

February Engagement Part 2 Survey Questions & Responses

1. Please share your thoughts regarding the proposed concept on slides 7 and 8 for Fairfax Drive and The West End plaza. (Open Ended)

Beautiful

"It's fine, I mostly want to say both the proposed heights (and those in the Sector Plan) are waaaaay too low for right next to the metro, and the proposed / typical ""tapers"" aren't really needed here.

Also it's offensive to talk about this measuring from the nearest ""residential"" zone as though the proposed projects weren't ""residential"" in their own right! A high-rise apartment building is far more ""residential"" than a block of single-family houses and we should stop being so needlessly chauvinistic about detached houses, and we must stop pretending that keeping homes like mine out of the way from old rich homeowners is some sort of worthwhile policy goal."

The bike connection through this space must be safe and comfortable. That means it can't be blocked by church traffic, or require blind crossings, or involve a lot of conflicts with people walking - we need safe and comfortable *separate* spaces.

Overall good. Can the vehicular access on the Northside social be omitted? Those business have access from the Wilson side.

"The current staff proposal represents a viable plan that will maximize park space while minimizing the perceived impacts for the local businesses. Another option would be to create structured parking somewhere nearby, but that has its own challenges, and does not address the delivery and service/emergency response needs for that area. Certainly the park will enhance, rather than diminish, the attractiveness of the area for pedestrians and bicyclists. If we are to continue to pursue multi-modal mobility and reduced dependence on cars, this proposal supports that intent in a most business-friendly way. This area does not need much structured/activated space, given that the entire sector has/will have quite a bit of that scattered throughout current buildings and proposed buildings. The linear park should be as natural and organic as possible, with the features presented on the slides about topography, ecology and biophilic immersion dominating the design. If there are to be edge/transition features and flex areas for various public uses, they should be embedded in the Triangle Park and the open space at the tip of the St Charles wedge. The linear park should contrast as much as possible with built space to provide the full range of biophilic benefit and respite from urban activity."

This area should definitely be a public space. The best solution would be a multi-functional space where events can be held and where people can gather. Something appropriate for Pop-up vendors, food trucks, live outdoor music, outdoor movies shown, starting points for running/bike races, etc...

Seems consistent with the Sector Plan for Clarendon.

The idea of a linear park is fantastic, my only concern is the allowance of "short term parking" alongside Northside Social, which if done incorrectly will ensure constant car traffic through the area, massively disincentivizing cyclists from using the area. Significant efforts to discourage private vehicles from blocking cycling routes and endlessly idling right next to public spaces would need to be made. I like turning Fairfax Drive into a park -- it's not very attractive now.

More canopy. Close the parking lots. It's confusing traffic and not very useful. Expand parking opportunity for commuters.

Agree. But the "alley" needs to be park-like and free of garbage, disposal, and long-term parking. It should be restricted to necessary traffic and loading and drop-off traffic.

Largely supportive but deeply concerned about the impact to the future St. Charles redevelopment. The current plans call for a partner redevelopment on the western portion of the site. Right now, the current County designs would unnecessarily restrict any pick-up or drop-off for that site.

I think the proposal for a linear park looks wonderful, though I would want some additional clarity around bike facilities in the vehicle accessible one way. I am not sure that American motorists are sufficiently familiar with autoluw style roads to succeed in this sort of environment without explicit dedication or enforcement of bike facilities.

Appears to be in line with the Clarendon Sector Plan.

Largely supportive but deeply concerned about the impact to the future St. Charles redevelopment. The current plans call for a partner redevelopment on the western portion of the site. Right now, the current County designs would unnecessarily restrict any vehicular access for that site. It seems that the County has been mindful of business needs for NOSO and the garage. I hope that the County is equally sensitive to the needs of the St. Charles site.

I would support efforts to improve vehicle traffic to St. Charles to the same extent permitted to others in the area.

The inclusion of additional green space is a welcome addition, but the proposal appears to needlessly restrict access to St. Charles. The church is an important community hub, and requiring all access through the busy Washington Blvd entrance would make things unnecessarily difficult. Just as the county has shown consideration for the needs of the business along Wilson Blvd, it should reevaluate access for St. Charles.

I like it, would like to continue to see the plans develop.

Well i appreciate open space, there is already not enough parking in Clarendon and taking away the 80+ spaces is not the answer. Coming from the West on Fairfax Drive, being able to park without having to go into the heart of Clarendon yet still be able to patronize the establishments in Clarendon is key which I have been doing for years. You are forcing any vehicle traffic to divert to Wilson Blvd or Washington Blvd into Clarendon where the county is trying to make it more pedestrian friendly but instead forcing vehicles into Clarendon now to find parking instead of staying out and parking on Fairfax

Drive. A compromise would be to allow too reduce the # parking spaces and make the rest of the space a park and take away the entry to Fairfax Drive from Wilson.

"This is critical. I think the green space should be expanded. The county has very few open spaces for social gathering, especially near Clarendon. With Northside Social across the street, the green space will become an iconic space to meet. With the east-west orientation, the site will receive significant sunlight encouraging use.

My critique is that St. Charles should do absolutely everything in its power to expand the streetscape into a plaza for human use.

My first thought when I saw the site design with the open street was knowing that Father Planty had lived in Rome was that St. Charles was bringing some of the wonderful plazas from Rome to Arlington. I was thrilled.

Let's make this element much stronger, broader and longer."

Please make sure that vehicular access to the St. Charles site is unrestricted, similarly to the considerations taken for Northside Social.

I am largely supportive of the conversion of the street into some sort of multimodal green space but I am deeply concerned about the negative impacts on the future St. Charles redevelopment. Fairfax Dr. offers critical and essential access for the larger site and a completion conversion into a park would be detrimental and unfair, especially given the County's sensitivity to other nearby businesses. I would support the incorporation of limited vehicular movement through the space. Otherwise, I just don't see how this conversion would work without creating cascading downstream problems for traffic on Washington or Kirkwood, not to mention creating inequitable access issues for church goers and future residents.

St Charles and residential building will need access to parking - ensure that there is adequate space for entry/exit.

I am supportive but deeply concerned about the impact to St. Charles development. The current county designs would unnecessarily restrict any vehicular access to the site. It seems the county has been sensitive to NOSO business needs. I hope the county is equally sensitive to the needs of St. Charles Church.

Love it!

I like the idea of more green space, but seriously lament the continued attack on public parking. Suggesting the removal of parking in the dense urban corridor while also considering expanding access to residential parking in the single-family home neighborhoods feels unfair. The county seems to be saying simultaneously that there isn't a need for parking in the urban core, but that there is a need for overflow parking into the neighborhoods. It doesn't make sense.

Supportive, but I hope that the County is sensitive to the needs of the St. Charles site and doesn't restrict vehicular traffic.

I'm quite supportive but I'm very concerned about the impact on the future St. Charles redevelopment. The proposed plans call for a partner redevelopment on the Western portion of the site. The County's current designs would unnecessarily restrict any vehicular access for that site. If businesses like Northside Social and the garage are given access, why not the church and its partner in development?

None of the plans make it easy for bikes or pedestrians to navigate to and around Clarendon Central Park. Ideally the entire area would be car-free like Times Square in New York. But short of that, the plans improve but far from eliminate the dangers and unpleasantness faced by anyone not approaching the area in a car.

A pedestrian plaza is better than the current parking lot.

Why are pedestrians welcome into a green, biophilic linear park but bikes are banished to share the alley with trash trucks?

Also, given the 2-way protected bike lane at the west end of Fairfax Drive which connects to the Custis trail, and the difficulty of traversing the Fairfax Drive / Kirkwood / 10th St intersection in an "all-ages, all-abilities" fashion from the existing eastbound bike lane on the south side of Fairfax, the best long-term low-stress bike facility for Fairfax Drive is likely to be continuing that 2-way PBL on the north side of Fairfax Drive from Glebe to this plaza. The design of the plaza needs be planned for cyclists in both directions eventually being able to enter & exit on the north side of Fairfax Drive. The alley shown has 2-way bike traffic on the south side.

I am concerned about the implications for development of the St Charles site. Development of the Fairfax Drive linear park is a good idea, but careful coordination with development of the St Charles site is essential.

While I fully support walkability and increased park space (no matter how small), I am not sure eliminating vehicle access and limited parking will serve the needs of Saint Charles Church (weddings, funerals, other ceremonies).

I really love the proposed concept as the park and walking centers could have big potential to draw in crowds, restaurants, and tax revenue. However, an issue in DC is most parks and things of this nature are known only as gloomy homeless hot spots. I hope if this plan moves forward that does not become the situation here. Gotta lower property taxes in target areas to get them a bit of affordable housing in my opinion.

I love the plan to expand the open park space in the center of our community. I think it will be a great addition and bring the center of the community together in a cohesive way. I don't think closing the roads will have significant effect on traffic and will probably help make the somewhat confusion intersections easier to navigate, and I like the shared-use lane to help make the area more bike friendly.

Seems good, but I do not understand why idea of park on 10th is being abandoned.

The Linear Park design is a perfect solution for what is otherwise a horrible pedestrian and vehicular space. This concept will bring a better transition from the west to the Clarendon square if you will than walking up either Washington Blvd or Wilson.

Potential issues related to the proximity to the school grounds should be defined and mitigated. When St. C kids are outside, who is using the Fairfax Drive Open Space? Who can see the kids?

Nice idea, but would like to see accommodation for farmer's market where farmers could literally bring their trucks onto the plaza space. Perhaps the vehicular traffic lane would allow for that but it was not expressly mentioned. There is some concern for the loss of street parking, as business such as Northside Social benefit from available short-term parking.

I strongly support making park/multiuse space on Fairfax and keeping as much of it green as possible. Can entries to businesses be moved to Wilson to prevent need for alley? Why not require public garage in church building?

Overall it looks good. It's an exciting concept. I support some limited parking and vehicular access and the bike lanes. Northside is an important community asset and while we should not privatize the space we want to make sure we accommodate and encourage the business. The Fairfax Drive park would also be improved by breaking up the St. Charles project to provide the large population north of the site easier access. I support the Triangle Park expansion but not sure it's an ideal location, unless the function and programming is carefully thought out.

Very supportive of it. Excellent idea. Want to make sure existing businesses are not negatively harmed. should consider proper services access for these businesses.

It's the kiss of death for the planned retail facing Washington if peds can't walk through on the planned N. Ivy alley, and if that parking is lost.

Love the idea of a linear park for people, not cars. Why is the garage a historic preservation site? What does that mean?

The park instead of a parking lot would be a major improvement, and increased green space in the downtown area of Clarendon is very welcome. It will beautify the area and break up the concrete.

I am cautiously optimistic we could accommodate green space on Fairfax Drive and maintain some parking and loading necessary to support the small businesses in the historic buildings (and of course not force loading onto their Wilson frontages.) I think expanding triangle park is part of this - as well as getting rid of the notion of 90 foot tall development on that south side of Fairfax. We should continue to discuss open spaces here and mitigations for businesses.

The Linear Park design is very nice and appears to be a perfect solution for what is otherwise a horrible pedestrian and vehicular space. This concept will bring a better transition from the west to the Clarendon square.

Providing adequate public/green space at Triangle Park and on Fairfax near Clarendon Circle is critical for an attractive transition from Virginia Square/Clarendon nexus to the Central Park area across Washington Blvd. Maximizing green space in this vicinity is especially important if the 10th St/Irving park is not realized.

I support the expansion of Triangle Park.

Love the idea. It would be great to have a space like that that could be used to support activities - like Clarendon Day, perhaps pop up restaurants/cafes/food trucks with outdoor seating, more frequent artist markets, or a farmer's market.

The Linear Park design is a perfect solution for what is otherwise a horrible pedestrian and vehicular space. This concept will bring a better transition from the west to the Clarendon square if you will than walking up either Washington Blvd or Wilson.

It is very important to create more open space, Triangle Park is one way to do this.

I think it's fantastic idea to have a green space here. That traffic area is a disaster.

I like all of the green space - it is preferred over the heavy sidewalk/concrete options.

The linear park along Fairfax Dr is toward the West End Plaza is a great solution however I do wonder where all of that parking demand will go.

Love the idea of making it green space

It is important to achieve Triangle Park.

The design of Linear Park is truly a fantastic solution. This idea--or concept--is a much better transition, from the west. The space there is suboptimal in regards to pedestrians and cars.

I love the idea, it will be an excellent counter balance to the increased building heights, density and development.

As long as this park is available to the public, i support. If it is limited in any way, I oppose.

The proposed linear park space envisioned is a great addition in an area that is buffeted by many traffic patterns and higher-scale buildings. As a nearby homeowner who walks in this area with children, this will provide some needed green/pedestrian space and a more attractive area to walk along than either Washington Blvd. or Wilson Blvd.

parking is probably more important to me that a strip of grass there

I like parks. Make the travel lane a priority bike lane.

I generally like the concept that staff has come up with in developing Fairfax Drive as a park. It will be a major precedent for Arlington in terms of converting less-used streets into open space. It appears to be a balanced compromise between potential park uses and transportation needs in this area (retail access, bicycles, emergency access). I totally support the proposal to eliminate any vehicle access for the St. Charles building within the park design. This compensates for the loss of the 13th St. connection envisioned in the sector plan that would have broken up this very large block. The examples of park design with biophilic concepts are promising. As visioned in the sector plan, and given the increases in building heights, decreased setbacks, and loss of the

former connection from 13th St. we should expect that the private development that will be proposed, should fund the development of this linear park.

Given that there is a significant loss of open space given the plans for the 10th St. site, the Triangle Park should be retained as open space. Developing it for outdoor uses would create two nice "barbell" ends for the Fairfax open space along with the West End Plaza. One could envision a grove of trees forming a quiet casual space as being appropriate.

nice idea. Does not substitute for the large open space envisioned on the fire station site. So we need more open space. I would look for maintaining vehicular access, and accommodation of bicycles thru clarendon. I'm not convinced that this is where the bicycle access should be; look at alternatives. I wonder what the recent use patterns of the parking were before covid? If we reduce parking, would want to find replacement parking. Wonder about obtaining free public parking inside the new hotel?

The utility of and wide range of design options presented for the proposed linear park don't provide a specific-enough plan to really judge how the park will be used and the public benefits it is intended to provide. What are the intended 'gatherings and market-type activities' referenced in the slide presentation? Food trucks? Farmer's market days? There also needs to be more thought demonstrated for the loading and servicing requirements along Fairfax and other streets. Clarendon is often clogged with delivery trucks parked in through traffic lanes; this should be planned into projects to function and remove on-street deliveries. This may be another version of the designated "festival street" behind the Aecom building, which has never been used for public events or festivals. More specific planning, infrastructure and programming should be demonstrated beyond broad concept-based examples.

We want to achieve Triangle Park. We need more open green space in Clarendon.

I support the proposed concept of the repurposing the space to be a linear park.

Open space is good and the park needs to remain in the plan.

Development of the West End Plaza should maximize biophilic elements and pervious surfaces, and include large bioswales to maximize stormwater management and wildlife habitat, including native plant materials. Bicycle and pedestrian safety should be prioritized, including thoughtful integration of service vehicle access for businesses. Bicycle lanes through this area should be planned in close coordination with bicycle infrastructure beyond the Sector, to create a safe and inviting cycling experience throughout the Rosslyn-Ballston corridor and beyond. Developers benefiting from the increased heights and density allowed by the Sector plan should be required to contribute funding to the development of the Fairfax Drive Open Space.

The Linear Park design is a perfect solution for what is otherwise a horrible pedestrian and vehicular space. This concept will bring a better transition from the west to the Clarendon square if you will than walking up either Washington Blvd or Wilson.

A Fairfax drive linear park is a good idea if it is green space filled with plants, shrubs and trees. It is not useful if it's paved over with concrete and hard scape covering more than 30% of the space. That said, this area is currently used for parking. Pre-covid the

spaces near Northside Social were usually filled. Folks going to shops and restaurants in Clarendon often parked there. Eliminating all of this parking without providing public parking in one or more of the new buildings, will adversely impact local restaurants.

N Kirkwood that runs between St Charles and GMU should be reduced to two lanes and the remain right of way used for bike lanes, and open space.

The Linear Park design is an excellent solution for this area. This concept will bring a better transition from the west to the Clarendon square if you will than walking up either Washington Blvd or Wilson.

I strongly support the idea of turning Fairfax Drive into a linear park with the minimum possible influx of motor vehicles

Terrific to see these proposed concepts. I want to see Triangle Park and the linear park idea achieved to it's fullest creative public use. Such spaces are critical to the quality of life in Clarendon. However, less is more in these designs. please do not over fill the space with flashy things only a few people can enjoy (light up swings as in slides 9+) but rather some natural space and very flexible use areas. The children we know, mine included, constantly comment that arlington builds parks by removing most nature elements and leaving few relaxing spaces, just frantic brightly colored areas for kids to run wild. they miss the trees they used to climb that were bulldozed and the grassy places where they found bugs. Please do not over design the triangle park and linear park. They will be incredible assets to our community. Thanks!

I would like to see Triangle Park realized.

It is essential to have triangle park.

One of the greatest features of the area is the amazing public open spaces and parks. Expanding the triangle park into a larger linear concept would enhance the community and use of the public spaces. However, there will need to be proper monitoring, by law enforcement and county officials, and maintenance of the park so to prevent it from becoming a loitering haven.

The space should be used for multi-functional purposes with an emphasis on activity. I would strongly support a permanent beer garden/restaurant within the park and/or an unique playground. A park that primarily serves as a landscaped path misses an opportunity to take full advantage of the space.

Any addition of open space is a win for Arlington.

I love the idea of a public park (no vehicular traffic) on this space. Please stay focused on supporting pedestrians in Clarendon. There will be more than enough people to support the businesses if you make it inviting to walk, bike, scooter here. See DC's approach. Urban settings do not require parking to thrive.

I support the idea of converting this area of Fairfax Drive into something like a park. But this is not a large enough area that it can be "all things to all people." It is now a transit way for bicyclists, including me -- heading down Fairfax Dr to the trails that intersect around Glebe Rd. In addition, I do not think that Fairfax Drive is a fair substitute for a

park that I think was planned on 10th Street. Looking for parkland in that 10th St area should not be abandoned.

The idea of taking this huge surface parking lot and making it accessible is a wonderful idea. Developments nearby can take on the parking spaces underground, and make this a useful surface space for the expanding population and shift towards families living in the adjacent buildings.

It is a promising idea, with the Olmstead building in the distance of the park a proper focal point. I am concerned about the proposed height/density of the St. Charles parcel to the North.

Park space and pedestrian plaza are an attractive idea. Adding an access lane would be an acceptable compromise to closing the space completely to vehicular traffic.

The park design provides an acceptable transition from Virginia Square to Clarendon.

It is important to achieve Triangle Park as originally planned. We need more open space, not less.

I like the idea of open space on Fairfax Drive in the form of a linear park. I have seen the idea work well in other locations, and people in the many apartments and condos of Clarendon need more green spaces in which they can relax. It is so hard to get green space now, that we should think long and hard before rejecting an opportunity to add some. The location of the fire station is tangentially related to the open space question. In so far as new locations for a fire station were discussed. I want to strongly argue against moving the station, leaving its new location to be determined later. We need to be practical here and provide adequate space for a fire station. So far, I have not seen a good case for moving it.

Transportation requirements and layout (pedestrian ways, bicycle routing, the functions of the street/alley, parking [if any], etc) need to be fully fleshed out before starting the park planning process. The "Flexible Street/Alley" is worrisome without more definition of how it would be utilized and how it would be safe for bicycles to share the same space. Consider defining this as a "cycle street" (Fietsstraat) where cycling has priority and vehicles are considered guests.

The alley needs to be designed to deter cut-through vehicle traffic. For instance if the proposed alley is one-way eastbound then it should terminate at Wilson with a right turn only to force motor vehicle traffic to head back westbound rather than continuing eastbound. The alley should also be designed to accept bicycle traffic from Fairfax Drive in its current configuration (with painted side bike lanes) but also the planned future reconfiguration with a protected two-way cycle track along the northern edge of Fairfax Drive to Glebe Road.

A possible exchange for more density or height for either the St. Charles Church site or Bingham Center site is to provide publicly accessible parking that would be lost from the Fairfax Drive conversion to a park.

I question the usefulness of the triangle park. It's in an uninviting spot for a park as it's next to a busy arterial street with views of a gas station, used car lot and an electrical

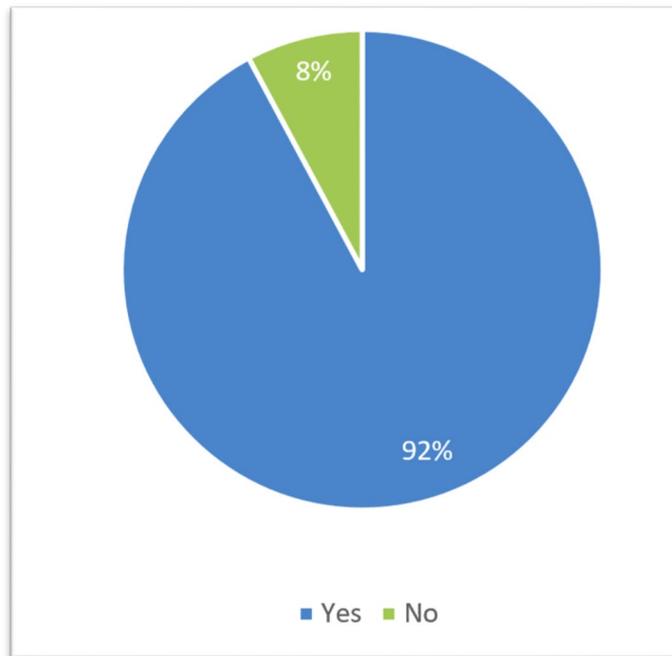
substation. If we must find replacement parking for the conversion of Fairfax Drive to a linear park, then the triangular site should be considered for vehicle parking to free up free space in the linear park area. Years down the line, that area could be consolidated with the used car lot to make space for a public or private development.

For the park itself, it should be designed for people first. Water detention areas and pollinator plant areas should be avoided as they take away useful space for people. Also the temptation to try to do too much in the narrow space should be avoided; keep it simple.

Overall I support the idea for the proposed linear park on Fairfax, and I liked the comparison parks in other cities that were referenced for context/ideas.

2. Do you support the proposed long-term vision to expand the Triangle Park by including the potential park expansion of the adjacent properties? (Yes or No)

Yes- 177
No- 15



3. After reviewing the precedent images on Slides 9-16, can you envision these types of features and characteristics in a future Fairfax Drive Linear Park?

