Meeting Agenda

- Welcome and Project Update:
  - Meeting Objectives
  - Where we are now (Work to date)
  - Community Engagement
  - Upcoming Key Dates
  - How to Stay Involved
  - 9 Key Planning Elements
- Existing Conditions Analysis Presentation and Discussion Part 1
- Break
- Existing Conditions Analysis Presentation and Discussion Part 2
- Discussion of Key Findings, Overarching Messages and Relationship to Goals
- Overview of Follow-up CF Small Group sessions and Public Workshop Activities
Meeting Objectives

The objective today is to...

• provide an orientation of the Existing Conditions Analysis to convey key findings and takeaways in the report;

• initiate discussions on material, provide feedback, ask questions; and

• Identify areas for further discussion during follow-up meetings, with the Community Forum members, to review and discuss the different sections of the report.
Planning Process - Milestones

2019 – 2020
Phase 1 - 2020
Gathering Information
- Existing Conditions
- Education
- Validate / refine the vision

2020 – 2021
Phase 2 - 2021
Developing Ideas
- Develop/evaluate land use scenarios
- Develop network recommendations
- Refine goals

Phase 3 - 2021
Drafting the Plan
- Draft the plan
- Review, feedback and refinements

Phase 4 - 2021
Refining and Plan Adoption
- Presentation and adoption of final plan
- Final feedback and refinement

Deliverables
- Existing Conditions Analysis Report
- Preliminary Concept Plan
- Draft Plan
- Final Plan

Metrics for Success
- Character Area Report
Phase 1: Where we are now

- Analysis of Lee Highway Existing Conditions for 9 Key Planning Elements
- Cultural Resources Survey (In Progress)
  - Methodology for assessing land use scenario options
  - Refinement of Vision Principles and Goals
  - Development of Lee Highway Character Areas
Recent Community Engagement

- **Community Forum and Community Kick-Off Meetings (1/30 and 2/12)** –
  
  Meeting Objectives:
  
  o Familiarize public with 2016 Vision Study (Principles and Recommendations)
  o Gather public input on principles and recommendations
  o Explain what team will be analyzing (during Phase 1)
  o Understand which issues are most critical to address further in future Focus Group meetings

  Overall Feedback:
  
  o Received input on 9 Key Planning Elements
  o Overall interest in enhancement of planning area through redevelopment
  o Concern on where and how change takes place
  o Conflicting viewpoints on certain issues (i.e. height and density)
  o Generalized comments (making it difficult to ascertain where comments apply)

- **Initial Stakeholder Interviews (2/8 and 2/15)** – based on areas of expertise (i.e. transportation, planning etc.)

- **Neighborhood Focus Group Meetings (4/8 – 4/11)** – based on specific geographic areas (to begin to understand perspectives on neighborhood character, opportunities and challenges to achieve goals, and potential areas of change)
Recent Community Engagement

- **Real Estate Developer Interviews (5/21 – 5/31)** – to understand level of interest and areas of concern for development of multi-family (including affordable and missing middle) and mixed use

- **Property Owners Focus Group Meetings (6/18)** – to understand immediate and/or long term goals and areas of concern

- **Land Use and HCD Educational Forum (6/8)**

- **Working Group Meetings (3/21; 5/8, 6/19 and 7/11)** – scope overview, roles and responsibilities; Existing Conditions Analysis Part 1, 2 and 3

- **Friday Design Studios**

- **"Make No Small Plans" - Dorothy Hamm Middle School**
Upcoming Key Dates and Next Steps

• November-December: Community Forum Follow-up Group Sessions - Existing Conditions Analysis (LHA Office, 7-9 PM)
  o Thurs, 11/21 - Public Spaces + Mobility + Connectivity
  o Tues, 12/3 - Land Use + Sustainability + Resiliency
  o Mon, 12/9 - Neighborhood Character + Building Form

• 11/12: Housing Arlington Virtual Learning Series - Housing and Equity (Affordability, Race and Age) (Previous sessions available online)

• 11/22 and 12/6: Friday Design Studio - Existing Conditions Analysis (Speak to an expert) (LHA Office, 12-3:30 PM)

• 12/5: Educational Forum/LHA Learning Series - Existing Conditions Analysis (LHA Office, 5-7 PM)*

• 12/11 or 12/18 (Tentative): WG Meeting - Debrief on CF Follow-up Group Sessions and Friday Studios*

• January/February 2020*: Public Workshop
  o Results of Existing Conditions Analysis
  o Feedback from recent community engagement
  o Educational forums on various topics
  o Method for evaluating Land Use Scenarios
  o Refinement of vision principles and goals
  o Identification of preliminary character areas

• 1st Quarter 2020*: Character Area Development - report identifying areas of change and preservation with general descriptions of future development patterns, recommendations for network wide elements and refined vision principles and goals

* Schedule of tasks and key events shown are subject to change as progress is realized.
How to stay involved

Review the Existing Conditions Analysis Report.
https://projects.arlingtonva.us/plans-studies/land-use/lee-highway/documents/

Please take the Survey.
https://www.surveymonkey.com/r/ZM5WZMQ

Please share with your neighbors!!!
Community Forum Meeting #2: Existing Conditions Analysis Presentation and Discussion Part 1
Key Planning Elements:
1. Land Use
2. Housing
3. Transportation
4. Public Spaces
5. Building Form, Height and Urban Design
6. Historic Preservation and Cultural Resources
7. Economic Vitality
8. Sustainability
9. Public Facilities

Planning Area: areas within ¼ mile walking distance of corridor
- Develop vision and recommendations for network-wide elements (i.e. transportation and open space)
- Includes Cherrydale Revitalization Area and East Falls Church Area (evaluate potential impacts from proposed adjacent development)

Core Study Area: priority areas with most opportunity for change and in need of a vision
- No specific adopted policy guidance today
- Evaluate land use scenarios (ranging from small or limited infill to larger redevelopment)

Residential Edges: single-family areas adjacent to existing commercial development
- Consider impacts from adjacent redevelopment and/or make redevelopment along Lee Highway frontage feasible
9 Key Planning Elements

Preliminary Aspirational Goals (A Starting Point For Discussion)

**Land Use**
What is the optimal mix of housing, retail, services and facilities that will transform Lee Highway?

**Housing**
What are opportunities to expand housing options to include wider range of affordable and all-ages?

**Transportation and Connectivity**
How to accommodate multiple modes now in future? How to balance through traffic with neighborhood mobility?

**Public Spaces**
How to provide residents and visitors access to variety of high quality parks, plazas, and gathering spaces?

**Urban Design and Building Form**
How to create walkable and context sensitive spaces that consider scale, height and character?

**History Preservation and Cultural Resources**
How to celebrate and preserve historically significant community and cultural resources?

**Economic Vitality**
What are the right strategies that promote and strengthen local businesses?

**Sustainability and Resiliency**
How to reduce impact of uses and ‘green’ Lee Highway?

**Public Schools and Facilities**
How to match provision of high quality facilities with growth and changes?
Preliminary Aspirational Goal –

Transform Lee Highway into a walkable, main street corridor, with a wide range of housing types, retail, services, and other uses that serve the diverse needs of nearby communities.
Special districts located within the Planning Area include:
- Housing Conservation District
- Cherrydale Revitalization District
- East Falls Church Neighborhood Center District
Existing land use is primarily the product of the corridor’s original zoning pattern, institutionalized through adoption of the original 1961 GLUP.

Source: AECOM

Note: The GLUP is the County’s primary policy guide for general 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 within the County. The County will interpret the precise land use designation of a parcel at time of application. The GLUP does not depict property lines, as illustrated on the map above. Property lines on this map are intended as a visual tool only.
The predominant land use designation within the planning area is Low-Residential (single family) at 72% of land area; Low-Medium (Multi-family) is 13% and Commercial is 6% of land area.

There is only one commercial land use designation – Service Commercial – which is not supportive of mixed-use, main street, walkable environment.
Zoning

Most of the Planning study Area is zoned for One Family Residential.

Parking minimums and height and density limits in commercial districts can sometimes make redevelopment financially unfeasible.
Land Use

Key Message

- The Core Study Area is primarily characterized by low-rise commercial land uses with pockets of multi-family residential communities.

- Land uses are not integrated and area lacks mixed-use development that supports a walkable, main street environment.

- The current land use vision and zoning framework for the corridor limits opportunities for change that could serve to meet the preliminary aspirational goals including walkability.

- Recommendations for GLUP amendments as well as potential zoning tools, appropriate for incentivizing redevelopment consistent with Plan goals, will be identified through planning process and considered through a separate implementation process following adoption of plan for Lee Highway.

- Zoning tools developed for the Housing Conservation District in coordination with the Plan Lee Highway process will inform opportunities for preservation and change on Lee Highway. This will be further discussed in the Housing section.
Land use

Next steps

- During the public workshop, the community will provide feedback on:
  - areas of change
  - types of change appropriate for those areas
  - where transitions in use will be most sensitive

- Land use scenarios will test:
  - market potential for different types of development and uses
  - appropriate levels and location of uses including retail, parking, and amenities
Land use

We will be discussing aspects of the current land use pattern, policies, and zoning framework that need to change to meet Plan goals.

Which land use issues are most important to discuss in greater detail at the upcoming topical focus meetings?
Preliminary Aspirational Goal-

In close coordination with VDOT, redesign Lee Highway into a complete street that better serves all modes of travel, while recognizing its continued role as a commuter corridor.

Strive to achieve a multimodal corridor that encourages bus ridership through land use recommendations and transit-oriented urban design principles.

Improve walkways and overall pedestrian and bicycle connectivity throughout the study area.

Examine ways to right-size parking, improve transit access, and promote alternative modes of travel. Enhance safe routes to school and access to public space.
The character and function of Lee Highway changes dramatically along the corridor.
The VDOT Roadway Design Manual sets geometric design criteria based on functional classification. These criteria govern, lane widths, clear zone widths, intersection spacing, signalization.

There is some flexibility in case by case situations, but it must be negotiated.

State Highway designation and roadway classifications will inform what can change. The County will work with VDOT to achieve Main Street characteristics where possible.

“THE APPLICATION OF THE CRITERIA PROVIDED IN THE GEOMETRIC DESIGN STANDARD TABLES MUST BE MADE IN RELATION TO THEIR EFFECT ON THE ROADWAY SYSTEM AND IN CONJUNCTION WITH SOUND ENGINEERING JUDGMENT TO ENSURE AN APPROPRIATE DESIGN. The economic, environmental and social factors involved in highway design shall also be considered. The designer should always attempt to provide for the highest degree of safety and best level of service that is economically feasible. The “minimum” design criteria shown in the tables should only be used when overriding economic or environmental considerations so dictate.

FLEXIBILITY IN DESIGN. The policies and procedures addressed in IIM-LD-235 (Context Sensitive Solutions) and IIM-LD-255 (Practical Design Flexibility in the project development process) are intended to clarify and emphasize VDOT’s commitment to project and program development processes that provide flexibility, innovative design and Context Sensitive Solutions (CSS) to transportation challenges.”

http://www.virginiadot.org/business/locdes/rdmanual-index.asp

Excerpt from: Roadway Design Manual Appendix A
Pedestrian network (walkability)

All of planning study area is within a 10-minute walk from a park. Maywood, Cherrydale and North Highlands East have highest percentage of population within a 5-minute walk from a park.

Lyon Village, North Highlands West, Waverly Hills and Donaldson Run have highest percentage of population within a 10-minute walk from a school.

Generally, population along corridor is within a 2-minute walk from a transit stop, whereas population along edges of study area are within a 10-minute walk.

The walk may not be comfortable or inviting.
Generally, conditions are not desirable for biking due to safety concerns along or across Lee Highway, lack of protection from elements and places to park bikes, or simply not convenient.

Constraints include lack of parallel routes east of N. Glebe Rd., limited R.O.W. width for portions of Lee Highway west of I-66, and shallow lots.
Lee Highway collisions

Intersections with most collisions have:

- Higher traffic (# of cars/day)
- Higher number of lanes
- Unique geometry

Intersection with most collisions is Kirkwood and Spout Run (near I-66 ramp).

Segment of corridor with greatest # of collisions also has the greatest # of curb cuts.

Segment of corridor with greatest # of collisions with pedestrians are where speeds are highest.
Since 2000, population in Planning Study Area has gone up roughly 16%.

During same time period, average daily traffic volumes along Lee Highway have gone down 16% - 24%.

This is due primarily to increased public transportation and metro ridership as well as recent trend in people working from home.

Current traffic volumes vary greatly by segment from roughly 22,000 Average Annual Daily Trips (AADT) in the west, to 17,000 AADT east of Glebe Rd., to 31,000 AADT at the Spout Run Pkwy to 21,000 AADT in the east.

<table>
<thead>
<tr>
<th>Street</th>
<th>Segment</th>
<th>AADT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Washington Blvd</td>
<td>Sycamore St - Glebe Rd</td>
<td>15,000</td>
</tr>
<tr>
<td>West Broad Street (Rte 7)</td>
<td>West St. - Washington St. (Rte 29)</td>
<td>23,000</td>
</tr>
<tr>
<td>Washington Street (Old Town Alexandria)</td>
<td>GW Parkway - Duke St</td>
<td>28,000</td>
</tr>
<tr>
<td>Patrick St. - Henry St. (Rte 1 Old Town Alexandria)</td>
<td>Wilkes St. to King St. (2 parallel rds. Combined)</td>
<td>51,000</td>
</tr>
</tbody>
</table>

Table 5.6 Traffic Volume Comparison
Average speeds range between 15-32 mph in peak hour (slower than posted speed).

Segment with slowest speed corresponds to area with least parallel network to share traffic burden.
Transit stops are well distributed along corridor and other intersecting arterials.

ART routes provide most transit connectivity between neighborhoods, between neighborhoods and commercial nodes and between neighborhoods and transit rail.

WMATA routes generally follow major arterial streets.
On demand mobility
Transportation and connectivity

Key Message

- Lee Highway does not adequately accommodate multiple modes of mobility (i.e. pedestrian, bicycle and transit) and is auto-centric.
Transportation and connectivity

Next steps

• Additional analysis to continue to identify opportunities and challenges for achieving preliminary plan goals and key considerations.

• Compare VDOT’s design standards, County’s street typology design guidelines, preliminary aspirational goals, and other County goals (such as the goals developed in the future under the Vision Zero Action Plan) to identify areas of alignment, conflict and opportunities for flexibility.

• Additional discussions with VDOT to identify, based on preliminary plan goals and key considerations, areas where additional flexibility is needed and strategies to achieve goals.

• Review other precedent corridors in the region.
We will be developing preliminary ideas for improving the transportation network based on neighborhood priorities.

Which transportation and connectivity issues are most important to discuss in greater detail at the upcoming topical focus meetings?
Preliminary Aspirational Goal –

Promote a walkable environment with context-sensitive buildings that engage with streets and transition in scale, height and character appropriately to adjacent neighborhoods.

Encourage high-quality architecture that reflects the local historic character, where appropriate, and place-making through conscientious urban design.
In planned areas where redevelopment has occurred buildings are closer to the street with wider sidewalks, outdoor eating areas and street trees.

The commercial corridor is generally characterized by minimal tree cover, large surface parking lots, narrow sidewalks and wide ROW.
Residential streets are generally pleasant, lushly landscaped and include street trees and adequate sidewalks where needed.

Although some neighborhoods lack pedestrian connectivity where desired.
Generally, along Lee Highway and most commercial corridors – buildings have less windows and less inviting doorways or expansive blank walls.

Cherrydale and East Falls Church buildings have more ground floor uses and windows that activate the streetscape.
Parcel configuration – Commercial parcels

Commercial layouts vary greatly along the highway.

In most cases parking is located in front of commercial buildings or to the side.

In Cherrydale and East Falls Church there are more examples of parking behind or under mixed-use buildings.
There are at least 13 types of residential development in the planning area.

Multi-family parcels for example range in size from ¼ acre to over 7 acres in size and from 2 to 9+ stories.

So it is important to use the right vocabulary to describe each type.
Roughly ½ the parcels along Lee Highway are less than 90’ deep. This complicates redevelopment options and makes transitions more challenging.

Nearly all buildings fronting on Lee Highway are 4 stories or less.

Most taller buildings are set back from the street significantly.
Throughout the planning area there are examples of how topography, landscape buffers and moderately scaled building types are used to address difficult transitions.

The greatest transition challenges exist where 9+ story buildings adjoin single family homes and in places where adjoining activities conflict.
Using Existing Conditions Analysis and community input on neighborhood context, Land Use Scenarios will identify:

- Areas impacted by change (negatively and positively);
- Improvements to public realm, appropriate development pattern and building form that enhance overall character of neighborhood and address transitions sensitively; and
- Opportunities for additional height and density to realize desired community improvements - public spaces, affordability, increased commercial and transit options.
During the public workshop, the community will provide feedback on neighborhood context including:

- What (buildings, places, people, events, stories) creates identity or character of their neighborhoods and how they wish to see that highlighted, enhanced or changed in the future;
- How public art can be integrated in a neighborhood to help celebrate and highlight its history; and
- Identify areas where transitions in height and scale will be most sensitive.
What other places can be used as a model for change?

Which of these urban design and building form issues are most important to discuss in greater detail at the upcoming topical focus meetings?
Preliminary Aspirational Goal – Public facilities

Ensure that public facilities meet the needs of the County and the Lee Highway community. Monitor growth along the Lee Highway corridor to assess and adequately plan for future public facility needs. Identify areas that may be appropriate for future County-wide public facility needs, including core support services, while recognizing that this process will not replace siting or use determination processes to locate specific uses.
Preliminary Aspirational Goal – Public spaces

Ensure that the Lee Highway community is connected to and well served by a diverse mix of public spaces that balance community needs. Embrace streetscapes as an important element of public space. Strive to achieve the goals and recommendations of the approved update to the County’s Public Spaces Master Plan (PSMP)
Existing Public Assets

Public assets are distributed across North Arlington, but there is little public land within the Planning Study Area for expansion without changing existing facilities.

Growth in planning study area is expected to increase. This will impact all public facilities – including schools, cultural, recreational, government offices, public safety, human services and core support services.
Public schools

Most schools along corridor were at or over capacity based on 09/2018 enrollment (enrollment over permanent capacity is accommodated using relocatable classrooms). This will likely continue, even with new elementary school at Reed site.
PreK-12 enrollment will continue to grow and is expected to increase almost 25% by 2028.

APS enrollment projections include future residential development from approved development projects and 10-year housing forecasts only – does not factor in Plan Lee Highway (PLH).

For elementary schools, single-family detached and apartment garden (CAFs) housing types will have the highest student generation rates.

Plan Lee Highway will test alternative land use plans that can inform decision making about school renovation and expansion to meet student needs.
Public facilities

Thee public safety facilities, Fire Stations #3, #8 and #10, are located along the corridor.

There is only one County Operations facility along the corridor. It is the fueling station at Fire Station #8. No additional space exists on the corridor to meet the County’s operational needs.
2019 PSMP Level of Service analysis identifies four “Limited Access Hotspots” within planning study area, attributable primarily to lack of community gardens, dog parks, and multi-use trails.
The PSMP recommends completing completion of an outer Pedestrian/ Cycle oriented loop that better connects North Arlington with Four Mile Run, The Custis Trail and the Potomac trails. Lee Highway and or its parallel routes, could be this connection.
Lee Highway is most significant barrier separating neighborhoods from nearby public schools, facilities and spaces - difficult to cross N-S and E-W experience deters pedestrian activity.
Streetscapes as connective public space

Streetscapes can provide the desired gathering space within the ROW or on adjacent publicly accessible private land.
Currently, few public assets within the study area are co located with public space and commercial destinations. By clustering these amenities in the future, new neighborhood social hubs can be created. (example social hubs include The Langston Brown Community Center area and Westover).
Public art will play an increasingly important role in revealing community history, culture, stories and identity and contributing to placemaking.
Public school, facilities and spaces

Key Message

• Public schools are close to or exceeding capacity and will continue to experience increases in enrollment as growth occurs both in and outside the Study Area.

• Public facilities are interspersed along the corridor providing for cultural, recreational and public safety. They are in various conditions and there is no flex space currently available for other County operational needs to support County residents, such as storage and equipment of materials.

• Public spaces are also dispersed throughout the corridor and complemented by other publicly accessible (privately-owned) open spaces that form a network of places, of limited connectivity, where people can meet for organized activities and casual use.
Public school, facilities and spaces

Next Steps

• The planning process will test impact on student enrollment (and other public facility needs) for new residential development arising from land use scenarios.

• The County will consider how the PSMP Level of Service tool will inform recommendations for public amenities.

• Planning process will further evaluate the County’s existing inventory of educational, recreational and cultural assets (land and buildings) to explore opportunities for acquisition, expansion, renovation, redevelopment, consolidation, and co-location of uses.
Public school, facilities and spaces

Next Steps

- County and APS Staff with input from the Joint Facilities Advisory Commission are drafting the scope of work for a county-wide Public Facilities Plan (County and School Facilities) which will further inform investment in public facilities.

- Planning process will identify opportunities for connectivity improvements within existing ROW, through acquisition of new ROW and/or a public space access easement.

- Planning process will identify opportunities for public art to play an increasingly important role in revealing community history, culture, stories and identity and contributing to placemaking.
Which public schools, facilities and spaces issues are most important to discuss in greater detail at the upcoming topical focus meetings?
Community Forum Meeting #2:
Existing Conditions Analysis Presentation and Discussion Part 2
Historic preservation + Cultural resources

Preliminary Aspirational Goal –

Identify and support preservation of historic resources that increase public understanding and appreciation for the corridor’s architectural and cultural history consistent with the phasing of the Historic Preservation Master Plan and the Historic Resources Inventory. Increase awareness of and enhance arts, public art, and cultural activities.
National/State resources: 12 historic resources (4 individual properties and 8 historic districts) are listed in the NRHP/VLR are wholly or partially in the Planning Study Area.

Arlington County resources: 6 individual properties and 1 district that are wholly or partially in the study area.
Cultural Resources Survey will research significant non-traditional resources such as places, people, events and stories in addition to buildings.

Approximately 380 of the 650 potential resources along the corridor have been previously surveyed - A total of 120 resources will be surveyed through PLH’s cultural resources survey.

Team has developed a prioritized list of 100 resources to be researched and surveyed.

Remaining 20 resources will be identified based on community input.
The Cultural Resources Survey will be analyzed by staff to provide future recommendations that are consistent with the policies of the Historic Preservation Master Plan and Historic Resources Index (HRI), regarding appropriate levels of preservation.
Historic preservation + Cultural resources

Next Steps

- Complete Architectural Survey (currently underway) by first quarter of 2020
- Share survey results
- Discuss findings
Which historic preservation and cultural resource issues are most important to discuss in greater detail at the upcoming topical focus meetings?
Preliminary Aspirational Goal-

Support retailers, restaurant owners, and other commercial businesses owners through strategic measures consistent with the Arlington County Retail Plan to ensure that Lee Highway continues to be a prosperous corridor. Plan for complementary uses, such as residential, office, and public spaces that meet daily community needs and boost synergies among different land uses. Seek opportunities to promote and strengthen a diverse commercial base, while recognizing that Lee Highway is not a major employment market like the Rosslyn- Ballston and Route 1 corridors.
The Lee Highway economy is diverse, with a wide range of neighborhood serving business types that relate to the street and community in different ways.
Roughly ¼ of ground floor businesses are some kind of dining or food and beverage experience.
Lee Highway’s success to date as a “healthy” commercial corridor with low vacancy (5.5% for office; 3.7% for retail space) and low turnover is driven primarily by:

**Its auto-oriented nature.** The high traffic counts expose businesses to thousands of potential customers daily. Its convenient location to I-66 and major local arterials offers a steady flow of traffic,

**A mix** of (primarily) local-serving businesses and services,

**The proximity of affluent, single-family neighborhoods and middle-to-upper-middle income multifamily developments that provide a reliable, loyal core customer base,** and,

**Moderate rents** allow smaller businesses to establish a position in the market (retail lease rates range from the low $30s to $60 per square foot varying by age of space and availability of parking).
Perspectives (Business/Commercial Properties)

**Opportunities:**
Visibility from a major arterial roadway and major cross streets is important to maintain.

More residents in new development nearby would benefit neighborhood serving businesses.

**Challenges:**
There is a desire for more convenient parking, but space constrains supply.

Parcel size limits redevelopment options in some cases.
Business locations

What seems like an east-west strip of businesses is actually a series of commercial nodes at key intersections.

Where road is configured more like a highway (in the eastern section), there are less businesses.

Businesses are located along two-thirds of the length of the Planning Study area.

Businesses are clustered at nodes where redevelopment has been contemplated.
The Lee Highway market has:

- A higher household median income than Arlington as a whole by $21k per year.
- A higher median home value than the County as a whole by $117k.
- A higher share of owner-occupied housing than the County as a whole (54% vs. 39%).
- A larger average household size than County as a whole (2.32 vs. 2.09).
- An 8% higher share of families with children under 18 than the County as a whole.
- Roughly twice the share of families with children (under 18) N of I-66 as S of I-66
- A higher percentage of households with access to two vehicles or more.
Competition (neighborhood-serving businesses)

There is much greater competition south and west of the Planning Study Area. The competitive advantage is in serving residents north of the corridor.
There is significant competition for regional businesses from established destinations. Any regionally focused business will have to offer unique experiences + differentiating goods/services.
Key Message

- Achieving goal for redevelopment with mixed and complementary uses has trade-offs - shift from an auto-oriented focus to a pedestrian focus could impact and displace auto-oriented businesses.

- Adding additional residents can benefit neighborhood-serving businesses.

- Mixed use development is not feasible along entire corridor, particularly on small parcels; mostly feasible in commercial parcels that are large enough; should be concentrated in nodes where other goals can be accomplished.

- Achieving the goal to promote and strengthen a diverse commercial base requires understanding of existing market and exploring ways to encourage more business types that are well suited to existing market.

- Significant competition - destination businesses will have to offer a unique experience and differentiating goods/services.

- Diverse commercial base includes a healthy mix of national and local businesses.
Next Steps

• Evaluate how much and what type of development is needed to maintain a diverse base of (existing and new) neighborhood-serving businesses, without losing the identity of the business culture that has been created by the iconic businesses along the corridor.

• Identify additional macro-economic trends that may influence the Lee Highway business ecosystem.

• Identify additional opportunities for diversification.
Economic vitality

Which economic vitality issues are most important to discuss in greater detail at the upcoming topical focus meetings?
Preliminary Aspirational Goal-

Expand housing options to achieve a diverse mix of types, affordability, and tenure. Strive to achieve the goals set forth in the Affordable Housing Master Plan, including achieving 2,500 committed affordable rental units (CAFs) at 60% of the area median income (AMI). Explore opportunities to achieve housing for middle-income households and to accommodate residents who want to age in the Lee Highway community.
Existing multi-family housing stock is concentrated within core areas on corridor - approximately 70% of these are also located within six Housing Conservation District (HCD) areas.

59% of multi-family units are rentals compared to 41% condominium units.

Only 11% of housing units are of a housing type other than single-family detached or multi-family housing.

43% (4,372 units) of housing units are single-family detached and 46% (4,756 units) are multi-family.

**Table 3.4 Existing Housing Types in Planning Study Area**
Source: Arlington County Data May 2017

<table>
<thead>
<tr>
<th>Type*</th>
<th>Total</th>
<th>%</th>
<th>Core</th>
<th>Edge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Family Detached</td>
<td>4,372</td>
<td>43%</td>
<td>195</td>
<td>96</td>
</tr>
<tr>
<td>Two-Family</td>
<td>151</td>
<td>1%</td>
<td>30</td>
<td>6</td>
</tr>
<tr>
<td>Townhouse</td>
<td>980</td>
<td>10%</td>
<td>489</td>
<td>62</td>
</tr>
<tr>
<td>Multi-Family - Low-Rise (units)</td>
<td>2,004</td>
<td>19%</td>
<td>1,746</td>
<td>16</td>
</tr>
<tr>
<td>Multi-Family - Mid-Rise (units)</td>
<td>1,978</td>
<td>19%</td>
<td>1,623</td>
<td>10</td>
</tr>
<tr>
<td>Multi-Family - High-Rise (units)</td>
<td>774</td>
<td>8%</td>
<td>774</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>10,259</strong></td>
<td><strong>100%</strong></td>
<td><strong>4,857</strong></td>
<td><strong>190</strong></td>
</tr>
</tbody>
</table>

**Table 3.5 Existing Housing Tenure**
Source: Arlington County Data May 2017

<table>
<thead>
<tr>
<th>Tenure</th>
<th>Total</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Condo*</td>
<td>1,840</td>
<td>41%</td>
</tr>
<tr>
<td>Condo - Townhouse</td>
<td>143</td>
<td></td>
</tr>
<tr>
<td>Condo - Low-Rise</td>
<td>699</td>
<td></td>
</tr>
<tr>
<td>Condo - Mid-Rise</td>
<td>998</td>
<td></td>
</tr>
<tr>
<td>Total Rental</td>
<td>2,638</td>
<td>59%</td>
</tr>
<tr>
<td>Renter - Low-Rise</td>
<td>977</td>
<td></td>
</tr>
<tr>
<td>Renter - Mid-Rise</td>
<td>887</td>
<td></td>
</tr>
<tr>
<td>Renter - High-Rise</td>
<td>774</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>4,478</strong></td>
<td></td>
</tr>
</tbody>
</table>
Affordability

How is Housing Determined to be Affordable?
Affordable units are classified by Area Median Income (AMI), a national measure determined by the US Department of Housing and Urban Development (HUD). Arlington County tracks affordability on two levels - CAFs are affordable to households earning up to 60% of AMI, and MARKs are frequently identified as affordable to a broader range, including those households up to 80% of AMI.1

What is a CAF?
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; or (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.2

What is a MARK?
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. In addition, there is no guarantee that these homes will remain affordable to lower-income households.
Only 15% of housing units are considered affordable housing (i.e., CAFs and MARKs)

CAFs make up only 11% of AHMP target number of 2,500 CAFs by 2040

As of 2018, 519 housing units (approximately 5%) were affordable to households earning up to 60% of AMI – inventory dropped from 554 in 2015 due to loss of MARKs
The County Board adopted the Housing Conservation District in December 2017.

The goals of the Housing Conservation District are:
- Implement the Affordable Housing Master Plan via the General Land Use Plan
- Encourage the retention and renovation of existing rental affordable housing units
- Provide opportunities for the creation of new affordable units (either rental or ownership) when redevelopment occurs
- Maintain the character of established multiple-family areas, considering historic buildings, tree canopies, mix of affordability, and mix of rental vs. ownership housing
- Signal that a variety of tools are available to achieve the above, including removal of zoning barriers to reinvestment
Housing

Key Message

- Current housing mix in the planning area provides limited opportunities for housing affordability and additional housing types beyond single-family housing.

- Existing development standards in Zoning Ordinance, including minimum parking requirements and minimum lot size requirements, currently impede development of diverse housing types.

- External factors, including high land acquisition and construction costs, can also constrain design and construction of diverse and affordable housing.
Housing

Next Steps

• The work to date on the Housing Conservation District areas on Lee Highway will be brought into PLH discussions as part of the land use scenarios.

• The work to develop draft Zoning Ordinance amendments to implement the HCD will occur concurrently with the planning process, and HCD recommendations will be coordinated with ideas and materials emerging from PLH. Both processes will continue to share findings to understand how one informs the other.

• No amendments for HCD would be adopted for the PLH areas until further reconciliation occurs, with input from the County Board.
Staff will continue to revise pro forma analyses of different forms of residential development (and affordability levels) within the study area to determine financial feasibility and viability of achieving the AHMP target number of 2,500 CAFs by 2040. These analyses may inform future studies of missing middle housing.

As the County continues to face issues with housing affordability and supply, staff will test areas outside of the core, including residential edges, as part of the land use scenarios.
Housing

What are your initial thoughts about how increased housing affordability and diversity can be achieved?

Which housing issues are most important to discuss in greater detail at the upcoming topical focus meetings?
Sustainability and resiliency

Preliminary Aspirational Goal-

Design and construct buildings, street improvements, and park projects using environmentally sustainable and energy efficient practices.

Make the Lee Highway frontage more comfortable and attractive with less impervious surfaces and more “green” features (trees, stormwater management, gathering spaces).
Older building stock, like that along Lee Highway, can be less energy efficient and result in higher emissions.

Shifting vehicular trips to pedestrian, bicycle and transit trips can reduce the energy and emissions burden.

“More than 61% of Arlington’s energy use is connected to building sector consumption – distributed across commercial and multifamily buildings, single-family homes, workplaces, and shopping areas.

The remainder (39%) is associated with transportation-including vehicles, public transportation, signalization, and electric and hybrid vehicle charging infrastructure “

Energy Consumption
Source: Arlington County Draft CEP Update 2019
Multi-layered strategies are needed in combination to achieve County's ambitious energy emissions goal; carbon neutrality by 2050.
67% of core area is impervious (ground and roof) and located at or near the top of 13 watersheds.

Only 21% of core area has tree canopy coverage compared to County average of roughly 40%.
Flooding is occurring outside of flood plains and is brought on by intense storms, structures built over former streams and aging infrastructure - not just due to the high amount of impervious surfaces.
Stormwater mitigation

BIORETENTION areas use special soils and plants to intercept, store, filter and infiltrate stormwater run-off.

GREEN ROOFS capture run-off temporarily and filter it through roof top vegetation and soils, slowing the flow of run-off and reducing negative impacts on local waterways.
PERMEABLE PAVEMENT maintains a resilient surface, but allows a portion of stormwater run-off to flow through and be harvested.

IMPERVIOUS COVER REMOVAL, previously constructed roadway infrastructure can offer opportunities to replace excess impervious surfaces with permeable planted areas.
The core area currently lacks trees and has numerous surface parking lots that create a significant amount of impervious surface areas along the corridor.

Redevelopment will be an important part of meeting Community goals related to sustainability (including energy, stormwater, and green infrastructure/trees). New developments can be built to perform better than existing conditions.

County commitment may be needed to help offset costs of stormwater management and flood risk reduction requiring expanded engineering and technical approaches (watershed-scale as well as localized infrastructure projects) and align with private investments.

The public spaces and stormwater management systems should be evaluated as an interconnected network, that together can work to minimize flooding impacts.
Sustainability and resiliency

Next Steps

- The land use scenarios will assess strategies for potential energy, stormwater and tree canopy improvements to achieve goals.
Sustainability and resiliency

What are some initial strategies that you think could help achieve the preliminary aspirational goal?

Which sustainability and resiliency issues are most important to discuss in greater detail at the upcoming topical focus meetings?
Community Forum Meeting #2: Discussion of Key Findings, Overarching Messages and Relationship to Goals
Conditions and community priorities may differ along the corridor, which may lead to location dependent strategies and recommendations.

Redevelopment is a critical component of meeting PLH goals, but it can impact the way current businesses operate.

Public infrastructure improvements (e.g. stormwater facilities, streetscapes, etc) may require enhanced coordination between the private and public sectors as well as public investment.

Economic feasibility will shape what types and levels of redevelopment can occur.

The corridor’s classification as a National Highway system route will inform the way in which Lee Highway changes to a Main Street environment.
Community Forum Meeting #2: Overview of Follow-up CF Small Group sessions and Public Workshop Activities
Upcoming Key Dates and Next Steps

November-December: Community Forum Follow-up Group Sessions - *Existing Conditions Analysis (LHA Office, 7-9 PM)*

- Thurs, 11/21 - *Public Spaces + Mobility + Connectivity*
- Tues, 12/3 - *Neighborhood Character + Building Form*
- Mon, 12/9 - *Land Use*

**Workshop Day #1**

- Evening Symposium to discuss trends in mobility, economy, housing, public space, sustainability and corridor transformations.

**Workshop Day #2**

- Interactive sessions to develop ideas for each topic by local geography.

*Schedule of tasks and key events shown are subject to change as progress is realized.*
How to stay involved

Review the Existing Conditions Analysis Report.

https://projects.arilingtonva.us/plans-studies/land-use/lee-highway/documents/

Please take the Survey.

https://www.surveymonkey.com/r/ZM5WZMQ

Please share with your neighbors!!!