

[Actual proposed density is *much higher*]

Lee Heights Shops

Langston Blvd.
"Green Main Street"

Glebe Rd.



July 2019

Poor County planning
exacerbates flooding





July 2023

ASF “Asks”

- 1 – Project pop. of max buildout
- 2 – Project long-term impacts:
 - Budget
 - Environmental
 - Demographic

On PLB: Defer until this is done

ASF 4

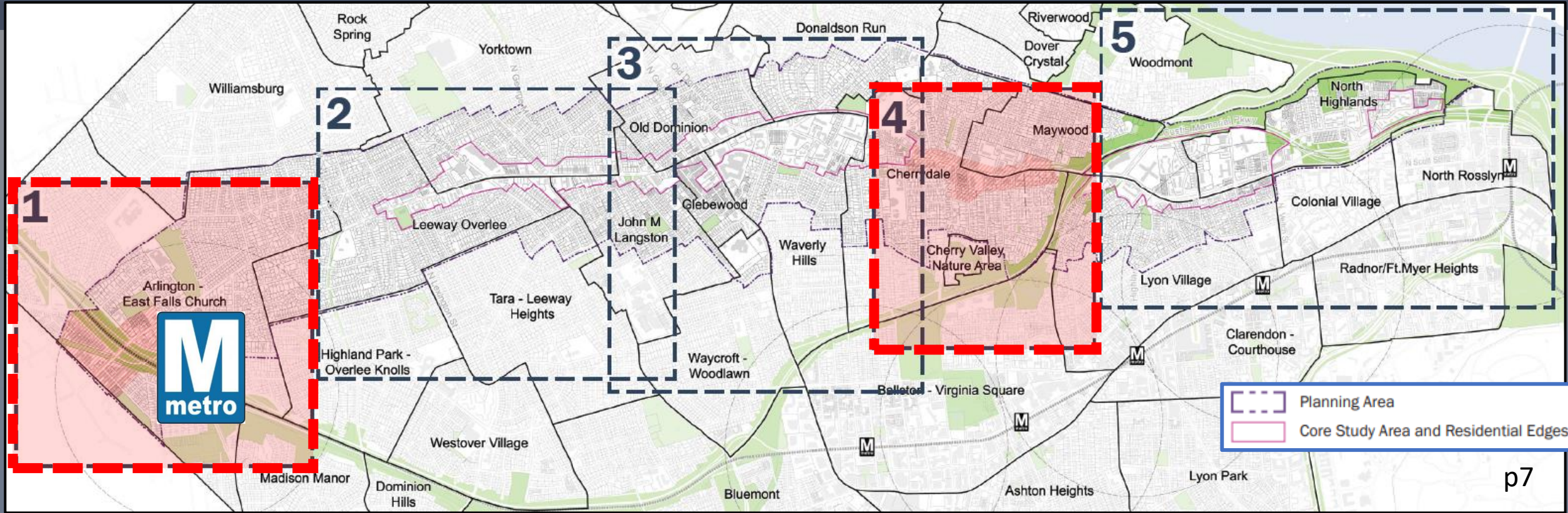
Density

Transportation

Housing

Stormwater

Rebranding Langston Boulevard (except the 40% left out)



“Current PLB is a density plan away from Metrorail that outsources infrastructure without projecting baselines”

-ASF

EXCLUDES the Metro stop (East Falls Church) & Cherrydale. But *all* Arlington faces the impacts.

ABANDONS public lead; **DEPENDS** on private sector for public benefits (uncertain, ill-coordinated).

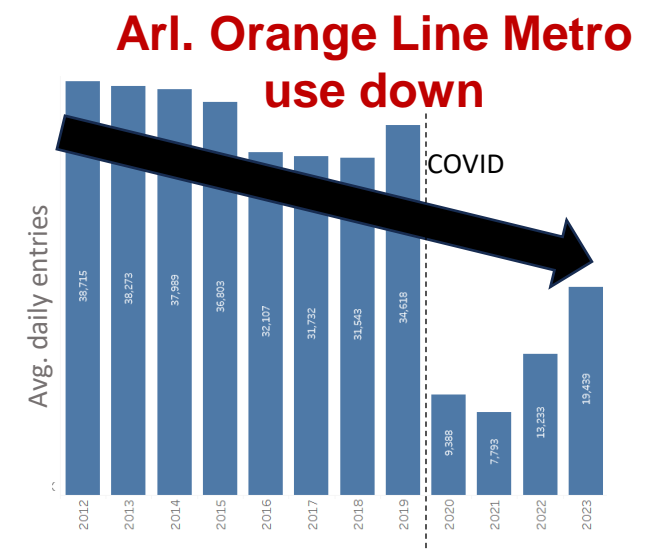
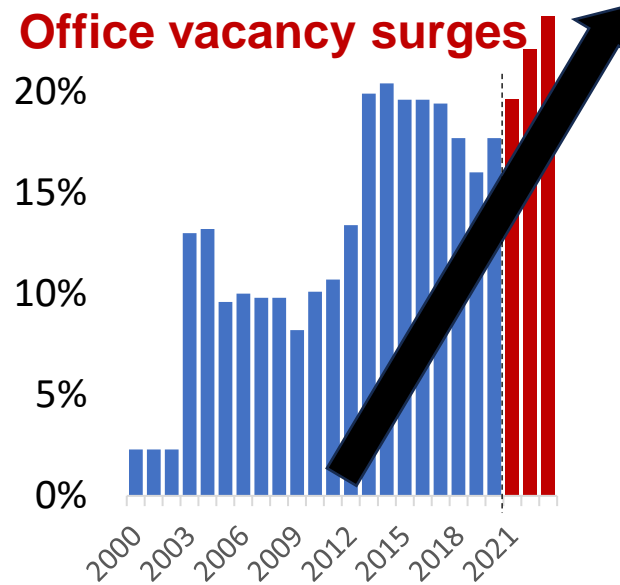
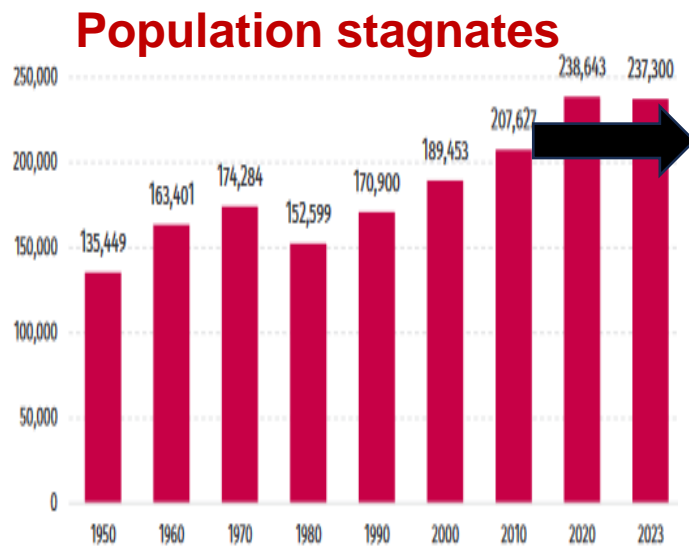


Lameduck County Board votes Fall 2023.



Must address new circumstances & Comp. Plan

Study began 2016, adds housing/retail, yet ignores:



County on mad dash to densify

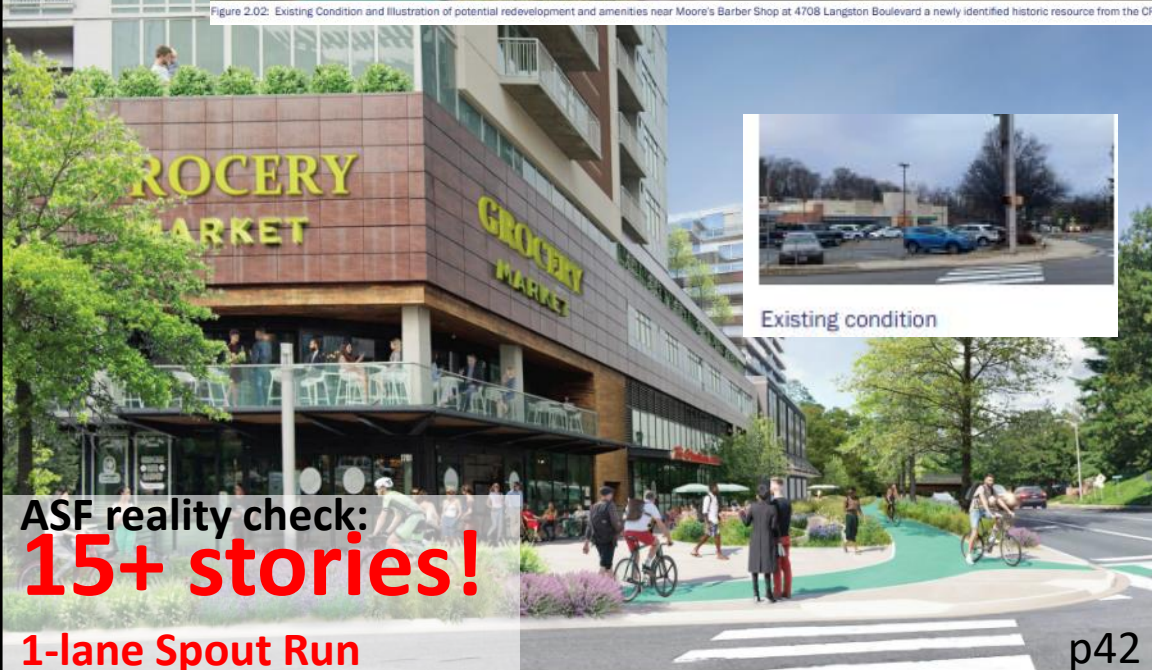
- 2018: projected 63,000 more by 2045 *with current zoning*
- 2022: 12,000 via Pentagon City Sector Plan
- 2023: Missing Middle (up to 6x density in neighborhoods)
- County ignores remaining Comprehensive Plan goals
 - Energy, tree canopy, stormwater, infrastructure, and our budget!

Major projects on hold
(Key Bridge Marriott, Pen Place, Col. Pike Amazon Fresh)

PLB's idealized, but cropped vision



ASF reality check:
10+ stories!
Loss of pull-in parking



The “Main Street” YOU see?

- 10 stories+
- 5+stories next to homes
- Traffic, noise
 - Green space gone
 - Displacement



Density: Columbia Pike Plan v. Reality

Towers loom over neighborhoods; reduced parking.

Massing/infill with no parks/schools. Community character?



2014 "Plan"

What can be built now?

Higher density *already OK*

In PLB?

County not quantifying **value** of added density being given away

Proposed PLB low

pp.65-67 (at least 5 by-right stories along Blvd); plus bonuses

“bonus” *now*

ACZO 15.5.9 Board can ↑ height via “site plan” process

“by-right” *now*

Can be built without Board OK

Existing/recent



\$9.1m
Assessed value



\$1.8m
Assessed value

**County: doesn't quantify the cost/benefit,
but warns -- add extra density *or else***

**“limited building heights ... may result
in areas ... with **no improvements**”** (p19)

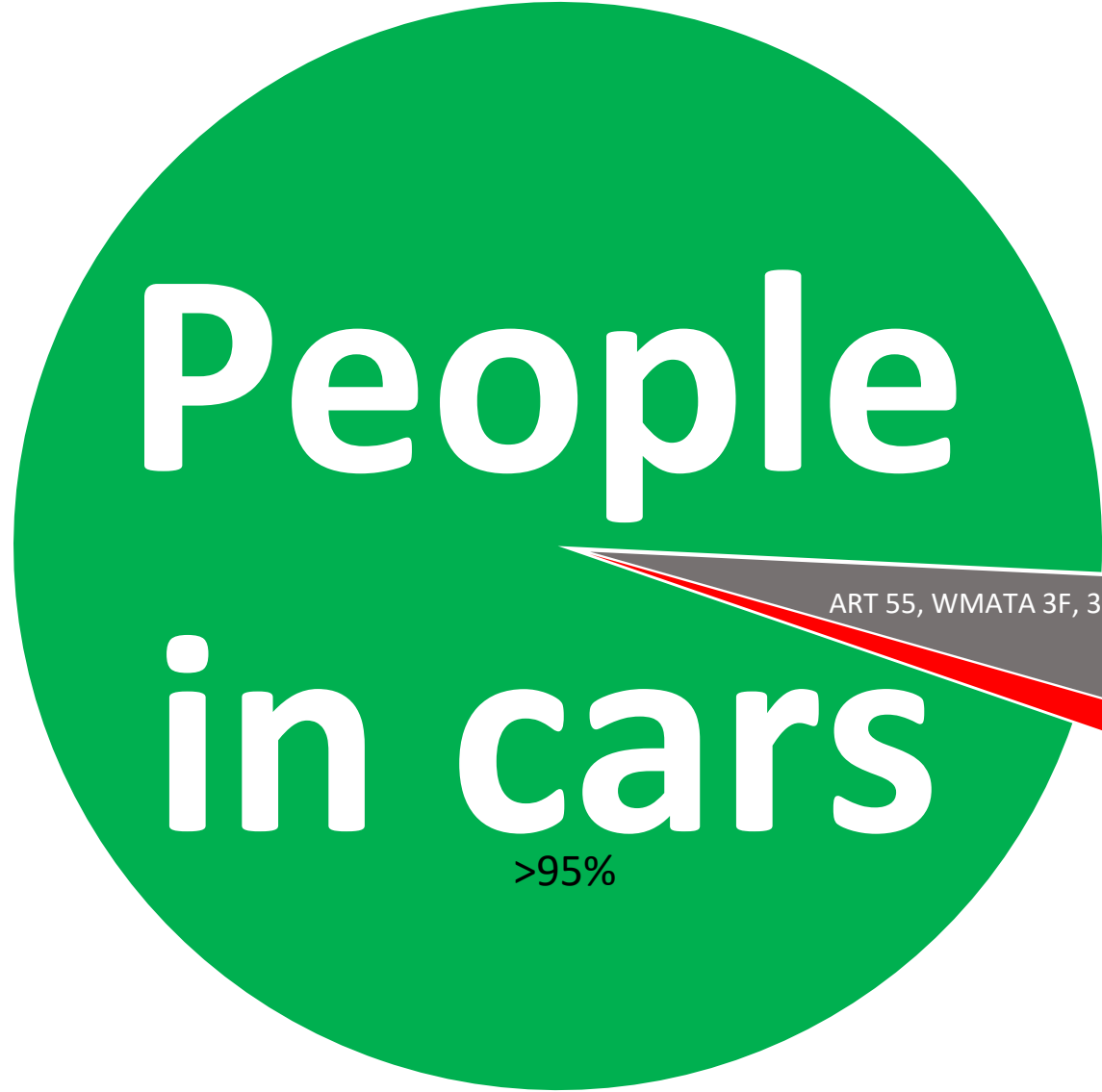
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“An average day on Langston Blvd”



46,500 people in cars
(just by Lyon Village)

1,774 people by bus
(entire length of Langston)

425 bicyclists
(*entire PLB area commuters)

<https://www.virginiadot.org/info/ct-TrafficCounts.asp> (31,000 avg. daily max in 2021 during pandemic); https://css.umich.edu/sites/default/files/2022-09/Personal%20Transportation_CSS01-07.pdf (avg. 1.5 persons/car); <https://www.arlingtontransit.com/about/monthly-service-ridership-reports/> (ART55: 240,579 trips July 2022-May 2023) & 88% on time; <https://www.wmata.com/initiatives/ridership-portal/> (3F, 3Y); Plan p14, bikes 3% of 14,177 PLB **area-wide** commuters).

“one of Arlington’s main...arterial roadways”^{p14}
a national highway



Primary Evacuation Route

VDOT controls much of Blvd;
State approvals needed
(none obtained)

Arlington
County
Admits to NO
analysis of
PLB impacts
on evac plan

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 are 95% white and make *de minimis* trips on/near Rt29.

Arlington Bike Commuters

95%
white

Non-white

County does no “equity lens” analysis on transportation

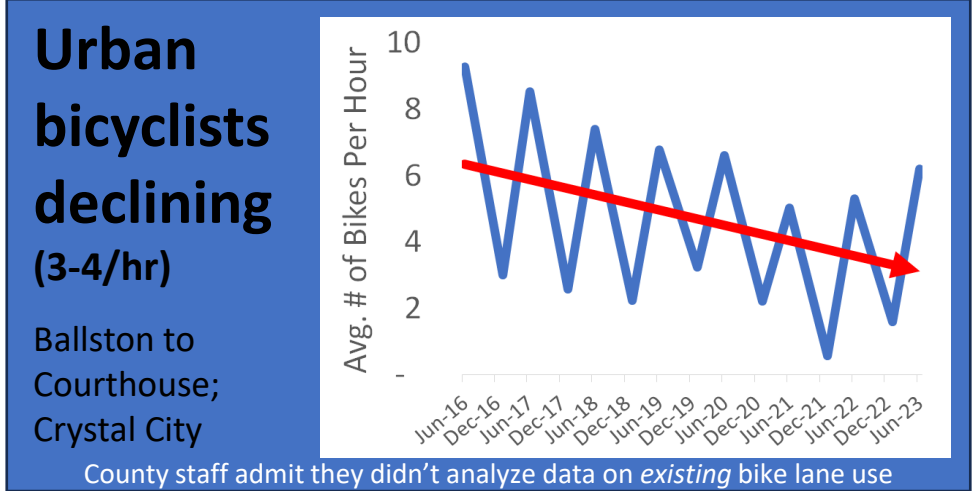
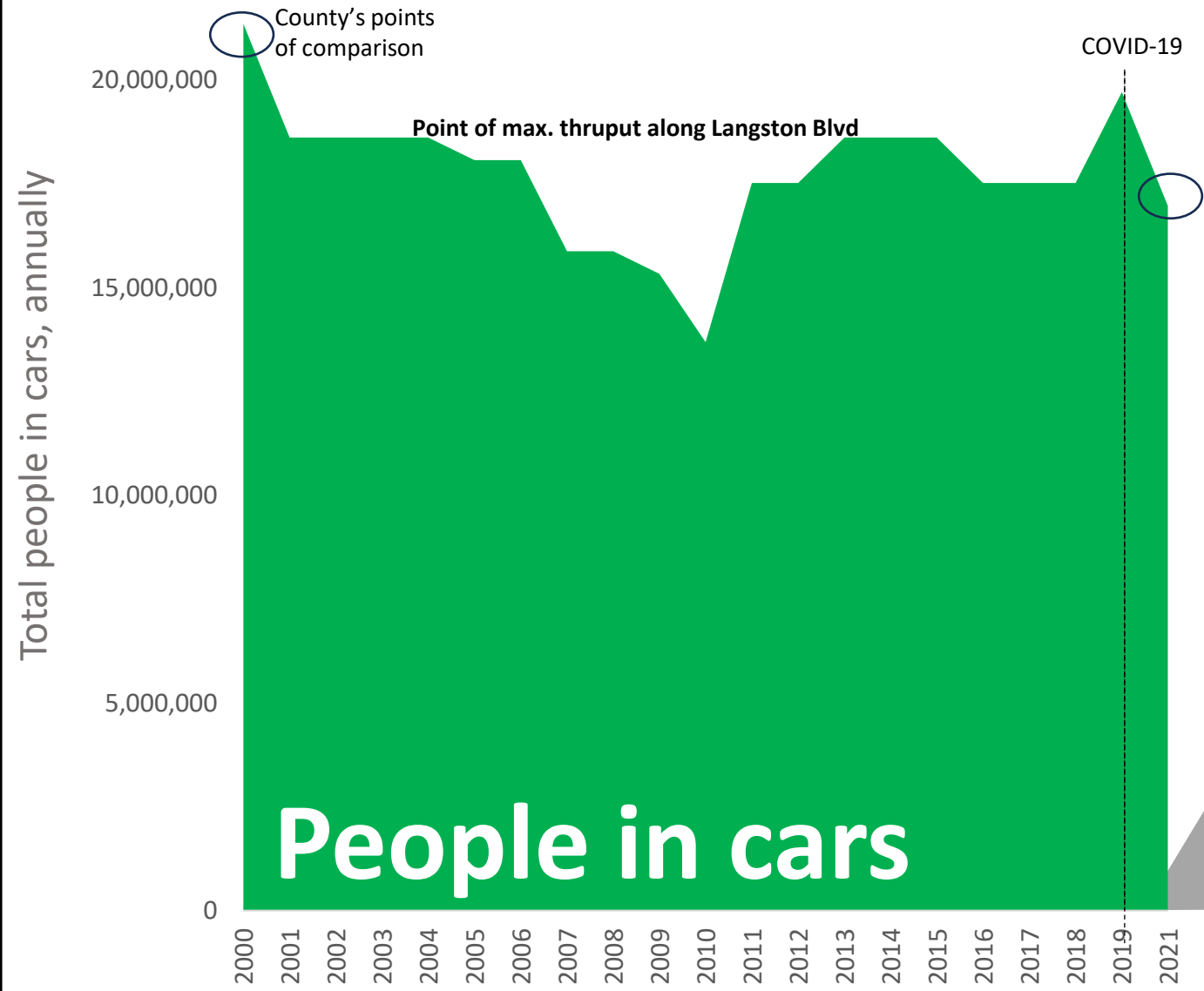
Bikers (95%),

<https://data.census.gov/mdat/#/search?ds=ACSPUMS1Y2021&cv=RAC1P&rv=JWTRNS,ucgid&wt=PWGTP&g=7950>

[000US5101301,5101302](https://data.census.gov/mdat/#/search?ds=ACSPUMS1Y2021&cv=RAC1P&rv=JWTRNS,ucgid&wt=PWGTP&g=7950); 3% bike commuters in total area, Plan at 14.



↑ People, ↑ density, but public transit in distress



<https://www.virginiadot.org/info/ct-TrafficCounts.asp> (31,000 avg. daily cars); https://css.umich.edu/sites/default/files/2022-09/Personal%20Transportation_CSS01-07.pdf (avg. 1.5 persons/car); <https://www.arlingtontransit.com/about/monthly-service-ridership-reports/> (ART55, 240,579 trips July 2022-May 2023; counters.bikearlington.com (Fairfax EB, Clarendon EB, Crystal Dr).

PLB ignores realities of life on Langston

Plan “improves” Rt29 **highway** (↓ & narrow lanes)
to “**allow**” neighborhoods to add traffic

No analysis done on emergency evacuation

VDOT controls much of Langston & requires
environmental impact statements

Uncertain County can get private land to fit new
road width

Implausible traffic management scenarios

- Significant right-of-way require parcels by roadway for blocks
- Turn lanes for vehicles to turn into and out of developments
- Utility underground; very expensive
- Site feasibility unclear for claimed benefits



Langston (right),
1 lane closed

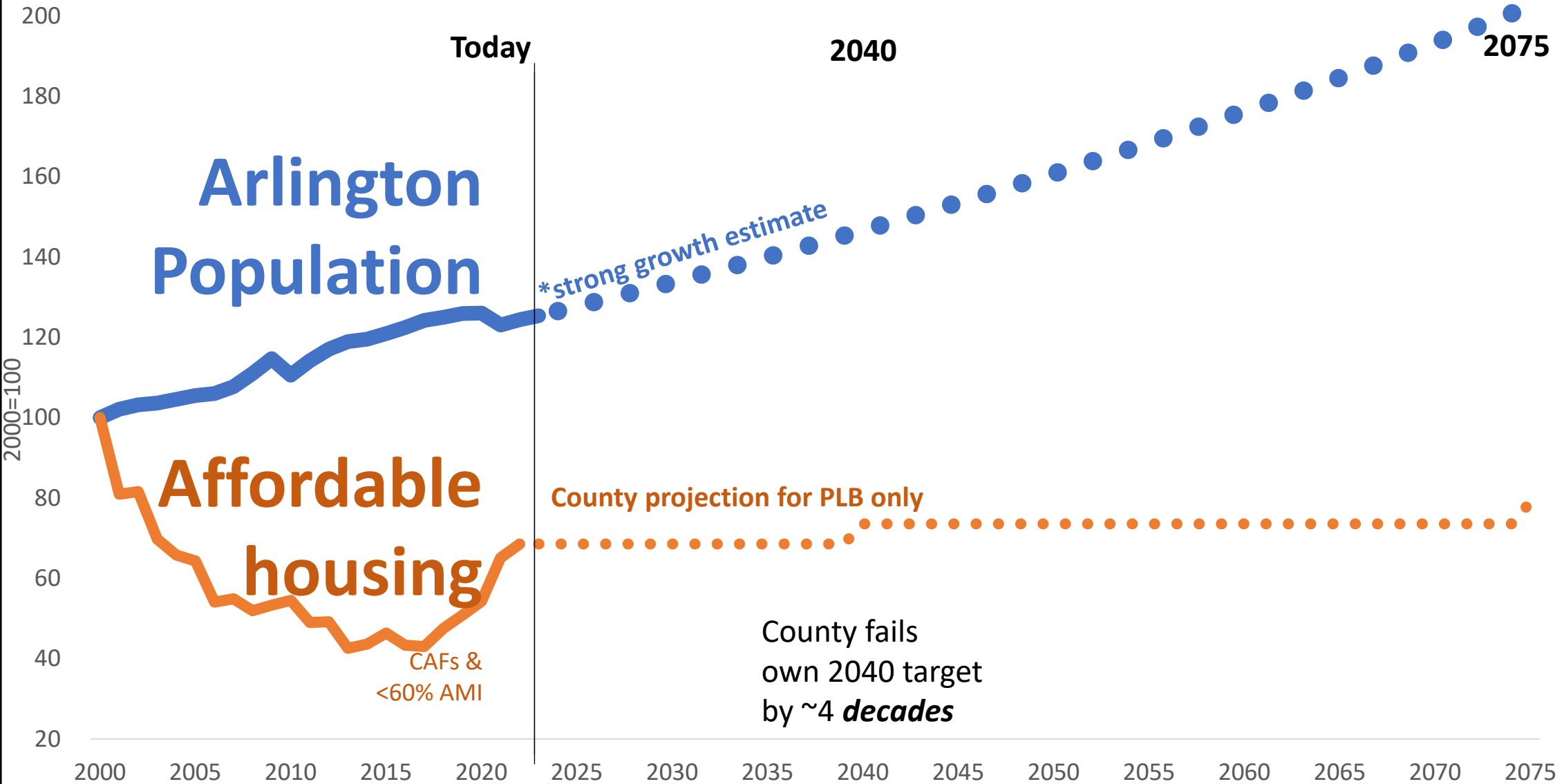
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PLB & affordable housing in context



Density

Transportation





Housing

Stormwater

Stormwater mitigation: Storage & Overland



p108

-  Large Stormwater Storage Needed in Public Space
-  Overland Relief Corridor Needed
-  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 appropriate for this location in the watershed and provide overland relief for floodwater

Note: to achieve relief from 100- and 500-year storm events. Overland relief may require the use of public right-of-way in addition to new or relocated facilities on private property.

On a positive note, PLB draws attention to need for “public storage” & “overland relief”

but...

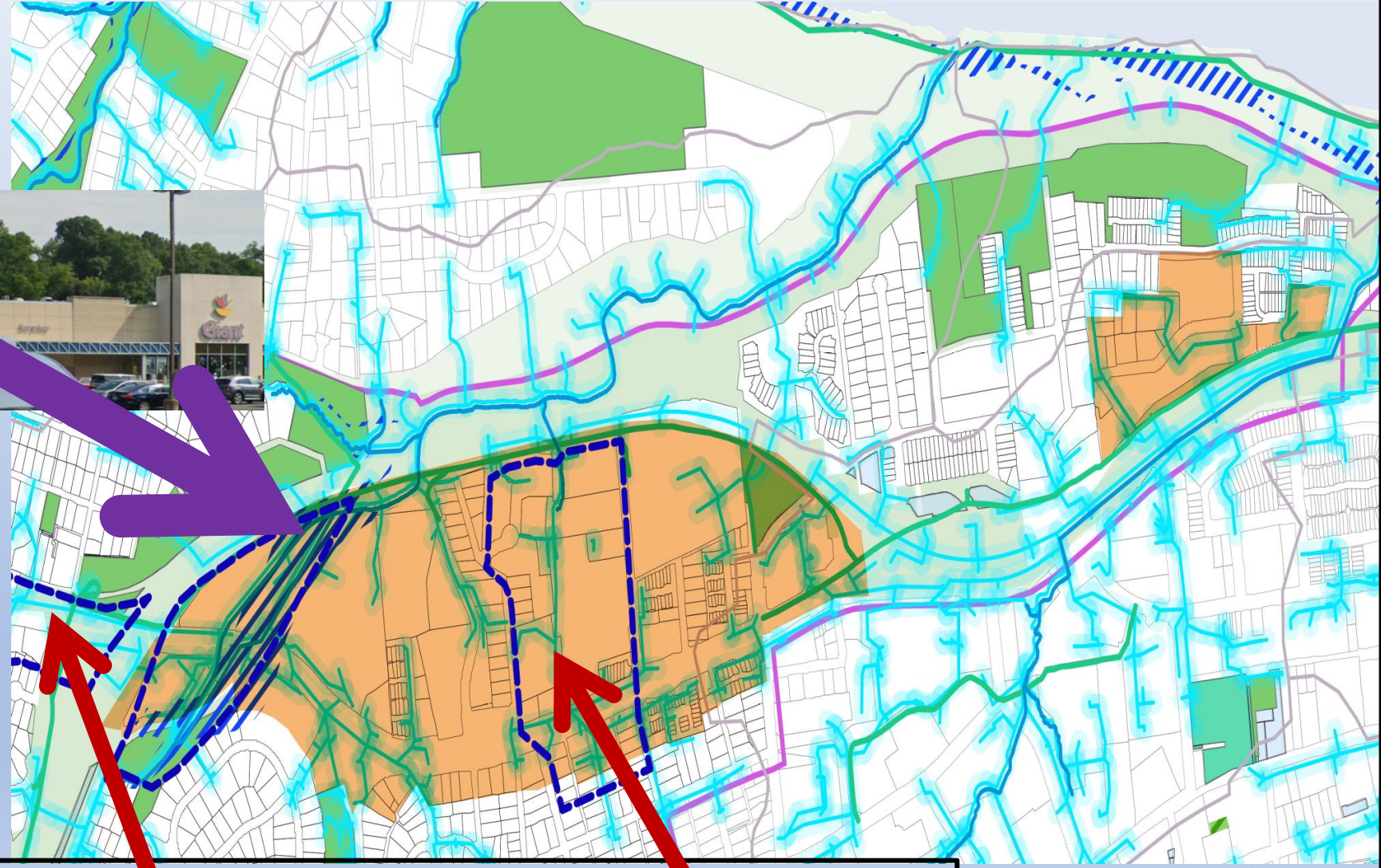
Flooding fix unclear; ignores parts; defers others

- **Unclear** if consistent with Stormwater Plan & Chesapeake Bay Plan
- County-funded CIP Plan for Spout Run Watershed **only for Area 3**
- **Ignores** wider flooding risks
- ASK: **Holistic plan & cost estimate FIRST**, *before* trading density to private sector for piecemeal stormwater projects



Plan: 15+ stories at Spout Run

County should *first* develop public stormwater solutions



Neighborhoods banding together

SPOUT RUN WATERSHED WORKING GROUP

- Ashton Heights Civic Association
- Ballston-Virginia Square Civic Association
- Cherrydale Citizens Association
- Lyon Village Citizens' Association
- Maywood Community Association
- North Highlands Neighborhood Association
- Old Dominion Citizens Association
- Spout Run Homeowners Association
- Waverly Hills Civic Association
- Woodmont Civic Association

Unspecified Area 4 Remediation and Rest of Area 5

ASF asks the County to:

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

What can YOU do?

1. **Write** CountyBoard@Arlingtonva.us

cdorsey@arlingtonva.us; Lgarvey@arlingtonva.us; tkarantonis@arlingtonva.us; mdeferranti@arlingtonva.us

2. **Attend** monthly County Board meetings; “Open Door Monday” chats

3. **Contact** ASF to get emails, donate, get a free sign, volunteer



4. **Spread the word**