

**[Actual proposed density is *much higher*]**

↓ Lee Heights Shops

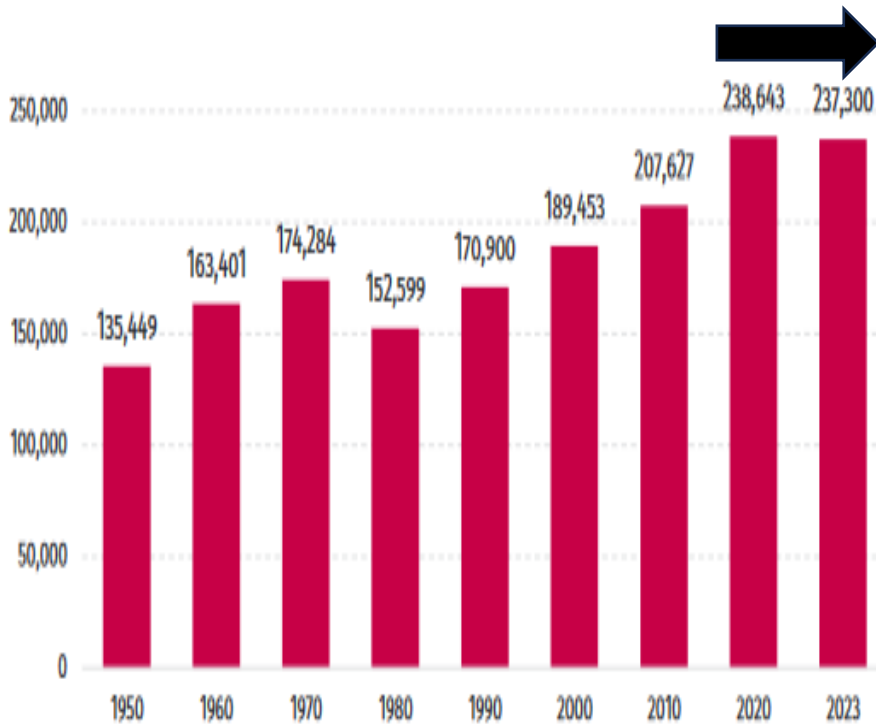
**Testimony to  
County Board  
October 14,  
2023**

Langston Blvd.  
"Green Main Street"

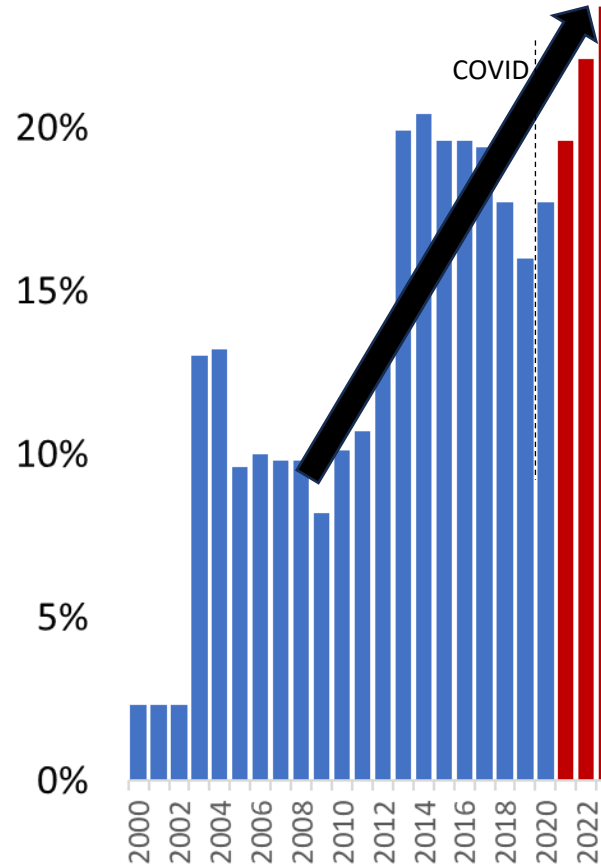
Glebe Rd.

# Process: PLB fails to address new circumstances

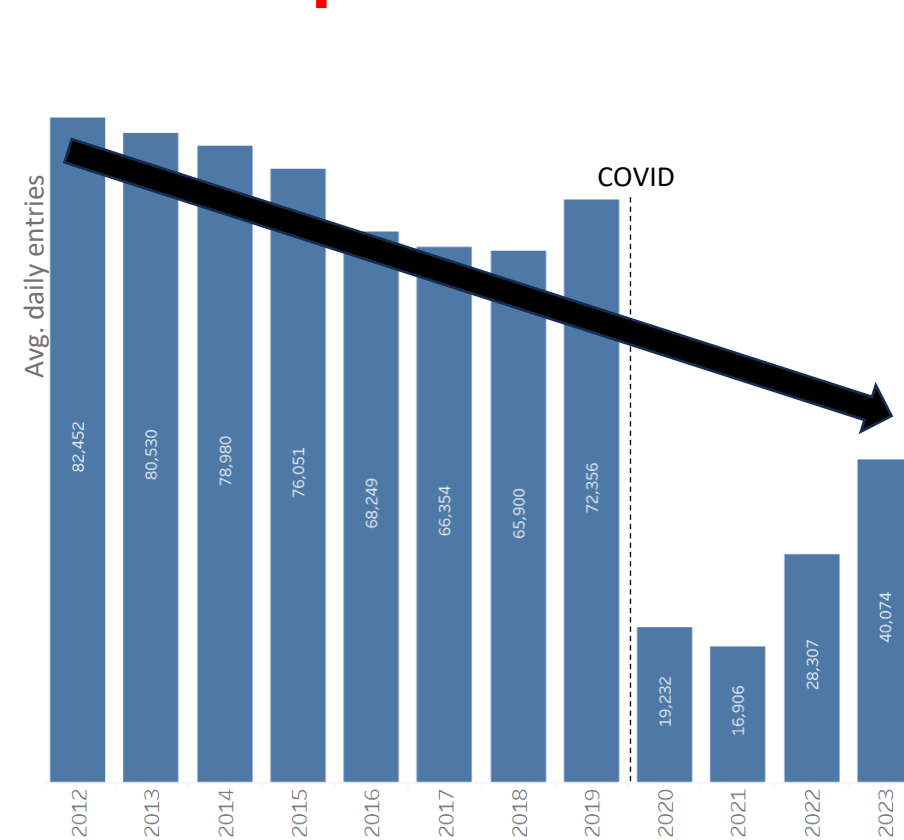
## Population stagnates



## Office vacancy surging



## Arlington Metro use plummets



↓ 20% 2012 to 2019

↓ 51% 2012 to Oct 2023

# Process – 1300 Last Minute Changes – Commissions Briefed on Wrong Plan

Oct 5 Headline - “Langston Blvd plan criticized for last-minute edits and smaller-than-hoped affordable housing commitments”

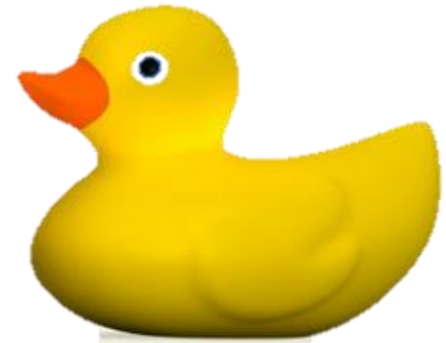


Commissions were briefed on draft – not final – edition

2 lame duck board members will determine 30-year plan

Over 1300 changes just 3 weeks before RTA, including:

- changes to retail plan
- changes to parking
- no clarity *on development process*
- changes to affordable housing
- changes to tree canopy
- changes to definition of building height



# Process: Arlington Adopts Planning by Madlibs

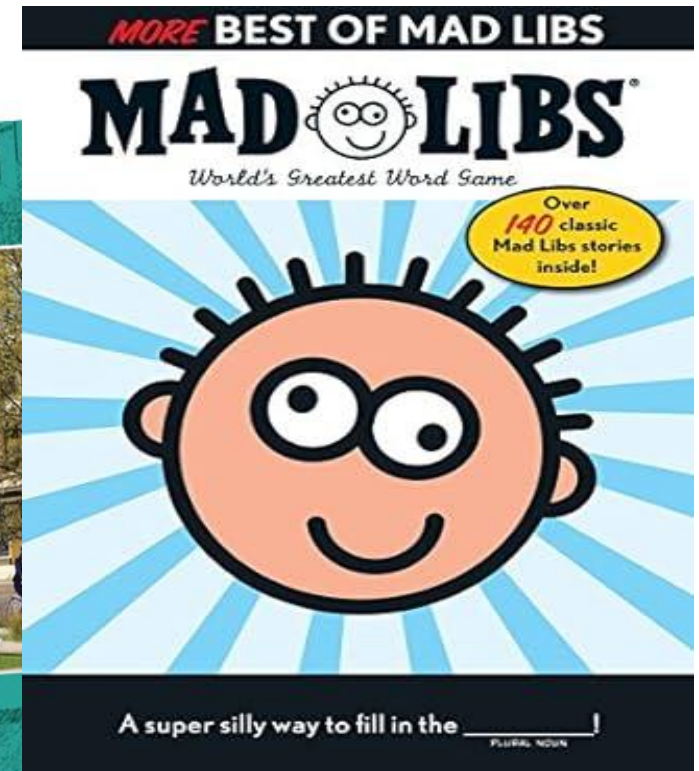
Developing a Plan for Langston Boulevard would enable the corridor to overcome these challenges and realize opportunities for positive change. In developing the alternative land use models during the planning process, an assessment of potential growth with development and related outcomes was conducted and found that there is potential for more than \_\_\_\_\_ net new dwelling units, \_\_\_\_\_ square feet of new non-residential floor space, \_\_\_\_\_ net new residents, \_\_\_\_\_ new jobs, \_\_\_\_\_ acres of new public parks and/or plazas, \_\_\_\_\_ acres of enhanced public spaces (including existing streetscapes and parks and new pedestrian and bicycle connections), \_\_\_\_\_ acres of plantable areas and \_\_\_\_\_ acres of additional tree canopy coverage.

Approximately \_\_\_\_\_ affordable units (up to 60 percent AMI - both MARKs and CAFs) are anticipated under this plan by 2040, which is lower than the Affordable Housing Master Plan's aspirational goal of 2500 units for Langston Boulevard. An additional \_\_\_\_\_ units, or a total of approximately \_\_\_\_\_ affordable units, are anticipated by 2075. These estimates include approximately 705

existing CAF/MARK units that are assumed to remain. This means that approximately \_\_\_\_\_ new affordable units are anticipated by 2040 and \_\_\_\_\_ new affordable units are anticipated by 2075.

## Langston Boulevard a Plan

Request to Advertise Draft: September 28<sup>th</sup>, 2023



# Plan: Columbia Pike



County's view of a future  
Columbia Pike (from 2015)

# Reality: Columbia Pike



# MM 6plex Vision & Reality



**PLB Vision: residents sought** a “welcoming, vibrant and attractive corridor ... of a **low to medium mixed-use** character”



# Plan: Langston Blvd



County's view of a block-long  
10-story building at the Lee  
Heights Shops

# Reality: 10-stories (or more)



# Reality of 15 stories at Lyon Village Shopping Center

What the  
County shows:



9/28/2023 [Langston RTA draft](#) at 44, 70.

Lyon Village Shopping Center



**\$30,400,000** Value today

Langston Boulevard Area Plan

**860,000 sqft** of building with 5.0 FAR on this site

**\$310,000,000** Approx. value under County's plan before bonus density

<https://propertysearch.arlingtonva.us/Home/GeneralInformation?lrsn=24998> (171,887 sqft lot; \$30.4m 2023 assessment--\$12.3m land, \$18.1m improvement); [Arlington AC Maps](#) – 52,074 sqft of improvements at 3115 Langston (\$18.1m/52,074 sqft = \$347/sqft); (9/28/2023 [Langston RTA draft](#) at 70 (15 stories) & 183 (5.0 FAR). 171,887 sqft lot x 5.0 FAR = 859,435 sqft x \$347/sqft = \$298,223,945 + \$12,305,400 land value = \$310,529,345.



**Bonus density – this is the element eligible for “community benefits”**

**PLB's  
density  
giveaway**

Zoning  
Envisions  
change  
from CO-2  
to C-O-A up  
to 5.0 FAR

**Density allowed now  
with current zoning**

# From nat'l highway, main arterial & evac. route to...

“transform the Langston Blvd corridor into a **Green Main Street**” p75

“**Reallocate** roadway space to **prioritize** ... **bicycle** ... **comfort**” pVI

- Remove lane of traffic (in areas)
- Narrow lanes throughout
- Some turn lanes gone

Loss of needed safe road space on Langston Blvd (and by Historically Black Halls Hill) for “protected bike lanes” (not on parallel streets).

Bike commuters: **95% white**, >\$275k/yr income, *de minimis* trips.

Bikers shown in 9/28/2023 Langston RTA are **90% white**.

Arlington Bike Commuters

95%  
white

Non-white

County does no “equity lens” analysis on transportation

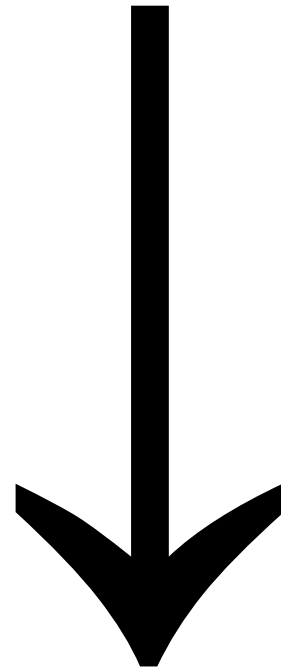
Bikers (95%),

<https://data.census.gov/mdat/#/search?ds=ACSPUMS1Y2021&cv=RAC1P&rv=JWTRNS,ucgid&wt=PWGTP&g=7950000US5101301,5101302> (and HINCP); 9/28/2023 [Langston RTA draft](#) at 16, bikers 3% of commuters 2013-2017.



**Density *premised on* meeting Affordable Housing Goals – but County data shows proposed Langston Area Plan will reduce by...**

**40%**



**ratio of  
affordable  
housing units**

**for areas (2, 3, 5);  
and 24% reduction in PLB area.**

# Gentrifying Historic Black Community



County's view of "redevelop[ed]" Halls Hill (now **31%** Black/Af. Am.) preserves Moore's Barber Shop with hardly any African American residents



**Is there  
evidence  
the Plan  
delivers  
on  
promises?**

-  **Low-to-med. density**
-  **Affordable housing**
-  **Non-gentrifying**
-  **Stormwater fix**
-  **Green main street**

## ASF asks the County to:

1. **Defer** vote on PLB to do the analysis below
  - ❖ No Board vote on massive plan with **LAME DUCK** members
2. **Project** total population of maximum buildout
3. **Prepare** long-term forecasts with current zoning v. changes for:
  - ❖ Budget
  - ❖ Environmental impact
  - ❖ Demographics