Pershing Drive
Special General Land Use Plan (GLUP) Study

Long Range Planning Committee (LRPC) of the Planning Commission

October 2020
Requested GLUP Amendments
Requested Amendments

• Applicants are requesting a GLUP Amendment from “Service Commercial” and “Low-Medium” Residential to “Low” Office-Apartment-Hotel
  – Associated rezoning from C-2 and RA6-15 to C-O-1.5

• A Special GLUP Study is needed because this requested change is for an area without an adopted plan providing guidance for an alternative land use designation
Special GLUP Study
Background
Special GLUP Study Background

• “Policy for Consideration of General Land Use Plan Amendments Unanticipated by Previous Planning Efforts” adopted in 2008

• Calls for a community review process in those instances where there is no adopted plan or where the GLUP amendment request is inconsistent with the guidance of the relevant adopted plan

• The study evaluates the appropriateness of the requested GLUP change and what GLUP category or categories may be appropriate

• Since 2008, staff has completed 9 Special GLUP Studies – 2 of which were a Special GLUP Study Plus
Special GLUP Study Background

- Objective is to analyze the site in the context of the surrounding area and obtain feedback from the LRPC on the appropriateness of the requested change – not to evaluate a specific project

- Staff document highlighting study findings and staff recommendations presented to the Planning Commission (PC) as an action item, permitting public comment and a vote with recommendations

- Staff document forwarded to the County Board with a copy of the PC letter

- Request to advertise report recommending or not recommending a GLUP amendment brought to the County Board

- Authorizing the advertisement would not imply that the County Board supports the proposed amendment, but that is in the realm of consideration
Plan Guidance

Existing Conditions
Land Use & Zoning
Plan Guidance – General Land Use Plan

Land Use | Unit Density
---|---
Service Commercial | Personal and business services. Generally 1-4 stories.
Low-Medium Residential | 16-36 units/acre
### Existing Conditions – Zoning District

**Existing Zoning C-2 and RA6-15**

<table>
<thead>
<tr>
<th>Typical Zoning District</th>
<th>Density (maximum)</th>
<th>Building Height (maximum)</th>
</tr>
</thead>
<tbody>
<tr>
<td>RA6-15</td>
<td>1.5 FAR (commercial, office, retail)</td>
<td>70’</td>
</tr>
<tr>
<td>C-2</td>
<td>48 u/ac</td>
<td>45’</td>
</tr>
</tbody>
</table>
Transportation
• The MTP was adopted in 2009. The overall goals, policies and map elements of the plan are supported by 6 modal element documents — bicycle, transportation demand and system management, parking and curb space management, pedestrian, streets, and transit.

• Promotes effective travel and accessibility for the County’s residents, workers, and visitors through the year 2030.

• Provides equity and access to all users by expanding the availability of transportation options, serving more travelers as the region continues to grow, and further improving transportation facilities to promote connectivity throughout the County and the region.

• Arlington’s vision includes walkable, mixed-use neighborhoods well-served by public transportation and pedestrian facilities in which residents, employees and visitors can spend more time enjoying the attractions of the region and less time traveling.
Transportation Infrastructure

Legend
- Days Inn Site
- Days Inn Site 1/2 Mile Buffer
- Zip Car
- Art Bus Stops
- Metro Bus Stops
- Bike Routes
- Capital Bikeshare Station

Facility Points
- School
- Post Office
- Swimming Pool
- Recycling Center
- County Facility
- Metro Station
- Hospital
- Library
- Fire Station
- Nature Center

0 175 Feet
Transportation Street Typology

• Pershing Drive is a Type A—Primarily Retail Oriented Mixed-Use road with a target speed of 20-25 miles per hour, bike lane/shared lane accommodation and a 10-16 ft. sidewalk.

• Arlington Boulevard (Route 50) is an arterial road with a target speed of 35-45 miles per hour. Accommodates a dedicated shared-use bike path and a 6 ft. sidewalk or 10 ft. shared-use path.
Transportation Infrastructure

- The site is serviced by Metrobus 4A and 16Y and, two blocks away, by Metrobus 4B and Art bus 45.

- The Courthouse and Clarendon Metro Stations are within less than a mile (0.8 mile) from the site.

- There is a CaBi station next to the site with two additional ones 2-3 blocks away. Micro-mobility devices (electric scooters and e-bikes primarily) have been utilized as a form of transportation in the area.

- The Arlington Boulevard bike trail is an important east-west bicycle connection. Looking east of the site, the trail extends down to Rosslyn where bicyclists and pedestrians can either head north up Lynn Street to Key Bridge/Georgetown or south to Fort Myer, Iwo Jima, Arlington National Cemetery and DC. Looking west, it connects the Rosslyn-Ballston Corridor with more residential portions of Arlington County and nearby jurisdictions.
Historic Resources
Historic Preservation Master Plan establishes priorities, goals and objectives for Arlington’s historic preservation activities, such as architectural surveys, historic designation, and preservation outreach activities.

Creation of a Historic Resources Inventory (HRI) was the leading recommendation of the Historic Preservation Master Plan. The HRI is a planning tool used to help balance historic preservation goals with new development and other community benefits.

HRI Goals and Policy Objectives #6 – Promote the preservation of the Notable buildings in the HRI.

• The County will strive to protect and promote the reuse of those properties listed as Notable.
• The County will encourage owners of Notable properties to take advantage of available financial incentives (e.g., Federal and state rehabilitation tax credits, preservation easements, County real estate tax exemption for rehabilitation).
• The County will encourage owners of Notable properties to take advantage of available zoning tools (e.g., site plans and use permits, TDR, local historic district designation).
Day’s Inn Motel

- Constructed 1955 to 1958
- Listed as Notable in the HRI
- Important features include the triangular blade sign, 2-3 story atrium lobby, horizontal flagstone veneer and brick materials, two-story massing, horizontality, flat roof, and automobile-centric design.

### Historic Resources Inventory (HRI)

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Essential</td>
<td>County’s top priorities for preservation that include the most significant, best preserved, and key resources that best define Arlington history</td>
</tr>
<tr>
<td>2. Important</td>
<td>Central to County’s history, but less distinctive than and/or have less physical integrity than Essential</td>
</tr>
<tr>
<td>3. Notable</td>
<td>Have historic elements related to County’s history, but lack sufficient historic context, integrity, and/or significance compared to Essential and Important</td>
</tr>
<tr>
<td>4. Minor</td>
<td>Altered substantially over time and/or not distinctive examples of their building type</td>
</tr>
<tr>
<td>5. Altered/Not Historic</td>
<td></td>
</tr>
<tr>
<td>6. Demolished</td>
<td></td>
</tr>
</tbody>
</table>
• **Objective 3.5:** Ensure that the County’s affordable housing goals are integrated into other County plans and policies where appropriate.

• **Policy 3.5.1** Integrate affordable housing goals and policies into County sector plans, economic development strategies, the Master Transportation Plan and other County planning efforts.

• New or updated area and sector plans will address how these plans further the goals of the Affordable Housing Master Plan.
Affordable Housing

2040 Forecast of the Distribution of Housing Affordable up to 60% AMI (MARKs and CAFs)

<table>
<thead>
<tr>
<th>Areas</th>
<th>Today</th>
<th>2040</th>
<th>Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metro Corridors</td>
<td>2,619</td>
<td>7,200</td>
<td>32%</td>
</tr>
<tr>
<td>Rosslyn Ballston</td>
<td>2,131</td>
<td>5,000</td>
<td>22%</td>
</tr>
<tr>
<td>Jefferson Davis</td>
<td>488</td>
<td>2,200</td>
<td>10%</td>
</tr>
<tr>
<td>Columbia Pike</td>
<td>3,653</td>
<td>5,000</td>
<td>22%</td>
</tr>
<tr>
<td>Western Pike</td>
<td>1,608</td>
<td>2,300</td>
<td>10%</td>
</tr>
<tr>
<td>Central Pike</td>
<td>1,809</td>
<td>1,400</td>
<td>5%</td>
</tr>
<tr>
<td>Eastern Pike</td>
<td>221</td>
<td>1,250</td>
<td>5%</td>
</tr>
<tr>
<td>Foxcroft Heights</td>
<td>15</td>
<td>50</td>
<td>0%</td>
</tr>
<tr>
<td>Other Areas</td>
<td>4,139</td>
<td>10,600</td>
<td>46%</td>
</tr>
<tr>
<td>I-395</td>
<td>640</td>
<td>3,000</td>
<td>13%</td>
</tr>
<tr>
<td>Lee Highway/East Falls Church</td>
<td>554</td>
<td>2,500</td>
<td>11%</td>
</tr>
<tr>
<td>Remainder</td>
<td>2,945</td>
<td>5,100</td>
<td>22%</td>
</tr>
<tr>
<td>Buckingham</td>
<td>1,275</td>
<td>1,500</td>
<td>7%</td>
</tr>
<tr>
<td>Westover</td>
<td>733</td>
<td>700</td>
<td>3%</td>
</tr>
<tr>
<td><strong>Arlington and Wash. Blvds</strong></td>
<td>786</td>
<td>1,400</td>
<td>6%</td>
</tr>
<tr>
<td>Undentified</td>
<td>134</td>
<td>1,300</td>
<td>7%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>10,411</td>
<td>22,800</td>
<td>100%</td>
</tr>
</tbody>
</table>

Note: Numbers may not sum due to rounding. Table does not include units affordable above 60% AMI. *Undentified units include accessory dwelling units and units to be allocated through future sector and area plans.

This table is intended as a general guideline and not intended to serve as a cap or maximum number of housing units in a given geographic area.
Affordable Housing

• Per the Affordable Housing Master Plan and the Zoning Ordinance, site plan applications that include a change to the GLUP designation are subject to:
  • the base site plan affordability requirement of the Zoning Ordinance; and
  • an additional affordable housing commitment.

• At a minimum, this should be achieved through:
  • a contribution of on-site committed affordable housing units (for residential or housing related projects); or
  • a contribution to the County’s Affordable Housing Investment Fund (for commercial/hotel) calculated as a percentage of the difference between the maximum density that could be achieved under the existing GLUP and the proposed density under the new GLUP.
Neighborhood Conservation Plan
Plan Guidance – Lyon Park NC Plan

• Lyon Park Neighborhood Conservation Plan adopted in 1973 and updated in 2018 (accepted by the County Board in 2019)

• Land use goals outlined in a 2016 survey quoted in the plan include:
  – “Slow the growth of commercial use.”
  – “Accommodate commercial use at the Washington Blvd-N Pershing Dr and Pershing-Arlington Blvd nodes.”
  – “New businesses should include a Farmer’s Market, outdoor cafes, bookstores, and grocers.”
  – “Change public land use at the Days Inn at the Washington Blvd-N Pershing Dr node.”
  – “Add public spaces and parks, playground, and/or swimming pool.”

• Zoning goals include:
  – “Do not rezone N. Pershing Dr for townhomes.”
  – “Require developers to save mature trees.”
Pedestrians and Bicyclists:
- Interest in enhancing walkability and pedestrian/bicycle infrastructure and safety through improving sidewalks and crosswalks, reducing speeding and cut-through traffic, improving bike lanes, enhancing street lighting, etc.
- “The number one reason for living in Lyon Park is walkability, according to 60% of respondents. Comments reveal convenience and proximity to services and amenities such as CVS, groceries, banking, gas stations, etc., score high.”
- Concerns about creating a “pass through to Route 50.”

Affordable Housing
- Interest in addressing affordability of housing

Historic Preservation
- Concerns regarding loss of historic buildings (single-family, garden apartment)

Trees
- Interest in increasing tree canopy coverage and conserving mature trees
Commercial Development

• “Commercial development is the greatest concern for 20% of the respondents, over schools and traffic. Comments reveal the greatest commercial development concern is related to unwanted neighborhood development.”

Subject Area

• “The neighborhood strongly favors county support for redevelopment of the Days Inn site into a community resource, such as a pool. The majority would support county programs (tax incentives, parking requirements) to encourage these and other desired businesses to locate in Lyon Park.”

• “Residents also seek to improve N Pershing Dr and the Washington Blvd/ N Pershing Dr intersection to make area more attractive for business through land and hardscaping, adequate parking, and encouragement of neighborhood friendly businesses who want to partner with residents.”
Subject Area

- “There were many responses on developer concessions in exchange for increased density. The most popular were requirements for certain type of retail (such as grocery) and public access to facilities, such as a playground or swimming pool. Other neighbors want to see affordable housing and a limit on rent for ground floor retail units… Green space was cited as an important factor.”
Proposed Scope and Analysis
Proposed Scope

The scope of work for this study will evaluate whether or not the land use designation for this site should be changed by examining the following:

- History of GLUP and Zoning designations for the study site and surrounding area;
- Existing GLUP and Zoning designations for the study site and surrounding area;
- Existing environmental and topographical features, land uses, densities, building heights for study site and surrounding area;
- Recommendations of County plans and policies, as applicable;
- Allowable uses, densities, building heights, etc. for requested GLUP designation and other GLUP designations to be studied;
- 3-D computer modeling of the study site’s existing conditions, and various scenarios reflecting requested GLUP designation and other GLUP designations to be studied; and
- Preliminary transportation analysis for the study site and surrounding area.
## Proposed Analysis

<table>
<thead>
<tr>
<th>GLUP Designation Scenario</th>
<th>Typical Zoning District</th>
<th>Density (maximum)</th>
<th>Building Height (maximum)</th>
<th>Basis for Study</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>“Low-Medium” Residential and “Service Commercial”</strong></td>
<td>RA8-18</td>
<td>36 u/ac</td>
<td>40’ (60’ by site plan)</td>
<td>Current GLUP Categories (Current Zoning Districts are RA6-15 and C-2)</td>
</tr>
<tr>
<td>C-2</td>
<td>1.5 FAR (commercial, office, retail)</td>
<td>45’</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>&quot;Low&quot; Office-Apartment-Hotel</strong></td>
<td>C-O-1.5</td>
<td>72 u/ac</td>
<td>8 stories (office) 10 stories (res./hotel)</td>
<td>Requested GLUP Category</td>
</tr>
<tr>
<td>1.5 FAR</td>
<td>110 u/ac</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>“Medium” Residential</strong></td>
<td>RA6-15</td>
<td>48 u/ac</td>
<td>70’</td>
<td>Current Zoning District of RA6-15 Corresponds with this GLUP Category</td>
</tr>
<tr>
<td>Meeting</td>
<td>Potential Topics</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---------</td>
<td>-----------------</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| Engagement #1 (Online Engagement) Early October | ▪ Overview of the Special GLUP Study process  
▪ Background information on the site  
▪ Process and scope (study boundary, modeling scenarios, etc.)  
▪ Online public survey to inform subsequent virtual meetings |
| Engagement #2 (Virtual LRPC Meeting) October 27<sup>th</sup> tentative 7-9pm | ▪ Confirmation of process and scope  
▪ Summary of survey responses  
▪ Presentation of preliminary site analysis  
▪ LRPC discussion and direction |
| Engagement #3 (Online Engagement) Early November | ▪ Presentation of scenario(s)  
▪ Presentation of multimodal transportation impact analysis report  
▪ Online public survey of modeling scenarios to inform subsequent LRPC consideration and recommendations |
| Engagement #4 (Virtual LRPC Meeting) December 8 tentative 7-9pm | ▪ Presentation of scenario(s)  
▪ Presentation of multimodal transportation impact analysis report  
▪ Summary of survey responses  
▪ Presentation of staff analysis  
▪ LRPC discussion and direction |
Discussion
Survey Input

• Staff would like to get your input to help inform the analysis of this site and to evaluate whether or not a change to the GLUP designation is appropriate.

• Please visit the following webpage, or search the web for “Pershing Drive Special GLUP Study,” to take a quick survey:
  – https://projects.arlingtonva.us/plans-studies/general-land-use-plan/special-study-pershing
  drive/#:~:text=Special%20Land%20Use%20Study%20%E2%80%93%20Pershing%20Drive%20GLUP,associated%20rezoning%20from%20C-2%20and%20RA6-15%20to%20C-O-1.5.
The End