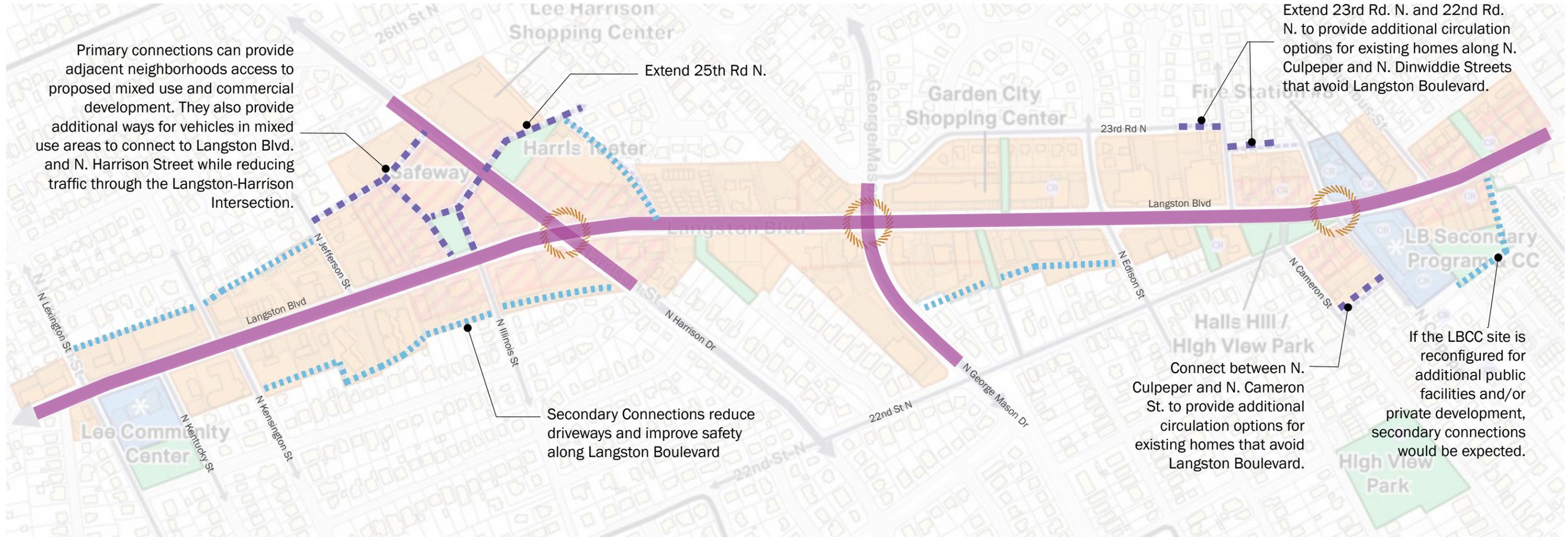
# Area 2 Building Heights and Transitions

Note: This is an artist illustration depicting the vision in one of the many ways it could be realized.



# Area 2 Transportation, Connectivity and Urban Design

Mobility improvements in this area emphasize streetscape enhancements to Langston Boulevard, George Mason Drive and N. Harrison Street as well as establishing new primary and secondary vehicular connections as part of private redevelopment. New east/west connections in these few locations are considered important for the goal of creating a new main street along Langston Boulevard, improving connectivity and safety for all modes of travel and reducing vehicle trips and left turns at each intersection.



- Streetscape Enhancement
- New Primary Vehicular Access (e.g. street or private road)
- New Secondary Vehicular Access (e.g. Alley, Private Service Road or other internal circulation)
- Potential location for future intersection operations study (e.g. studying signalization upgrades and or turn lane modifications, etc.)

Note:

1. The public spaces and street connections on this diagram are intended to depict the general location and approximate scale of proposed amenities and infrastructure.
2. Redevelopment of single-home parcels along edges will only occur if, and when, property owners decide to sell.

**Figure 3.6** Area 2 Connectivity

# Area 2 Langston Boulevard Transformation

The following image conveys the anticipated change in streetscape character, emphasizing ample protected space for pedestrians, bicyclists and access to enhanced transit service. Ground floors will have a pedestrian orientation and be close to the streetscape with engaging facades and activated uses. East of N. Lexington Street, the center median would be removed and the space converted to make room on both sides of the right-of-way for wider sidewalks, street trees and/or other landscaping, and protected bicycle lanes.



Existing condition at the Safeway site in the Northwest corner of Langston Boulevard and N. Harrison Street

Note: This is an artist illustration depicting the vision in one of the many ways it could be realized.

Figure 3.7 Streetscape Enhancement along Langston Boulevard

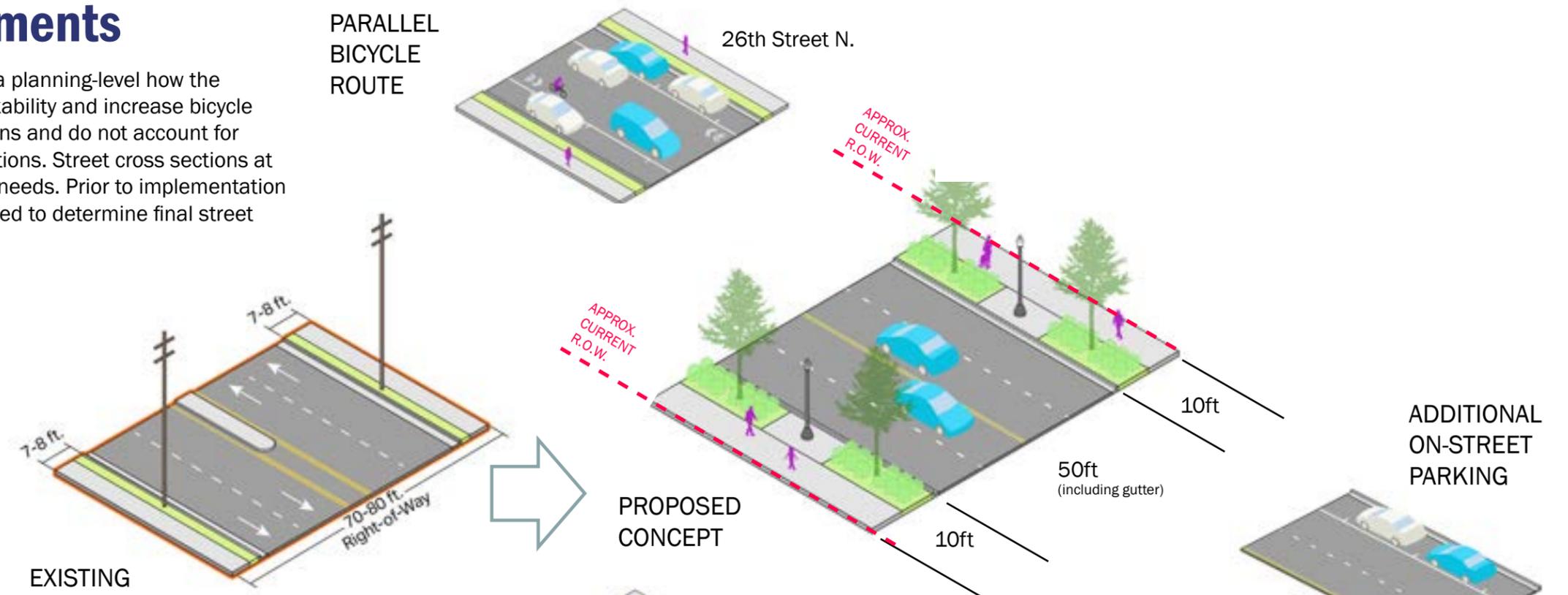
# Area 2 Streetscape Enhancements

The following cross sections are illustrative only and describe at a planning-level how the streetscape of Langston Boulevard could change to improve walkability and increase bicycle capacity and transit access. These images depict typical conditions and do not account for lanes and other improvements needed for specific existing conditions. Street cross sections at intersections may differ to accommodate operational and safety needs. Prior to implementation additional study, review, and coordination with VDOT will be needed to determine final street design and approval.

## Langston Boulevard

### West of Lexington Street

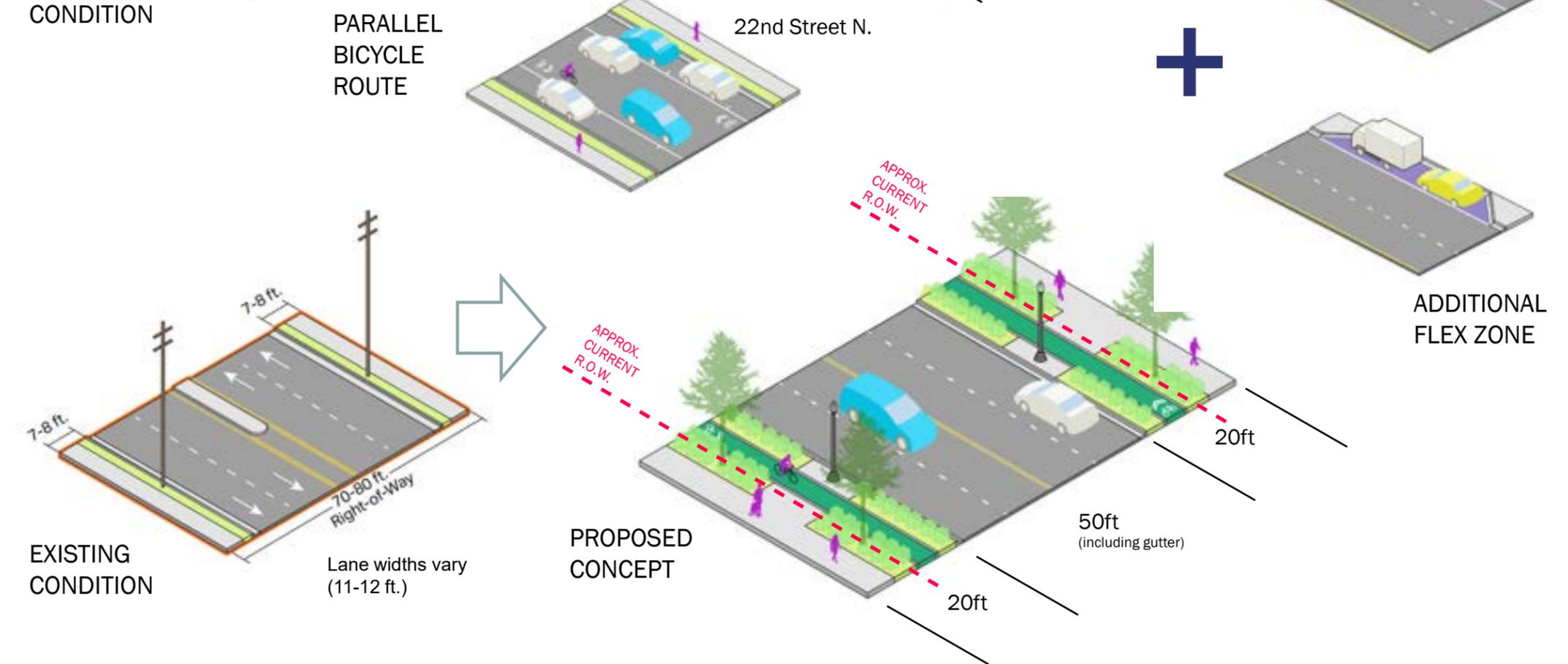
In this segment Langston Boulevard will change within the existing right-of-way to incorporate more space for street trees by removing the center concrete median. Parallel to Langston Boulevard, 26th and 22nd Streets would carry bicycle traffic in shared lanes with vehicles.



## Langston Boulevard

### East of Lexington Street

In this segment, Langston Boulevard will change within the existing right-of-way to widen sidewalks and provide ample planting space for street trees and protected bicycle lanes on both sides of the street by removing the center median. Flex zones for pick up/drop off areas could be added outside of the two lanes in each direction.



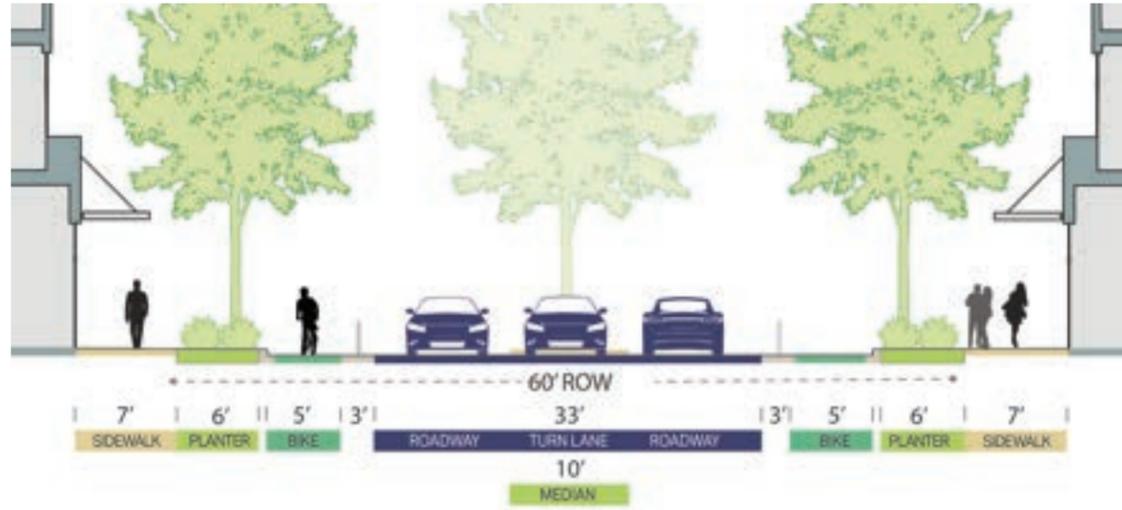
Approximate 10' additional width needed on both sides to build desired streetscape in narrow r.o.w. conditions

Figure 3.8 Imagery depicting Langston Boulevard Typical Cross sections

# Area 2 Streetscape Enhancements

The following cross sections are illustrative only and describe at a planning-level how the streetscape for major connecting streets including N. Harrison Street and N. George Mason Drive, in the blocks that connect to Langston Boulevard, could change to improve walkability, invite bicycle capacity and increase access to transit. Street cross sections at intersections may differ to accommodate operational and safety needs. Prior to implementation additional study, review, and coordination with VDOT will be needed to determine final street design and approval.

## N. Harrison Street



## N. George Mason Drive

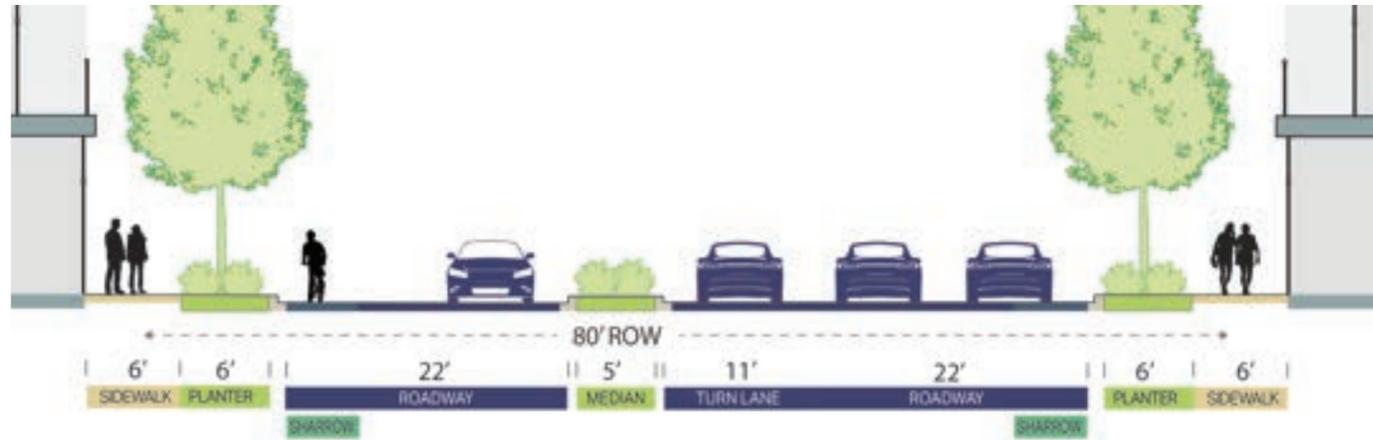


Figure 3.9 Imagery depicting typical cross sections of connecting major streets

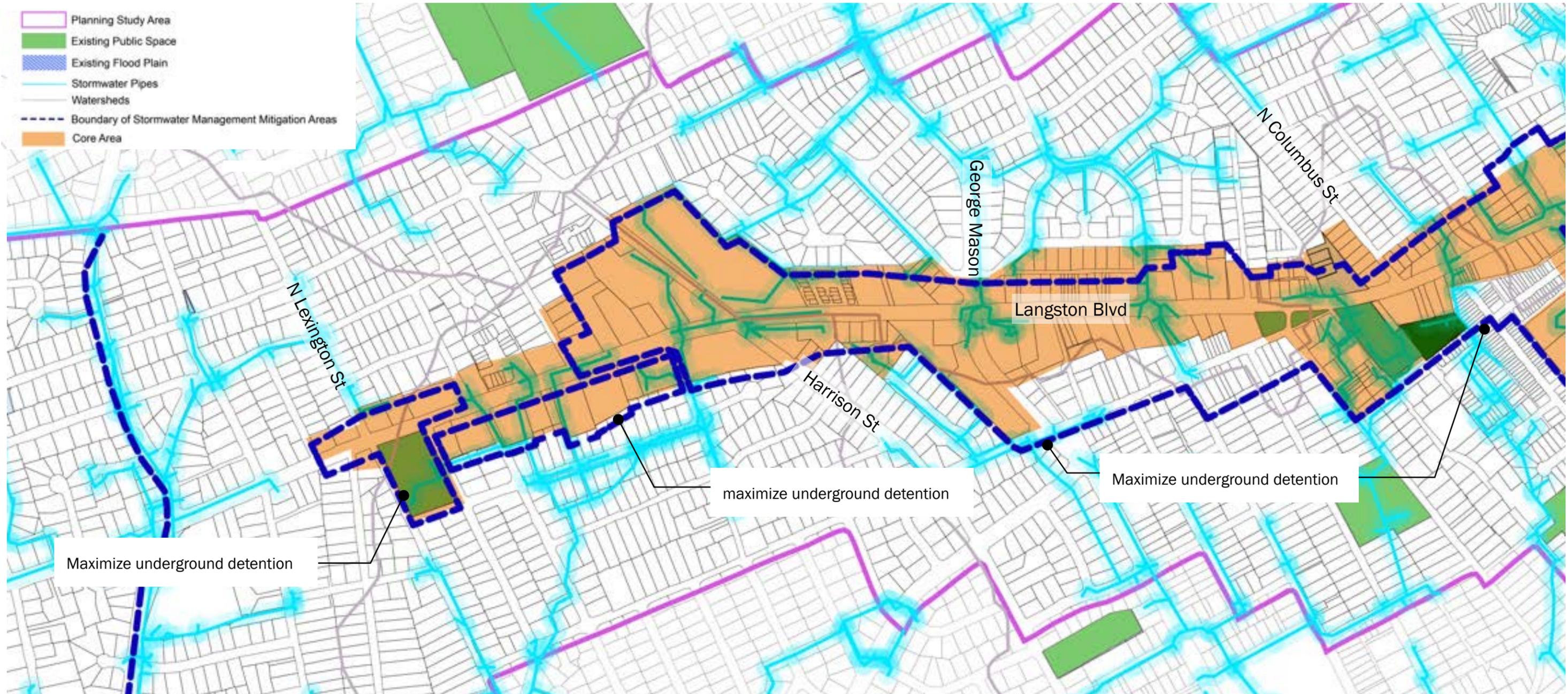
## Streetscapes - Minimum Standards

Street	Travel lane width	Bicycle Lane Width	Parking Width	Flex-Zone Width	Landscape Area / Street Trees	Sidewalk Width	Building Setback
Langston Boulevard	11 feet	5 feet	7 feet (if added)	8 feet (if added)	6 feet	6 feet	20 feet from curb
N. Harrison Street	11 feet	5 feet	7 feet (if added)	8 feet (if added)	6 feet	8 feet	14 feet from curb
N. George Mason Dr.	11 feet	5 feet	7 feet (if added)	8 feet (if added)	6 feet	6 feet	12 feet from curb



# Area 2 Stormwater Management

This diagram identifies the stormwater management priorities, where essential mitigation is needed, within Area 2. Within these boundaries new development achieving additional height would be subject to Flood Resilient Design Guidelines under development by County Staff. These guidelines will describe mechanisms for provision of overland flow paths and requirements for new development to contribute to downstream stormwater improvements.



**Figure 3.11** Diagram describing priority stormwater management and flood risk reduction strategies

# Area 2 Langston Boulevard Transformation

This image conveys the anticipated change in streetscape character, emphasizing ample protected space for pedestrians, cyclists and access to enhanced transit service. It also conveys possible ways of integrating historic architecture into a modern landscape. Ground floors will have a pedestrian orientation, close to the street, with engaging facades and activated uses. The Moore's Barber Shop building can be preserved with surrounding space available for new development. A new pedestrian path and outdoor plaza can bolster this activity node, support Langston Boulevard businesses, and bring more people to the area with added connectivity.



**Figure 3.12** Existing Condition and Illustration of potential redevelopment and amenities near Moore's Barber Shop at 4708 Langston Boulevard a newly identified historic resource from the CRS

Note: This image is an artists illustration depicting the vision in one of the many ways it could be realized.

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# Area 3 Waverly Hills, Donaldson Run, Old Dominion, Glebewood & Waycroft Woodlawn

## Neighborhood Aspirations

### Land Use, Economic Vitality and Housing

- more businesses (with more parking) and/or mixed-use at major intersections and along both sides of Langston Boulevard and Old Dominion Drive, west of N. Woodstock Street
- diverse housing types and increased densities in core areas and residential edges, including new opportunities for independent senior living

### Public Spaces, Transportation and/or Urban Design

- Lee Heights Shops to continue to be the social hub of activity in this area and be complemented by new indoor and outdoor public gathering spaces and multi-use spaces in private buildings

### Historic and Cultural Resources

- highlight history (buildings and stories) and culture in neighborhoods through art and tourism
- experience and expand the arts
- most distinctive attributes of their community in 2050 would be:
  - its mix of height, scales and architectural forms and
  - the integrated connection to nature through lush greenery, public spaces, and natural stream valleys

## General challenges

- Most of the corridor in this area is auto-oriented with parking and numerous driveways along Langston Boulevard, very few street trees, narrow sidewalks, utility poles and low tree canopy coverage
- Significant impervious areas at top of watershed contribute to flooding problems downstream
- 20th Rd. and Albemarle St.: stormwater pipes and many utilities are under roads - difficult and costly to upgrade
- Core area has many condo properties with limited space for infill development to accommodate new housing.
- Multiple major infrastructure improvements are needed – all of which depend on property owners working together to achieve the vision, including:
  - expansion of the street grid to create smaller, walkable blocks, increased connectivity, and manageable building mass and scale;
  - mitigation of stormwater through retention, detention, and overland relief; and
  - creation of public space for community gatherings.
- Existing zoning does not provide sufficient incentives for property owners to make the recommended improvements to match the PLB planning goals:
  - C-2 properties:
    - By-right regulations allow 45 feet (or four stories) and 1.5 F.A.R.
    - Require more parking, which creates more impervious coverage
  - RA 8-18:
    - By-right regulations allow 40 feet (or four stories) and 36 units/acre
    - Site plan regulations allow 60 feet (or 6 stories) and 45 units/acre with provision of low- or moderate-income housing
  - RA 6-15:
    - By-right regulations allow 60 feet (or six stories) and 48 units/acre
    - Site plan regulations allow 70 feet and 60 units/acre with provision of low- or moderate-income housing
  - RA 8-18 and RA 6-15:
    - For sites within an HCD or outside of a planning district, the County Board may approve bonus height up to an additional 60 feet if all of the units in the site plan provide low- or moderate-income housing or meets AHMP goals and bonus density.

## Opportunities

- This is a major node that connects directly to the R-B Metro corridor via three major roads (North Glebe Road, North Utah Street, and North Stafford Street).
- There is sufficient depth (more than 800 feet) to add the appropriate density and building height transitions from low-density residential edges. Residential edges in this area are separated by a street from this proposed redevelopment.
- Increased building height and scale would increase opportunities to create more overall housing units and therefore a proportional increase in affordable housing units.
- This is the largest activity node and a proposed social hub that is considered the heart of the corridor. Additional density in this area would support investment in enhanced transit services, commercial businesses, planned public spaces, and other civic activities.
- The node has multiple large parcels under single ownership that can accommodate redevelopment with efficient building and parking designs, and potentially resulting in several needed improvements.
- There is interest in preserving the Lee Heights Shops building or frontage while allowing for some redevelopment and more height may offset partial preservation.
- Large existing tree canopy at Leckey Gardens site



Figure 3.13 Area 3 opportunities

- Highly impervious and at top of watershed - Redevelopment can provide public space and stormwater detention
- Redevelopment can improve streetscape along Langston Boulevard, create protected space for all modes of travel and reduce driveways
- Parcels that can accommodate more density/affordable housing and height transition due to size or topography.
- Redevelopment can provide new connections to improve walkability and create smaller building footprints
- Redevelopment can provide public space and overland relief

# Area 3 Concept Plan

In the future, the Lee Heights Shops will become a stronger social and economic hub for its adjoining communities. The revitalized shopping center and surrounding properties, with its signature main street and plazas, will be the main public gathering space for the communities. This will be ringed

by an urban neighborhood with a mix of low-, middle- and high-rise buildings. This core area will be surrounded by its historic neighborhoods and will be characterized by its canopy of trees and lush green areas.

Note: This image is an artist illustration depicting the vision in one of the many ways it could be realized. The concept plan shows ideas for how properties in the Core Study area can be redeveloped by 2050.



Figure 3.14 Area 3 Illustrative Concept Plan

# Area 3 Land Use

Flexible land use regulations will allow mixed-use development and/or commercial, and/or low- to mid-rise multi-family residential along both sides of Langston Boulevard from N. Culpeper St. to N. Woodrow St. and extending along the southern edge of Langston Boulevard to Lorcom Lane. Within this flexible zone there are Ground Floor Commercial priority areas. In these areas new development should incorporate ground floor retail or other activated commercial uses or be designed with ground floor spaces that can incorporate those uses in the future. The ground floor spaces should be designed with appropriate heights and service capacity to facilitate commercial uses even if not used for that purpose initially. Further to the east, the land use will be a mix of mid-rise multi-family.



Figure 3.15 Area 3 Land Use



Current GLUP Land Use Designations for comparison

GLUP Land Use Designations	
<b>Residential</b>	
[Light Yellow]	Low (1-10 units per acre)
[Yellow]	Low (11-15 units per acre)
[Orange]	Low-Medium (16-36 units per acre)
[Light Orange]	Medium (Up to 37-72 units per acre)
<b>Commercial</b>	
[Pink]	Service Commercial
<b>Public and Semi-Public</b>	
[Light Green]	Public
[Bright Green]	Semi-Public

Note: 1. The public spaces and street connections on this diagram are intended to depict the general location and approximate scale of proposed amenities and infrastructure.

2. Redevelopment of single-home parcels along edges will occur if, and when, property owners decide to sell.

- Ground Floor Commercial Priority Area
- Commercial, Low-to Moderate-scale Multi-family Residential or Mixed-use
- Low to Moderate-Scale Multi-family Residential
- Low-scale Multi-family Residential
- Public
- Public - Including mixed-use public/private redevelopment
- Public Space or Connections
- Existing Street
- Proposed Street
- Proposed Alley
- Significant Cultural Resource

# Area 3 Development Potential and Benefits of Land Use Changes

Nearly 40 acres of redevelopment potential exists in this area, with the ability to reduce impervious coverage by 8% and increase tree canopy coverage by 5%. The new development can generate over 340 committed affordable units (CAFs).

## Potential Development Summary

	<b>Redevelopment Area (acres)</b>	<b>39.7</b>
	<b>Net New Dwelling Units</b>	<b>2,146</b>
	<b>New Non-Res Floor Space (sf)</b>	<b>137,733</b>
	<b>New Total Population</b>	<b>4,901</b>
	Net Change	+3721
	<b>New Total Jobs</b>	<b>713</b>
	Net Change	-351

### Housing Affordability

**Total Affordable Units<sup>3</sup> 348**

<sup>1</sup> Impervious area coverage calculated within redevelopment area

<sup>2</sup> Tree canopy coverage calculation is based on improvements in redevelopment area and streetscapes; tree canopy coverage targets will be identified for each neighborhood area

<sup>3</sup> Calculated based on a combination of existing and new mixed-income and committed affordable development

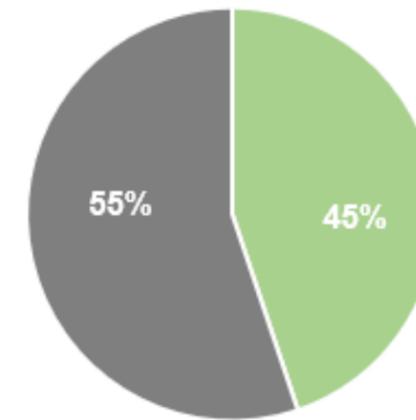
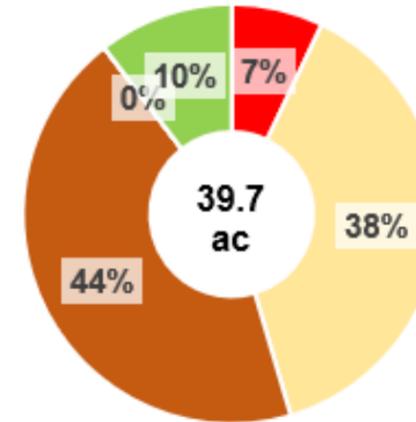
## Potential Land Use Distribution

<i>Within Redevelopment Area</i>		acres
	<b>Commercial</b>	<b>2.82</b>
	<b>Residential</b>	<b>15.21</b>
	<b>Mixed Use</b>	<b>17.51</b>
	<b>Public</b>	<b>-</b>
	<b>New or Enhanced Public Space</b>	<b>4.15</b>

This includes proposed public space, enhanced existing parks and area for pedestrian and bicycle connections

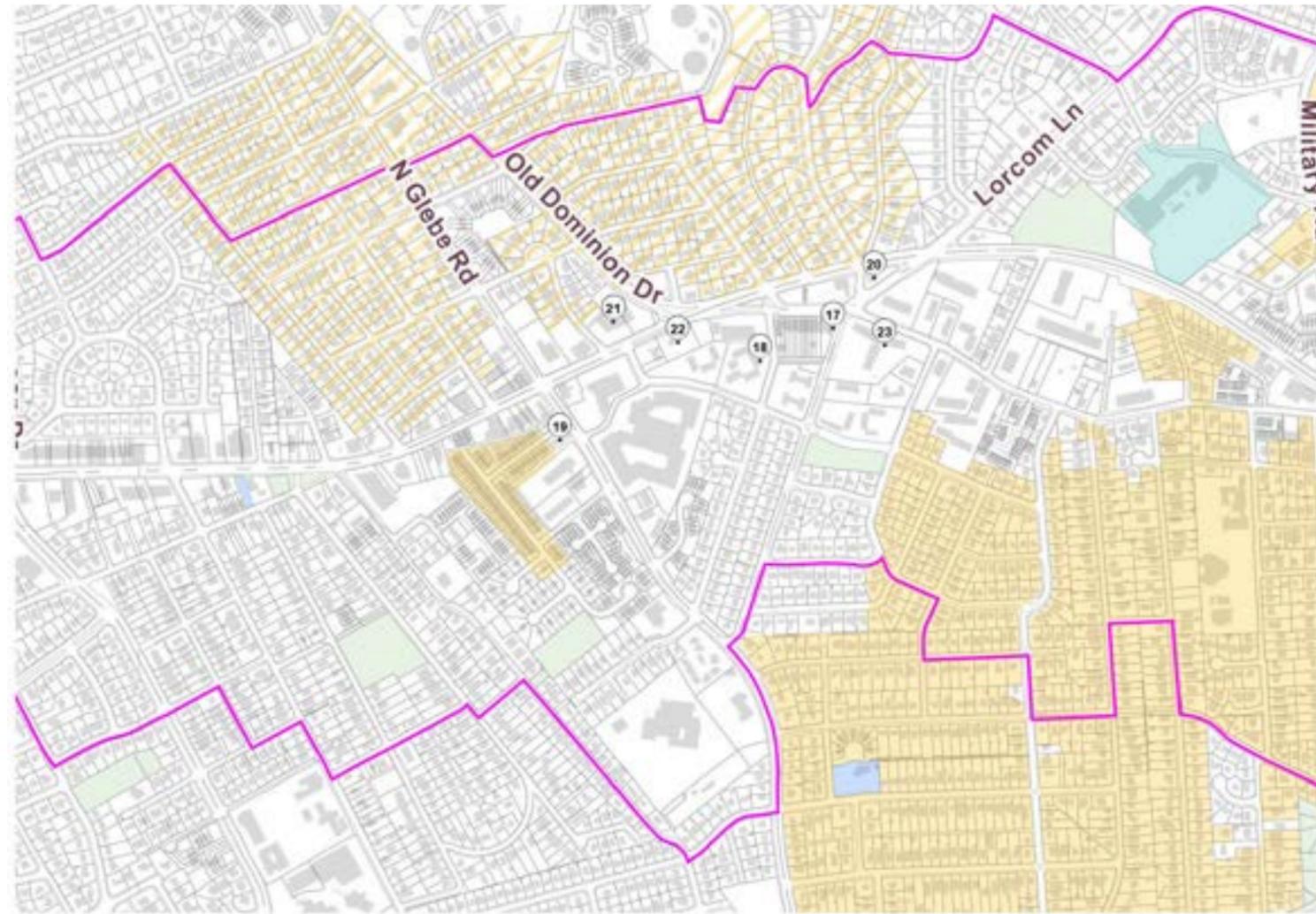
<i>Within Redevelopment Area</i>		acres
	<b>Permeable Area</b>	<b>17.80</b>
	Plantable Area	9.20
	Green Roof	8.60
	<b>Impervious Area</b>	<b>21.90</b>
	<b>% Impervious Area<sup>1</sup></b>	<b>55%</b>
	Net Change in Impervious Area	-8%

<i>Within Redevelopment Area and Public Right-of-Way</i>		acres
	<b>Potential Tree Canopy Coverage<sup>2</sup></b>	<b>11.23</b>
	Net Change	+0.59



# Area 3 Historic and Cultural Resources

Historic and cultural resources are clustered along Langston Boulevard. They relate to the important role sites played in the Civil Rights Movement, architectural examples of importance, as well as legacy businesses that contribute to the neighborhood identity. For a detailed history of the neighborhood area and its significant historic and cultural resources, please refer to the *Historic and Cultural Resources Report and Langston Boulevard Zine*



Source: AECOM, 2020

- Arlington County Local Historic Districts (Local)\*\*
- National Register of Historic Places (NRHP)/ Virginia Landmarks Register (VLR)\*\*
- NRHP/VLR Potentially Eligible\*\*
- Local and NRHP/VLR\*\*
- Planning Study Area
- Open Space

## Significant Cultural Resources

- 17** The Lee Heights Shops
- 18** Dominion Terrace Condominiums
- 19** Vale Apartments
- 20** Lebanese Taverna
- 21** People’s Drug Store (currently CVS/ABC Store) sit-in-site
- 22** Howard Johnson Restaurant (currently Capital One Bank) sit-in-site
- 23** Wood-Lee Arms Apartments

## Preservation Strategies

For a description of each preservation strategy, please refer to Chapter 2: Corridorwide Planning Framework for Historic and Cultural Resources.

- (FP) Full Preservation
- (PP) Partial Preservation
- (SI) Site Interpretation On site
- (NI) Interpretation Nearby



Wood-Lee Arms Apartments



Dominion Terrace Apartments



Vale Apartments

# Area 3 Recommendations for Preservation and/or Interpretation within the Core Study Area

The following chart describes the significant historic and cultural resources in Area 3 within and around the Planning Boundary and resources in the Core Study Area identified for potential full preservation, partial preservation, and/or interpretation.

**Table 3.2 Historic and Cultural Resources and recommended level of preservation**

#	Name / Address	Rec.	Significance
17	The Lee Heights Shops [4500-4550 Langston Blvd]	pp	The shopping center is associated with the development of the Langston Boulevard commercial corridor during the pre-/post-World War II period. The shopping center embodies the characteristics of the strip shopping mall from the post-war period including its one-story height, large plate-glass display windows, marble facing, and ample parking, both in the form of angled street parking and a large rear parking lot. The shopping center retains its integrity of location, design, setting, workmanship, feeling, and association. However, the non-historic canvas awnings and the shopping center's sign at the corner impact its integrity of materials.
18	Dominion Terrace Condominiums [2030-2036 North Woodrow Street; 4635-4641 and 4701-4705 20th Road North]	PP	The Dominion Terrace Apartments is associated with the suburban development of Arlington during the pre-/post-World War II period, as many new residents moved to Arlington and occupied its burgeoning apartment housing stock. The Apartments embody the characteristics of the garden apartment type with Colonial Revival style elements in Arlington County. The Dominion Terrace Apartments retain integrity of location, design, workmanship, association, setting, and feeling. However, the alteration of doors and windows impact its integrity of materials.
19	Vale Apartments [4750-4752 21st Rd N; 4751-4753 21st Rd N]	FP	The Vale Apartments are associated with the suburban development of Arlington during the pre-/post-World War II period, as many new residents moved to Arlington and occupied its burgeoning apartment housing stock. The Vale Apartments embody the characteristics of the individual, low-rise apartment type in Arlington County. The Vale Apartments retain integrity of location, design, workmanship, association, setting, and feeling. The replacement doors, awning, and display windows impact its integrity of materials.
20	Lebanese Taverna [4400 Old Dominion Drive]	SI/NI	The Lebanese Taverna is a popular restaurant and legacy business situated in a former gas station, located on a prominent site between Langston Boulevard and Old Dominion Drive.
21	People's Drug Store Site (Currently CVS/ABC Store) [4709 Langston Blvd]	SI/NI	The building was not identified in the Arlington County Historic Resource Inventory (HRI) in 2011 (Arlington County 2011), The commercial building at 4709 Langston Boulevard was occupied by a former People's Drug (4709A Langston Boulevard) which is historically associated with the student-led, non-violent sit-in demonstrations prevalent across the nation during the 1960s Civil Rights Movement.
22	Howard Johnson Site (currently Capital-one Bank) [4700 Langston Blvd]	SI/NI	The Howard Johnson's (non-extant) at 4700 Langston Boulevard is significant as a site of one of the sit-ins conducted throughout Arlington in the early 1960s.e early 1960s.
23	Wood-Lee Arms Apartments [4400 Cherry Hill Road]	PP	The Wood-Lee Arms Apartments is associated with the suburban development of Arlington during the pre-/post-World War II period, as many new residents moved to Arlington and occupied its burgeoning apartment housing stock. The building embodies the characteristics of the individual, low-rise apartment building type in Arlington County. The northern entry architecture is unique along the corridor.

# Area 3 Building Heights and Transitions

The proposed building height limits are based on the property depth available for redevelopment and the ability within that space to transition to single-home neighborhoods properly. The tallest heights are shown in locations where taller buildings exist today, where sufficient property depth exists to transition gradually and where topography aids in reducing dramatic height transitions. The edges along low-density development are a maximum of 3 to 4 stories, stepping up gradually to up to 5 or 7 stories along Langston Boulevard. In specific commercial and multi-family areas with significant distance from single-home edges, up to 7 or 10 stories is proposed. Where up to 10 stories is proposed is limited to the area east of N. Woodstock Street. Refer to the Building Form section in this report for a more detailed look at the various types of proposed transitions.



Figure 3.16 Area 3 Building Heights

## Maximum Building Heights

- Up to 10 Stories
- Up to 7 Stories
- Up to 5 Stories
- Up to 4 Stories
- New Public Space or Connections
- Existing Public Space

Note: The public spaces and street connections on this diagram are intended to depict the general location and approximate scale of proposed amenities and infrastructure.

Redevelopment of single-home parcels along edges will only occur if, and when, property owners decide to sell.

Additional height would be only for parcels that are sufficiently sized to accommodate development that transitions in height and scale gradually to low-density residential edges.

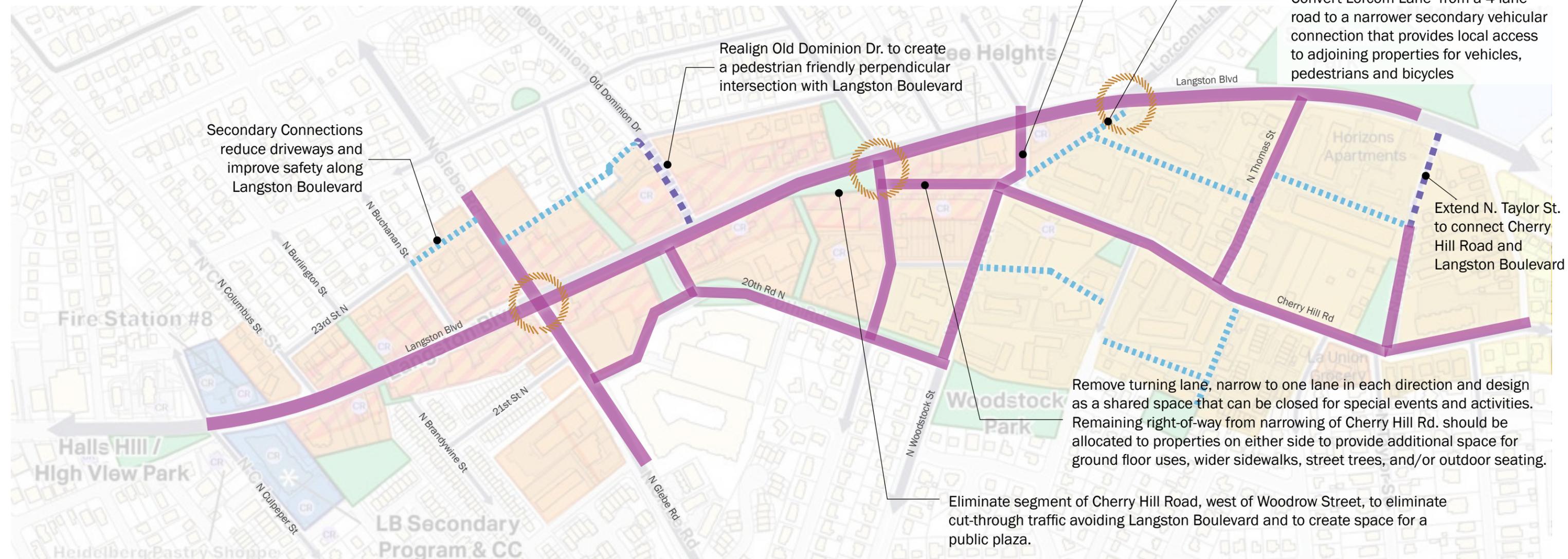
# Area 3 Building Heights and Transitions

Note: This is an artist illustration depicting the vision in one of the many ways it could be realized.



# Area 3 Transportation, Connectivity and Urban Design

Mobility improvements in this area emphasize streetscape enhancements to Langston Boulevard, Glebe Rd., Old Dominion, Cherry Hill Rd., N. Upton St., N. Woodstock St., N. Woodrow St., 20th Rd. N., N. Thomas St. and N. Taylor St. as well as, establishing new primary and secondary vehicular connections as part of private redevelopment. The proposed primary connections in this area are intended to improve pedestrian conditions near Langston Boulevard or to improve access to Langston Boulevard. The proposed secondary connections are intended to shift the vehicular access to the rear of commercial and multi-family parcels, thereby, reducing the number of driveways along Langston Boulevard, Cherry Hill Rd. and 20th Rd. N. The reduced driveways will contribute to increased safety for all modes.



**Figure 3.17** Area 3 Connectivity

- Streetscape Enhancement
- New Primary Vehicular Access (e.g. street or private road)
- New Secondary Vehicular Access (e.g. Alley, Private Service Road or other internal circulation)
- Potential location for future intersection operations study (e.g. studying signalization upgrades and or turn lane modifications, etc.)

Note:

1. The public spaces and street connections on this diagram are intended to depict the general location and approximate scale of proposed amenities and infrastructure.
2. Redevelopment of single-home parcels along edges will occur if, and when, property owners decide to sell.

# Area 3 Langston Boulevard Transformation

The following image conveys the anticipated change in streetscape character, emphasizing ample protected space for pedestrians, bicyclists and access to enhanced transit service. Ground floors will have a pedestrian orientation, close to the street, with engaging facades and activated uses. West of N. Woodrow Street, the center median would be removed and the space converted to make room on both sides of the right-of-way for wider sidewalks, street trees and/or other landscaping, and protected bicycle lanes.



Existing condition at N. Albemarle Street and Langston Boulevard

Note: This image is an artist illustration depicting the vision in one of the many ways it could be realized.

Figure 3.18 Area 3 Streetscape Enhancement along Langston Boulevard

# Area 3 Streetscape Enhancements

The following cross sections are illustrative only and describe at a planning-level how the streetscape of Langston Boulevard and Cherry Hill Road could change to improve walkability and increase bicycle capacity and transit access. These images depict typical conditions and do not account for lanes and other improvements needed for specific existing conditions. Street cross sections at intersections may differ to accommodate operational and safety needs. Prior to implementation additional study, review, and coordination with VDOT will be needed to determine final street design and approval.

## Cherry Hill Road East of Woodstock Street

This segment would change to incorporate street trees and bicycle lanes, as proposed in the Master Transportation Plan (MTP). The right-of-way varies greatly. The intent is to provide sidewalks within the right-of-way however in the narrowest locations, private property will be needed.

## Langston Boulevard West of N. Woodrow Street

In this segment the central median would be removed to make room on both sides of the street for wider sidewalks, street trees and/or other landscaping, and protected bicycle lanes. Flex zones for pick up/drop off areas could be added outside of the two lanes in each direction.

## Langston Boulevard N. Woodrow Street to Military Rd.

In this segment the center median would be removed to reallocate space within the right-of-way northward, providing a planting strip for street trees and a two-way shared use path that connects Dorothy Hamm Middle School and amenities in Area 3 and Area 4 for bicyclists. Additional land maybe needed in some locations along the northern edge to facilitate implementation of the path.

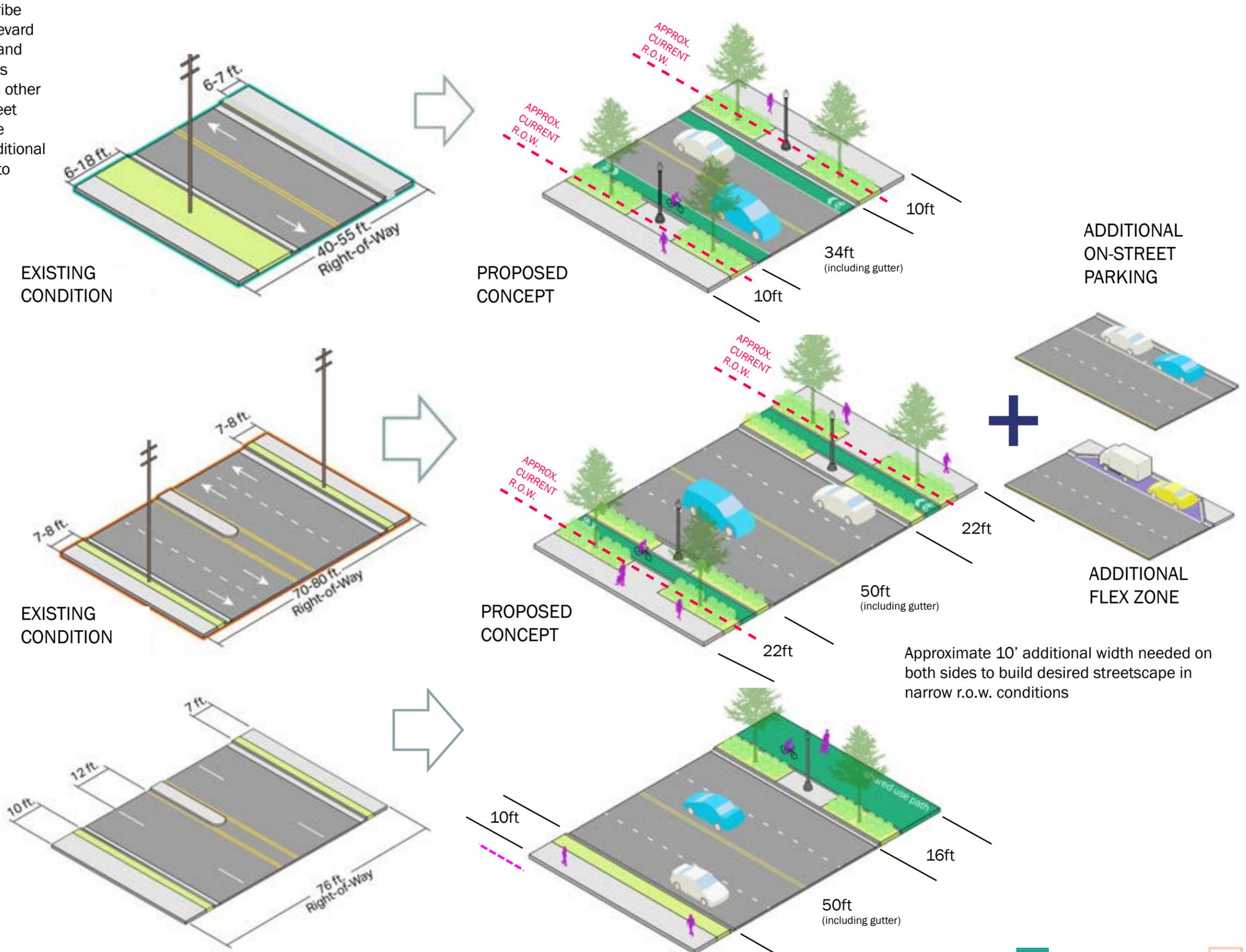
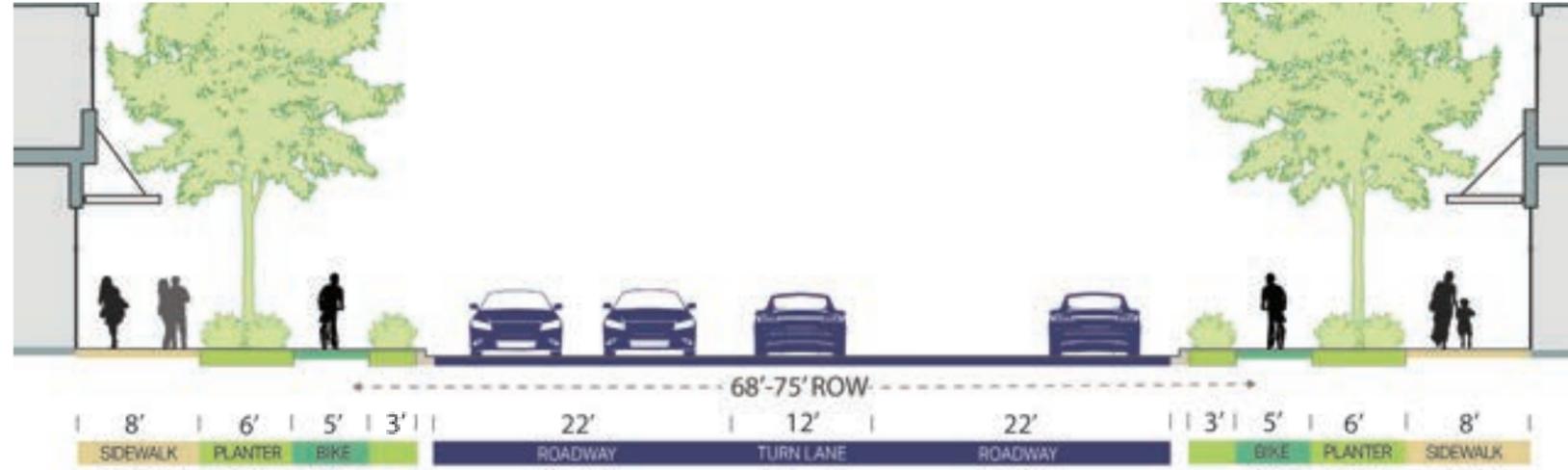


Figure 3.19 Imagery depicting Langston Boulevard Typical Cross sections

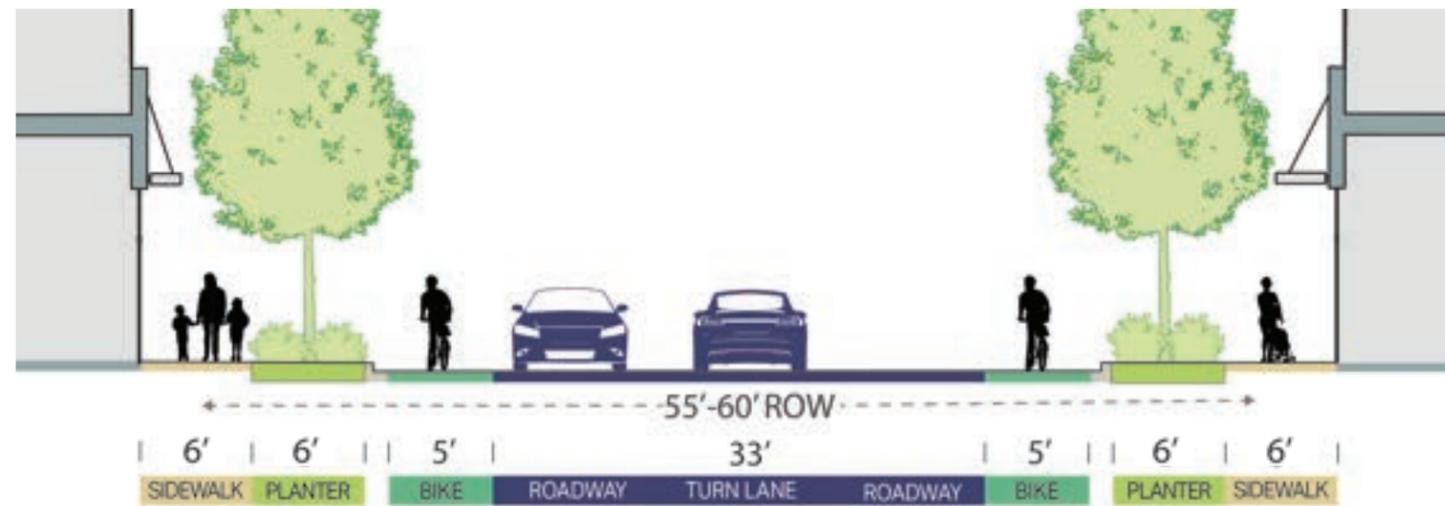
# Area 3 Streetscape Enhancements

The following cross sections are illustrative only and describe at a planning-level how the streetscape for major connecting streets could change to improve walkability, invite bicycle capacity and increase transit access. Street cross sections at intersections may differ to accommodate operational and safety needs. Prior to implementation additional study, review, and coordination with VDOT will be needed to determine final street design and approval.

## Glebe Road



## Old Dominion Drive + N. Woodstock + N. Upton Streets



## N. Woodrow + N. Taylor Street + 20th Road N.

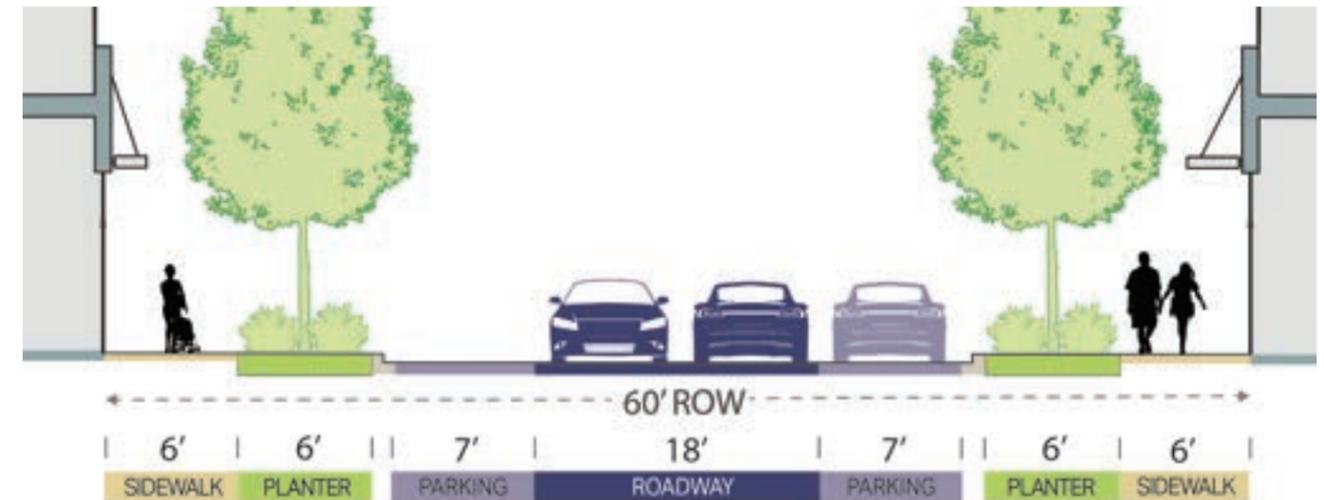


Figure 3.20 Imagery depicting typical cross sections of connecting major streets

## Streetscapes - Minimum Standards

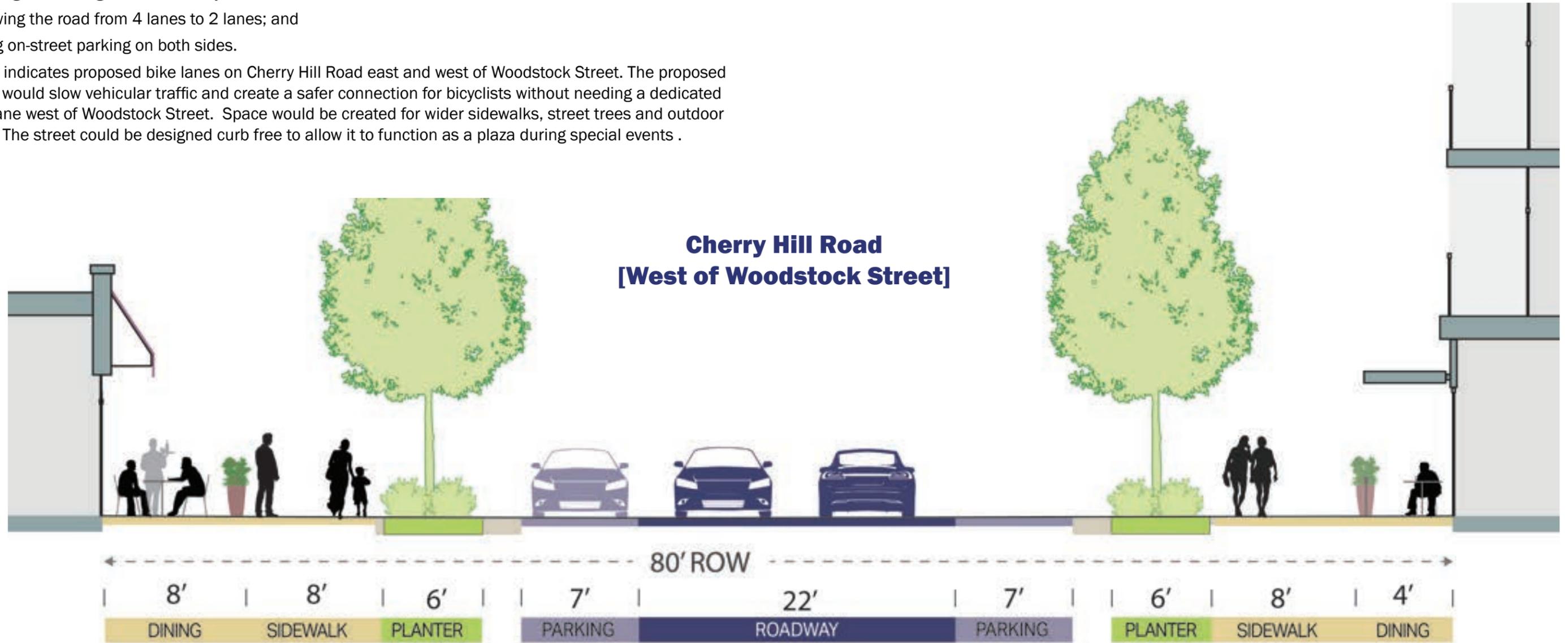
Street	Travel lane Width	Bicycle Lane Width	Parking Width	Flex-Zone Width	Landscape Area / Street Trees	Sidewalk Width	Building Setback
Langston Boulevard (N. Lexington to N. Woodrow St.)	11 feet	5 feet	7 feet (if added)	8 feet (if added)	3 feet + 6 feet	8 feet	22 feet from curb
Langston Boulevard (N. Woodrow St. to Military Rd)	11 feet	10 feet (N)	N/A	N/A	3 feet (S) 6 feet (N)	5 feet (S)	N/A
N. Glebe Road	11 feet	5 feet	7 feet (if added)	8 feet (if added)	3 feet + 6 feet	8 feet	22 feet from curb
Old Dominion Drive / Woodstock / Upton Street	11 feet	5 feet	7 feet (if added)	8 Feet (if added)	6 feet	6 feet	12 feet from curb
N. Woodrow / N. Taylor / 20th Road N.	11 feet	N/A	7 feet (if added)	8 feet (if added)	6 feet	6 feet	12 feet from curb

# Area 3 Streetscape Enhancements

The 2016 visioning study identified the importance of transforming Cherry Hill Road west of Woodstock Street into a community destination. The following image conveys the proposed streetscape character and function of Cherry Hill Road in front of the Lee Heights Shops to fulfill that vision with the following changes:

- eliminating the segment of Cherry Hill Road west of Woodrow Street to eliminate cut-through traffic avoiding Langston Boulevard and to create space for a public plaza;
- removing the turning lanes on Cherry Hill Road between Woodrow and Woodstock Streets;
- narrowing the road from 4 lanes to 2 lanes; and
- adding on-street parking on both sides.

The MTP indicates proposed bike lanes on Cherry Hill Road east and west of Woodstock Street. The proposed changes would slow vehicular traffic and create a safer connection for bicyclists without needing a dedicated bicycle lane west of Woodstock Street. Space would be created for wider sidewalks, street trees and outdoor seating. The street could be designed curb free to allow it to function as a plaza during special events.



**Figure 3.21** Imagery depicting typical cross section north of the Lee Heights shops

## Streetscapes - Minimum Standards

Street	Travel lane width	Bicycle Lane Width	Parking Width	Flex-Zone Width	Landscape Area / Street Trees	Sidewalk Width	Building Setback
Cherry Hill Road (west of Woodstock Street)	11 feet	N/A	7 feet	N/A	6 feet	8 feet	18 feet (N) from curb
Cherry Hill Road (east of Woodstock Street)	11 feet	5 feet	N/A	N/A	5 feet	5 feet	12 feet from curb

Note: Final design of VDOT maintained roadways will be subject to VDOT approvals.

# Area 3 Streetscape Enhancements

Artist's depiction of Cherry Hill Road north of the Lee Heights Shops



**Figure 3.22** Artists depiction of Cherry Hill Road in front of the Lee Heights Shops

Note: This image is an artist illustration depicting the vision in one of the many ways it could be realized.

# Area 3 Public Spaces

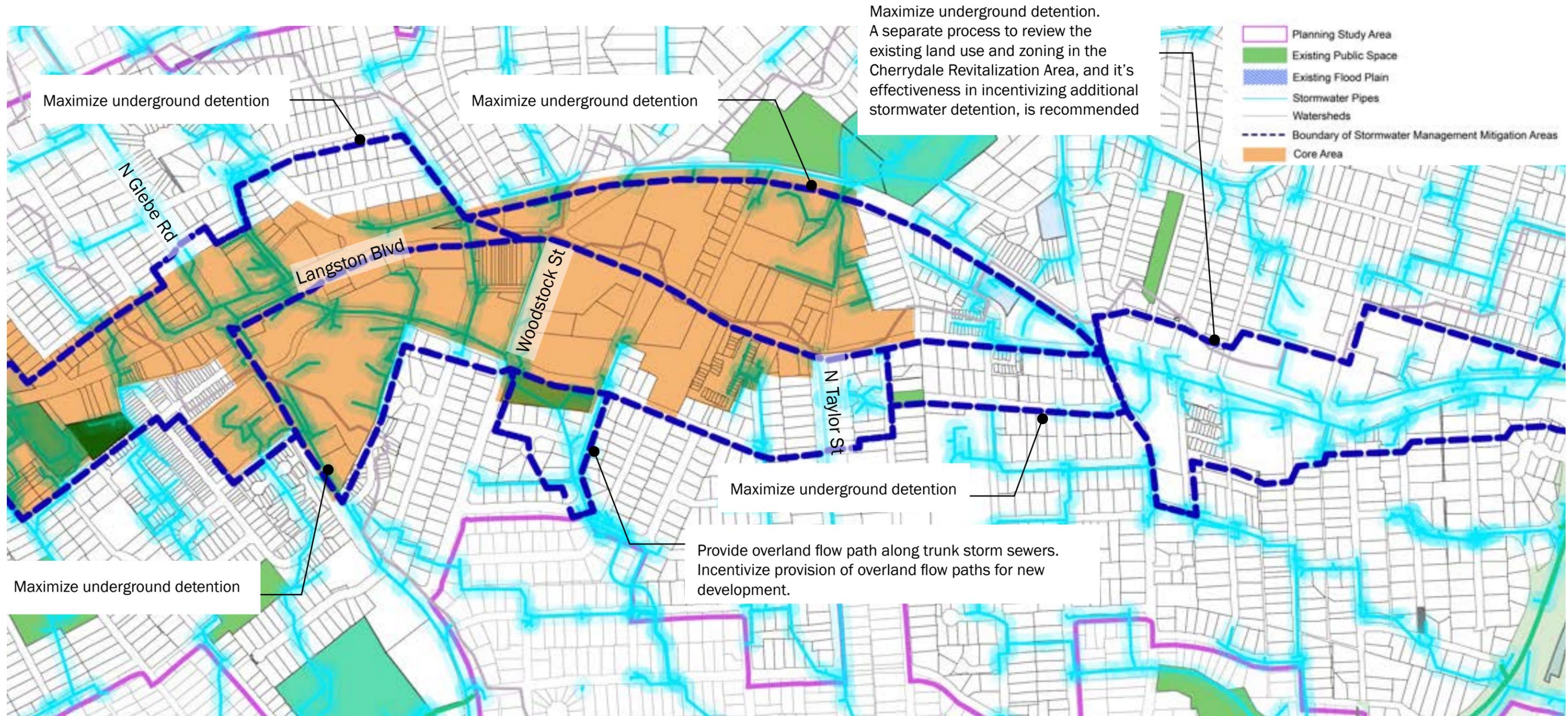
The diagram below illustrates the proposed public space network and desired connections to the public spaces in this area. The network includes existing public spaces and new privately-owned public spaces. The privately-owned public spaces should follow the design guidelines for each of the types described in Chapter 2.



Figure 3.23 Area 3 Public Spaces

# Area 3 Stormwater Management

This diagram identifies the stormwater management priorities, where essential mitigation is needed within Area 3. Within these boundaries, new development achieving additional height would be subject to Flood Resilient Design Guidelines under development by County Staff. These guidelines will describe mechanisms for provision of overland flow paths and requirements for new development to contribute to downstream stormwater improvements.



**Figure 3.24** Imagery depicting stormwater management and flood risk reduction strategies

# Area 3 Langston Boulevard Transformation

This image conveys the anticipated change in the area in front of the Russell Building, west of N. Woodrow Street. The concept plan proposes to remove the portion of Cherry Hill Rd. directly in front of the building to create a plaza for outdoor gatherings. Ground floors will have a strong pedestrian orientation close to the plaza, with engaging facades and activated uses.



**Figure 3.25** Potential redevelopment and amenities at Woodrow Street and Langston Boulevard

Note: This image is an artist illustration depicting the vision in one of the many ways it could be realized.

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# Area 5 North Highlands & Lyon Village

## Neighborhood Aspirations

### Land Use, Economic Vitality and Housing

- neighborhoods should be walkable, sustainable and diverse in all ways (economic, social, activities, housing types) with increased density in certain areas to acknowledge location near Metro and DC
- mixed-use development in the northwest and southwest corners of the Spout Run Parkway and Langston Boulevard intersection and along most of Langston Boulevard
- Diverse housing types, increased density and redevelopment, on the west side of North Highlands (Differing points of view on height of new development)
- low and mid-rise (not high-rise) development only along Langston Boulevard south frontage

### Public Spaces, Transportation and/or Urban Design

- improve access to undeveloped green spaces along I-66, Spout Run and George Washington (GW) Memorial Parkway that border neighborhoods and street grid

### Historic and Cultural Resources

- highlight history of early 20th century planning and vision, while recognizing restrictive deeds in the area during segregation era
- highlight story of growth and/or change of neighborhoods throughout the decades, as well as history of early trolley cars and civil war trails

## General challenges

- Most of the corridor in this area is auto-oriented with parking and numerous driveways along Langston Boulevard, very few street trees, narrow sidewalks, utility poles and low tree canopy coverage
- Multiple major infrastructure improvements are needed—all of which depend on property owners working together to achieve the vision, including:
  - the relocation and upsizing of storm sewers in commercial properties along Spout Run Parkway to accommodate expected water flows - There could be potential major impacts to the County's budget for stormwater improvements without private investment in the commercial properties.
  - Expansion of the street grid to create smaller, walkable blocks; increased connectivity; and manageable building mass and scale;
  - mitigation of stormwater through retention, detention, and overland relief; and
  - creation of public space for community gatherings
- Existing zoning does not provide sufficient incentives for property owners to make the recommended improvements to match the PLB planning goals:
  - C-2 properties:
    - By-right regulations allow 45 feet (or four stories) and 1.5 F.A.R.
    - Require more parking, which creates more impervious coverage
  - RA 8-18:
    - By-right regulations allow 40 feet (or four stories) and 36 units/acre
    - Site plan regulations allow 60 feet (or 6 stories) and 45 units/acre with provision of low- or moderate-income housing
  - RA 6-15:
    - By-right regulations allow 60 feet (or six stories) and 48 units/acre
    - Site plan regulations allow 70 feet and 60 units/acre with provision of low- or moderate-income housing
  - RA 8-18 and RA 6-15:
    - For sites within an HCD or outside of a planning district, the County Board may approve bonus height up to an additional 60 feet if all of the units in the site plan provide low- or moderate-income housing or meets AHMP goals and bonus density.

## Opportunities

- This is a major node that is within walking distance of the R-B Metro corridor.
- The low-density residential edges in Maywood and Cherrydale are buffered from development by I-66 and natural topography.
- Given this area's proximity to Metro, increased building height and scale would increase opportunities to create more housing units and therefore a proportional increase in affordable housing.
- For these reasons, staff is still assessing whether the maximum height should be set at up to 12 or 15 stories for Area 5.



Figure 3.26 Area 5 opportunities

- Highly impervious - Redevelopment can provide public space and overland relief
- Redevelopment can improve streetscape along Langston Boulevard, create protected space for all modes of travel and reduce driveways
- Parcels that can accommodate more density/affordable housing and height transition due to size or topography.
- Redevelopment can provide additional east-west connectivity for properties that are mostly dependent on Langston Boulevard for accessibility

# Area 5 Concept Plan

In the future, the Spout Run intersection (Lyon Village Shopping Center and Walgreens sites) will become a stronger social and economic hub for its adjoining communities. The west side of North Highlands will become more transit, pedestrian and cycle-oriented through improved connections across Langston Boulevard to the Metro, improved public space

connections east-west through the Core Area and significant infill housing development (low-, middle- and high rise).

The east side of North Highlands will remain a residential community with a mix of architectural styles and building types that are low to mid-rise.

The south side of Langston Boulevard, in Lyon Village, will also become more transit, pedestrian and cycle-oriented through mixed-use and housing development (low- and mid-rise) that transitions gradually to the surrounding low density residential edge. North Highlands and Lyon Village will be characterized by its canopy of trees and lush green areas.

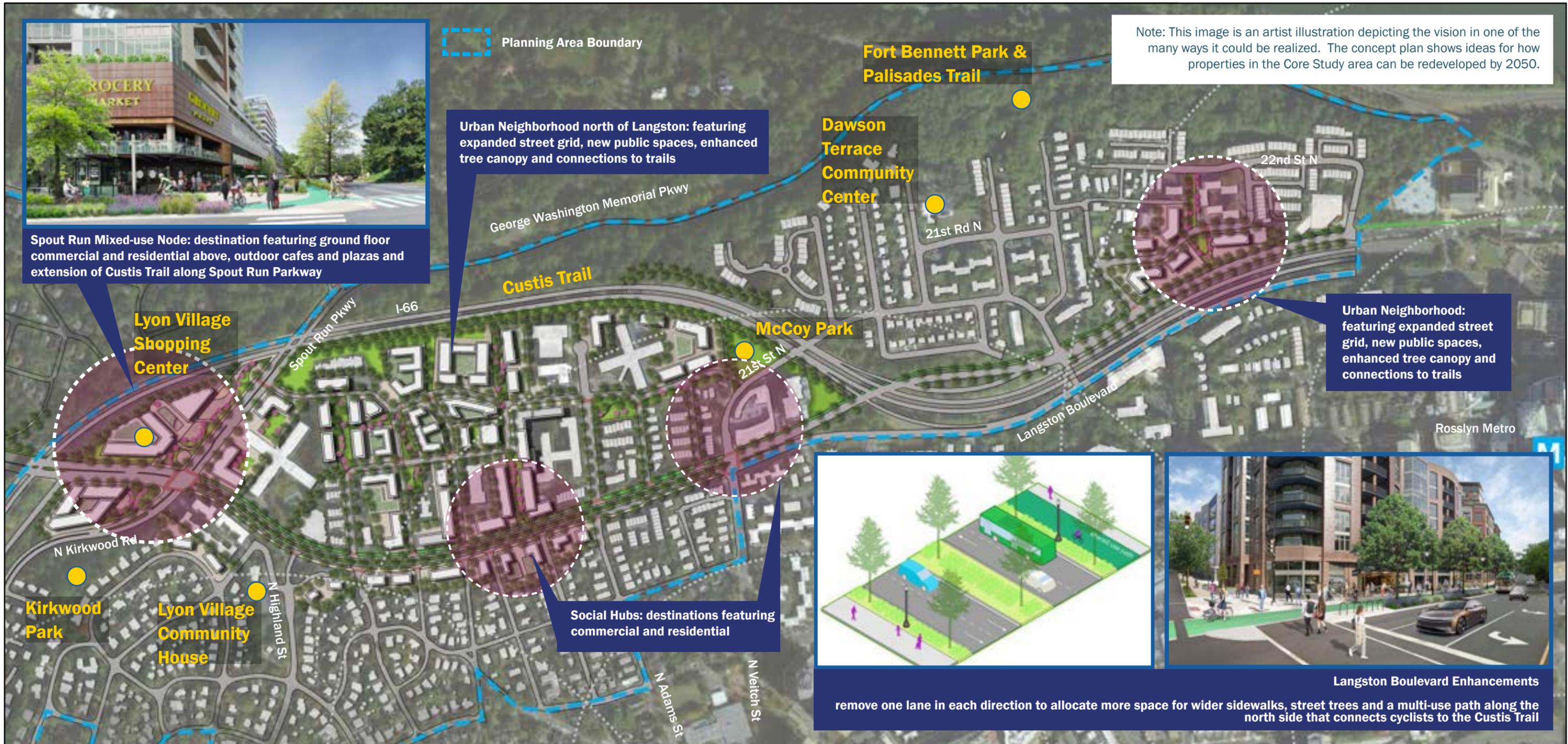


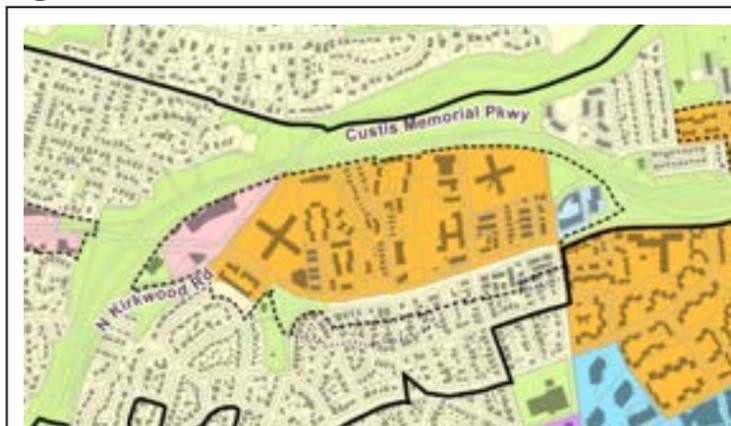
Figure 3.27 Area 5 Illustrative Concept Plan

# Area 5 (West) Land Use

Flexible land use regulations will allow mixed-use development and/or commercial, and/or multi-family residential at the Spout Run intersection and between N. Cleveland St. and N. Adams St. along both sides of Langston Boulevard. Within this flexible zone there are Ground Floor Commercial priority areas. In these areas, new development should incorporate ground floor retail or other activated commercial uses or be designed with ground floor spaces that can incorporate those uses in the future. The ground floor spaces should be designed with appropriate heights and service capacity to facilitate commercial uses even if not used for that purpose initially. These areas are located at major intersections where businesses can be organized in walkable clusters. The remainder of the area is envisioned to allow multi-family development at a variety of scales. It is important to note that the intensity of development on the north side of Langston Boulevard is anticipated to be higher than the development fronting Langston Boulevard along its southern edge.



Figure 3.28 Area 5 West Land Use Plan



Current GLUP Land Use Designations for comparison

GLUP Land Use Designations	
<b>Residential</b>	
	Low (1-10 units per acre)
	Low (11-15 units per acre)
	Low-Medium (16-36 units per acre)
	Medium (Up to 37-72 units per acre)
<b>Commercial</b>	
	Service Commercial
<b>Public and Semi-Public</b>	
	Public
	Semi-Public

Note: 1. The public spaces and street connections on this diagram are intended to depict the general location and approximate scale of proposed amenities and infrastructure.

2. Redevelopment of single-home parcels along edges will occur if, and when, property owners decide to sell.

- Ground Floor Commercial Priority Area
- Public Space
- Existing Street Connections
- Commercial, Moderate to High-scale Multi-family or Mixed-Use North of Lee Hwy
- Commercial, Low to Moderate-Scale Multi-family or Mixed-Use South of Lee Hwy
- Proposed Street
- Proposed Alley
- Significant Cultural Resource (CR)

# Area 5 (East) Land Use

Area 5 East will continue to be a residential community within a close walk to the transit neighborhoods of Rosslyn and Courthouse. The narrow existing roadways and lack of visibility from Langston Boulevard make this a difficult location for commercial uses beyond the existing office and hotel sites at the eastern edge. Redevelopment of portions of the existing multi-family development can create more transit-accessible housing, integrated with existing neighborhoods.

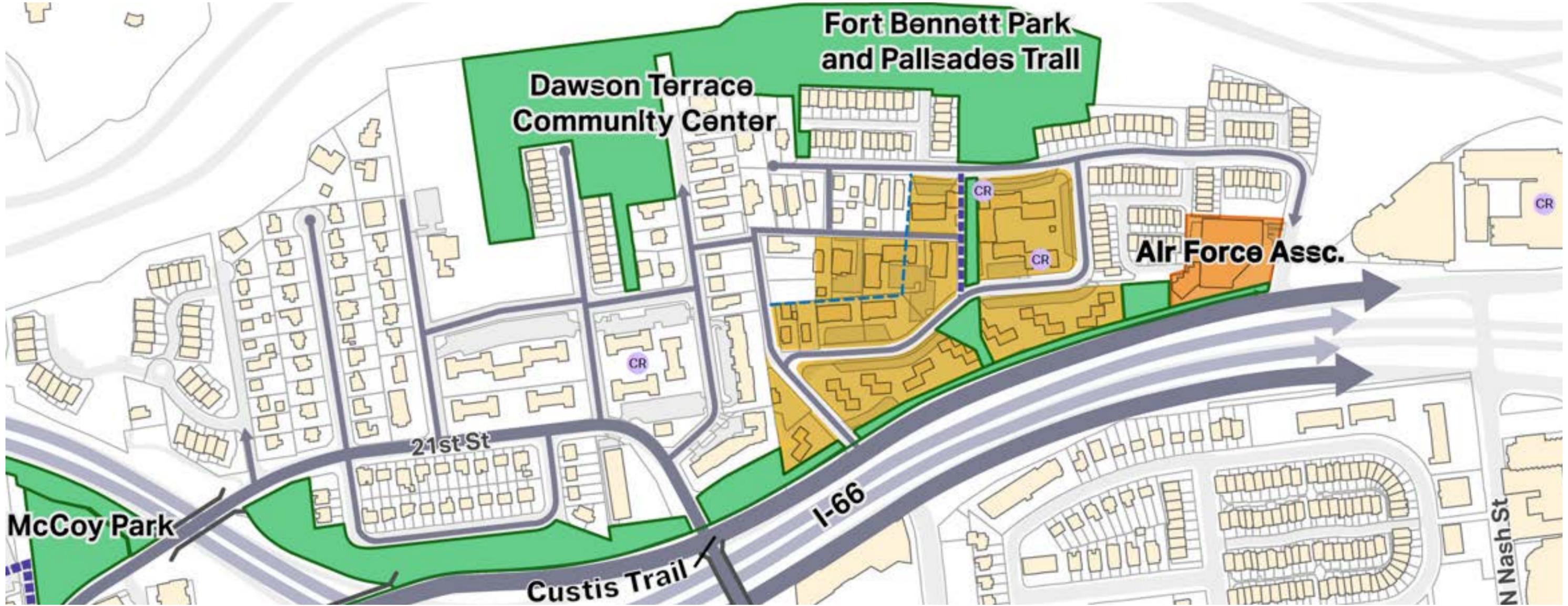
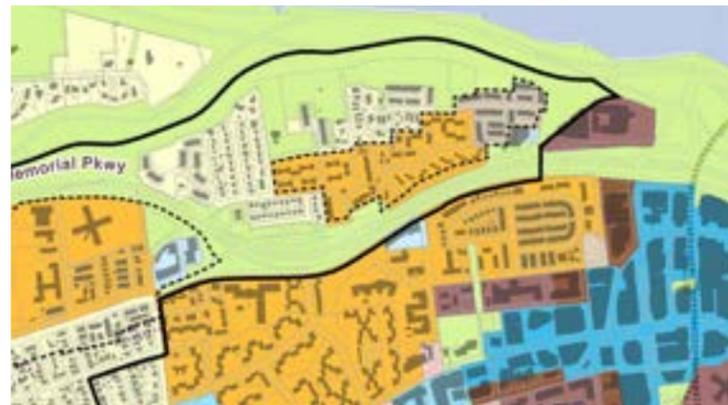


Figure 3.29 Area 5 East Land Use Plan



Current GLUP Land Use Designations for comparison

GLUP Land Use Designations	
<b>Residential</b>	
Low (1-10 units per acre)	
Low (11-15 units per acre)	
Low-Medium (16-36 units per acre)	
Medium (Up to 37-72 units per acre)	
<b>Commercial</b>	
Service Commercial	
<b>Public and Semi-Public</b>	
Public	
Semi-Public	

- Commercial, Moderate-scale Multi-family or Mixed-Use
- Low-to-Moderate Scale Multi-family
- Public Space or Connections
- Existing Street
- Proposed Street
- Proposed Alley
- Significant Cultural Resource

Note:

1. The public spaces and street connections on this diagram are intended to depict the general location and approximate scale of proposed amenities and infrastructure.
2. Redevelopment of single-home parcels along edges will occur if, and when, property owners decide to sell.

# Area 5 (East and West) Development Potential and Benefits of Land Use Changes

Nearly 40 acres of redevelopment potential exists in this area, with the ability to reduce impervious coverage by 9% and increase tree canopy coverage by almost 20%. The new development can generate over 1450 committed affordable units within a convenient walk to Metro.

## Potential Development Summary

	<b>Redevelopment Area (acres)</b>	<b>38.8</b>
	<b>Net New Dwelling Units</b>	<b>3,077</b>
	<b>New Non-Res Floor Space (sf)</b>	<b>37,863</b>
	<b>New Total Population</b>	<b>6,651</b>
	Net Change	+5198
	<b>New Total Jobs</b>	<b>241</b>
	Net Change	+10

## Housing Affordability

**Total Affordable Units<sup>3</sup> 1,457**

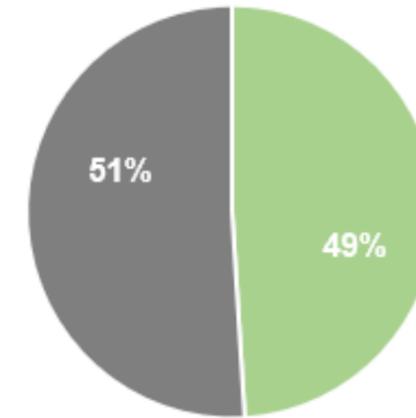
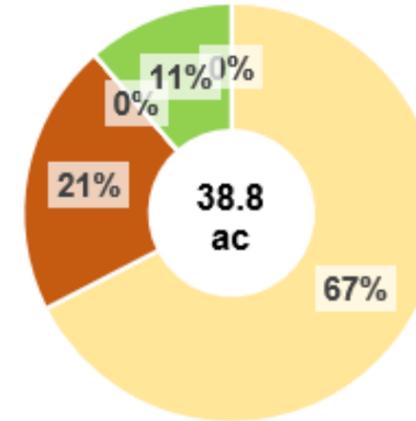
## Potential Land Use Distribution

<i>Within Redevelopment Area</i>		acres
	<b>Commercial</b>	-
	<b>Residential</b>	<b>26.20</b>
	<b>Mixed Use</b>	<b>8.21</b>
	<b>Public</b>	-
	<b>New or Enhanced Public Space</b>	<b>4.43</b>

This includes proposed public space, enhanced existing parks and area for pedestrian and bicycle connections

<i>Within Redevelopment Area</i>		acres
	<b>Permeable Area</b>	<b>19.00</b>
	Plantable Area	9.30
	Green Roof	9.70
	<b>Impervious Area</b>	<b>19.80</b>
	<b>% Impervious Area<sup>1</sup></b>	<b>51%</b>
	Net Change in Impervious Area	-9%

<i>Within Redevelopment Area and Public Right-of-Way</i>		acres
	<b>Potential Tree Canopy Coverage<sup>2</sup></b>	<b>16.98</b>
	Net Change	+3.03



The potential development summarized for Area 5 is based on the proposed land uses and building heights, except that for the parcels along I-66 the maximum building height used in the computation is up to 12 stories. Below is a summary of the potential development in Area 5 if the proposed building height for the parcels along I-66 is up to 15 stories. Also noted below is the difference in net new dwelling units, new total population, and total affordable units between 12 and 15 stories:

- Net New Dwelling Units: 3,376 units
  - Difference: 299 units
- New Total Population: 7,199 people
  - Difference: 548 people
- Total Affordable Units: 1,557 units
  - Difference: 100 units

<sup>1</sup> Impervious area coverage calculated within redevelopment area

<sup>2</sup> Tree canopy coverage calculation is based on improvements in redevelopment area and streetscapes; tree canopy coverage targets will be identified for each neighborhood area

<sup>3</sup> Calculated based on a combination of existing and new mixed-income and committed affordable development

# Area 5 Langston Boulevard Transformation

This image conveys the anticipated change in streetscape character, emphasizing ample protected space for pedestrians, bicyclists, and access to enhanced transit service. Ground floors will have a strong pedestrian orientation, close to the street, with engaging facades and activated uses. The streetscape along Spout Run Parkway can incorporate biophilic design elements and space for overland relief.

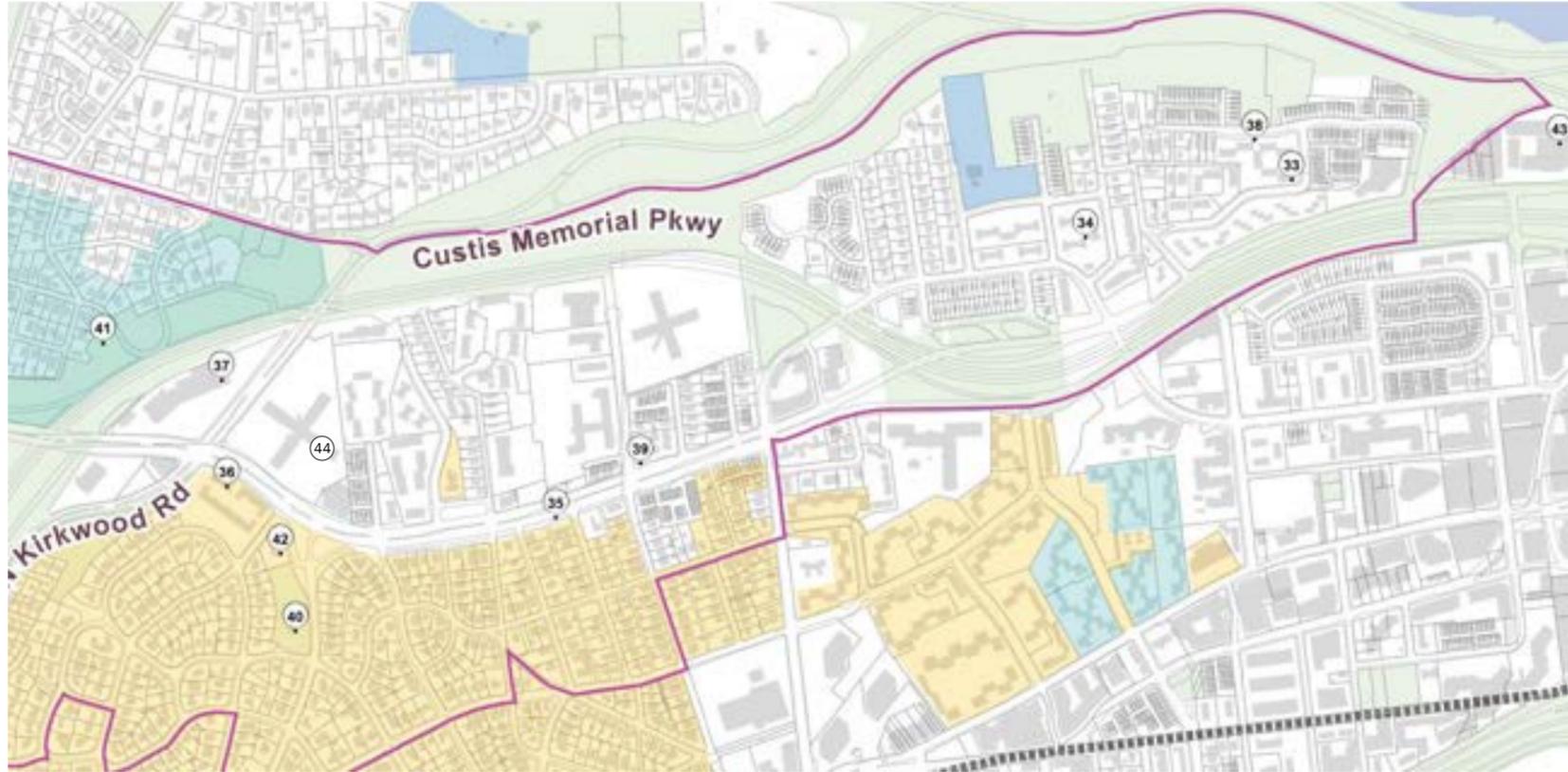


**Figure 3.30** Potential redevelopment and amenities at the Lyon Village Shopping Center

Note: This image is an artist illustration depicting the vision in one of the many ways it could be realized.

# Area 5 Historic and Cultural Resources

Historic and cultural resources are located throughout Area 5 and relate to the important commercial history and legacy businesses along the corridor, architecturally distinct examples of post-war housing in Arlington, and Civil War Era sites. For a detailed history of the neighborhood area and its significant historic and cultural resources, please refer to the [Historic and Cultural Resources Report and Langston Boulevard Zine](#)



- National Register of Historic Places (NRHP)/ Virginia Landmarks Register (VLR)\*\*
- NRHP/VLR Potentially Eligible\*\*
- Local and NRHP/VLR\*\*
- Planning Study Area
- Open Space

## Significant Cultural Resources

- 34** Palisade Gardens Condominiums
- 35** McClaine Courts Apartments
- 36** Lyon Village Apartments
- 37** Lyon Village Shopping Center
- 38** Fort Bennett Marker
- 39** Fort Strong Marker
- 40** Lyon Village Park
- 41** Thrifton Hill Park
- 42** Lyon Village Community House
- 43** Key Bridge Marriott Hotel
- 44** Fort Strong Apartments

## Preservation Strategies

For a description of each preservation strategy, please refer to Chapter 2: Corridorwide Planning Framework for Historic and Cultural Resources.

- (FP) Full Preservation
- (PP) Partial Preservation
- (SI) Site Interpretation On site
- (NI) Interpretation Nearby



# Area 5 Recommendations for Preservation and/or Interpretation within the Core Study Area

The following chart describes the significant historic and cultural resources in Area 5 within and around the Planning Boundary and the resources in the Core Study Area identified for potential full preservation, partial preservation, and/or interpretation.

**Table 3.3 Historic and Cultural Resources and recommended level of preservation**

#	Name / Address	Rec.	Significance
33	Park Georgetown Apartments [2100 North Pierce Street]	pp	The Park Georgetown Apartments are associated with the suburban development of Arlington during the pre-/post-World War II period, as many new residents moved to Arlington and occupied its burgeoning apartment housing stock. The Park Georgetown Apartments embody the characteristics of the garden apartment type with Colonial Revival style elements in Arlington County. The Park Georgetown Apartments retain integrity of location, materials, design, workmanship, association, setting, and feeling.
34	Palisade Gardens Condominiums [1821 21st Street North]	Not in Core Study Area	The Palisade Gardens Apartments are associated with the suburban development of Arlington during the pre-/post-World War II period, as many new residents moved to Arlington and occupied its burgeoning apartment housing stock. The Palisade Garden Apartments embody the characteristics of the garden apartment type with Colonial Revival style elements in Arlington County. The Palisade Garden Apartments retain integrity of location, design, workmanship, association, setting, and feeling. However, the replacement vinyl windows impact its integrity of materials.
35	McClaine Courts Apartments [2500-2502 Langston Blvd]	FP	The McClaine Courts Apartments are associated with the suburban development of Arlington during the pre-/post-World War II period, as many new residents moved to Arlington and occupied its burgeoning apartment housing stock. The McClaine Courts Apartments embody the characteristics of the individual, low-rise apartment type in Arlington County. The McClaine Courts Apartments retain integrity of location, design, setting, feeling, and association. However, the replacement doors on the building's north facade impact the integrity of materials and workmanship.
36	Lyon Village Apartments [3111 20th Street North; 3000 Langston Blvd]	FP	The Lyon Village Apartments are associated with the suburban development of Arlington during the pre-/post-World War II period, as many new residents moved to Arlington and occupied its burgeoning apartment housing stock. The Lyon Village Apartments embody the characteristics of the garden apartment type with Colonial Revival style elements in Arlington County. It is also a good example of work of its developer, Frank Lyon. The Lyon Village Apartments retain integrity of location, design, setting, feeling, and association. However, the replacement doors and windows, awnings, and renovation of the interior impact its integrity of materials and workmanship.
37	Lyon Village Shopping Center [3115-3131 Langston Blvd]	SI	The shopping center is associated with the development of the Langston Blvd commercial corridor during the pre-/post-World War II period. The shopping center embodies the characteristics of the strip shopping mall from the post-war period including its one-story height, large plate-glass display windows, lack of exterior decoration, and on-site parking. The shopping center retains its integrity of location, design, materials, setting, workmanship, feeling, and association. However, the facade renovation completed in 2011 and non-historic signage impacts its integrity of materials and workmanship.
38	Fort Bennett Marker [38° 53.993' N, 77° 4.685' W]	SI	The site of Fort Bennett, part of the military defenses of Washington built during the Civil War, is commemorated today by an Arlington County historical marker placed at this location in 1965 to mark the 100th anniversary of the end of the Civil War.
39	Fort Strong Marker [38° 53.735' N, 77° 5.32' W]	SI	The site of Fort Strong, part of the military defenses of Washington built during the Civil War, is commemorated today by an Arlington County historical marker placed at this location in 1965 to mark the 100th anniversary of the end of the Civil War.
40	Lyon Village Park [1800 North Highland Street]	Not in Core Study Area	Lyon Village Park is a contributing resource in the NRHP-listed Lyon Village Historic District (VDHR File Number 000-7822). The park is significant for its historical association with the development of Arlington County's public parks and as embodying the characteristics of the neighborhood park type. The park retains integrity of location, design, materials, association, workmanship, setting and feeling.
41	Thrifton Hill Park [2814 23rd Street North]	Not in Core Study Area	Thrifton Hill Park is significant for its historical association with the development of Arlington County's public parks and as embodying the characteristics of the naturalistic park type. The park retains integrity of location, design, materials, association, workmanship, setting and feeling.
42	Lyon Village Community House [1920 North Highland Street]	Not in Core Study Area	The Lyon Village Community House is associated with the development of both public and community association based properties in response to Arlington County's population growth during the first half of the 20th century. It embodies the characteristics of the Colonial Revival style, including its brick construction, classical door surround, and distinctive steeple. The building retains its integrity of location, design, materials, setting, workmanship, feeling, and association.
43	Key Bridge Marriott Hotel [1401 Langston Blvd]	SI/NI	The Key Bridge Marriott Hotel is associated with the development of the Marriott hotel chain (now Marriott International), which is currently one of the largest hotel chains in the world. The Key Bridge Marriott was the second hotel built and is now the longest continuously operating Marriott hotel. Although the hotel is associated with the Marriott-founder John Willard (J.W.) Marriott, this specific property is not the best representation of his contributions. The hotel is not eligible as the property has been significantly altered due to multiple renovations and additions. Only a small percentage of the original motor hotel remains. This has affected its integrity of design, materials, workmanship and setting. However, the hotel retains its integrity of location, association and feelings as the Key Bridge Marriott has continuously operated as a hotel at this location for sixty years.
44	Fort Strong Apartments [2000-2012 North Daniel Street]	pp	The Fort Strong Apartments are associated with the suburban development of Arlington during the pre-/post-World War II period, as many new residents moved to Arlington and occupied its burgeoning apartment housing stock. The Fort Strong Apartments embody the characteristics of the garden apartment type with Colonial Revival style elements in Arlington County. It also is a good example of the work of its builder, Banks and Lee. The Fort Strong Apartments retain its integrity of location, design, setting, feeling, and association. However, the replacement doors and windows, and roofing materials, impact its integrity of materials and workmanship.

# Area 5 (West) Building Heights and Transitions

The proposed building height limits are based on the property depth available for redevelopment and the ability within that space to transition to single-household neighborhoods in Lyon Village and in North Highlands near the Mom’s Organic Market. The tallest heights are shown in locations where taller buildings exist today, where sufficient property depth exists to transition gradually, and where topography aids in reducing dramatic height transitions. On the south side of Langston Boulevard in Lyon Village, the edges along single-household neighborhoods are a maximum of three or four stories, stepping up gradually to up to five or seven stories along the corridor. On the north side of Langston Boulevard, heights step up gradually from five or seven stories along the corridor to up to 10 stories in the center of North Highlands and up to 12 – 15 stories along I-66. In the commercial parcels west of Spout Run, which have significant distance from low density residential and abut I-66, up to 12 -15 stories is proposed. Based on feedback and further project team consideration, staff is still assessing the potential maximum height along I-66. For this reason, the PCP shows a range of “up to 12- 15 stories.” The County will encourage additional discussion and seek public input on the heights in this area. Refer to the Building Form section in this report for a more detailed look at the various types of proposed transitions.

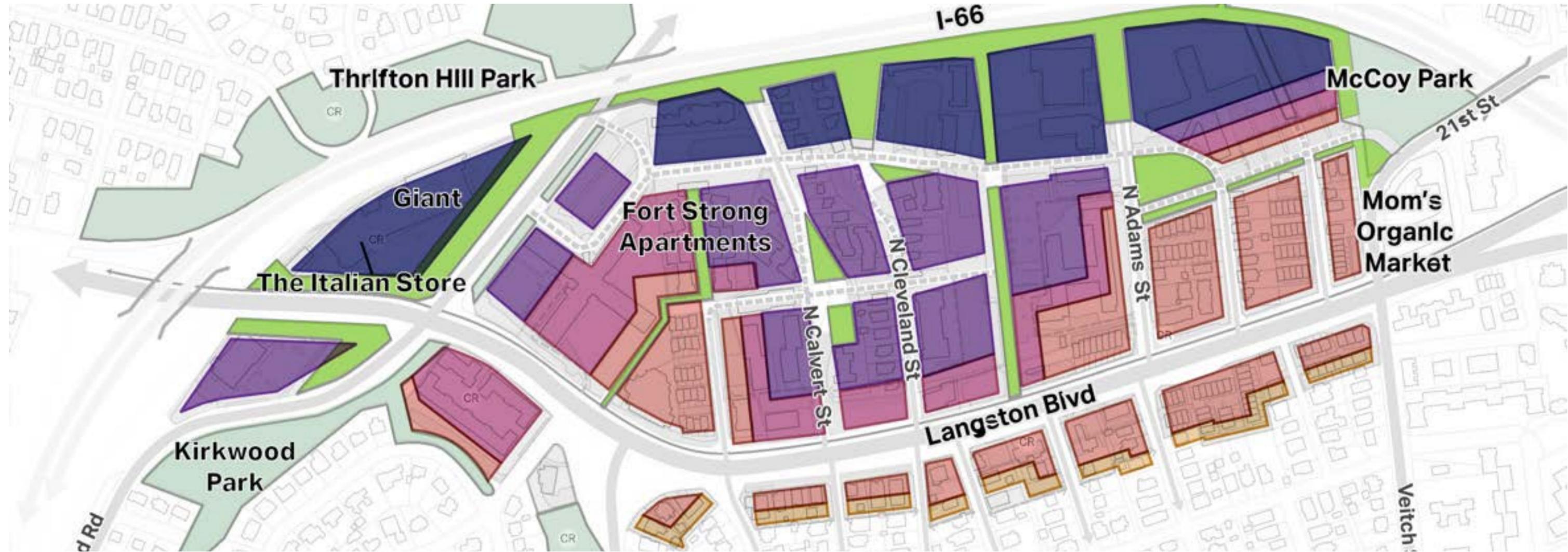


Figure 3.31 Area 5 Building Heights

## Maximum Building Heights

- Up to 12-15 St
- Up to 10 Stories
- Up to 7 Stories
- Up to 5 Stories
- Up to 4 Stories
- New Public Space or Connections
- Existing Public Space

Note: The public spaces and street connections on this diagram are intended to depict the general location and approximate scale of proposed amenities and infrastructure.

Redevelopment of single-home parcels along edges will only occur if, and when, property owners decide to sell.

Additional height would be only for parcels that are sufficiently sized to accommodate development that transitions in height and scale gradually to low-density residential edges.

# Area 5 (East) Building Heights and Transitions

In Area 5 East, building height increases are focused in limited areas along I-66 where topography can help reduce visual impacts. Redevelopment along I-66 and 21st Street N. will step down to 3-4 stories along the edges adjacent to the surrounding low-density residential development.

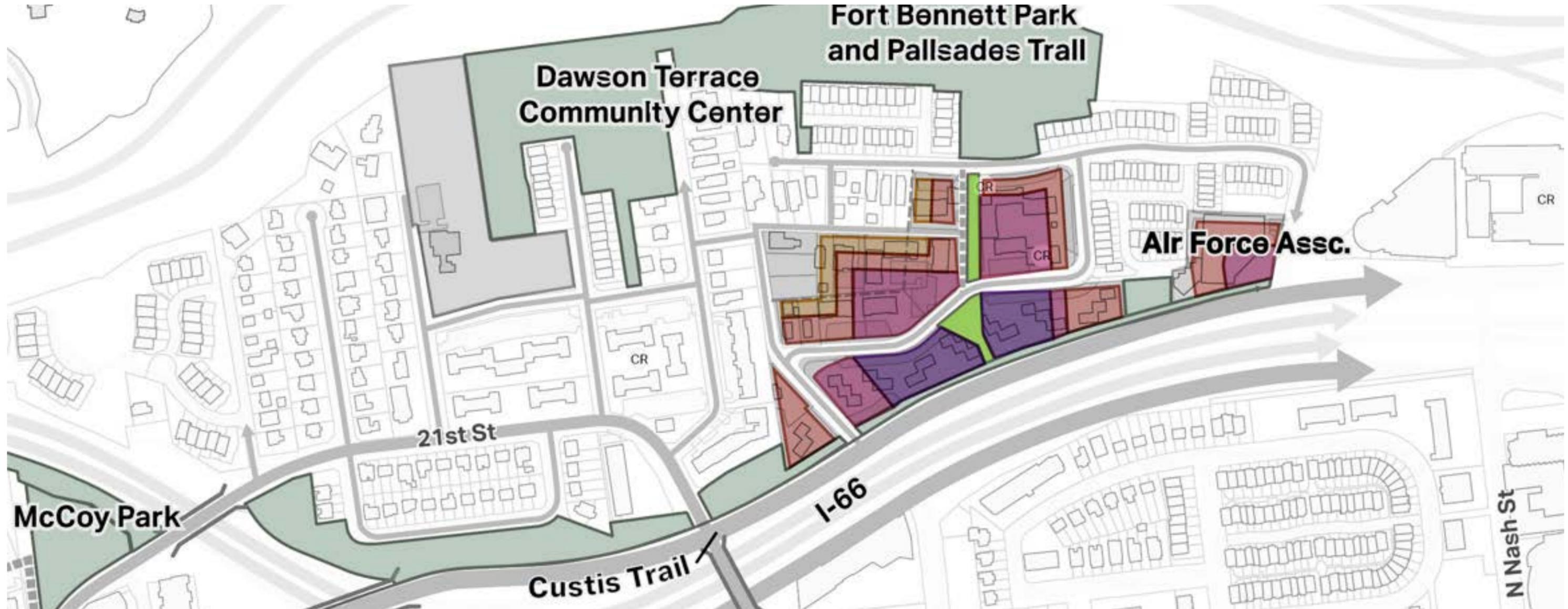


Figure 3.32 Area 5 East Land Use Plan

## Maximum Building Heights

- Up to 10 Stories
- Up to 7 Stories
- Up to 5 Stories
- Up to 4 Stories
- New Public Space or Connections
- Existing Public Space

Note: The public spaces and street connections on this diagram are intended to depict the general location and approximate scale of proposed amenities and infrastructure.

Redevelopment of single-home parcels along edges will only occur if, and when, property owners decide to sell.

Additional height would be only for parcels that are sufficiently sized to accommodate development that transitions in height and scale gradually to low-density residential edges.

# Area 5 Building Heights and Transitions

Note: This is an artist illustration depicting the vision in one of the many ways it could be realized.



# Area 5 West Langston Boulevard Transformation

The following image conveys the anticipated change in streetscape character, emphasizing ample protected space for pedestrians, bicyclists and access to enhanced transit service. Ground floors will have a pedestrian orientation and be close to the streetscape with engaging facades and activated uses. The two outer travel lanes along Langston Boulevard from Spout Run to N. Vietch Street would be removed and the space converted to make room on both sides of the right-of-way for wider sidewalks and street trees and other landscaping. The bicycle infrastructure will be consolidated into a two-way path on the northern side of the Langston Boulevard to connect to the Custis Trail at both ends.



Existing condition at Langston Boulevard and N. Cleveland Street

Note: This image is an artist illustration depicting the vision in one of the many ways it could be realized.

Figure 3.33 Area 5 Streetscape Enhancement along Langston Boulevard

# Area 5 (West) Transportation, Connectivity and Urban Design

Mobility improvements in this area emphasize streetscape enhancements to Langston Boulevard and Spout Run Parkway as well as establishing new primary and secondary vehicular connections as part of private redevelopment. The proposed primary connections on the north side of Langston Boulevard (in North Highlands), are intended to improve east-west access and connectivity in the neighborhood. By establishing a parallel street grid, the blocks in North Highlands become smaller and more walkable. The proposed secondary connections are intended to shift the vehicular access to the rear of commercial and multi-family parcels, thereby, reducing the number of driveways along Langston Boulevard. The reduced driveways will contribute to increased safety for all modes.



**Figure 3.34** Area 5 West Connectivity

## Legend

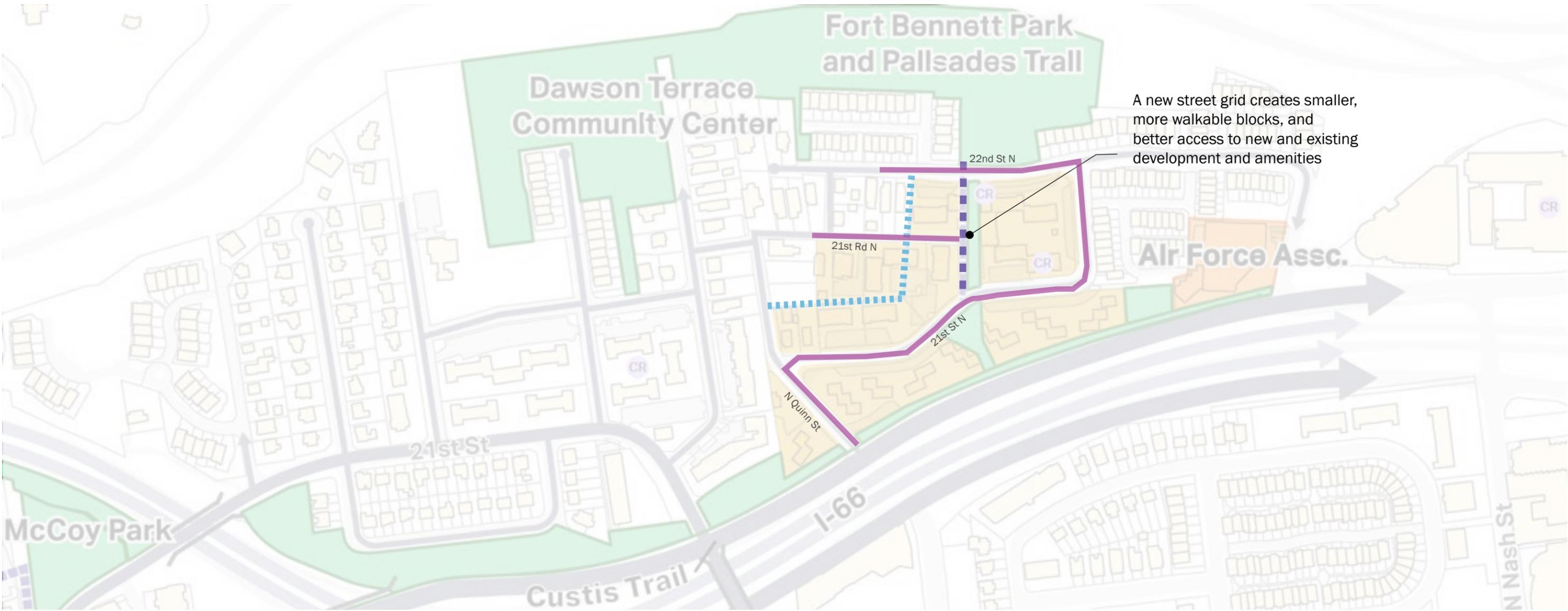
- Streetscape Enhancement
- New Primary Vehicular Access (e.g. street or private road)
- New Secondary Vehicular Access (e.g. Alley, Private Service Road or other internal circulation)
- Potential location for future intersection operations study (e.g. studying signalization upgrades and or turn lane modifications, etc.)

## Note:

1. The public spaces and street connections on this diagram are intended to depict the general location and approximate scale of proposed amenities and infrastructure.
2. Redevelopment of single-home parcels along edges will occur if, and when, property owners decide to sell.

# Area 5 (East) Transportation, Connectivity and Urban Design

A new primary connection in Area 5 East can help improve circulation and safe access to new and existing residences.



**Figure 3.35** Area 5 East Connectivity

- Legend**
- Streetscape Enhancement
  - New Primary Vehicular Access (e.g. street or private road)
  - New Secondary Vehicular Access (e.g. Alley, Private Service Road or other internal circulation)
  - Potential location for future intersection operations study (e.g. studying signalization upgrades and or turn lane modifications, etc.)

- Note:**
1. The public spaces and street connections on this diagram are intended to depict the general location and approximate scale of proposed amenities and infrastructure.
  2. Redevelopment of single-home parcels along edges will occur if, and when, property owners decide to sell.

# Area 5 West Streetscape Enhancements

The following cross sections are illustrative only and describe at a planning-level how the streetscape of Langston Boulevard could change to improve walkability and increase bicycle capacity and transit access. These images depict typical conditions and do not account for lanes and other improvements needed for specific existing conditions. Street cross sections at intersections may differ to accommodate operational and safety needs. Prior to implementation additional study, review, and coordination with VDOT will be needed to determine final street design and approval.

## Langston Boulevard Between Spout Run Parkway and Veitch Street

In this segment a travel lane in each direction will be removed, to increase pedestrian, cycling and planting space. The bicycle infrastructure will be consolidated into a two-way path on the northern side of the right-of-way to connect to the Custis Trail at both ends. East of Veitch Street the outer lanes are proposed to be managed for Bus and HOV only in the peak period . The County is currently studying the potential benefits of this solution.

The Land Use Scenario Analysis considered including Bus/HOV lanes west of Veitch Street in Area 5. After further analysis through the transportation modeling, the benefits of designating a lane 'Bus/HOV only' in this section were not found to outweigh the costs:

- There is limited potential to expand the existing right-of-way in this section.
  - Strong community interest in prioritizing bicycle and pedestrian connectivity and safety in this portion of the corridor was previously expressed, which would require removing one general travel lane in each direction.
  - With the reduction in number of general travel lanes in each direction from 3 to 2, the traffic model results showed that designating 1 of the 2 lanes for Bus/HOV only would result in buses sharing the lane with nearly the same amount of traffic as a general travel lane, therefore providing little transit service benefit in terms of travel time savings.
- Additionally, a Bus/HOV lane would require significant enforcement to ensure that only qualifying vehicles are using the lane. Enforcing HOV on a street with frequent opportunities to enter and exit the lane would be very challenging.

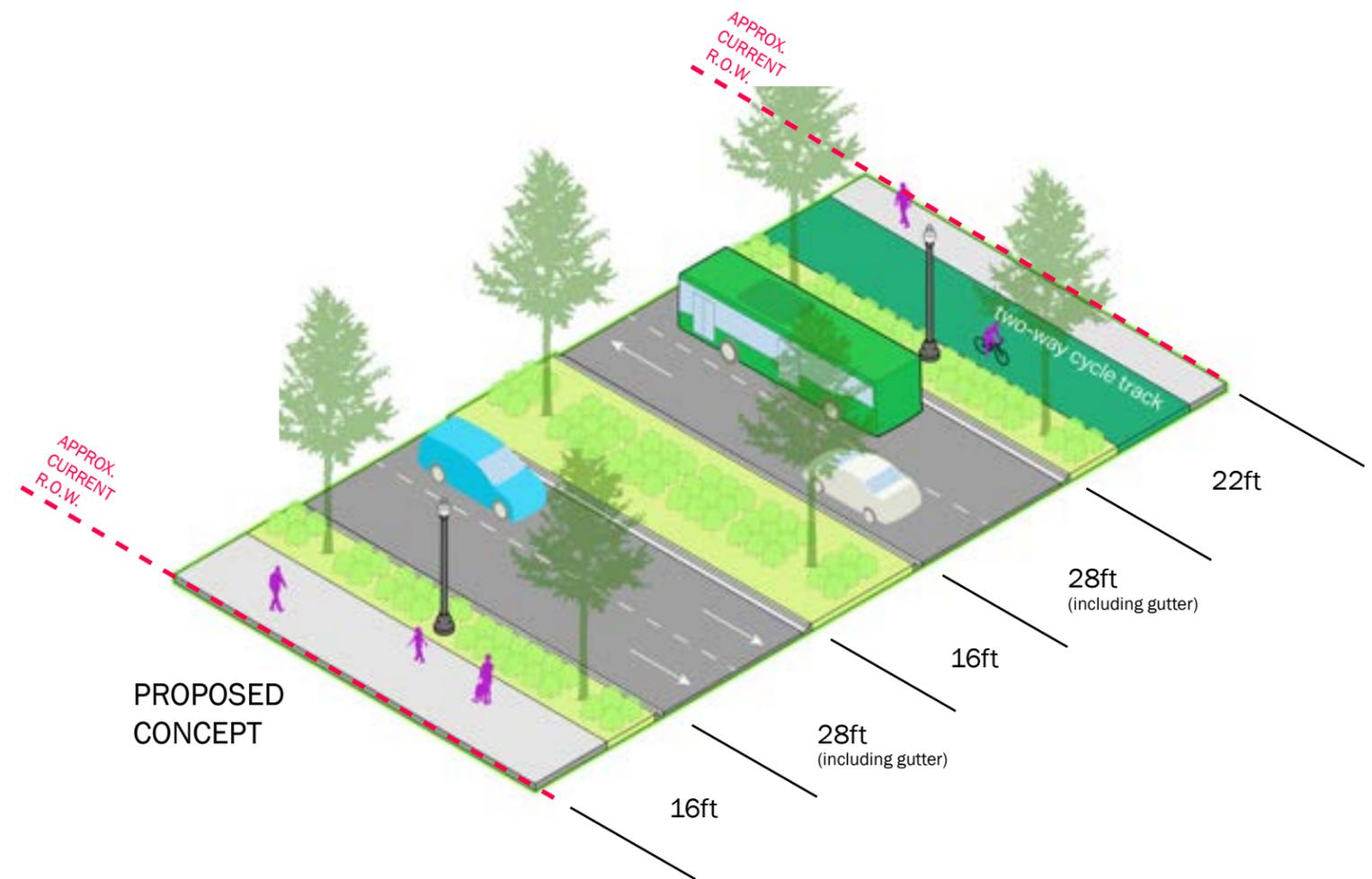
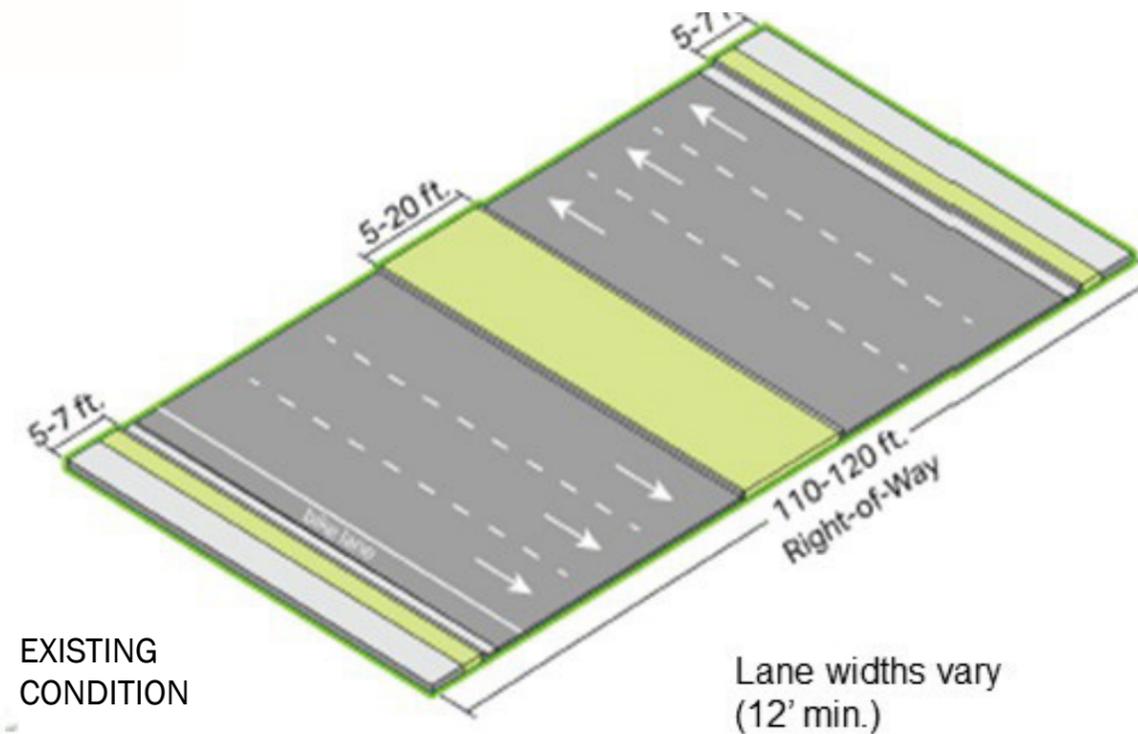


Figure 3.36 Imagery depicting Langston Boulevard Typical Cross sections

# Area 5 Stormwater Management

This diagram describes the stormwater management priorities, where essential mitigation is needed, within Area 5. Within these boundaries new development achieving additional height would be subject to Flood Resilient Design Guidelines under development by County Staff. These guidelines will describe mechanisms for provision of overland flow paths and requirements for new development to contribute to downstream stormwater improvements.



Figure 3.37 Imagery depicting stormwater management and flood risk reduction strategies

# Area 5 (West) Public Spaces

The diagram below illustrates the proposed public space network and desired connections to the public spaces in this area. The network includes existing public spaces and new privately-owned public spaces. The privately-owned public spaces should follow the design guidelines for each of the types described in Chapter 2.

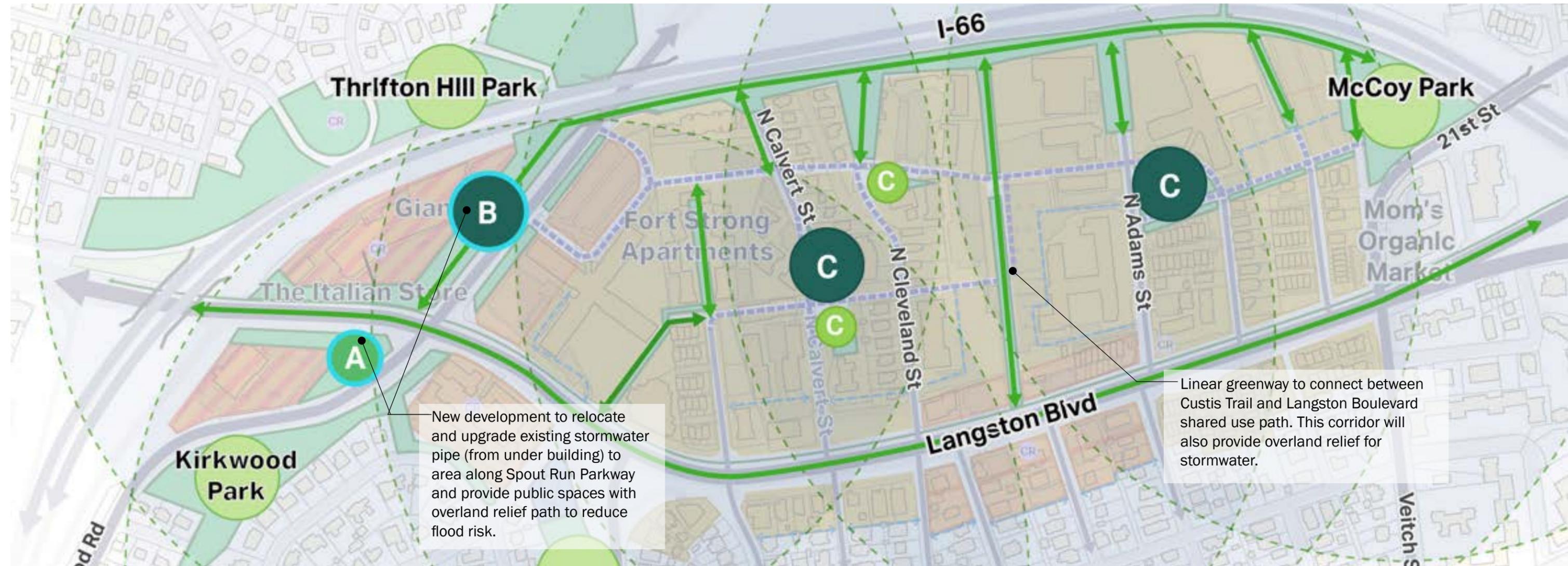
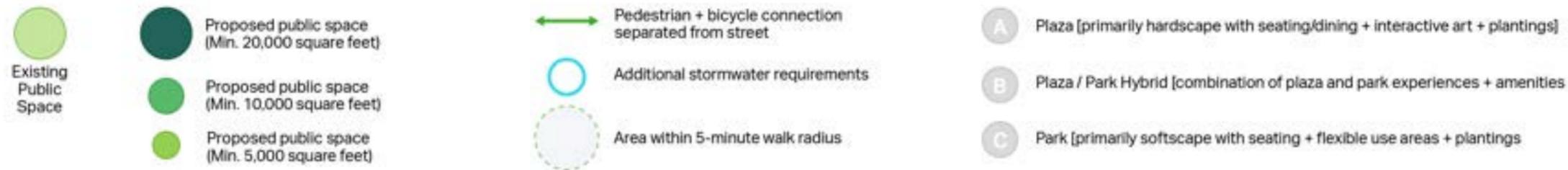


Figure 3.38 Area 5 (West) Public Spaces

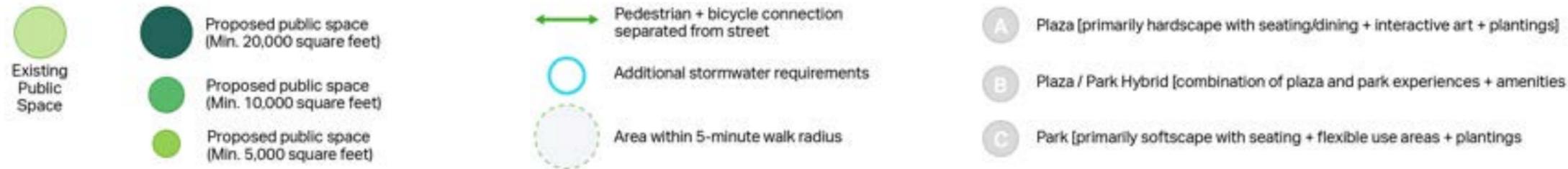


# Area 5 (East) Public Spaces

The diagram below illustrates the proposed public space network and desired connections to the public spaces in this area. The network includes existing public spaces and new privately-owned public spaces. The privately-owned public spaces should follow the design guidelines for each of the types described in Chapter 2.



Figure 3.39 Area 5 (East) Public Spaces



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## **Appendix: Documentation of Analysis**

# Alternative Density and Building Height Analysis - Area 2

The planning team analyzed select locations in Areas 2, 3, and 5 to understand the impact of additional building height and the potential for achieving community aspirations and County goals (e.g., housing supply and affordability, new businesses and jobs, public spaces, multimodal connectivity, streetscape improvements, tree canopy coverage, reduction of impervious surfaces, stormwater mitigation and flood prevention, etc.) and implementing the vision.

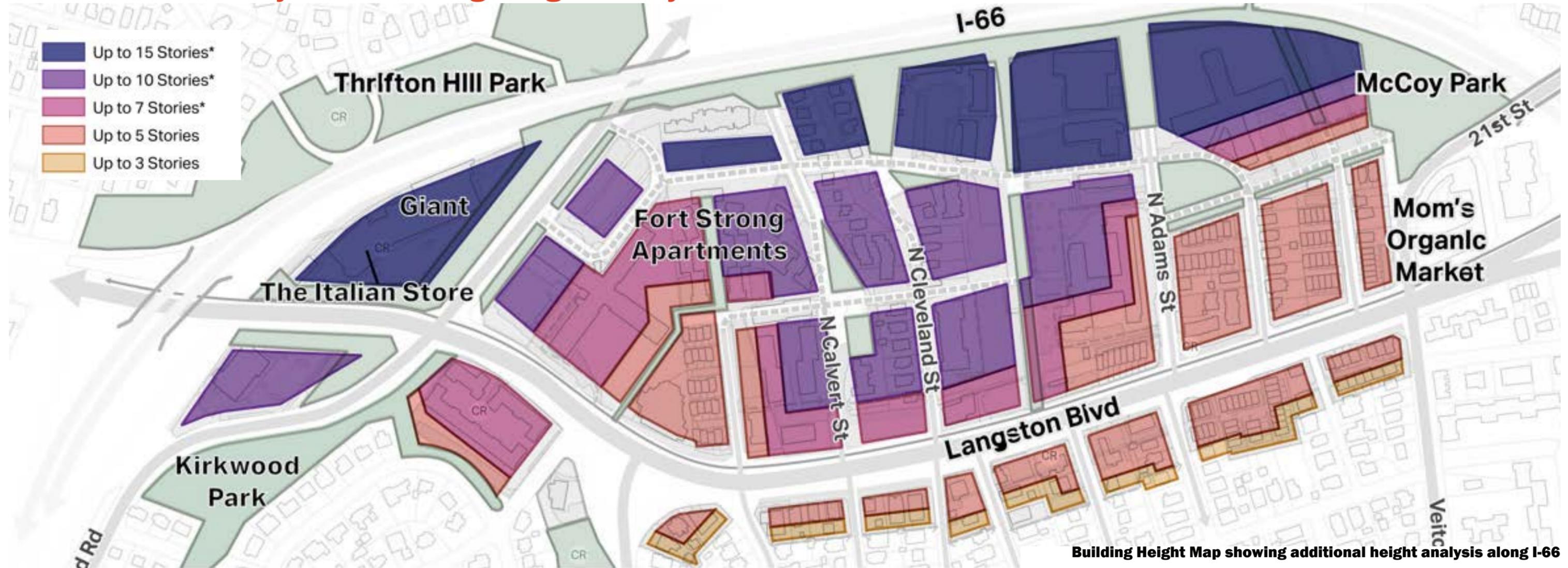


**Building Height Map showing additional height analysis at the George Mason Drive intersection**

## Specific Factors Influencing Previous Building Height Recommendations

- Existing zoning generally does not provide sufficient incentives for property owners to pursue consolidation of commercial properties or to make the recommended improvements to match the PLB planning goals.
- By-right Zoning for C-2 properties:
  - Permits building height up to 45 feet (or four stories) and 1.5 F.A.R.
  - Requires more parking, which creates more impervious coverage
- This is a major node on Langston Boulevard, and George Mason Drive connects directly to the R-B Metro corridor.
- As previously considered, providing increased development potential with building heights up to seven stories and replanning of abutting single-home lots could:
  - incentivize property owners to consolidate and redevelop small commercial parcels.
  - enable feasible redevelopment along Langston Boulevard, with increased density limits (either through increased FAR or density maximums set by building form) and would result in additional housing supply and affordable units.
- provide space to accommodate the transitions in building heights needed for seven-story buildings to step down to heights of three to four stories, adjacent to or across the street from low-density residential areas.
- enable cohesive redevelopment of larger sites into a main street environment with uniform streetscape improvements along Langston Boulevard and fewer driveways to safely accommodate all modes of travel (pedestrians, bicycles, transit, and vehicles).
- The southeast corner parcel offers more depth, and the southwest corner is at a higher elevation, which result in more space to allow taller heights at the intersection and gradually step down the height adjacent to or across the street from low-density residential areas.
- The Garden City properties (at the northeast corner) occupy 800 feet of Langston Boulevard frontage. Numerous driveways and narrow sidewalks hinder walkability along these properties. With 11 property owners and a more limited development potential, consolidation may be challenging and preclude or delay reinvestment resulting in the status quo.

# Alternative Density and Building Height Analysis - Area 5



Building Height Map showing additional height analysis along I-66

## Specific Factors Influencing Previous Building Height Recommendations:

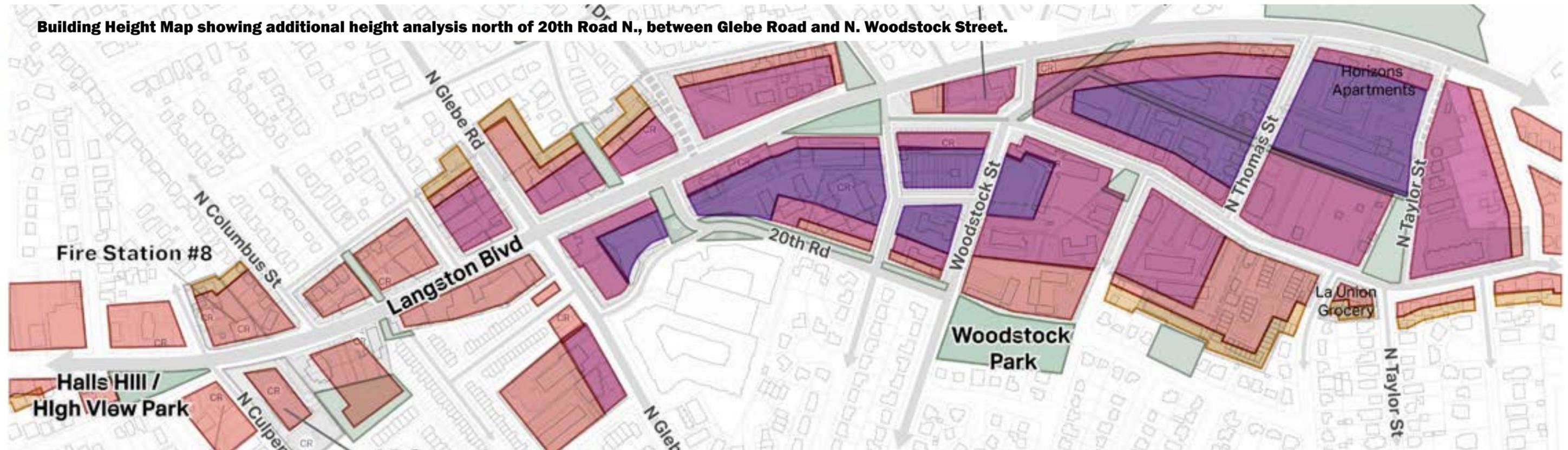
- Existing zoning generally does not provide sufficient incentives for property owners to make the recommended improvements to match the PLB planning goals:
  - By-right Zoning for C-2 properties:
    - Permits building height up to 45 feet (or four stories) and 1.5 F.A.R.
    - Requires more parking, which creates more impervious coverage
  - RA 8-18 properties:
    - By-right regulations allow 40 feet (or four stories) and 36 units/acre
    - Site plan regulations allow 60 feet (or 6 stories) and 45 units/acre with provision of low- or moderate-income housing
  - RA 6-15 properties:
    - By-right regulations allow 60 feet (or six stories) and 48 units/acre
    - Site plan regulations allow 70 feet and 60 units/acre with provision of low- or moderate-income housing
  - RA 8-18 and RA 6-15:
    - For sites within an HCD or outside of a planning district, the County Board may approve increased density and building height up to an additional 60 feet if all units in the site plan provide low- or moderate-income housing or meets AHMP goals\*
- This area is in a major node that is within walking distance of the R-B Metro corridor.
- The low-density residential edges in Maywood and Cherrydale are buffered from development by I-66 and natural topography.
- Given this area's proximity to Metro, increased building height and scale would increase opportunities to create more housing units and therefore a proportional increase in affordable housing.
- Likewise, multiple major infrastructure improvements that depend on cooperation among property owners are recommended for this area. Area 5 also needs:
  - the relocation and upsizing of storm sewers in commercial properties along Spout Run Parkway to accommodate expected water flows. There could be potential major impacts to the County's budget for stormwater improvements without private investment in the commercial properties;
  - expansion of the street grid to create smaller, walkable blocks; increased connectivity; and manageable building mass and scale;
  - mitigation of stormwater through retention, detention, and overland relief; and
  - creation of public space for community gatherings.

\*To seize opportunities for a greater amount of affordable housing units in RA districts, in 2021, the County Board approved a broad, zoning ordinance amendment to allow additional height up to 60 feet above the allowable district height in RA zoning districts for properties with the HCD designation or outside of unplanned areas. Several properties in this section of Area 3 are currently eligible to use these bonus height provisions. A site plan application with heights up to 120' could be considered for sites zoned RA 8-18 and up to 130' for sites zoned RA 6-15 under these bonus height provisions. It was previously stated that tools to be developed for properties designated HCD would not apply to areas with adopted planning guidance, such as areas within the R-B Corridor planning districts, and ultimately areas within Langston Boulevard once a plan is adopted.

# Alternative Density and Building Height Analysis - Area 3

Below is the Building Heights map for Area 3 showing the analysis of additional height North of 20th Road N., between Glebe Road and N. Woodstock Street. On the next page, is a concept plan that illustrates one of the many ways that the parcels within the specific height zones can be configured. The concept plan makes assumptions for parcel consolidation and where new connections and public spaces can be located. The specific alignment, location, shape and dimensions of these features will be determined in the future, as specific redevelopment opportunities emerge and the consolidation of parcels become clearer.

One thing to note in the concept plan is that the towers, or the portion of the building which is 8 to 10 stories in height, are much smaller than the purple zone in the heights map. The design guidelines could provide recommendations for the tower's floorplate size and step-back dimensions from lower floorplates, to minimize the overall building mass. Additional recommendations for tower placement and orientation could be provided to ensure the tallest portion of the building mass is positioned in consideration of reducing solar and scale impacts on adjacent areas, not just in locations optimal for the site.



## Specific Factors Influencing Previous Building Height Recommendations

- Existing zoning generally does not provide sufficient incentives for property owners to make the recommended improvements to match the PLB planning goals:
  - By-right Zoning for C-2 properties:
    - Permits building height up to 45 feet (or four stories) and 1.5 F.A.R.
    - Requires more parking, which creates more impervious coverage
  - RA 8-18 properties:
    - By-right regulations allow 40 feet (or four stories) and 36 units/acre
    - Site plan regulations allow 60 feet (or 6 stories) and 45 units/acre with provision of low- or moderate-income housing
    - For sites within a Housing Conservation District (HCD) or outside of a planning district as shown
- on the GLUP, the County Board may approve increased density and building height up to an additional 60 feet if all units in the site plan provide low- or moderate-income housing or meets AHMP goals\*.
  - This is a major node that connects directly to the R-B Metro corridor via three roads (North Glebe Road, North Utah Street, and North Stafford Street).
  - There is sufficient depth (more than 800 feet) to add the appropriate density and building height transitions from low-density residential edges. Residential edges in this area are separated by a street from this proposed redevelopment.
  - This is the largest activity node and a proposed social hub that is considered the heart of the corridor. Additional density in this area would support investment in enhanced transit services, commercial businesses, planned public spaces, and other civic activities.
- The node has multiple large parcels under single ownership that can accommodate redevelopment with efficient building and parking designs, and potentially resulting in several needed improvements.
- Multiple major infrastructure improvements—all of which depend on property owners working together to achieve the vision—are recommended for this area, including:
  - expansion of the street grid to create smaller, walkable blocks, increased connectivity, and manageable building mass and scale;
  - mitigation of stormwater through retention, detention, and overland relief; and
  - creation of public space for community gatherings.
- There is interest in preserving the Lee Heights Shops building or frontage while allowing for some redevelopment and more height may offset partial preservation.
- Other high-rise buildings exist near this location to the east of Woodstock Street, creating context for buildings with taller heights near the commercial center.
- Increased building height and scale would increase opportunities to create more overall housing units and therefore a proportional increase in affordable housing units.

**Concept Plan showing additional height analysis north of 20th Road N., between Glebe Road and N. Woodstock Street.**



**Key:**

- a** New Public Space
- b** New Public Space w/ Stormwater detention
- c** New pedestrian/bicycle connection
-  New streetscape enhancements
-  Up to 10 Stories
-  Up to 7 Stories
-  Up to 5 Stories
-  Up to 3 Stories
-  New Green Areas

*\*To seize opportunities for a greater amount of affordable housing units in RA districts, in 2021, the County Board approved a broad, zoning ordinance amendment to allow additional height up to 60 feet above the allowable district height in RA zoning districts for properties with the HCD designation or outside of unplanned areas. Several properties in this section of Area 3 are currently eligible to use these bonus height provisions. A site plan application with heights up to 120' could be considered for sites zoned RA 8-18 and up to 130' for sites zoned RA 6-15 under these bonus height provisions. It was previously stated that tools to be developed for properties designated HCD would not apply to areas with adopted planning guidance, such as areas within the R-B Corridor planning districts, and ultimately areas within Langston Boulevard once a plan is adopted.*



# Alternative Density and Building Height Analysis - Area 3

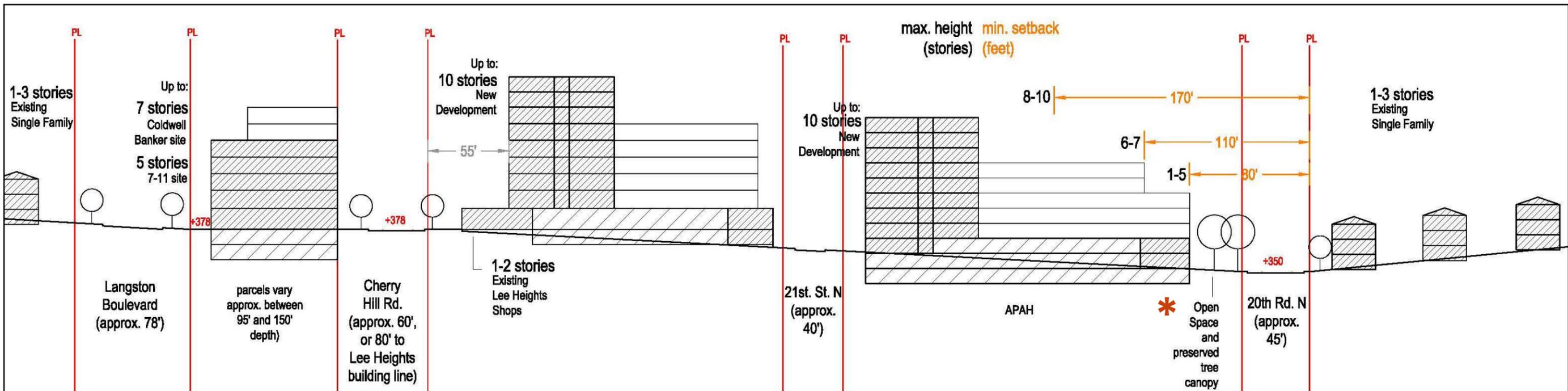


## Maximum Building Heights

- Up to 10 Stories
  - Up to 7 Stories
  - Up to 5 Stories
  - Up to 3 Stories
  - Public Space
- 
- Habitable Space
  - Parking
  - PL Property Line
  - +375 Site Elevation (feet)

Note:

- The section below is an illustration of the potential height transition if additional height (up to 10 stories, instead of 7 stories) is proposed north of 20th Rd. N. between N. Glebe Rd. N. and N. Woodstock St.
- There is sufficient depth (more than 800 feet) to add the appropriate density and building height transitions from low-density residential edges.
- Low density residential edges along 20th Rd. N. are separated by a street from this proposed redevelopment and are higher in elevation than the Leckey Gardens site, as they gradually slope up to Glebe Rd. (approximately 26' in rise).
- In some areas, the low density residential edges along the north side of Langston Boulevard are at a higher elevation than the Lee Heights Shops, whereas in other areas they are so low, they are not seen from the road.



\* At Leckey Gardens (APAH site), a 40' Minimum Setback from property line is recommended to preserve tree canopy along 20th Rd. N.

## Section of Heights Transition

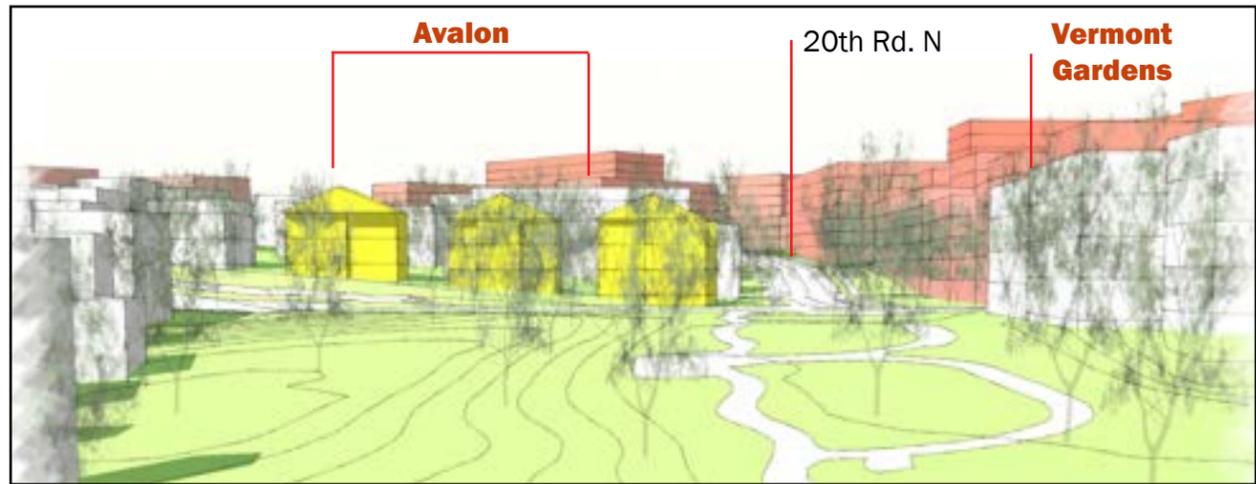
### Setback Regulations from any street for RA 8-18 Parcels:

**Existing:** The larger of either 50 feet from said centerline of any street, or 25 feet from any street right-of-way line.

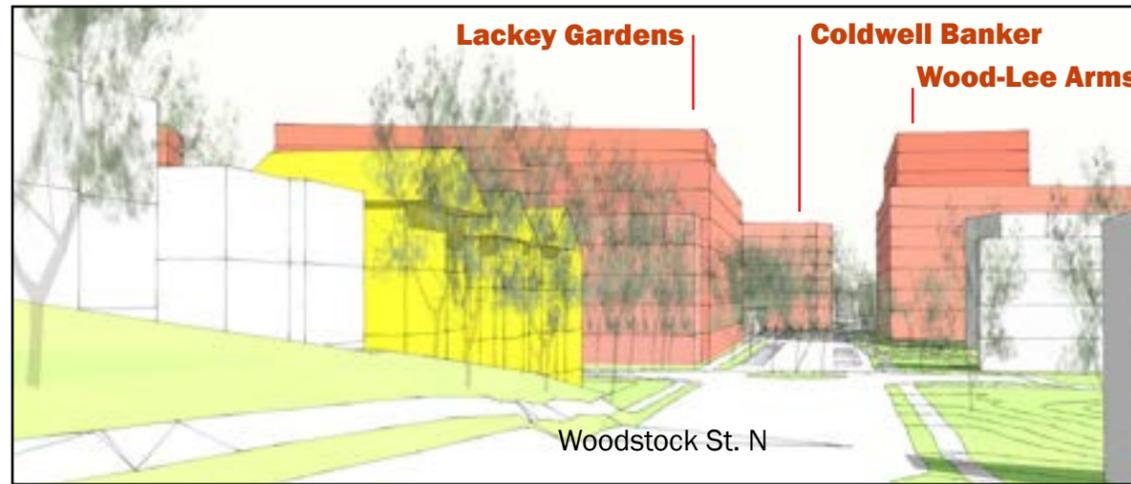
- In the Leckey Gardens (APAH) site, for example, the 50 feet setback from centerline is larger. The building line should be no closer than 27.5' (approximately) from the street right-of-way line.

### Analyzed:

- 1-5 story building - 35' minimum setback from the street right-of-way line (approximately 80' from single-home property line across street)
- 6-7 story building - 65' minimum setback from the street right-of-way line (approximately 110' from single-home property line across street)
- 8-10 story building - 125' minimum setback from the street right-of-way line (approximately 170' from single-home property line across street)

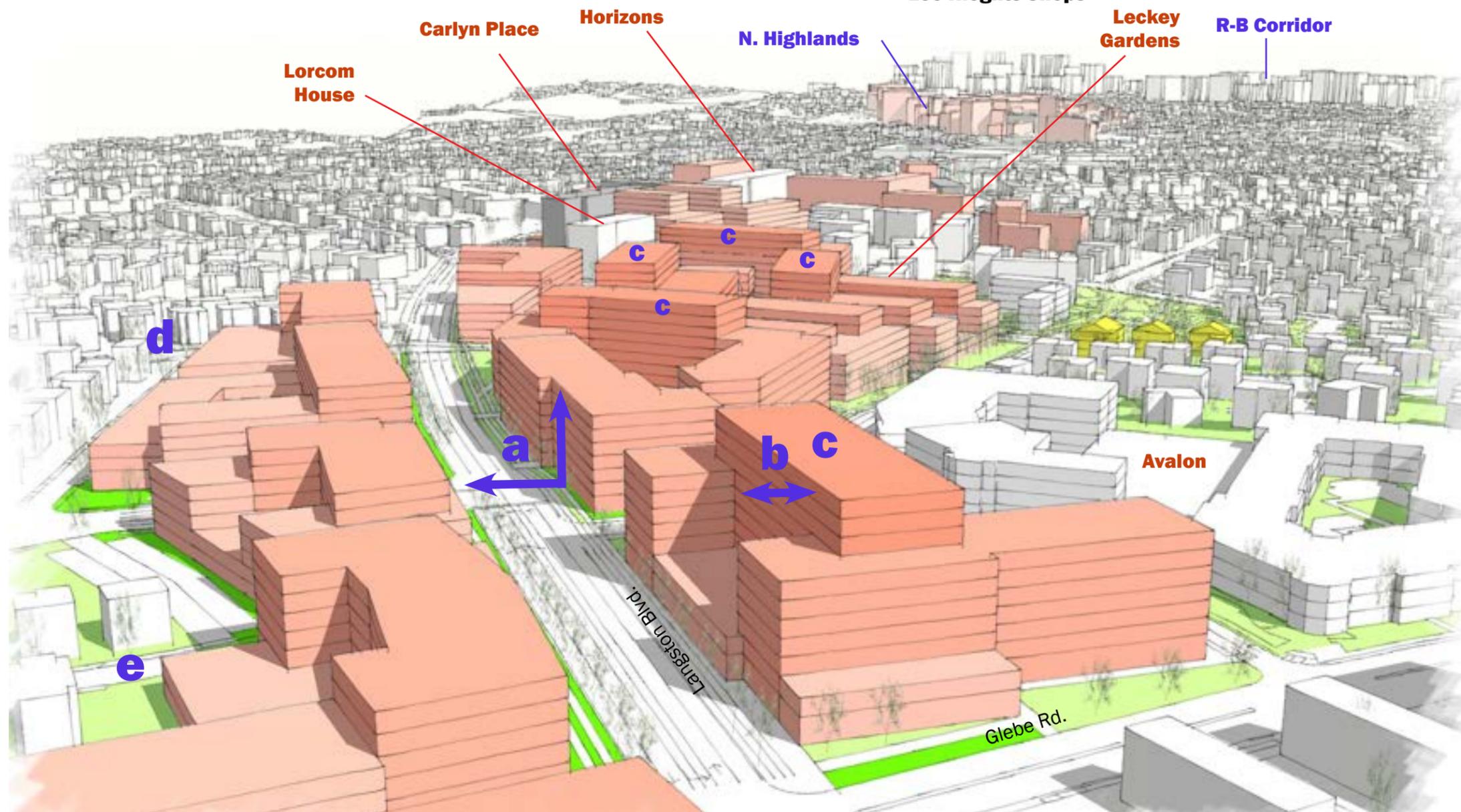


Potential view from Woodstock Park and 20th Rd. N. looking west



Potential street view along Woodstock (near 20th St. N.) looking north towards Lee Hieghts Shops

- Existing Buildings
- New Buildings
- Existing Single Family Edges (maximum building envelope permitted by Zoning code)



Potential massing along Langston Boulevard tapering down to single home edges

**Key:**

- a. 1:1 relationship of building height to street width is desired
- b. Above 7th floor: minimum setback along Langston Boulevard
- c. Above 7th floor: maximum tower floorplate size
- d. Across street from single family edge: up to 5 stories
- e. Along single family edge: up to 3 or 4 stories

