Shirlington Village
Special General Land Use Plan (GLUP) Study Plus

Long Range Planning Committee (LRPC)
June 25, 2019
Tonight’s Agenda

1. Requested Amendments
2. Special GLUP Study Background
3. History of Shirlington
4. Plan Guidance/Existing Conditions
   • Land Use and Zoning
   • Transportation
   • Parks and Open Space
   • Housing
   • Historic Resources
   • Neighborhood Conservation Plan
5. Proposed Scope and Analysis
6. LRPC Discussion Topics
Requested Amendments
Requested Amendments

- Applicants are requesting a GLUP Amendment from “Low” Office-Apartment-Hotel to “Medium” Office-Apartment-Hotel for the areas shown in green below
  - Associated rezoning from C-O-1.5 to C-O-2.5

- A Special GLUP Study is needed because this requested change is for an area without an adopted plan
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 8 Special GLUP Studies – 1 of which was 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

• A Plus Study may also involve County Board adoption of additional policy guidance for the area in question

• Authorizing the advertisement would not imply that the County Board supports the proposed amendment, but that is in the realm of consideration
History of Shirlington
Shirlington Context

- 27-acre site adjacent to I-395
- Outside Metrorail corridors; transit station serves 2,000 commuters/day
- Restaurants and retail at street-level, supported by over 1,000 apartments and condominiums, a 142-room hotel and over 500,000 sq. ft. of office space
1940-76: Suburban Shopping Center

- Initially developed by Joe Cherner, a local car dealer
- Original goal was to turn the site into an airport, plans were never approved
- 1940s: First stores open
  - Acme Supermarket, F.W. Woolworth, Singer Sewing Center, Fanny Farmer candy, Firestone, and Shirley Food Store
- 1959: Lansburgh’s Department Store
- Mid-1960s: Era of decline with the opening of Alexandria’s Landmark Mall and widening of I-395
1976: Redevelopment Plans

- GLUP Amendment ("General Commercial" to "Low" Office-Apt-Hotel)
- Rezoned to C-O-1.5
  - Office/Retail Density: 1.5 FAR
  - Residential Density: 72 Units/Acre
  - Hotel Density: 110 Units/Acre
- The first Phased Development Site Plan (PDSP) for Shirlington was approved
1976: Redevelopment Plans

- 2 million square feet total development
- 85% residential
- Remainder retail and office
- 1981: PDSP approval expires without being built
1982: New PDSP Approval

- 1982: County approves a new PDSP
- PDSP divides the site into five “parcels” and establishes 28th Street South (Campbell Avenue) as Shirlington’s main street
  - 428,000 sq. ft. retail
  - 570,000 sq. ft. office
  - 490 residential units
  - 300 hotel rooms
Shirlington PDSP Parcels
Parcel 1
• WETA office building (built 1989)

Parcel 2
• 2700 S. Quincy St. office building (built 1985)
• Shirlington Tower (2900 S. Quincy St.) office building (built 2001)

Parcel 4
• Windsor Apartments (now The Citizen), a 404-unit building (built 1989)
• Multiple amendments to 1982 PDSP refine the allocation of uses
• 2000: Only ~ 60% of the approved PDSP development had been built (or was under construction)
• Federal Realty (FRIT) purchased Parcels 2 and 3 in 1996; applied for major PDSP amendment in 1998
2000 PDSP Amendment

- 2000: County approves major PDSP amendment for Shirlington
- Goals:
  - increase daytime population
  - establish critical mass to support retail, especially non-restaurant retail
- Reduces approved retail space and increases residential/hotel
- Extends Campbell Ave. one block north
- Incorporates 2.4 acres of County-owned land (from Trades Center) for shared parking structure
Parcel 1
- IO Piazza, a 422-unit condo building (built 2007)

Parcel 3:
- Harris Teeter/The Delancey, a 241-unit apartment building with grocery store (built 2005)*
- Delancey Flats, a 45-unit apartment building (built 2005)*
- Shirlington Village, a 149-unit condo building (built 2006)
- Shirlington Library & Signature Theatre (built 2007)
- Randolph Square office building (built 2008) *
- Hilton Garden Inn, a 142-room hotel (built 2009)

* Indicates development with ground floor retail
Plan Guidance
Existing Conditions
Land Use & Zoning
Shirlington Village – Site Context
## Plan Guidance – General Land Use Plan

### Land Use Office Density Apt. Density Hotel Density

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Office Density</th>
<th>Apt. Density</th>
<th>Hotel Density</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low, O-A-H</td>
<td>Up to 1.5 FAR</td>
<td>Up to 72 units/acre</td>
<td>Up to 110 units/acre</td>
</tr>
</tbody>
</table>

### Unit Density

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Unit Density</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low-Medium Residential</td>
<td>16-36 units/acre</td>
</tr>
</tbody>
</table>

### Commercial and Industrial

- **Service Commercial**: Personal and business services. Generally one to four stories, with special provisos within the Columbia Pike Special Revitalization District.
  - Zoning: C-1, C-1 1/2, C-2, C-2 1/2
- **General Commercial**: Shopping centers and other mixed commercial uses, excluding offices. Generally maximum of seven stories.
  - Zoning: C-3, C-3 1/2
- **Service Industry**: Wholesale, storage, and light manufacturing uses, including those existing building construction activity.
  - Zoning: CM-1, CM-2
- **Public and Semi-Public**
  - **Public**: Parks (local, regional, and federal), schools (public). Parcels, major transportation offices, libraries, and cultural facilities.
    - Zoning: S-1, S-2
  - **Semi-Public**: Country clubs and semi-public recreational facilities, churches, private schools and private cemeteries (preamble use on district).
    - Zoning: S-3, S-3 1/2
  - **Government and Community Facilities**: County, state and federal administration and service facilities, police, fire, property, mail, hospitals, nursing homes, and institutional housing.
    - Zoning: PS, S-4, S-4A

### Office-Apartment-Hotel

- **Office Density**: Up to 1.5 FAR
- **Apartment Density**: Up to 72 units/acre
- **Hotel Density**: Up to 110 units/acre

### Mixed Use

- **Medium Density Mixed Use**: Up to 30 FAR with special provison for additional density within the "Columbia Pike Special Revitalization District" (See Note 2) and the "Special Coordinated Mixed Use District" for East End of Virginia Square (See Note 2).
  - Zoning: C-L, C-1, C-1 U/V
- **High-Density Mixed Use**: Up to 32 FAR including associated office and retail activities.
  - Zoning: NC
- **Coordinated Mixed Use Development District**: This is a high density mixed-use district with actual density determined by size, up to 4.0 FAR with office not more than 3.0 FAR.
  - Zoning: C-O-A

### Legend

- **Low**: 1-10 units per acre
- **Low**: 11-33 units per acre
- **Low-Medium**: 16-34 units per acre
- **Medium**: Up to 37-72 units per acre
- **High-Medium**: Up to 3.0 FAR Residential
- **High**: Up to 4.8 FAR Residential
- **High**: Up to 3.8 FAR, Hotel
### Existing Conditions – Zoning District

**Institutional Uses - Office Multi-Family Hotel**

<table>
<thead>
<tr>
<th>Density Maximum (units per acre)</th>
<th>Institutional Uses</th>
<th>Office</th>
<th>Multi-Family</th>
<th>Hotel</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>-</td>
<td>-</td>
<td>72</td>
<td>110</td>
</tr>
<tr>
<td>Height Maximum (stories) sites less than 20 acres</td>
<td>-</td>
<td>8</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>-</td>
<td>8-12</td>
<td>10-12</td>
<td>10-12</td>
</tr>
<tr>
<td></td>
<td>-</td>
<td>1.5</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

NB: Bonus density and height above that shown in table is possible through site plan process.
Existing Conditions – Use Mix and Densities

Approved Uses and Development – with Approved Exclusions and Bonuses Removed from Tabulations

<table>
<thead>
<tr>
<th>Parcel #</th>
<th>Site Area (Acres)</th>
<th>Office Gross Floor Area (sq. ft.)</th>
<th>Retail Gross Floor Area (sq. ft.)</th>
<th>Hotel Rooms</th>
<th>Residential Dwelling Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2.67</td>
<td>85,895</td>
<td>7,515</td>
<td>–</td>
<td>196</td>
</tr>
<tr>
<td>2</td>
<td>8.43</td>
<td>304,216</td>
<td>147,558</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>3</td>
<td>10.22</td>
<td>195,000</td>
<td>57,252</td>
<td>142</td>
<td>400</td>
</tr>
<tr>
<td>4</td>
<td>5.13</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>404</td>
</tr>
<tr>
<td>5</td>
<td>0.78</td>
<td>–</td>
<td>4,400</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>27.23</strong></td>
<td><strong>585,111</strong></td>
<td><strong>216,725</strong></td>
<td><strong>142</strong></td>
<td><strong>1,000</strong></td>
</tr>
</tbody>
</table>

Density exclusions and bonuses:

- Parcel 1: 75,770 sq. ft. of studio space and 49 dwelling units (bonus density);
- Parcel 2: 42,653 sq. ft. of retail basement storage space;
- Parcel 3: 54,396 sq. ft. of library and live theater space;
- Parcel 3: 20,060 sq. ft. of cinema space;
- Parcel 3: 7,880 sq. ft. of grocery store (bonus density).

Currently Approved Densities by Use  July 2018

<table>
<thead>
<tr>
<th>Approved 2000 PDSP Dev. (as amended)</th>
<th>Site Area</th>
<th>Office/Retail</th>
<th>Hotel</th>
<th>Residential Dwelling Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>27.23 Acres</td>
<td>801,836 sq. ft.</td>
<td>142 rooms</td>
<td>1,000 dwelling units</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Acreage Allocated to Each Use</th>
<th>27.23 Acres</th>
<th>12.05 acres</th>
<th>1.29 acres</th>
<th>13.89 acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>524,898 sq. ft.</td>
<td></td>
<td></td>
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</tbody>
</table>

| Approved 2000 PDSP Density | – | 1.53 FAR | 110 Rooms Per Acre | 72 Dwelling Units Per Acre |
| “C-O-1.5” Maximum Density | – | 1.5 FAR | 110 Rooms Per Acre | 72 Dwelling Units Per Acre |
Existing Conditions – Building Heights

LEGEND
- 14-16
- 12-14
- 10-12
- 8-10
- 6-8
- 4-6
- 2-4
- 1-2

Shirlington Village Study Area

[Diagram showing building heights with various height categories shaded in different colors]
• Four Mile Run Valley Area Plan
  – Adopted 2018
  • Consideration of an Arts and Industry District
    – An implementation element of the Four Mile Run Valley Area Plan
    – Will define a vision for the arts and industrial uses and a study boundary
    – Technical Advisory Panel currently conducting analysis to develop 4 to 6 scenarios for implementing the vision of this plan
    – Next phase of the process will engage the community in a broad evaluation of the proposed scenarios

• Jennie Dean Park Master Plan – see parks section
  – Design study anticipated to conclude by 4th quarter 2019; construction anticipated to begin by 1st quarter 2020

• Trades Center Optimization Study
  – Optimization study anticipated to conclude by end of 2019
  – No physical expansion
Transportation
Plan Guidance – Master Transportation Plan
Map Adopted 2007

MTP Features
- Bike Share Stations (see MTP Bicycle Element Appendix F for additional detail)
- Four Mile Run Trail Crossing of I-395
- Shirlington Bus Station Expansion
- Shirlington Rd./S. Four Mile Run Dr. bridge replacement
- Nauck Revitalization Area

MTP Features Table

<table>
<thead>
<tr>
<th>Type</th>
<th>Travel Lanes</th>
<th>Median Priority</th>
<th>Target Speed</th>
<th>Transit Service</th>
<th>Bike Accommodations</th>
<th>Restrict/Limit Driveway Access</th>
<th>On-Street Parking Priority</th>
<th>Pedestrian Way</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type A: Primarily Retail Oriented Mixed-Use</td>
<td>2 to 4 + Turning</td>
<td>None/ Low</td>
<td>20-25</td>
<td>Frequent</td>
<td>Bike Lane / Shared Lane</td>
<td>Yes</td>
<td>High</td>
<td>6 ft Green Strip</td>
</tr>
<tr>
<td>Type B: Primarily Urban Mixed-Use</td>
<td>4 + Turning (one-way)</td>
<td>None / Low</td>
<td>25-30</td>
<td>Frequent</td>
<td>Bike Lane / Shared Lane</td>
<td>Yes</td>
<td>High</td>
<td>6'8 ft Sidewalk 6 ft Green Strip</td>
</tr>
<tr>
<td>Type C: Primarily Commercial Centers</td>
<td>4 + Turning Medium</td>
<td>30</td>
<td>Frequent</td>
<td>Bike Lane</td>
<td>No</td>
<td>Low</td>
<td>6'8 ft Sidewalk 6 ft Green Strip</td>
<td></td>
</tr>
<tr>
<td>Type D: Primarily Garden Apartments &amp; Townhouse Neighborhoods</td>
<td>2 to 4 + Turning</td>
<td>High</td>
<td>25-30</td>
<td>Moderate</td>
<td>Bike Lane</td>
<td>No</td>
<td>High</td>
<td>6'8 ft Sidewalk 6 ft Green Strip w/ Breeks</td>
</tr>
<tr>
<td>Type E: Primarily Single-Family Residential Neighborhoods</td>
<td>2 to 4</td>
<td>None / Medium</td>
<td>25-30</td>
<td>Limited</td>
<td>Bike Lane / Shared Lane</td>
<td>No</td>
<td>Medium</td>
<td>5'6 ft Sidewalk 4'6 Green Strip</td>
</tr>
<tr>
<td>Type F: Primarily Low to Medium Density Mixed Use</td>
<td>4 to 6</td>
<td>High</td>
<td>35-45</td>
<td>Limited</td>
<td>Dedicated Shared Use Path</td>
<td>Yes</td>
<td>None</td>
<td>6 ft Sidewalk or 10 ft Shared Use Path 8 ft Green Strip</td>
</tr>
<tr>
<td>Non-Arterial</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- Urban Center Local (medium to high density) | 2 | Low | 25 | Limited-None | Bike Lane / Shared Lane | No | High | 6'8 ft Sidewalk 4'6 Green Strip |

- Neighborhood (low density) | 11/2 to 2 (yard) | Low / None | 20-25 | Limited-None | Shared Lane | No | High | 2-4 ft Green Strip |

- Alley/Service | 1 to 1 1/2 (yard) | None | 20-25 | None | Shared Lane | No | Low | None / 8 ft Sidewalk limited landscaping |

- Transitway | 2 | Low / None | Varies | Frequent | Shared-Use Path | Yes | None | 10-12 ft Shared-Use Paths on each side 6 ft Green Strip |

*Turn Lanes as Needed
ARLINGTON COUNTY, VIRGINIA
Shirlington Annual Average Daily Traffic (AADT)
and Level of Service (LOS)

Existing Conditions – Level of Service
Spring 2019

Map prepared by GIS Mapping Center
Pursuant to Section 51-402 of the Code of Virginia, any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for floodplain determination.
Map © 2019 Arlington County, VA
Printed: June 2019
Existing Conditions - Transit Access

Spring 2019

ARLINGTON COUNTY, VIRGINIA

Shirlington Transit

Legend
- Bus Stop
- Capital Bikeshare Station
- Zipcar
- Metrobus Route
- ART Bus Route
- 1/4 mile Walkshed

Map prepared by GIS Mapping Center
Pursuant to Section 51.1-182 of the Code of Virginia, any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

Map © 2019 Arlington County, VA.
Printed: May 2019
Shirlington Transit Station

- Arlington's only enclosed public bus station
- Principal transfer point for Metrobus and ART bus service in South Arlington.
- More than 2000 commuters use the station each day.
- The station houses a Commuter Store
- Additional bus bay for Alexandria bus rapid transit (BRT) anticipated in 2024/2025
Existing Conditions – Connection to 4MR
Additional Transportation Improvements

Four Mile Run Valley Area Plan – Recommended Improvements

Transportation Enhancements

• Additional Parking - On-Street and off-street

• Additional Bicycle/Pedestrian Connections to Shirlington

• Four Mile Run Drive – from 4 lanes to 3 lanes with Angle Parking (Operational Test)
Parks and Open Space
General Guidance

- Privately owned public spaces should comply with the PSMP Design Guidelines
- Improve access and connectivity to existing park and open space amenities
- Consider park and open space amenities based on LOS
- Consider the implementation of casual use space where appropriate and desired by the community

PSMP LOS maps indicate that this area could use better access to:
- Basketball Courts
- Community Gardens
- Multi-use Trails
- Tennis Courts
Existing Conditions – Amenities at Shirlington

Plaza at Signature Theatre

Campbell Avenue Fountain
Existing Conditions – Connection to 4MR Parks
Existing Conditions – Parks and Open Space

Four Mile Run Valley Parks – Jennie Dean Park, Shirlington Park and Shirlington Dog Park

September 22, 2018 – The County Board adopted the Four Mile Run Valley (4MRV) Park Master Plan and Design Guidelines

Jennie Dean Park
• The final design for Jennie Dean Park is currently underway, incorporating the major park elements established in the Park Master Plan
• End of 2019 – DPR will seek and obtain construction permits and approvals
• Early 2020 – Construction is anticipated to begin and will last approximately 18 months

Shirlington Park
• Future renovations to the park include overlooks, vegetation management, stormwater management, riparian restoration, gateways, wayfinding, riparian access and public art as identified in the Park Master Plan
• Phase One renovations are identified in the CIP for 2026/2027, with the 2nd phase to occur to beyond the 10 year planning period

Shirlington Dog Park
• Shirlington Dog Park will keep the same size, location, and character with some short and medium term enhancements that could be accomplished through maintenance and management activities
Housing
• **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.
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>6%</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>4,133</td>
<td>10,800</td>
<td>46%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Areas</th>
<th>Today</th>
<th>2040</th>
<th>Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>L-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>753</td>
<td>700</td>
<td>3%</td>
</tr>
<tr>
<td>Arlington and Wash. Blvds</td>
<td>780</td>
<td>1,400</td>
<td>6%</td>
</tr>
<tr>
<td>Unidentified*</td>
<td>131</td>
<td>1,500</td>
<td>7%</td>
</tr>
<tr>
<td>Total</td>
<td>10,411</td>
<td>22,800</td>
<td>100%</td>
</tr>
</tbody>
</table>

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.

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

<table>
<thead>
<tr>
<th>Unit Type</th>
<th># of Units</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Market Rate Total</strong></td>
<td>875</td>
</tr>
<tr>
<td>Io Piazza</td>
<td>229</td>
</tr>
<tr>
<td>Delancey</td>
<td>242</td>
</tr>
<tr>
<td>Windsor</td>
<td>404</td>
</tr>
<tr>
<td><strong>Committed Affordable (CAF) Total</strong></td>
<td>15</td>
</tr>
<tr>
<td>Io Piazza</td>
<td>15</td>
</tr>
<tr>
<td><em><em>Market Rate Affordable (MARK)</em> Total</em>*</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total Rental Units</strong></td>
<td>890</td>
</tr>
</tbody>
</table>

*MARKs are units that are not regulated by the County or any other public agency and have rents up to 80% Area Median Income.
## Existing Conditions – Housing

### Shirlington and Fairlington Civic Associations

<table>
<thead>
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</tr>
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<td>242</td>
</tr>
<tr>
<td>Windsor</td>
<td>404</td>
</tr>
<tr>
<td>Committed Affordable (CAF) Total</td>
<td>309</td>
</tr>
<tr>
<td>Io Piazza</td>
<td>15</td>
</tr>
<tr>
<td>Park Shirlington*</td>
<td>294</td>
</tr>
<tr>
<td>Market Rate Affordable (MARK) Total</td>
<td>436</td>
</tr>
<tr>
<td>Shirlington House*</td>
<td>436</td>
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<tr>
<td>Total Rental Units</td>
<td>1,620</td>
</tr>
</tbody>
</table>

*Both Park Shirlington and Shirlington House are in a component area of the Housing Conservation District.*
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 #5 – Promote the preservation of the Important historic buildings in the HRI.

- The County will strive to protect and promote the reuse of those properties listed as Important.
- The County will collaborate with owners of Important properties to preserve the buildings’ historical and material integrity to the maximum extent possible.
- The County will require that new development proposals affecting Important properties be reviewed by the Historical Affairs and Landmark Review Board (HALRB).
- The County will encourage owners of Important 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 Important properties to take advantage of available zoning tools (e.g., site plans and use permits, TDR, local historic district designation).
Historic Resources Inventory (HRI)

1. Essential
   County’s top priorities for preservation that include the most significant, best preserved, and key resources that best define Arlington history.

2. Important
   Central to County’s history, but less distinctive than and/or have less physical integrity than Essential.

3. Notable
   Have historic elements related to County’s history, but lack sufficient historic context, integrity, and/or significance compared to Essential and Important.

4. Minor
   Altered substantially over time and/or not distinctive examples of their building type.

5. Altered/Not Historic

6. Demolished

Shirlington Shopping Center

- South Randolph Street and Campbell Avenue
- Constructed in 1944
- 1944 businesses: Acme Supermarket, F.W. Woolworth, Singer Sewing Center, Fanny Farmer candy, Firestone, and Shirley Food Store.

Listed as Important in the HRI.
Neighborhood Conservation Plan
Fairlington-Shirlington Neighborhood Conservation Plan

- Adopted in 1987 and updated in 2013
- “… recent redevelopment of the Village at Shirlington is an excellent example of a mixed-use, urban village project, which is walkable at street level, not overpowering in height, and in some parts (mainly in shops fronting the street), visually consistent.”
- “… the community at large will encourage any additional or future construction to incorporate the positive elements of walkability, accessibility and overall residential character.”
- “… lessen the impact of obtrusive traffic incursion on the neighborhood.”
- “… limit the impact on the larger neighborhood’s overall residential character.” (p. 20)
Proposed Scope and Analysis
## Requested Amendments

<table>
<thead>
<tr>
<th>FRIT Site</th>
<th>Hilton Site</th>
<th>WETA Site</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Current GLUP Designation</strong></td>
<td>“Low” Office-Apartment-Hotel</td>
<td>“Low” Office-Apartment-Hotel</td>
</tr>
<tr>
<td><strong>Proposed GLUP Designation</strong></td>
<td>&quot;Medium&quot; Office-Apartment-Hotel</td>
<td>&quot;Medium&quot; Office-Apartment-Hotel</td>
</tr>
<tr>
<td><strong>Current Zoning</strong></td>
<td>C-O-1.5 Mixed-Use District</td>
<td>C-O-1.5 Mixed-Use District</td>
</tr>
<tr>
<td><strong>Proposed Zoning</strong></td>
<td>C-O-2.5 Mixed-Use District</td>
<td>C-O-2.5 Mixed-Use District</td>
</tr>
<tr>
<td><strong>Conceptual Development Program</strong></td>
<td>Conversion of office building at the corner of Campbell Ave. and Quincy St. to residential and development of surface parking lot along Arlington Mill Dr. and Randolph St. and potential development of the parking garage at Quincy Street and Arlington Mill Dr.</td>
<td>Redevelopment of this site is not anticipated at this time.</td>
</tr>
</tbody>
</table>
Proposed Scope

The scope of work for this study will address 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

• Multimodal transportation analysis for the study site and surrounding area, including recommendations for improvements such as new streets and walkways, etc.
Proposed Core Study Area
Proposed Core Study Area

• Full Study Area - broader area (full PDSP); general principles
  – land use
  – access
  – connectivity

• Core Study Area – more focused area; more detailed analysis
  – height
  – density
  – building form
  – modeling scenarios
Proposed Process Outline

<table>
<thead>
<tr>
<th>LRP Meeting</th>
<th>Potential Topics</th>
</tr>
</thead>
<tbody>
<tr>
<td>Meeting #1</td>
<td>- Overview of the Special GLUP Study Plus process;</td>
</tr>
<tr>
<td></td>
<td>- Background information on the site;</td>
</tr>
<tr>
<td></td>
<td>- Preliminary site analysis;</td>
</tr>
<tr>
<td></td>
<td>- Discussion and refinement of process and scope:</td>
</tr>
<tr>
<td></td>
<td>o Define the study boundary</td>
</tr>
<tr>
<td></td>
<td>o Define GLUP scenarios to be modeled</td>
</tr>
<tr>
<td>(June 25, 2019)</td>
<td></td>
</tr>
<tr>
<td>Meeting #2</td>
<td>- Presentation of initial 3-D modeling, with additional information on:</td>
</tr>
<tr>
<td></td>
<td>o Initial transportation trip generation report based on initial land use scenarios</td>
</tr>
<tr>
<td></td>
<td>o Initial parks and open space report based on initial land use scenarios;</td>
</tr>
<tr>
<td>(July 23, 2019 tentative)</td>
<td></td>
</tr>
<tr>
<td>Meeting #3</td>
<td>- Staff responses to questions raised at previous meetings;</td>
</tr>
<tr>
<td></td>
<td>- Presentation of refined scenario(s);</td>
</tr>
<tr>
<td></td>
<td>- Presentation on multimodal transportation impact analysis report;</td>
</tr>
<tr>
<td>(September 25, 2019 tentative)</td>
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<tr>
<td>Meeting #4</td>
<td>- Presentation of final modeling scenario (if applicable);</td>
</tr>
<tr>
<td></td>
<td>- Presentation of Draft Special GLUP Study Plus Document;</td>
</tr>
<tr>
<td>(November 20, 2019 tentative)</td>
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</tr>
<tr>
<td>Meeting #5</td>
<td>- Presentation of Final Draft Special GLUP Study Plus Document;</td>
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<tr>
<td>(December 18, 2019 tentative)</td>
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</table>
## Proposed 3-D modeling

<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>&quot;Low&quot; Office-Apartment-Hotel</td>
<td>C-O-1.5</td>
<td>1.5 FAR</td>
<td>72 u/ac</td>
<td>8 stories (office) 10 stories (res./hotel)</td>
</tr>
<tr>
<td>&quot;Medium&quot; Office-Apartment-Hotel</td>
<td>C-O-2.5</td>
<td>2.5 FAR</td>
<td>115 u/ac</td>
<td>12 stories (office) 16 stories (res./hotel)</td>
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<tr>
<td>TBD with LRPC Input</td>
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<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Next Steps

Special GLUP Study Document

Provides future land use policy guidance and informs amendments to the PDSP and Design Book

Shirlington PDSP and Design Book

Informs the individual site plans to be filed

Individual site plans
LRPC Discussion
LRPC Discussion Topics

- Confirmation of study area and core study area boundaries?

- Refinements to scope and process?

- Scenarios to be modeled?

- Questions for staff to address at the next meeting?
Conclusion

The End