2847 Wilson Boulevard
Special General Land Use Plan Study Document
DRAFT

INTRODUCTION

This document summarizes staff's analysis, findings and recommendations from the 2847 Wilson Boulevard Special General Land Use Plan (GLUP) Study. The recommendations in this Special GLUP Study Document were informed by the input received from the Long Range Planning Committee of the Planning Commission (LRPC), other commissions, community members and interdepartmental staff. This document serves as a foundation for recommendations regarding which GLUP category or categories may be most appropriate to guide the future land use for this site. Should any site plan applications be filed subsequently for this study area, the staff evaluation will reference and be informed by this document. Included herein are:

- an overview of the application request,
- general information about the Special GLUP Study Process and the specific process for the 2847 Wilson Boulevard Special GLUP Study,
- existing planning guidance and site conditions,
- staff's analysis and key findings,
- LRPC and public input,
- guiding principles and considerations, and
- implementation recommendations from the study process.

Through this process and analysis, staff concludes that consideration of an amendment to the GLUP to change the Clarendon Revitalization District boundary to include the entire 2847 Wilson Boulevard property and to amend the GLUP designation from "Service Commercial" and "Low" Residential (1-10 units/acre) to all "Service Commercial" with a future associated rezoning from R-6 to a C zoning district designation to enable a future Unified Commercial/Mixed Use Development (UC/MUD) application is within the realm of consideration. UC/MUD is a type of special exception approval that enables mixed use development, including residential uses, in "Service Commercial" zoning districts such as C-2 and C-3. UC/MUD development is approved by the County Board via use permit, and applications are reviewed by the Planning Commission and a UC/MUD Review Committee, comparable to the Site Plan Review Committee.

The following Guiding Principles will help to inform and guide the future redevelopment of this site:

1. Apply recommendations and guidelines of the Clarendon Sector Plan to inform and guide any future UC/MUD proposal.

2. Apply the Clarendon-specific UC/MUD regulations (ACZO §10.2.5) to guide the UC/MUD proposal, recognizing the maximum height limit of 45', as well as the County Board's discretion to consider and approve appropriate adjustments to meet the overall intent of the Sector Plan recommendations.

3. In the context of that flexibility for the County Board's discretion, the building scale, massing, and materials should complement and transition well to adjacent properties with historic buildings, specifically but not limited to 2825 Wilson Boulevard, and those with a lower or equivalent scale.

4. Conserving the existing tree canopy and landscaped spaces, and expanding where possible, is highly encouraged, particularly along the northern edge of the site, to aid in buffering and maintaining greener conditions.

5. A UC/MUD proposal that allows a five-story development (maximum height limit of 55-60') could be considered if the development provides the following:

    a. A setback from the northern property line that exceeds the 25' minimum and is not encumbered by any driveways, parking ramps or a portion of the building;
    b. Stepbacks of the fourth and fifth stories that provide an appropriate transition of height and massing to adjacent properties to the north; and
    c. Tree canopy that meaningfully exceeds the minimum recommendation of the Clarendon Sector Plan, with an emphasis on canopy conservation within the northern setback.

Application Request

On June 26, 2025, the applicant, FiveSquares Development, submitted a Special GLUP Study request, followed by an updated request on July 28, 2025, for the 32,625-sf (0.75 acres) commercial property located at 2847 Wilson Boulevard (RPC #15-065-019, 15-065-002, 15-065-004, and 15-065-015). The site is located on the northeast corner of Wilson Boulevard and North Fillmore Street in Clarendon. It is approximately 0.2 miles from the Clarendon Metro Station and 0.4 miles from the Courthouse Metro Station. The applicant has requested this study to consider an amendment to change the Clarendon Revitalization District boundary on the GLUP to include the entire property and to amend the GLUP designation from "Service Commercial" and "Low" Residential (1-10 units/acre) to all "Service Commercial" with the future intent to file an associated rezoning application from R-6 to a C district to enable a UC/MUD redevelopment. The Special GLUP Study application originally envisioned redeveloping the site with a four-story residential building with ground floor retail. Following a LRPC meeting on September 30, 2025, the applicant submitted supplemental materials requesting consideration of a five-story building with increased setbacks, tapering and tree canopy on the northern edge of the site, as a response to feedback from the LRPC.

Figure 1: Site Context

Special GLUP Study Process Background Information

In 2008, the County Board adopted the "Policy for Consideration for General Land Use Plan (GLUP) Amendments Unanticipated by Previous Planning Efforts," which calls for a community review process where a requested land use change is inconsistent with the guidance of the relevant adopted plan or when the request is in an area without an adopted plan. In practice, this policy resolution ensures that requested GLUP amendments (unanticipated by or inconsistent with previous planning efforts) are reviewed to evaluate their appropriateness prior to and independent of a more focused review of any associated site plan applications. Since 2008, the County has conducted 16 Special GLUP Studies, including two Special GLUP Study Plus projects.

The primary purpose of such a study is to determine whether the County Board should consider amending the GLUP designation for the subject site. While there is guidance for the subject site as expressed in the Clarendon Sector Plan and on the GLUP Map through its existing designations, the requested amendment to amend the Clarendon Revitalization District boundary to include the northern portion of the site is not specifically recommended in the Clarendon Sector Plan, although redevelopment of the southern portion of the site is recommended in the Sector Plan to realize cohesive, mixed-use buildings along the Wilson Boulevard frontage. Thus, consistent with the aforementioned policy, a Special GLUP Study was needed to evaluate the request for this site.

2847 Wilson Boulevard Special GLUP Study Process

Conducted through a combined Tier I and Tier II Review

Staff concluded early in the process that extensive analysis was not warranted given that the redevelopment of a portion of the site is recommended per the Sector Plan. In addition, the site is small (less than one acre), adjacent to only two roadways, and there are no major stormwater/riparian considerations or significant topographical changes across the site. The existing building is not included for any of the building preservation treatments identified in the Clarendon Sector Plan, such as full building preservation, building frontage preservation, or building facade preservation. For these reasons, the SGLUP Study for this site combined elements of a Tier I and Tier II Review process to allow for a more efficient process.

On September 30, 2025, a combined Tier I and II LRPC meeting was held to present the applicant's request and staff's analysis, including exploratory site studies. The site studies were prepared to illustrate various scales of development and enable discussion with the LRPC on the recommendations of the Sector Plan and the trade-offs associated with different building heights, building placement, ingress/egress and other considerations. LRPC members included Planning Commissioners and representatives of the Transportation Commission, the Forestry and Natural Resources Commission, the Housing Commission, the Historical Affairs and Landmark Review Board, the Lyon Village Citizens Association and the Clarendon-Courthouse Civic Association. Members of the public were also invited to attend the meeting.

At the meeting, the participants provided input on the appropriateness of the requested GLUP designation and rezoning and other key topics, such as setbacks and stepbacks, tree canopy and green space, and by-right versus UC/MUD development. The LRPC Chair summarized the discussion indicating that there was general support to amend the GLUP to allow for redevelopment via an UC/MUD, provided there is an appropriate setback and stepbacks towards the north, coupled with consideration of the tree canopy and mature trees.

EXISTING PLANNING GUIDANCE AND SITE CONDITIONS

As part of its research and analysis, staff evaluated the site within the context of the broader surrounding area, examining the recommendations of County plans and policies, as applicable; existing GLUP designation and Zoning categories; existing and surrounding site characteristics; topographical features; transportation and connectivity; historic preservation; and environmental features.

Site Location and Development

The application site area is comprised of four parcels and is approximately 32,625 sf in size. The site is currently occupied by a two-story commercial office building (approximately 12,570 sf) with surface parking. The building was originally constructed in c. 1920 as a chapel, undergoing significant later alterations for use as a store, then the Ives Funeral Home and, most recently, as a school building. Arlington Public Schools (APS) used the building, which it named the Thurgood Marshall Building, from 2000 to 2021 for its New Directions Alternative Program and

administrative office. The property was leased by APS during this time, and that lease has expired. Use permits have allowed the northern portion of the site to be used for surface parking since the 1950s and 1970s (U-1304-58-1 for public parking as a transitional use at 1421 North Fillmore Street; U-2083-76-2 for public parking as a transitional use at 1425 North Fillmore Street; and U-2985-00-1, which was last renewed in 2011 with no further review required, for public school and public parking with public parking allowed on the C-3 parcels and R-6 parking limited to parking for the Thurgood Marshall Building).

Figure 2: The Thurgood Marshall Building

Planning Guidance

The primary sources of County Board-adopted guidance for this site are Arlington County's Comprehensive Plan and the Clarendon Sector Plan. In addition, the Lyon Village Citizens Association and the Clarendon-Courthouse Civic Association have authored Neighborhood Plans that provide community recommendations.

The General Land Use Plan
Regarding the Comprehensive Plan elements, there is general guidance for this area as expressed on the GLUP Map through its existing designations. The site has a split GLUP designation of "Service Commercial" and "Low" Residential (1-10 units/acre). *(see Figure 3)* The GLUP designations are consistent with the current C-3 and R-6 zoning designations. *(see Figure 4)* It should be noted, however, that the GLUP and zoning district lines do not exactly align, and that the GLUP is general in nature. The site is adjacent to land designated "Low" Residential (1-10 units/acre) to the north, "Low" Office-Apartment-Hotel to the south, "Service Commercial" and "Low" Residential (1-10 units/acre) to the east and "Medium Density Mixed-Use" to the west.

The site is also partially located within the Clarendon Revitalization District on the GLUP. The Clarendon Revitalization District was established in 1990, and its boundaries have been amended three times, most recently in May 2025 to incorporate the entire property at 3033 Wilson Boulevard. The purpose of this district is to clearly identify the County's intent to implement urban design and other goals for Clarendon, as recommended in the Clarendon Sector Plan. Redevelopment within the Clarendon Revitalization District is primarily achieved through specific site plan provisions (ACZO §9.2) for sites in Clarendon with a "Medium Density Mixed Use" GLUP designation or the UC/MUD use permit path (ACZO §10.2.5) for sites designated "Service Commercial." The UC/MUD zoning provisions apply for sites at the edges of the Clarendon Revitalization District that are typically planned for less density and lower building heights than the core of Clarendon.

Figure 3: Existing General Land Use Designation

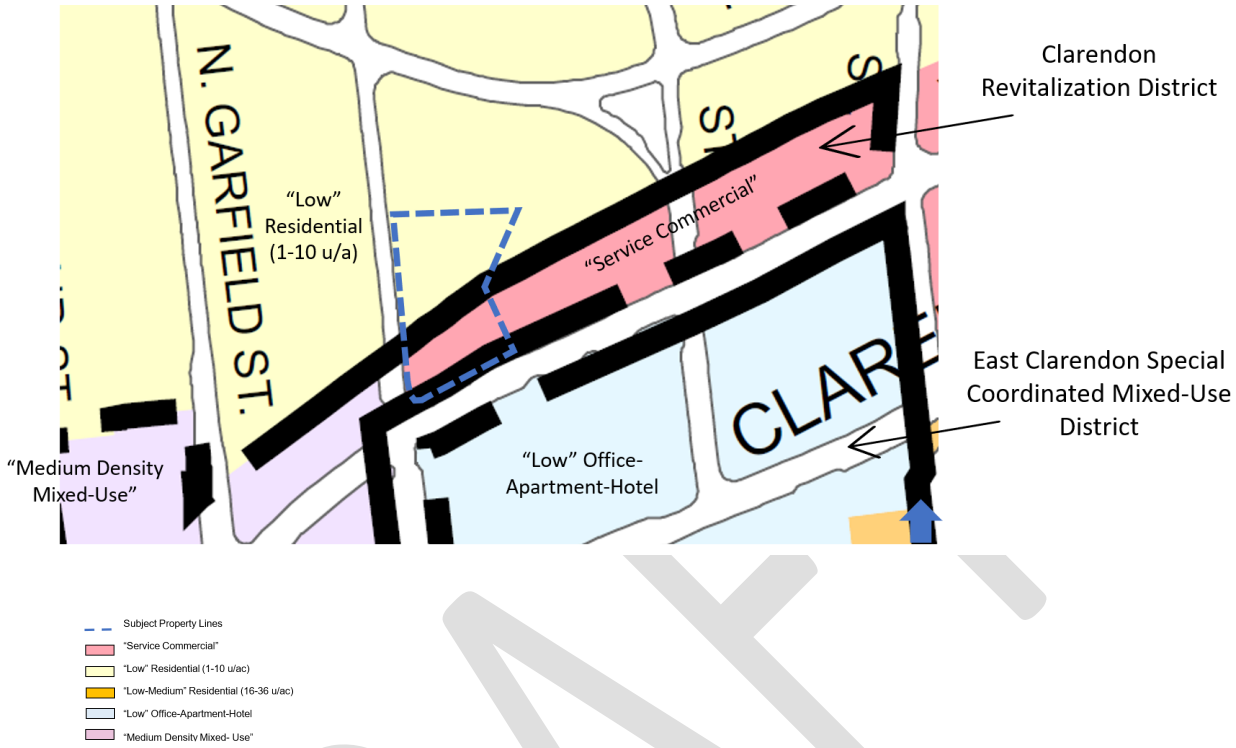
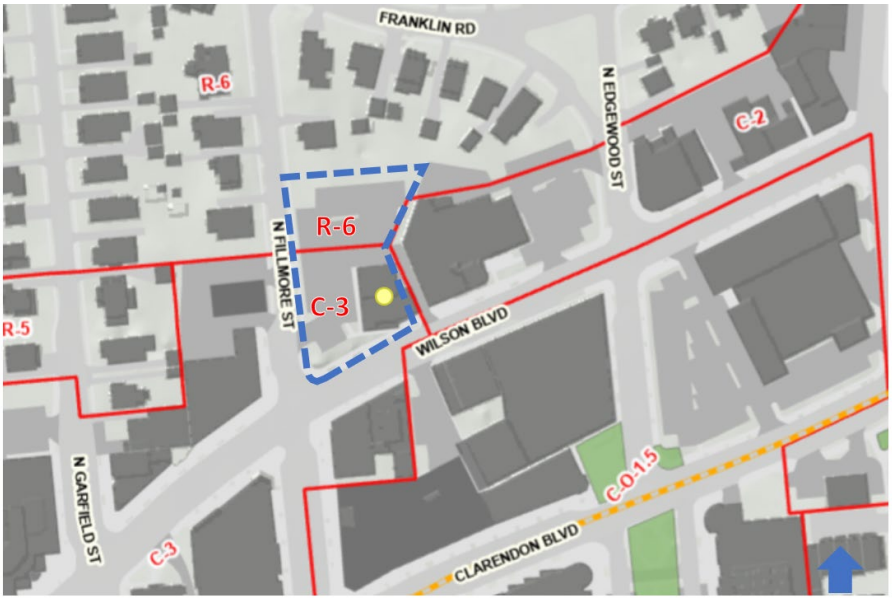


Figure 4: Existing Zoning Categories



Other Comprehensive Plan Elements

In addition to the GLUP, there are several other Comprehensive Plan elements that provide relevant guidance, including the Affordable Housing Master Plan (AHMP), the Forestry and Natural Resources Plan (FNRP), the Stormwater Master Plan, the Historic and Cultural Resources Plan (HCRP) and the Master Transportation Plan (MTP), that staff is highlighting here. Other Comprehensive Plan elements and their guidance will be considered during any future UC/MUD review process.

- The AHMP's goal is to ensure all segments of the community have access to housing, both market rate and affordable, to encourage a diverse and inclusive community where all segments of the population can access housing.
- The FNRP establishes guidance on biophilic design, conservation and tree canopy goals.
- The Stormwater Master Plan provides a framework for managing stormwater and watershed in a way that will create a more sustainable community.
- The HCRP is the primary policy document guiding the County's historic preservation vision, goals, and actions.
- The MTP provides guidance on the development of the County's multimodal transportation network.

The Clarendon Sector Plan

While the Comprehensive Plan elements provide more overarching guidance, the Clarendon Sector Plan (Sector Plan) provides very specific guidance for the subject site. The Sector Plan recommends "Residential, Commercial, Hotel, or Mixed Use" infill development for the Thurgood Marshall site with retail frontage. *(see Figures 5 and 6)* The approximate location of the subject site is indicated in Figures 5-9 with a blue oval.

Figure 5: Excerpt from Clarendon Sector Plan, Figure 2.14 East End Overview

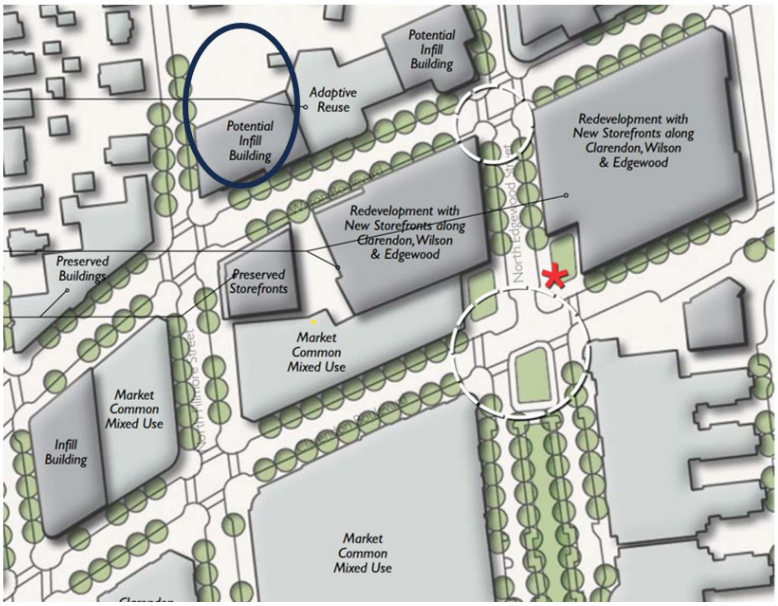
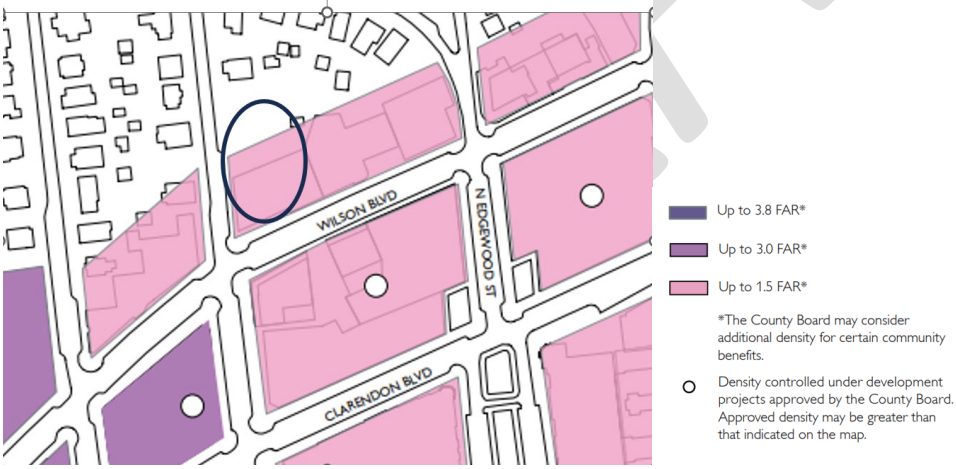


Figure 6: Excerpt from Clarendon Sector Plan, Map 2.5, Use Mix

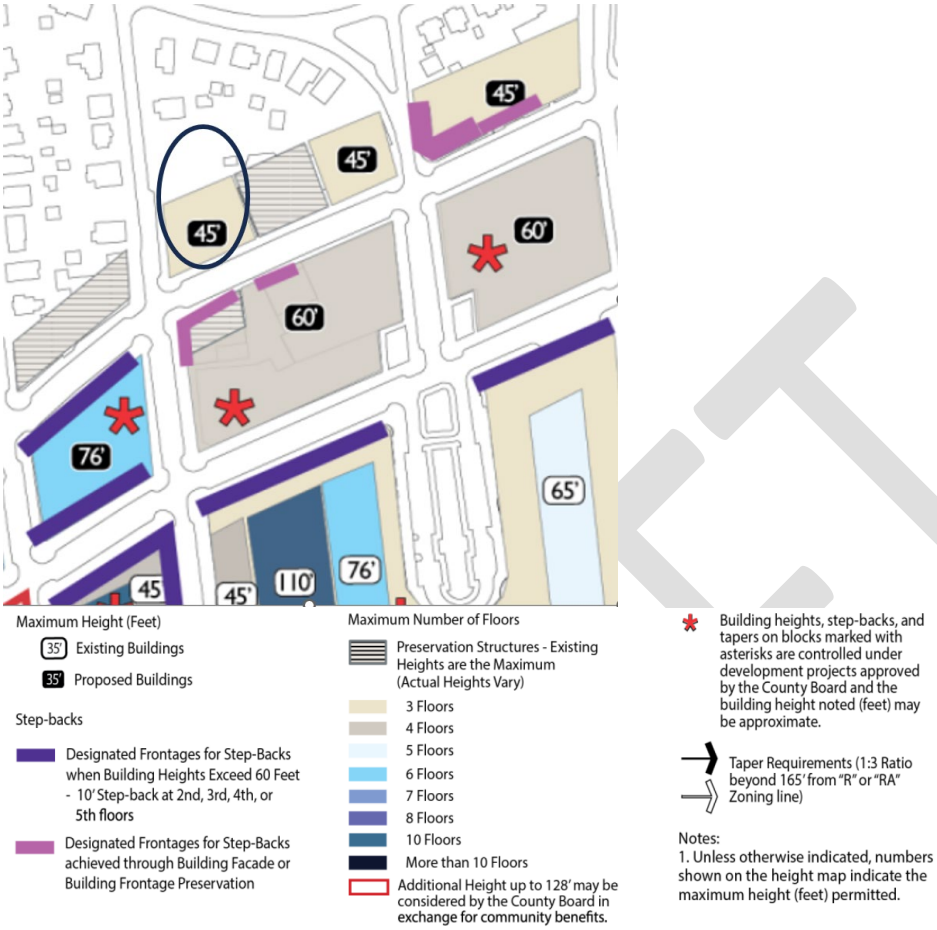
The Sector Plan specifies a base density of 1.5 Floor Area Ratio (FAR) and up to three stories for this site. Additional density and additional floors, accommodated within the maximum building height in feet, may be approved by the County Board in exchange for extraordinary community benefits (e.g., affordable housing, public space, green building).

Figure 7: Excerpt from Clarendon Sector Plan, Map 2.3, Maximum Density



In terms of building heights, the Sector Plan specifies a maximum building height of 45' with two different options for building massing. In one option, the building can achieve a building height of 40' with no upper-story stepbacks. The second option allows for a greater building height of 45' to be accompanied by two 25'-deep stepbacks at the 25' and 35' building heights, essentially the third and fourth floors. These options, and other requirements, are outlined in the Sector Plan and codified in the Arlington County Zoning Ordinance (AZCO) under the UC/MUD provisions for the Clarendon Revitalization District (AZCO *§ 10.2.5.*)

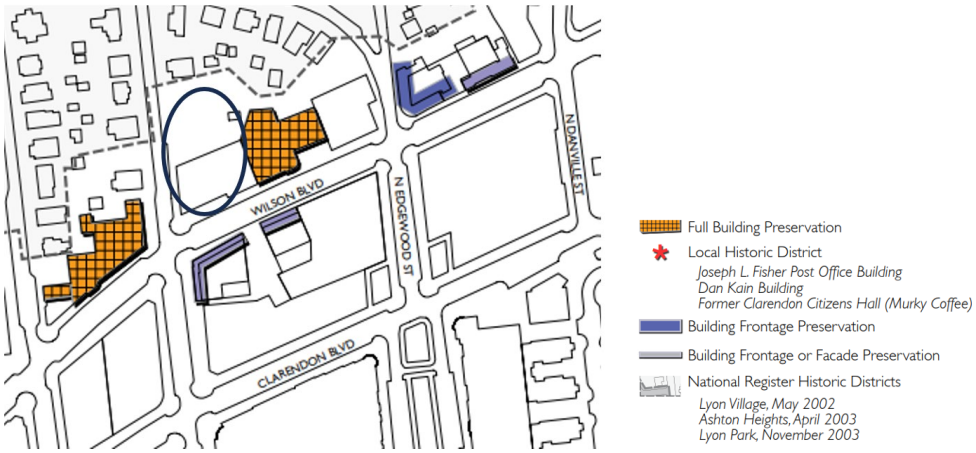
Figure 8: Excerpt from AZCO § 9.2.5. Map 1, Maximum Height Limit and Stepbacks



To address transitional areas such as this, the Sector Plan also calls for a 25' setback from abutting lots in a Residential (R) zoning district. This site is adjacent to an R-6 parcel to the north occupied by a single-detached dwelling and another R-6 parcel to the northeast that is currently used for surface parking for the adjacent Barry's/Chase Bank property (2825 Wilson Boulevard).

Other relevant guidance from the Sector Plan relates to historic preservation. The Sector Plan does not call for the preservation of the Thurgood Marshall Building. Adjacent buildings to both the east and west are, however, designated for "Full Building Preservation" (Chase Bank and Clarendon Building) in the Sector Plan, and are subject to recorded perpetual historic preservation easements. Across Wilson Boulevard to the south are buildings designated for "Building Frontage Preservation." (*see Figure 9*) The subject site is also located adjacent to the National Register of Historic Places Lyon Village Historic District boundary to the north.

Figure 9: Excerpt from Clarendon Sector Plan, Map 2.6 Building Preservation



The Clarendon Sector Plan has additional guidance on contextually appropriate design for infill development that should be taken into consideration should a future UC/MUD application be filed. The plan also has street and streetscape recommendations to inform a future development application.

Neighborhood Plans

Neighborhood Plans for both Lyon Village and Clarendon-Courthouse include recommendations relevant to the subject site. While these documents are not County Board-adopted policy, staff takes into consideration the community's vision for the area.

The Lyon Village Neighborhood Plan was created by the community in 1978. The plan reads "Our primary need and the essence of this plan is the careful preservation of Lyon Village while seeking constructive and responsible solutions to the inevitable change which we face." (p. 5) The plan lists concerns with traffic, parking, street lighting and crime, parks and beautification, and "Clarendon redevelopment - the coming of Metro and zoning." (p. 5) The plan calls for the maintenance of the "existing clear demarcation between commercial and residential zones along Wilson Boulevard." (p. 15) To provide for appropriate transitions between higher and lower density areas, the plan recommends buffering that includes "Visual amenities in the form of adequate setbacks, parkland and attractive plantings of trees." (p. 15) The plan also notes that "Trees are important as noise barriers, sun screens and … as beautifiers." (p. 13)

The Clarendon-Courthouse Neighborhood Plan was prepared by the community in 1988 and updated in 2007. This plan stresses the importance of the "Conservation of the commercial and residential character of the Clarendon section of the neighborhood is a high priority for the majority of Clarendon-Courthouse residents." (p. 6) It also notes that "The remaining low-rise commercial buildings around the Clarendon Metro station and along Wilson Boulevard are extremely important to the character and interest of the neighborhood and residents want to maintain both the historic facades and the variety of commercial uses including ethnic restaurants, shops and other locally-owned, small businesses." (p. 6) The plan also highlights the importance of maintaining such "Urban Village" characteristics as "Short blocks, Mixed-use development, Buildings to human-scale, Parks and plazas, Usable sidewalks Maintenance of "aged" buildings." (p. 7)

Transportation

The site has frontages on both Wilson Boulevard and North Fillmore Street. Both roadways are owned by Arlington County. Arlington County's Street Typology classifications of these roadways, and associated MTP recommendations, are as follows.

The MTP classifies Wilson Boulevard as a Type A Arterial, primarily serving retail-oriented mixed-use areas. Streets in this category typically have two to four travel lanes plus turning lanes, no median, and a target operational speed of 20 to 25 miles per hour. They are designed to support frequent transit service and include bike lanes to accommodate cyclists. Driveway access should be restricted or limited to reduce conflicts. On-street parking is a priority along these corridors to support adjacent businesses. Pedestrian facilities should include a 10-16'-wide sidewalk with a minimum 6' clear pedestrian zone, complemented by a furniture zone or tree pits to buffer pedestrians and enhance the streetscape. The MTP Bicycle Element calls for upgrades to the existing bike lane on Wilson Boulevard to provide more separation of bicyclists from motor vehicle traffic and provides design guidance on the appropriate bicycle facility type. Based on the target speed and number of vehicle lanes on Wilson Boulevard, the bike lane should be upgraded to a parking-protected bike lane.

The MTP classifies North Fillmore Street as a Neighborhood Local Street, intended to provide access to adjacent residential properties and connect local trips within the neighborhood. These streets typically have 1.5 (yield) to 2 travel lanes with low- to no median priority and a target operational speed of 20 to 25 miles per hour. Transit service is limited to none, reflecting the primarily residential context. Bicycles are accommodated with shared lanes. Driveway access is governed by Arlington County's Horizontal Standards. On-street parking is a high priority for neighborhood residents. Sidewalks are generally 4-6'-wide, complemented by a 2-4' landscape strip to provide separation from the roadway and improve pedestrian comfort.

Wilson Boulevard features two travel lanes heading west, with standard bike lanes. On-street parking is available on the south side, while the north side includes two designated spots that function as a taxi stand daily between 6:00 PM and 3:00 AM. Sidewalks line both sides of the street, shaded by mature trees.

North Fillmore Street features one travel lane in each direction without a median. On-street parking is provided only on the west side of the street. There are no dedicated bike lanes, so cyclists share the roadway with vehicles. Sidewalks are present on both sides, starting around 9' -wide near the Wilson Boulevard intersection and narrowing to 4' in width farther north along the block. Overhead utility lines and poles are positioned above and within the adjacent landscape strip.

The intersection of Wilson Boulevard and North Fillmore Street is signalized, with marked crosswalks on all four legs of the intersection. Each crosswalk is enhanced with tactical curb extensions, which help shorten crossing distances and improve pedestrian visibility. Specific recommendations regarding streets and streetscape design are also included in the Clarendon Sector Plan.

The Clarendon Metro Station is located approximately 0.2 miles from the site, and the Courthouse Metro Station is about 0.4 miles away, providing convenient access to Metrorail service. One bus stop is located at the northeast corner of Wilson Boulevard and North Fillmore Street, serving westbound routes. This stop is served by Arlington Transit (ART) routes 41, 56, and 77, as well as Metrobus route A58, offering frequent service along Wilson Boulevard.

Two Capital Bikeshare stations are located within close proximity to the site—one a block east on North Edgewood Street and another a block south on North Fillmore Street—providing convenient access to shared bicycles. Additionally, two scooter corrals are located within the next block heading west along Wilson Boulevard, supporting dockless mobility options. A new scooter corral has been approved for installation directly in front of the site in the near future, further enhancing multimodal connectivity.

The Environment

While the site is primarily covered by a building and a surface parking lot, there are several mature canopy trees and the site has approximately 32% tree canopy cover. This canopy figure was calculated using aerial imagery of the 2023 tree canopy layer.

Most of the existing vegetation is located on the north side of the brick wall surrounding the parking lot and includes Pin Oaks, Redbuds, Cherry trees and a Hackberry. There is additional canopy coverage and understory vegetation along the North Fillmore Street and Wilson Boulevard streetscapes. Along North Fillmore Street, there are Mountain Laurel shrubs, American Elms, declining Cherry trees and volunteer Ailanthus trees, which are considered highly invasive. Along Wilson Boulevard can be found Willow Oaks, a Red Maple and a Sweet Bay Magnolia.

The Clarendon Sector Plan calls for a minimum of 15% canopy coverage, while the Metropolitan Washington Council of Governments targets 30% canopy for a “Medium-Density Commercial” site such as this.

Figure 10: Trees along the northern edge of the site

From a stormwater and floodplain perspective, this relatively flat site is not located in any FEMA floodplains or any Risk Assessment Management Plan (RAMP) flooding inundation areas.

Historic Preservation

The Thurgood Marshall Building is not recommended for preservation in the Clarendon Sector Plan. The existing building is ranked in the Notable category of the County's Historic Resources Inventory (HRI), which is a ranking for buildings that have historic elements related to the County's history. The Notable category indicates properties that "have historic elements related to [the] County's history, but lack sufficient historic context, integrity, and/or significance compared to Essential and Important" properties on the HRI. The existing building has been extensively altered and lacks integrity of design, materials, workmanship, and feeling, which makes it a suboptimal choice for tangible preservation.

It should be noted that there are adjacent properties of historic significance located near the existing building. It is also located just south of the National Register of Historic Places Lyon Village Historic District boundary, which was established in 2002. It is also located near several historic buildings, including 2836 Wilson Boulevard (A&R Engravers Building), 2854 Wilson Boulevard (formerly Whitlow's), 2901-2909 Wilson Boulevard, and 2825 Wilson Boulevard (Kenyon-Peck Chevrolet Showroom). The architectural styles of these buildings vary, however, Art Deco stylistic features are utilized. The buildings at 2825 Wilson Boulevard and 2901-2909 Wilson Boulevard have recorded perpetual historic preservation easements.

Figure 11: The historic building listed on the Historic Resources Inventory as the "Kenyon-Peck Chevrolet Showroom"

STAFF ANALYSIS AND KEY FINDINGS

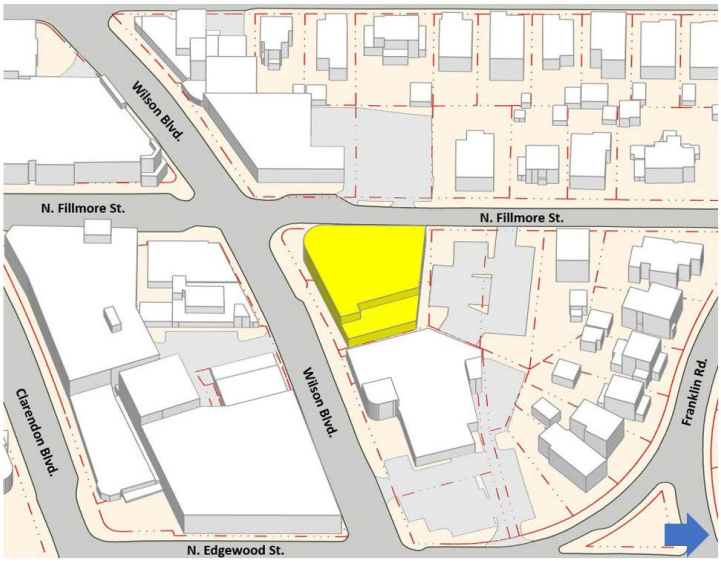
To analyze the proposed GLUP amendments, staff prepared a series of site studies to evaluate different redevelopment scenarios. Through these site studies, staff evaluated different development options to identify trade-offs associated with density, building height and massing, tree canopy conservation, and building placement. Given the small size of the "Service Commercial"/C-3 portion of the site, staff looked at the feasibility/viability of scenarios with and without the "Low" Residential/R-6 portion of the site. The scenarios shown below were not intended to convey a preferred development concept, but rather to provide an analysis and point of departure for discussion with the LRPC and the community.

Analysis of Potential Redevelopment Scenarios

Staff developed one massing scenario to illustrate a potential by-right development of the site with retail use on the C-3 portion and transitional parking on the R-6 portion. Five additional scenarios illustrate the building height and massing options under the Clarendon UC/MUD zoning standards (ACZO §10.2.5). Some of the considerations that influenced these site designs include:

- mixed-use multifamily development with ground floor retail for the UC/MUD scenarios;
- the UC/MUD requirement of 25' setback from adjacent "R-" zoned properties, which are the single-detached property to the north and a portion of the developed property to northeast used for commercial uses;
- two different UC/MUD height options: three stories with no stepbacks or four stories with stepbacks;
- prioritization of the conservation of the tree canopy and landscaped area along the northern edge of the site;
- floor heights of up to 15' for ground level and 10' for upper floors;
- 60' wide double-loaded corridors;
- a range of approximately 850-1,000 sf per dwelling unit; and
- underground parking with access/ramps internal to the building is assumed for all of the full-site development scenarios.

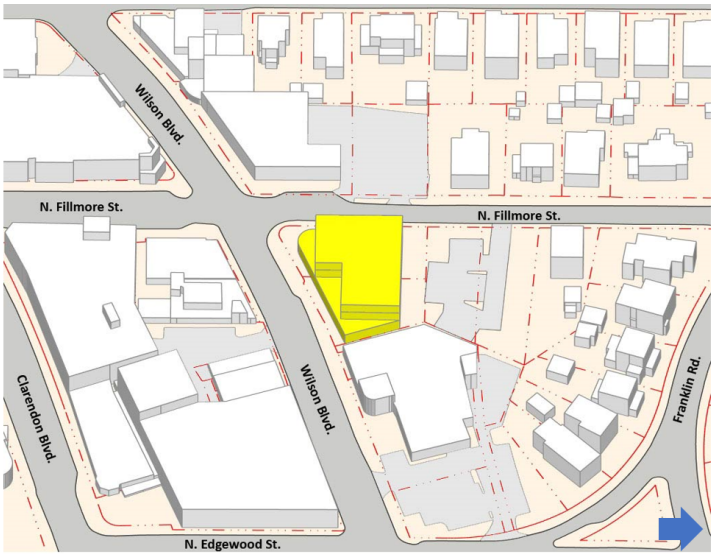
Figure 12: Scenario 1: C-3 By-Right – Retail/Parking



- By-right retail use on parcels currently zoned C-3
- R-6 parcels remain surface parking to support retail use *(may require use permit amendment)*
- Building height 2 stories
  - Up to 75' height allowed in C-3 if by-right parking requirements are met
- **Retail 13,800 SF**
- **No Multifamily Uses**

The first scenario shows one way in which the site could potentially redevelop by-right under the current C-3 and R-6 zoning. One by-right scenario would be a two-story retail building on the C-3 parcels with continued surface parking use on the R-6 parcels. While up to 75' in building height is permitted under C-3, it would be challenging to meet the parking requirements for a C-3 building on this site with more than 13,800 sf. Further, the ACZO stipulates that required parking for a by-right use would need to be provided on the C-3 portion of the property. For a two-story retail scenario, these required spaces would likely be located within an above- or below-grade structure. The transitional parking on the R-6 parcels would be available for parking spaces that exceed the minimum requirements, potentially requiring a use permit amendment to reconfigure parking lot layout and access.

Figure 13: Scenario 2: UC/MUD on Existing C-3 Parcels Only – 3 stories/40'

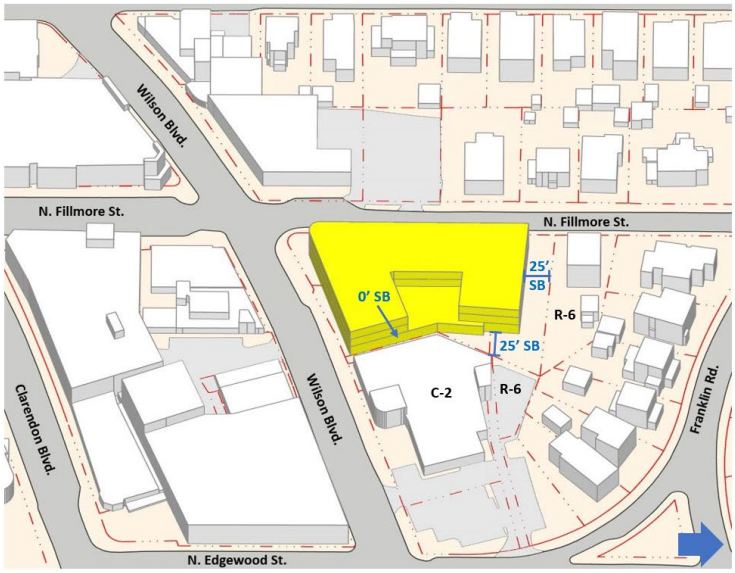


- UC/MUD for multifamily and retail uses on parcels currently zoned C-3
- R-6 parcels remain surface parking to support mixed-use development *(may require use permit amendment)*
- 3-story UCMUD option with no stepbacks shown
- 4-story UCMUD option with stepbacks results in infeasible floorplates on upper stories (not shown)

- **Retail 8,100 SF**
- **Multifamily Residential 19,300 SF (19 - 23 units)**

The second scenario illustrates a potential multifamily building with ground floor retail on the C-3 portion of the site only with a 25' setback from the existing R-6 lots on the northern portion of the site. Through the UC/MUD provisions, a three-story multifamily could be achieved, using the existing surface parking to support the mixed-use development. Staff did not model a four-story UC/MUD option, as the required stepbacks on the upper stories would result in infeasibly narrow floorplates on the upper stories. Under this three-story scenario, staff estimates that approximately 8,100 sf of retail space and approximately 19,300 sf of multifamily residential space, or 19-23 residential units, could be accommodated in this built form. As with Scenario 1, required parking would need to be provided on the C-3 portion of the site. However, the County Board could reduce the amount of parking required through the UC/MUD approval, enabling the R-6 parcels to be available for additional parking.

Figure 14: Scenario 3: UC/MUD Across Full Site – 3 stories/40'

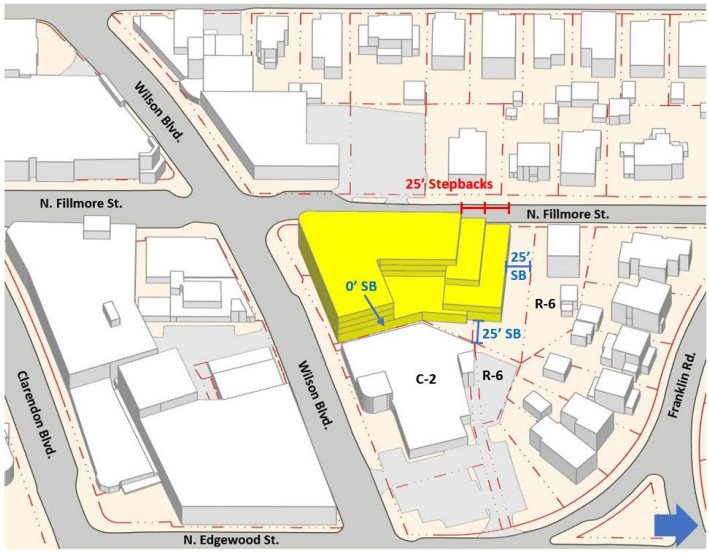


- UC/MUD development of full site
- 25' setbacks (SB) from R-6 zoned single-detached parcel and Barry's parking lot
- 3-story UCMUD option with no stepbacks shown

- **Retail 3,400 SF**
- **Multifamily Residential 49,600 SF (49 - 55 units)**

The third scenario depicts a three-story UC/MUD mixed-use development across the full site, with multifamily dwellings aboveground floor retail. Under the UC/MUD provisions, 25' setbacks would be required from the adjacent R-6 parcels to the north and northeast. Three stories are permitted with no stepbacks. Staff modeled the parking underground with an interior parking ramp, not within the 25' setback, to allow for the potential of conserving trees along the northern edge of the site. This scenario allows for approximately 3,400 sf of retail with approximately 49,600 sf of multifamily residential development, or 49-55 residential units.

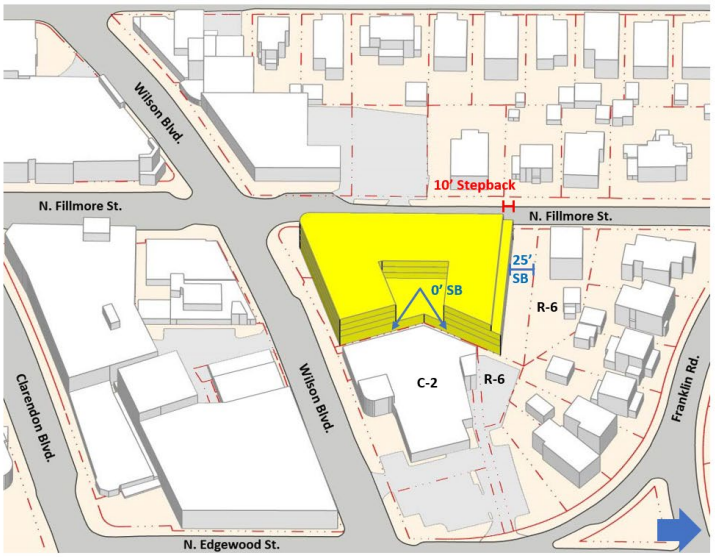
Figure 15: Scenario 4: UC/MUD Across Full Site – 4 stories/45'



- UC/MUD development full site
- Same setbacks (SB) as UC/MUD Scenario 3
- 4-story UC/MUD option with 25' deep stepbacks at 3rd and 4th floors
  - 10 - 13 more dwelling units compared to Scenario 3
- **Retail 3,400 SF**
- **Multifamily Residential 59,800 SF (59 - 68 units)**

The fourth scenario is an iteration of the third scenario. All of the same assumptions would apply, however this scenario shows how the site could redevelop to a building height of four stories. Per the UC/MUD provisions, two 25'-deep stepbacks are required at both the third and fourth floors for the four-story building height option. This would allow for approximately 10-13 additional dwelling units compared to the third scenario, resulting in approximately 3,400 sf of retail and 59,800 sf of multifamily development, or a total of approximately 59-68 residential units.

Figure 16: Scenario 5: UC/MUD Across Full Site – 4 stories/45'

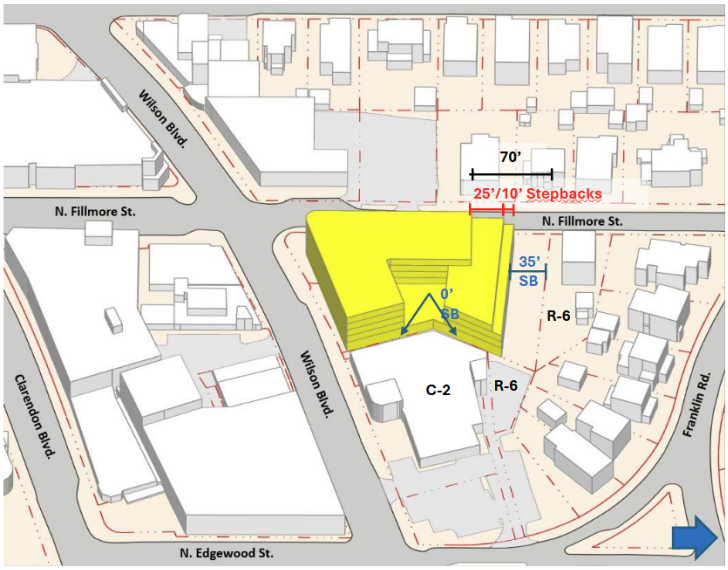


- UC/MUD development of full site
- 25' setback (SB) from R-6 zoned single-detached parcel only
  - No setback from R-6 Barry's parking lot
- 4-story UC/MUD option with modified stepback (10' deep at 4th floor only)
  - 14 - 17 more dwelling units compared to Scenario 4
- **Retail 3,400 SF**
- **Multifamily Residential 73,100 SF (73 - 85 units)**

Scenario 5 is an iteration of the fourth scenario. For this scenario, all of the assumptions for the fourth scenario would apply. However, staff is illustrating some of the ways that the County Board could potentially modify the UC/MUD requirements. For example, staff is showing a 25' setback from the parcel to the north, but not from the parcel to the northeast where a portion of

the Barry's/Chase Bank parking lot is today. Staff is also showing a modified stepback, with a 10' stepback depth at the fourth floor, as opposed to 25' deep stepbacks at the third and fourth floors. These modifications would allow for approximately 14-17 additional dwelling units when compared to the fourth scenario. This would result in approximately 3,400 sf of retail and 73,100 sf of multifamily development, or approximately 73-85 residential units.

Figure 17: Scenario 6: UC/MUD Across Full Site – 5 stories/55'



- UC/MUD development of full site
- 35' setback (SB) from R-6 zoned single-detached parcel only
  - No setback from R-6 Barry's parking lot
- 5-story UC/MUD option with modified stepback (10' deep at 4th floor and additional 25' deep at 5th floor)
  - 9 - 11 more dwelling units compared to Scenario 5
- **Retail 3,400 SF**
- **Multifamily Residential 82,000 SF (82 - 96 units)**

Following the LRPC meeting, the applicant asked for consideration of an alternative proposal that would include a potential fifth story along with a deeper than required setback along the north side, to address LRPC feedback about the importance of conserving tree canopy (with a greater setback between the subject site and the single-detached dwelling to the north) and placing the parking garage access within the building, as opposed to within the setback area. Staff prepared Scenario 6 to evaluate the applicant's request, particularly the potential for addressing the LRPC's feedback and mitigating impacts to the adjacent low-density residential edge.

Scenario 6 shows a wider, 35' setback (for floors one through three) from the northern property line, which would increase the landscaped buffer on this side of the building by 40%, compared to Scenario 5, as well as the opportunity to conserve the tree canopy in this location. In this scenario, the fourth and fifth floors step back from the northern wall of the building base an additional 10' and 25', respectively. Due to the increased setback and additional stepbacks, the fourth and fifth floors are further away from the northern property line - 45' and 70' respectively - which improves the transition to the adjacent single-detached dwellings compared to Scenario 5. Increasing the setback and placing the parking garage access and ramping within the building affects the number of dwelling units that can be achieved per floor. However, the additional fifth floor provides the opportunity to accommodate the units that could be lost with this smaller floorplate, plus potentially 11 additional units. This scenario achieves the goals for tree canopy conservation and sensitive height transitions while increasing housing supply near Metro. Approximately 3,400 sf of retail space and 82,000 square feet of residential space, or 82-96 dwelling units, could be achieved under this scenario.

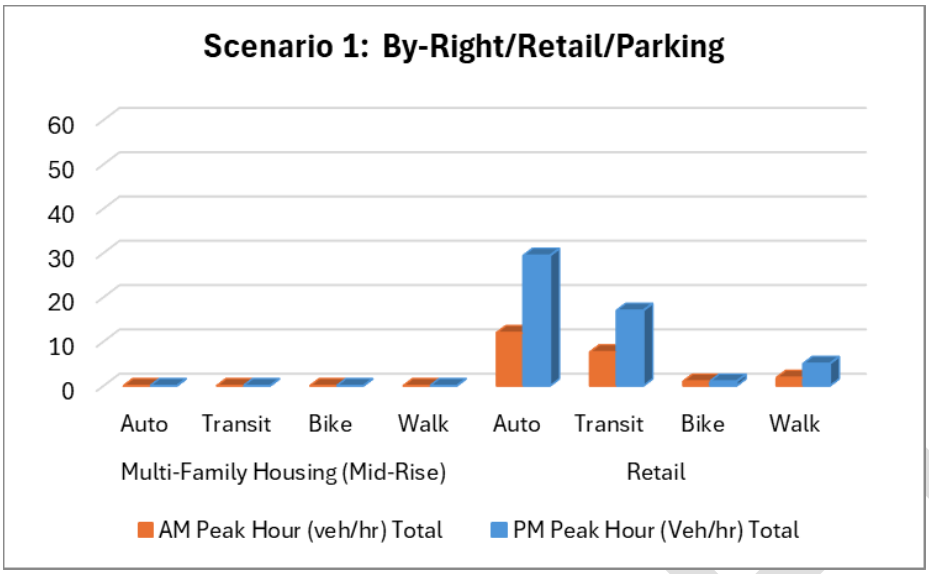
Preliminary Transportation Analysis

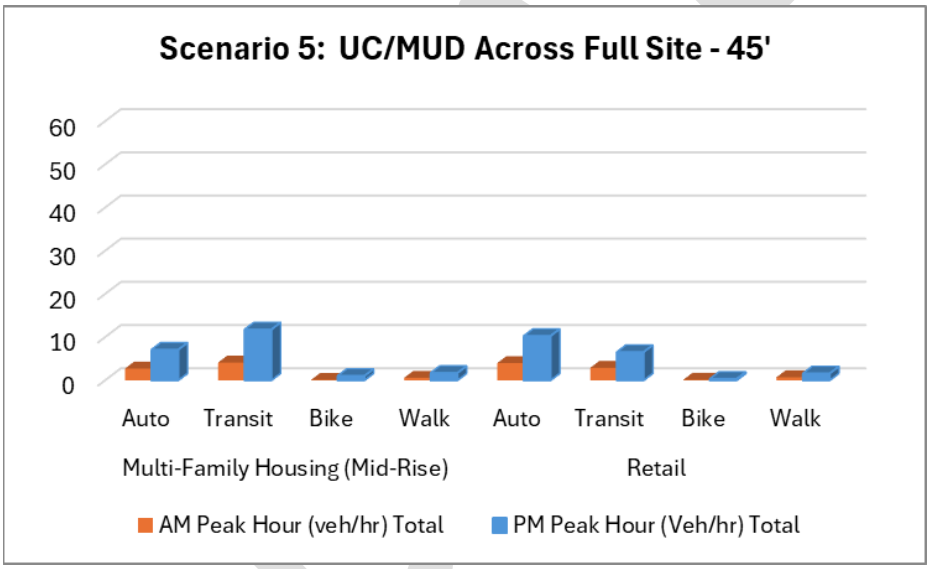
To determine the potential automobile trip generation impact of these development scenarios, staff used Arlington County's process for trip generation, which uses the *Institute of Transportation Engineers Trip Generation Manual – 11th Edition* as the starting point. The assumptions used included:

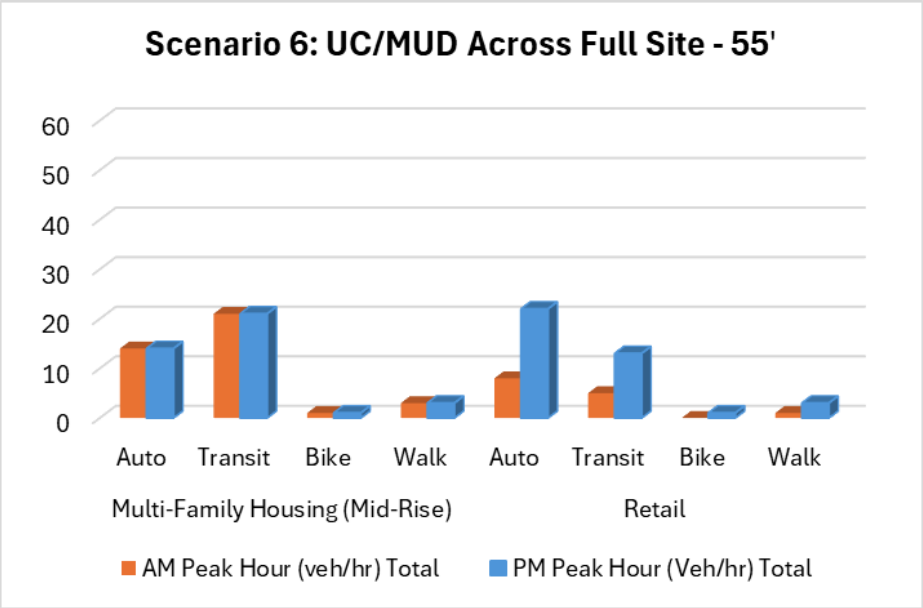
- The Average Vehicle Occupancy for Multi-Family Housing (Mid-Rise) is 1.13 persons per vehicle arriving and 1.09 persons per vehicle departing. The Average Vehicle Occupancy for strip retail plaza is 1.17 persons per vehicle arriving and 1.16 persons per vehicle departing.
- Mode share for the site was determined by the Arlington County Mode Share Assumptions using MWCOG Household Travel Survey Data. Based on the site location and its characteristics, mode shares are most closely associated with those of the Clarendon/Courthouse area:
    - For the scenarios evaluated through this Study, the residential use suggests part of the site will function as a trip "producer," generating more person trips than it attracts during peak hours. The assumed mode split is as follows: Vehicle: 39%, Transit: 52%, and Active: 9%. The retail part of the site will function as a trip "attractor," attracting more person trips than it generates during the peak hours. The assumed mode split is as follows: Vehicle: 60%, Transit: 31%, and Active: 9%.

Below is the summary of the potential trips generated for key redevelopment scenarios. Appendix 1 provides additional detail on this analysis conducted by staff.

Figure 18: Trip Generation Summary for Scenarios 1, 5 and 6







The preliminary trip generation numbers show that a by-right development (Scenario 1) would generate more peak hour trips than either the 45' or 55' building height UC/MUD scenarios. The most dense scenario in terms of residential units, Scenario 6, indicates the greatest number of auto trips would be approximately 20 retail trips during the PM peak hour and the greatest number of residential transit trips would be less than 20 during the AM and PM peak hours. The number of potential trips associated with each of the scenarios would be supported by the existing transportation system. If a UC/MUD application is filed, the applicant will be required to submit a more in-depth multimodal transportation analysis (MMTA) to determine if there are multimodal constraints or challenges that may need potential changes/mitigation measures.

In terms of other transportation research, Vision Zero audit findings identified a pedestrian crash at the Wilson Boulevard and North Fillmore Street intersection, reinforcing the need for enhanced safety measures such as curb extensions, high-visibility crosswalks, and reduced turning radii. Vision Zero audits also found two vehicular crashes at the intersection at North Fillmore Street and Franklin Road (one block north of the subject site) —one in 2021 and another in 2025—with identical circumstances. In both cases, a vehicle approached the stop sign on North Fillmore Street, came to a complete stop, and then proceeded into the intersection without yielding to cross traffic on Franklin Road, which does not have a stop sign. The last documented review of this intersection that included an All-Way Stop (AWS) analysis was conducted in 2018, at which time the location did not meet the required warrants. The community can request a new review at any time.

Preliminary Arlington Public Schools Student Generation Analysis

In addition to looking at the potential transportation impacts of the redevelopment scenarios, staff also worked with Arlington Public Schools (APS) to develop a preliminary student

generation analysis.[1] This analysis was based on Scenario 5 and Scenario 6. The numbers for Scenario 5 were revised following the LRPC meeting to correct an assumption error. APS estimates that Scenario 5 could generate a total of approximately five students at the following grade levels:

- Elementary School Students (Grades K-5): 1
- Middle School Students (Grades 6-8): 2
- High School Students (Grades 9-12): 2

Scenario 6 could generate a total of approximately six students at the following grade levels:

- Elementary School Students (Grades K-5): 2
- Middle School Students (Grades 6-8): 2
- High School Students (Grades 9-12): 2

The subject site is currently zoned for the following neighborhood school attendance zones: Innovation Elementary School, Dorothy Hamm Middle School, and Washington-Liberty High School. These estimates were developed using the most recent (Fall 2024) student generation factors. Should the unit type, number of housing units or student generation factors change, the student estimates would also change.

LRPC AND PUBLIC INPUT

On September 30, 2025, a combined Tier I and II LRPC meeting was held to present the applicant's request and staff's analysis. LRPC members included Planning Commissioners and representatives of the Transportation Commission, the Forestry and Natural Resources Commission, the Housing Commission and the Lyon Village Citizens Association and the Clarendon-Courthouse Civic Association. Members of the public were also invited to attend the meeting. Notification for this meeting included emails to the GovDelivery subscribers for LRPC meetings, LRPC and project webpage postings, emails to aforementioned commission/committee staff liaisons, emails to the aforementioned civic association leadership and flyers distributed to the residences and businesses on the subject block and across from or adjacent to the site.

At the meeting, staff presented the site studies for Scenarios 1 – 5 described above which were intended to illustrate various scales of development and enable discussion with the LRPC on trade-offs associated with density, building height and massing, tree canopy coverage and building placement. The applicants also presented an overview of their requested amendments and potential redevelopment ideas.

Following the presentation the LRPC participants and members of the public at the meeting provided input on the appropriateness of the proposed GLUP designations; the surrounding

[1] **Disclaimer:** Student generation estimates are developed using recent historical student generation factors. Should these housing unit characteristics or the student generation factors change, then the student generation estimates would also change. Information provided by the Department of Community, Planning, Housing and Development (CPHD) is the 'best available' within these constraints. APS provides no guarantee that any proposed residential development will continually be served by the same elementary, middle and high school(s).

context; building height; the proposed guiding principles; by-right and site plan development; tree canopy and green space; and parking, traffic and safety.

Among the LRPC members, there was general consensus that the proposed GLUP amendments are in the realm of consideration. An area of overall priority was how the transition from the subject site to the neighborhood would be addressed. There was a strong preference for providing a 25' or more setback along the north side to maintain the landscaped buffer between adjacent houses and the new development without any drive aisles or ramps located in this setback. There was a preference for stepbacks, in addition to setbacks, to mitigate any potential impact of shadows.

In terms of the tree canopy, this was a topic of interest and there was a marked preference for conserving the existing tree canopy and mature trees on the site, particularly those located on the northern edge. This could also serve to soften the transition between the site and the single-detached dwellings to the north. Other suggestions included ensuring that the future building design incorporate historical, or at least compatible, architectural elements, given that the site is adjacent to historic buildings and that wider sidewalks should be provided to accommodate the expected increased pedestrian traffic.

Among the members of the public who provided comments at the LRPC meeting, there was some support for the proposed GLUP amendments and the potential redevelopment of the site. There was support for providing a full 25' setback/landscaped area along the north side to maintain the buffer between the neighborhood and the new development and conserve the existing tree canopy along that edge. There were concerns with placing the dumpsters, loading dock and parking deck so close to the neighborhood, concerns about noise from potential retail uses and concerns about the potential for shadows on the property to the north. There was also support for the County to develop a safer design for the intersection of North Fillmore Street and North Franklin Road located one block north of the subject site, stating that it is very dangerous for pedestrians and bicyclists. These transportation issues could be addressed as part of a future development application review or through another DES-led project (*see Staff Analysis and Key Findings section for more information*).

Additional details of the feedback heard can be found in the Tier I and Tier II Long Range Planning Committee Meeting Summary.

GUIDING PRINCIPLES AND CONSIDERATIONS

GLUP Designation and Zoning Category

Based on the analysis of existing planning guidance and site conditions, potential land use designations and development scenarios, and the input received from the LRPC at the September 30th meeting and the public thus far, staff concludes the requested GLUP amendments are in the realm of consideration and recommends that the County Board authorize advertisement of an amendment to the GLUP to change the Clarendon Revitalization District boundary to include the entire subject property and to amend the land use designation from "Service Commercial" and

"Low" Residential (1-10 units/acre) to all "Service Commercial." The Clarendon Sector Plan calls for the Wilson Boulevard portion of the site to be redeveloped, and allowing the full site to redevelop could help to make the redevelopment of this relatively small site more viable and economically feasible, and help realize the vision set forth in the Clarendon Sector Plan.

Should a future UC/MUD application be filed, the following areas should be carefully evaluated with County, commission and community input:

- building scale and massing - sensitivity in design and building height to nearby buildings;
- contextually appropriate building design in relation to adjacent buildings with historic preservation easements;
- building orientation, spacing, and setbacks;
- pedestrian facilities and access, including ADA-accessible sidewalks;
- bike facilities and access;
- parking and circulation;
- shared mobility device parking for multimodal access;
- landscaped space/impervious surfaces;
- tree canopy conservation;
- storm drainage;
- attainment of public realm improvements; and
- affordable housing contributions.

Any future redevelopment application for this site should be consistent with adopted Comprehensive Plan policies, Clarendon Sector Plan policies and recommendations, and in conformance with applicable zoning regulations, noting that the County Board has discretion to modify certain zoning standards when it finds there is sufficient reason to consider an alternative standard, while still meeting the principles and goals laid out in this Study Document and the Clarendon Sector Plan.

Guiding Principles

In addition to the recommendations regarding the appropriate GLUP designations for the site, the following Guiding Principles were developed to inform potential future development. These principles are intended to be high-level to provide a balance between guidance and flexibility. To implement the Clarendon Sector Plan recommendations for lower-scale, mixed-use development along the north edge of Wilson Boulevard, the requested GLUP amendments would enable development through the intended zoning tool, the UC/MUD.

The first four Guiding Principles below were prepared by staff in advance of and discussed at the LRPC meeting. LRPC members expressed general support for these principles. As previously mentioned, one of the primary topics at the meeting was the importance of having an appropriate transition from the subject site to the single-detached dwelling to the north, including landscape buffering and tree canopy conservation. As a response to this concern, following the meeting the applicant proposed a new alternative. The applicant requests consideration of a potential fifth story in return for a greater than required setback from the northern property line. This setback

area is proposed to be clear of any drive aisle/parking ramp to allow better opportunities for landscaping and tree canopy conservation.

Staff has drafted a fifth guiding principle for public feedback, to reflect the potential tradeoffs of an additional floor of development, an increased setback from the northern property line, and tree canopy that exceeds the 15% minimum recommendation set forth in the Clarendon Sector Plan.

The Guiding Principles for this Special GLUP Study are:

1. Apply recommendations and guidelines of the Clarendon Sector Plan to inform and guide any future UC/MUD proposal.

2. Apply the Clarendon-specific UC/MUD regulations (ACZO §10.2.5) to guide any future UC/MUD proposal, recognizing the maximum height limit of 45', as well as the County Board's discretion to consider and approve appropriate adjustments to meet the overall intent of the Sector Plan recommendations.

3. In the context of that flexibility for the County Board's discretion, the building scale, massing, and materials should complement and transition well to adjacent properties with historic buildings, specifically but not limited to 2825 Wilson Boulevard, and those with a lower or equivalent scale.

4. Conserving the existing tree canopy and landscaped spaces, and expanding where possible, is highly encouraged, particularly along the northern edge of the site, to aid in buffering and maintaining greener conditions.

5. A UC/MUD proposal that allows a five-story development (maximum height limit of 55-60') could be considered if the development provides the following:

    a. A setback from the northern property line that exceeds the 25' minimum and is not encumbered by any driveways, parking ramps or a portion of the building;
    b. Stepbacks of the fourth and fifth stories that provide an appropriate transition of height and massing to adjacent properties to the north; and
    c. Tree canopy that meaningfully exceeds the minimum recommendation of the Clarendon Sector Plan, with an emphasis on canopy conservation within the northern setback.

In addition to these Guiding Principles, the Clarendon Sector Plan, the LRPC discussion, site studies, and 3-D massing models provide additional guidance that should be taken into consideration should an applicant seek to redevelop the site. Additional detailed guidance may also be developed through the UC/MUD Review Committee process in response to the specifics of any future UC/MUD application.

Transportation topics such as access and circulation, street design and pedestrian safety, sidewalk design, bicycle and micromobility infrastructure, transit, parking and loading, and traffic impacts

and mitigation will all be addressed during an UC/MUD review process based on the guidance of the Clarendon Sector Plan, the MTP and other County plans and policies.

IMPLEMENTATION RECOMMENDATIONS

Based upon the research and analysis discussed above and the input received at the LRPC meeting and the public thus far, staff recommends that the County Board:

- Accept this Study Document to provide guidance to inform the development and review of any future special exception use permit application; and
- Authorize advertisement of GLUP amendments, concurrent with consideration of a future UC/MUD and rezoning applications, to:
    - Adjust the Clarendon Revitalization District boundary to include the entire 2847 Wilson Boulevard property;
    - Amend the GLUP designation from "Service Commercial" and "Low" Residential (1-10 units/acre) to all "Service Commercial" and;
    - Amend the location of the New Directions High School Program on the GLUP Public Facility Map to reflect its co-location with the Langston High School Continuation Program.

ACKNOWLEDGEMENTS

This document was informed by comments provided through the Long Range Planning Committee of the Planning Commission participants and members of the public.

- Arlington County
    - Department of Community Planning, Housing and Development – Planning Division (Comprehensive Planning), Neighborhood Services Division (Historic Preservation Program)
    - Department of Environmental Services - Transportation Planning Bureau, Transit Bureau, Transportation Engineering & Operations Bureau, Transportation Resources for Arlington County, Office of Sustainability & Environmental Management
    - Department of Parks and Recreation – Natural Resources Division (Urban Forestry Section)

APPENDIX

Appendix 1: Preliminary Transportation Analysis

Below is the auto trip generation analysis prepared by County staff based on the different development scenarios (1 - 5) presented during the LRPC meeting and Scenario 6 developed following the LRPC discussion. Staff utilized the *County Standards* to prepare this analysis.

- Applicant Scenario (As presented at 9/30/2025 LRPC meeting)

Land Use	ITE Land Use Code	Quantity	Independent Variable (Unit)	AM Peak Hour (veh/hr)			PM Peak Hour (Veh/hr)			Weekday (veh)		
				In	Out	Total	In	Out	Total	In	Out	Total
Multi-Family Housing (Mid-Rise)*	221	85	D.U.	7	24	31	20	13	33	179	180	359
Strip Retail Plaza	822	8600	S.F.	16	10	26	35	35	70	298	297	595

*Average Rate was used for AM Peak hour. Fitted Curve Equation was used for PM Peak Hour and Weekday volumes.

Land Use	Average Vehicle Occupancy		AM Peak Hour (ppl/hr)			PM Peak Hour (ppl/hr)			Weekday (ppl)		
	In	Out	In	Out	Total	In	Out	Total	In	Out	Total
Multi-Family Housing (Mid-Rise)	1.13	1.09	8	26	34	23	14	37	202	196	398
Strip Retail Plaza	1.17	1.16	19	12	30	41	41	82	349	345	693

Land Use	Mode	Split	AM Peak Hour (veh/hr)			PM Peak Hour (Veh/hr)			Weekday		
			In	Out	Total	In	Out	Total	In	Out	Total
Multi-Family Housing (Mid-Rise)	Auto	39%	3	10	13	9	6	14	79	77	155
	Transit	52%	4	14	18	12	7	19	105	102	207
	Bike	1.5%	0	0	1	0	0	1	3	3	6
	Walk	7.5%	1	2	3	2	1	3	15	15	30
Strip Retail Plaza	Auto	60%	11	7	18	25	24	49	209	207	416
	Transit	31%	6	4	9	13	13	25	108	107	215
	Bike	1.5%	0	0	0	1	1	1	5	5	10
	Walk	7.5%	1	1	2	3	3	6	26	26	52

Land Use	Average Vehicle Occupancy		AM Peak Hour (ppl/hr)			PM Peak Hour (ppl/hr)			Weekday (ppl)		
	In	Out	In	Out	Total	In	Out	Total	In	Out	Total
Multi-Family Housing (Mid-Rise)	1.13	1.09	3	9	12	8	5	13	70	70	140
Strip Retail Plaza	1.17	1.16	10	6	16	21	21	42	179	178	357

Land Use	Mode	AM Peak Hour (veh/hr)			PM Peak Hour (Veh/hr)			Weekday		
		In	Out	Total	In	Out	Total	In	Out	Total
Multi-Family Housing (Mid-Rise)	Auto	3	9	12	8	5	13	70	70	140
	Transit	4	14	18	12	7	19	105	102	207
	Bike	0	0	1	0	0	1	3	3	6
	Walk	1	2	3	2	1	3	15	15	30
Strip Retail Plaza	Auto	10	6	16	21	21	42	179	178	357
	Transit	6	4	9	13	13	25	108	107	215
	Bike	0	0	0	1	1	1	5	5	10
	Walk	1	1	2	3	3	6	26	26	52

- Staff Scenario 1

Land Use	ITE Land Use Code	Quantity	Independent Variable (Unit)	AM Peak Hour (veh/hr)			PM Peak Hour (Veh/hr)			Weekday (veh)		
				In	Out	Total	In	Out	Total	In	Out	Total
Multi-Family Housing (Mid-Rise)*	220	0	D.U.	0	0	0	0	0	0	0	0	0
Strip Retail Plaza	822	13800	S.F.	21	15	36	49	49	98	406	406	812

*Average Rate was used for AM Peak hour. Fitted Curve Equation was used for PM Peak Hour and Weekday volumes.

Land Use	Average Vehicle Occupancy		AM Peak Hour (ppl/hr)			PM Peak Hour (ppl/hr)			Weekday (ppl)		
	In	Out	In	Out	Total	In	Out	Total	In	Out	Total
Multi-Family Housing (Mid-Rise)	1.13	1.09	0	0	0	0	0	0	0	0	0
Strip Retail Plaza	1.17	1.16	25	17	42	57	57	114	475	471	946

Land Use	Mode	Split	AM Peak Hour (veh/hr)			PM Peak Hour (Veh/hr)			Weekday		
			In	Out	Total	In	Out	Total	In	Out	Total
Multi-Family Housing (Mid-Rise)	Auto	39%	0	0	0	0	0	0	0	0	0
	Transit	52%	0	0	0	0	0	0	0	0	0
	Bike	1.5%	0	0	0	0	0	0	0	0	0
	Walk	7.5%	0	0	0	0	0	0	0	0	0
Strip Retail Plaza	Auto	60%	14	11	25	34	35	69	285	283	568
	Transit	31%	8	5	13	17	18	35	147	146	293
	Bike	1.5%	1	0	1	1	0	1	7	7	14
	Walk	7.5%	2	1	3	5	4	9	36	35	71

Land Use	Average Vehicle Occupancy		AM Peak Hour (ppl/hr)			PM Peak Hour (ppl/hr)			Weekday (ppl)		
	In	Out	In	Out	Total	In	Out	Total	In	Out	Total
Multi-Family Housing (Mid-Rise)	1.13	1.09	0	0	0	0	0	0	0	0	0
Strip Retail Plaza	1.17	1.16	12	9	21	29	30	59	244	243	487

Land Use	Mode	AM Peak Hour (veh/hr)			PM Peak Hour (Veh/hr)			Weekday		
		In	Out	Total	In	Out	Total	In	Out	Total
Multi-Family Housing (Mid-Rise)	Auto	0	0	0	0	0	0	0	0	0
	Transit	0	0	0	0	0	0	0	0	0
	Bike	0	0	0	0	0	0	0	0	0
	Walk	0	0	0	0	0	0	0	0	0
Strip Retail Plaza	Auto	12	9	21	29	30	59	244	243	487
	Transit	8	5	13	17	18	35	147	146	293
	Bike	1	0	1	1	0	1	7	7	14
	Walk	2	1	3	5	4	9	36	35	71

- Staff Scenario 2

Land Use	ITE Land Use Code	Quantity	Independent Variable (Unit)	AM Peak Hour (veh/hr)			PM Peak Hour (Veh/hr)			Weekday (veh)		
				In	Out	Total	In	Out	Total	In	Out	Total
Multi-Family Housing (Mid-Rise)*	220	23	D.U.	7	23	30	19	11	30	78	77	155
Strip Retail Plaza	822	8130	S.F.	15	10	25	34	33	67	286	287	573

*Average Rate was used for AM Peak hour. Fitted Curve Equation was used for PM Peak Hour and Weekday volumes.

Land Use	Average Vehicle Occupancy		AM Peak Hour (ppl/hr)			PM Peak Hour (ppl/hr)			Weekday (ppl)		
	In	Out	In	Out	Total	In	Out	Total	In	Out	Total
Multi-Family Housing (Mid-Rise)	1.13	1.09	8	25	33	21	12	33	88	84	172
Strip Retail Plaza	1.17	1.16	18	12	29	40	38	78	335	333	668

Land Use	Mode	Split	AM Peak Hour (veh/hr)			PM Peak Hour (Veh/hr)			Weekday		
			In	Out	Total	In	Out	Total	In	Out	Total
Multi-Family Housing (Mid-Rise)	Auto	39%	3	10	13	8	5	13	34	33	67
	Transit	52%	4	13	17	11	6	17	46	43	89
	Bike	1.5%	0	0	0	0	0	1	2	1	3
	Walk	7.5%	1	1	2	2	1	3	7	6	13
Strip Retail Plaza	Auto	60%	10	7	17	24	23	47	201	200	401
	Transit	31%	5	4	9	12	12	24	104	103	207
	Bike	1.5%	0	0	0	1	0	1	5	5	10
	Walk	7.5%	1	1	2	3	3	6	25	25	50

Land Use	Average Vehicle Occupancy		AM Peak Hour (ppl/hr)			PM Peak Hour (ppl/hr)			Weekday (ppl)		
	In	Out	In	Out	Total	In	Out	Total	In	Out	Total
Multi-Family Housing (Mid-Rise)	1.13	1.09	3	9	12	7	5	12	30	30	60
Strip Retail Plaza	1.17	1.16	9	6	15	20	20	40	172	172	344

Land Use	Mode	AM Peak Hour (veh/hr)			PM Peak Hour (Veh/hr)			Weekday		
		In	Out	Total	In	Out	Total	In	Out	Total
Multi-Family Housing (Mid-Rise)	Auto	3	9	12	7	5	12	30	30	60
	Transit	4	13	17	11	6	17	46	43	89
	Bike	0	0	0	0	0	1	2	1	3
	Walk	1	1	2	2	1	3	7	6	13
Strip Retail Plaza	Auto	9	6	15	20	20	40	172	172	344
	Transit	5	4	9	12	12	24	104	103	207
	Bike	0	0	0	1	0	1	5	5	10
	Walk	1	1	2	3	3	6	25	25	50

- Staff Scenario 3

Land Use	ITE Land Use Code	Quantity	Independent Variable (Unit)	AM Peak Hour (veh/hr)			PM Peak Hour (Veh/hr)			Weekday (veh)		
				In	Out	Total	In	Out	Total	In	Out	Total
Multi-Family Housing (Mid-Rise)*	221	55	D.U.	5	15	20	13	9	22	125	125	250
Strip Retail Plaza	822	3350	S.F.	8	6	14	18	18	36	186	185	371

*Average Rate was used for AM Peak hour. Fitted Curve Equation was used for PM Peak Hour and Weekday volumes.

Land Use	Average Vehicle Occupancy		AM Peak Hour (ppl/hr)			PM Peak Hour (ppl/hr)			Weekday (ppl)		
	In	Out	In	Out	Total	In	Out	Total	In	Out	Total
Multi-Family Housing (Mid-Rise)	1.13	1.09	6	16	22	15	10	25	141	136	278
Strip Retail Plaza	1.17	1.16	9	7	16	21	21	42	218	215	432

Land Use	Mode	Split	AM Peak Hour (veh/hr)			PM Peak Hour (Veh/hr)			Weekday		
			In	Out	Total	In	Out	Total	In	Out	Total
Multi-Family Housing (Mid-Rise)	Auto	39%	3	6	9	6	4	10	55	53	108
	Transit	52%	2	9	11	8	5	13	73	71	144
	Bike	1.5%	0	0	0	0	0	0	2	2	4
	Walk	7.5%	0	2	2	1	1	2	11	10	21
Strip Retail Plaza	Auto	60%	6	4	10	12	13	25	131	129	259
	Transit	31%	3	2	5	7	6	13	67	67	134
	Bike	1.5%	0	0	0	0	1	1	3	3	6
	Walk	7.5%	1	0	1	1	2	3	16	16	32

Land Use	Average Vehicle Occupancy		AM Peak Hour (ppl/hr)			PM Peak Hour (ppl/hr)			Weekday (ppl)		
	In	Out	In	Out	Total	In	Out	Total	In	Out	Total
Multi-Family Housing (Mid-Rise)	1.13	1.09	3	6	9	5	4	9	49	49	98
Strip Retail Plaza	1.17	1.16	4	4	8	10	11	21	112	111	223

Land Use	Mode	AM Peak Hour (veh/hr)			PM Peak Hour (Veh/hr)			Weekday		
		In	Out	Total	In	Out	Total	In	Out	Total
Multi-Family Housing (Mid-Rise)	Auto	3	6	9	5	4	9	49	49	98
	Transit	2	9	11	8	5	13	73	71	144
	Bike	0	0	0	0	0	0	2	2	4
	Walk	0	2	2	1	1	2	11	10	21
Strip Retail Plaza	Auto	4	4	8	10	11	21	112	111	223
	Transit	3	2	5	7	6	13	67	67	134
	Bike	0	0	0	0	1	1	3	3	6
	Walk	1	0	1	1	2	3	16	16	32

- Staff Scenario 4

Land Use	ITE Land Use Code	Quantity	Independent Variable (Unit)	AM Peak Hour (veh/hr)			PM Peak Hour (Veh/hr)			Weekday (veh)		
				In	Out	Total	In	Out	Total	In	Out	Total
Multi-Family Housing (Mid-Rise)*	221	68	D.U.	6	19	25	16	11	27	154	155	309
Strip Retail Plaza	822	3350	S.F.	8	6	14	18	18	36	186	185	371

*Average Rate was used for AM Peak hour. Fitted Curve Equation was used for PM Peak Hour and Weekday volumes.

Land Use	Average Vehicle Occupancy		AM Peak Hour (ppl/hr)			PM Peak Hour (ppl/hr)			Weekday (ppl)		
	In	Out	In	Out	Total	In	Out	Total	In	Out	Total
Multi-Family Housing (Mid-Rise)	1.13	1.09	7	21	27	18	12	30	174	169	343
Strip Retail Plaza	1.17	1.16	9	7	16	21	21	42	218	215	432

Land Use	Mode	Split	AM Peak Hour (veh/hr)			PM Peak Hour (Veh/hr)			Weekday		
			In	Out	Total	In	Out	Total	In	Out	Total
Multi-Family Housing (Mid-Rise)	Auto	39%	3	8	11	7	5	12	68	66	134
	Transit	52%	4	11	14	9	6	16	90	88	178
	Bike	1.5%	0	0	0	0	0	0	3	2	5
	Walk	7.5%	1	2	2	1	1	2	13	13	26
Strip Retail Plaza	Auto	60%	6	4	10	13	13	25	130	129	259
	Transit	31%	3	2	5	7	6	13	67	67	134
	Bike	1.5%	0	0	0	0	0	1	3	3	6
	Walk	7.5%	1	1	1	2	2	3	16	16	32

Land Use	Average Vehicle Occupancy		AM Peak Hour (ppl/hr)			PM Peak Hour (ppl/hr)			Weekday (ppl)		
	In	Out	In	Out	Total	In	Out	Total	In	Out	Total
Multi-Family Housing (Mid-Rise)	1.13	1.09	2	7	10	6	4	11	60	60	121
Strip Retail Plaza	1.17	1.16	5	4	8	11	11	22	111	111	222

Land Use	Mode	AM Peak Hour (veh/hr)			PM Peak Hour (Veh/hr)			Weekday		
		In	Out	Total	In	Out	Total	In	Out	Total
Multi-Family Housing (Mid-Rise)	Auto	2	7	10	6	4	11	60	60	121
	Transit	4	11	14	9	6	16	90	88	178
	Bike	0	0	0	0	0	0	3	2	5
	Walk	1	2	2	1	1	2	13	13	26
Strip Retail Plaza	Auto	5	4	8	11	11	22	111	111	222
	Transit	3	2	5	7	6	13	67	67	134
	Bike	0	0	0	0	0	1	3	3	6
	Walk	1	1	1	2	2	3	16	16	32

- Staff Scenario 5

Land Use	ITE Land Use Code	Quantity	Independent Variable (Unit)	AM Peak Hour (veh/hr)			PM Peak Hour (Veh/hr)			Weekday (veh)		
				In	Out	Total	In	Out	Total	In	Out	Total
Multi-Family Housing (Mid-Rise)*	221	85	D.U.	7	24	31	20	13	33	193	193	386
Strip Retail Plaza	822	3350	S.F.	8	6	14	18	18	36	186	185	371

*Average Rate was used for AM Peak hour. Fitted Curve Equation was used for PM Peak Hour and Weekday volumes.

Land Use	Average Vehicle Occupancy		AM Peak Hour (ppl/hr)			PM Peak Hour (ppl/hr)			Weekday (ppl)		
	In	Out	In	Out	Total	In	Out	Total	In	Out	Total
Multi-Family Housing (Mid-Rise)	1.13	1.09	8	26	34	23	14	37	218	210	428
Strip Retail Plaza	1.17	1.16	9	7	16	21	21	42	218	215	432

Land Use	Mode	Split	AM Peak Hour (veh/hr)			PM Peak Hour (Veh/hr)			Weekday		
			In	Out	Total	In	Out	Total	In	Out	Total
Multi-Family Housing (Mid-Rise)	Auto	39%	3	10	13	8	6	14	85	82	167
	Transit	52%	4	14	18	12	7	19	113	110	223
	Bike	1.5%	0	1	1	1	0	1	3	3	6
	Walk	7.5%	1	2	3	2	1	3	16	16	32
Strip Retail Plaza	Auto	60%	6	4	10	12	13	25	130	129	259
	Transit	31%	3	2	5	7	6	13	67	67	134
	Bike	1.5%	0	0	0	0	0	1	3	3	6
	Walk	7.5%	1	1	1	2	1	3	16	16	32

Land Use	Average Vehicle Occupancy		AM Peak Hour (ppl/hr)			PM Peak Hour (ppl/hr)			Weekday (ppl)		
	In	Out	In	Out	Total	In	Out	Total	In	Out	Total
Multi-Family Housing (Mid-Rise)	1.13	1.09	3	9	12	7	5	12	75	75	151
Strip Retail Plaza	1.17	1.16	4	4	8	10	11	21	111	111	222

Land Use	Mode	AM Peak Hour (veh/hr)			PM Peak Hour (Veh/hr)			Weekday		
		In	Out	Total	In	Out	Total	In	Out	Total
Multi-Family Housing (Mid-Rise)	Auto	3	9	12	7	5	12	76	75	151
	Transit	4	14	18	12	7	19	113	110	223
	Bike	0	1	1	1	0	1	3	3	6
	Walk	1	2	3	2	1	3	16	16	32
Strip Retail Plaza	Auto	4	4	8	10	11	21	111	111	222
	Transit	3	2	5	7	6	13	67	67	134
	Bike	0	0	0	0	0	1	3	3	6
	Walk	1	1	1	2	1	3	16	16	32

- Staff Scenario 6 (Developed after 9/30/2025 LRPC meeting)

Land Use	ITE Land Use Code	Quantity	Independent Variable (Unit)	AM Peak Hour (veh/hr)			PM Peak Hour (Veh/hr)			Weekday (veh)		
				In	Out	Total	In	Out	Total	In	Out	Total
Multi-Family Housing (Mid-Rise)*	221	96	D.U.	8	28	36	23	14	37	218	218	436
Strip Retail Plaza	822	3350	S.F.	8	6	14	18	18	36	186	185	371

*Average Rate was used for AM Peak hour and Weekday. Fitted Curve Equation was used for PM Peak Hour volumes.

Land Use	Average Vehicle Occupancy		AM Peak Hour (ppl/hr)			PM Peak Hour (ppl/hr)			Weekday (ppl)		
	In	Out	In	Out	Total	In	Out	Total	In	Out	Total
Multi-Family Housing (Mid-Rise)	1.13	1.09	9	31	40	26	15	41	246	238	484
Strip Retail Plaza	1.17	1.16	9	7	16	21	21	42	218	215	432

Land Use	Mode	Split	AM Peak Hour (veh/hr)			PM Peak Hour (Veh/hr)			Weekday		
			In	Out	Total	In	Out	Total	In	Out	Total
Multi-Family Housing (Mid-Rise)	Auto	39%	4	12	15	10	6	16	96	93	189
	Transit	52%	5	16	21	13	8	21	128	124	252
	Bike	1.5%	0	1	1	1	0	1	4	4	7
	Walk	7.5%	1	2	3	2	1	3	18	18	36
Strip Retail Plaza	Auto	60%	6	4	10	13	13	25	131	129	259
	Transit	31%	3	2	5	7	6	13	67	67	134
	Bike	1.5%	0	0	0	0	0	1	3	3	6
	Walk	7.5%	0	1	1	1	2	3	16	16	32

Land Use	Average Vehicle Occupancy		AM Peak Hour (ppl/hr)			PM Peak Hour (ppl/hr)			Weekday (ppl)		
	In	Out	In	Out	Total	In	Out	Total	In	Out	Total
Multi-Family Housing (Mid-Rise)	1.13	1.09	3	11	14	9	5	14	85	85	170
Strip Retail Plaza	1.17	1.16	5	4	8	11	11	22	112	111	223

Land Use	Mode	AM Peak Hour (veh/hr)			PM Peak Hour (Veh/hr)			Weekday		
		In	Out	Total	In	Out	Total	In	Out	Total
Multi-Family Housing (Mid-Rise)	Auto	3	11	14	9	5	14	85	85	170
	Transit	5	16	21	13	8	21	128	124	252
	Bike	0	1	1	1	0	1	4	4	7
	Walk	1	2	3	2	1	3	18	18	36
Strip Retail Plaza	Auto	5	4	8	11	11	22	112	111	223
	Transit	3	2	5	7	6	13	67	67	134
	Bike	0	0	0	0	0	1	3	3	6
	Walk	0	1	1	1	2	3	16	16	32