

Rachel LaPiana 7:01 PM

Welcome to the Plan Langston Boulevard Meeting to discuss Housing, Stormwater, and Transportation. Tonight's meeting is being recorded. The chat will open for the Q&A portion of tonight's meeting. If you prefer to ask questions in the Teams chat, you may do so, but please remember that the chat is not visible to those who have called in to the meeting, so please do not use the chat for general comments or side conversations. Please use the same respectful tone in the meeting chat that you would while speaking. The full chat transcript will be posted on the public website.

Lee B 7:43 PM

Concerned about the reduction of lanes on Langston from Key Bridge to Spout Run. It is an evacuation route – fed by Key Bridge, Roosevelt Bridge and Rt. 110. It will be a chokepoint in any emergency if lanes are reduced (as it is now when any of the feeding routes including GW Parkway have traffic emergencies).

Parking availability for Arlington residents is key and already at a crisis point. There is no provision for public County parking lots (not private lots) for residents. It will become very congested with high density. Families and Senior who have come to appreciate the neighborhood communities will be forced out. It is not encouraging anyone to come in and enjoy the area if they have parking constraints.

Eric Wolf 7:47 PM

is there PCP available and will tonight's slides be shared?

Erika Moore 7:50 PM

The PCP can be found on the Plan Langston Boulevard webpage: Plan Langston Boulevard – Official Website of Arlington County Virginia Government (arlingtonva.us)

The slides will be posted on the PLB Documents webpage (where you can also find links to information from the previous community meetings): Plan Langston Boulevard Documents – Official Website of Arlington County Virginia Government (arlingtonva.us)

Eric Wolf 7:55 PM

Thx, Erika.

Jon Obenberger 8:00 PM

Comment. No question. Do not support the proposed density immediately adjacent to Langston Blvd. There is no estimate of costs for all of the concepts identified. So it isnt even possible to consider the ability of the private sector to contribute the funding to everything needed in the plan as the cost may be too great. Similarly the ability to obtain public review and feedback on proposed costs, private sector potential contribution, and remaining burden of Arl Co carrying the capital cost and burdan on services needs to identified and public comments allowed before any concept is finalize or advanced for approval.

Michael O'malley 8:02 PM

This seems very well conceived to me . Thank you for the hard work

Eric Wolf 8:03 PM

You mentioned a desired for mix-use development at various points along the Blvd. This has been a great strategy for Arlington for some decades now, but suddenly we have empty office buildings (because people are remote) and empty retail space (which I don't understand, but is real). What's the county's view on the future of mixed-use development? In 2040, what non-residential uses will be present in these mixed-used developments?

Eric Wolf 8:03 PM

(Oh, and BTW, thanks for doing this... and I appreciate how challenging it is to staff a project like this!)

Pamela Gillen 8:05 PM

This proposed plan is a ViSION for the next 50+ years. Reducing the height will make it extremely challenging for developers to commit to ALL the benefits the community NEEDS (stormwater) and WANTS (tree line walkable pedestrian safer streets with better retail options). CHANGE will happen in the decade to come. Is it change that is controlled by the community with benefits such as plazas, affordable housing or improved stormwater retention OR is it byright with NO community input?

David 8:06 PM

Yes- Lack of Metro in Area 3 is fundamental

Jon Obenberger 8:07 PM

Who can be contacted to obtain copies of the trip tables, TAZ used to identify 10% reductions in trips, and changes to trip table due to changes in local street network, data around which the analysis was conducted, and basis for PM peak vs AM peak which has a high peak hour deman. Also want to review and obtain copies of the planned traffic analysis to be conducted and provided to VDOT.

Maureen Coffey 8:07 PM

What would be the process to increase the maximum building heights in the future if this framework is passed as currently proposed? Would it be difficult to reassess/adjust in the future?

David 8:09 PM

Area 3 is not Ballston or Clarendon. No Metro

Guest 8:11 PM

There is significant redevelopment proposed to areas that already have affordable housing (specifically in Area 5, North Highlands). What is the county's plans for a significant number of low income households whose voices have not been heard or elevated in forums such as this one?

David 8:16 PM

What did you do . . .

J Hurley 8:17 PM

What plans are in place for seniors who aren't able to walk to shopping or bike?

Jon Obenberger 8:17 PM

Your design studios are from noon to 2pm. Can you adjust the times for go from 4-6pm? Direct hit with work and ability to attend.

David 8:18 PM

That's going to be the easiest to change

David 8:19 PM

There is currently a ton of empty commercial space]

David 8:20 PM

let's build more -

David 8:23 PM

Legally fordable for those "marcs"

Sally L 8:27 PM

What are you doing about all the flooding in areas closer to our bridges?

Jessica Rodriguez 8:32 PM

Will you meet with the homeowners in Area 5 (specifically N Cleveland St in North Highlands)? About 23 SFH are in the plan and it appears that all will need to be consolidated to build these higher buildings.

Sally L 8:32 PM

I would like to see more Assisted Living Apartments built

Chris Slatt 8:38 PM

Thanks for the response - George Mason Drive is designated as a Primary Bicycling Corridor in the Bicycle Element of the Master Transportation Plan so the lack of facilities in the plan on GMD should be reconsidered.

Stewart Schwartz (PSG) 8:38 PM

Have you (or could you) hire a real estate finance consultant to independently evaluate whether the heights will be enough of an incentive to redevelop and provide parks, bike facilities, streets, stormwater controls, committed affordable units, and other community benefits?

Stewart Schwartz (PSG) 8:46 PM

Recommend reading this OPED by Rob Puentes about the City of Falls Church experience -- adding walkable development and reducing traffic.<https://www.fcnp.com/2022/02/21/decoupling-cars-and-people/>

Decoupling Cars and People - Falls Church News-Press Online

Jon Obenberger 8:48 PM

One of the likely reasons with a decrease in any traffic along Langston Blvd is due to changes in I66. Where trips may be using I66 that were using Langston Blvd. This is temporary as traffic grows, costs to use I66 will be higher, which will likely result in more trips going back to Langston Blvd.

Stewart Schwartz (PSG) 8:50 PM

Our region's elected officials have committed to making our communities more compact, walkable, and transit-oriented, and the studies have shown this will reduce miles of driving and greenhouse gas emissions. This is essential given that transportation is our #1 source of emissions and we have to slash our climate emissions.

Jessica Rodriguez 8:51 PM

Thank you! Will reach out to you Natasha.

Jon Obenberger 8:59 PM

Why have the consultant answer this question vs Arl Co Staff?

Stewart Schwartz (PSG) 9:02 PM

Thank you. Sounds very thorough in terms of the outreach you did to all sectors.

Peggy Cajati 9:06 PM

Thank you all so much for your hard work, attention to detail, and excellent goals!

Ben Keeney 9:12 PM

^Agree with Peggy! Thank you all!!!

Rachel LaPiana 9:13 PM

<https://www.arlingtonva.us/Government/Projects/Plans-Studies/Land-Use/Plan-Langston-Boulevard>

Rachel LaPiana 9:13 PM

<https://us.openforms.com/Form/353fa8b8-99e7-431d-b252-e6c3b3c86508>

Jon Obenberger 9:13 PM

Great comment - there are so many concepts that are not reasonable, feasible, or costly that they wont be realized which puts into question - why all the density when the benefits wont be realized and deteriorate quality of life, and day to day operation.

Stewart Schwartz (PSG) 9:14 PM

Thank you all.