

Area 2 Community Meeting (4/29/21, 7 PM – 9:30 PM)

Chat comments by topic:

Land Use

Commercial

[4/29 7:58 PM] Ann (Guest)

does the westover service center know that they will turn into a park and underground water storage area?

[4/29 8:00 PM] Ann (Guest)

what will the employees of the westover service center do for employment after the gas station is gone?

Housing

[4/29 8:08 PM] Michelle Winters

Will there be any additional incentives related to providing committed affordable units?

Housing Conservation District

[4/29 8:48 PM] stephanie (Guest)

some don't even realize it has already happened and they are in a Housing Conservation District. Land use change and NO NOTICE

[4/29 8:49 PM] stephanie (Guest)

If you live behind TD Bank you are in a HCD

[4/29 8:49 PM] Ann (Guest)

who knew i was in a HCD? no notice by arlington

[4/29 8:49 PM] Joan Porte (Guest)

They emailed and mailed us information - there is an entire webpage on this

[4/29 8:49 PM] Christopher Gordon

i do not think that is correct

[4/29 8:49 PM] stephanie (Guest)

The developers are going to have a field day with this.

[4/29 8:50 PM] Joan Porte (Guest)
they will with no plan

[4/29 8:50 PM] Christopher Gordon
HCD is where the existing apartments are located

[4/29 8:51 PM] Christopher Gordon
no single family homes are in the HCD

[4/29 8:51 PM] stephanie (Guest)
In ours on Cameron Street there are 6 SFHs of the 12 properties

[4/29 8:52 PM] Rebecca Easby (Guest)
We have lived here 28 years. We received no mailed notices or emails about HCDs and virtually nothing about this process. In my opinion, the county does a very poor job of informing citizens of potential changes. It should not be up to the homeowners to constantly check websites and other sources to find out about proposals that may impact their property.

[4/29 8:53 PM] stephanie (Guest)
Rebecca I agree, and that is their plan. You never find out about it until it's too late and you are screwed.

[4/29 8:53 PM] stephanie (Guest)
Wilma - so true

[4/29 8:54 PM] Michelle Winters
All the HCDs are multifamily zoned properties.

[4/29 8:55 PM] stephanie (Guest)
Michelle - with SFHs in them

[4/29 8:55 PM] Jennifer Smith
HCD is where the existing apartments are located - where multifamily zoning is present and the land use designation is specifying multifamily designation

[4/29 8:55 PM] rebecca (Guest)
Thanks for having this meeting. I wish i'd known about it earlier - i was lucky that a neighbor alerted us today

Development

Lot Consolidation

[4/29 7:40 PM] Ann (Guest)

Land consolidation means property owners will need to give up property.

[4/29 7:40 PM] Kelly)Faul (Guest)

Can someone define Land Consolidation?

[4/29 7:40 PM] Christopher Forinash (Guest)

Ann, that's not correct. Land consolidation means someone bought the land and assembled it.

[4/29 7:41 PM] Ann (Guest)

there will be pressure to give up property to make the bold vision happen

[4/29 7:41 PM] Christopher Gordon

combining properties through sale

[4/29 7:42 PM] Ann (Guest)

what if someone doesn't want to sell?

[4/29 7:42 PM] Christopher Gordon

nobody will give up property unless wish too

[4/29 7:43 PM] Ann (Guest)

what is the time-frame for the "land consolidation"

[4/29 7:43 PM] Christopher Gordon

no time may be over decades or longer

[4/29 7:45 PM] Chris Murphy (Guest)

If Plan B gets approved - and there is a pseudo-re-zoning of single family home lots (but the property owner still gets a choice) - what happens when the property owner wants to sell? Can they choose to sell a house to a potential homeowner? Or is that sale now only able to go to commercial or hybrid residential developer? Like, you get grandfathered in, but once enough of your neighbors bail, you get to live around commercial buildings until you go too?

[4/29 7:51 PM] "Josh (Guest)"

The socialization opportunities, seem very forced, and anti-freedom... someone might say...

[4/29 8:05 PM] Wilma Jones (Guest)

I don't understand how Arlington is supporting residential housing and neighborhoods, but you're providing incentives for commercial property owners to purchase residential properties. This is a major concern.

[4/29 8:09 PM] Kelly)Faul (Guest)

What kind of timeline is involved here for the actual changes?

[4/29 8:09 PM] Wilma Jones (Guest)

2050 is the end date goal.

[4/29 8:09 PM] Kelly)Faul (Guest)

What is the start date?

[4/29 8:10 PM] Wilma Jones (Guest)

This is a transition based on when landowners decide to make changes to their properties. It will start after the GUP is updated.

[4/29 8:10 PM] Joan Porte (Guest)

yes

[4/29 8:10 PM] Jennifer Smith

this is a long range plan with a vision for 2050. this is a long corridor geographically and these changes will occur incrementally, perhaps even longer than 2050.

[4/29 8:11 PM] Wilma Jones (Guest)

These are the ideas the consultant and County Staff are presenting. We have the opportunity to impact this with recommendations. Make your opinion known.

[4/29 8:12 PM] rodneywturner (Guest)

Here's a long-term question to consider: How likely will these long-range plans actually lead to lowering the value of some homeowners' homes?

[4/29 8:17 PM] Carrie (Guest)

Is there a time limit for the consolidation?

[4/29 8:22 PM] "Josh (Guest)"

to encourage more no- and low-income housing

[4/29 8:23 PM] Christopher Gordon

Nothing has been determined and these are ideas for community discussion purposes

Rezoning

[4/29 7:14 PM] Chris Murphy (Guest)

No rezoning of private properties without a request of property owners? Did I hear that right?

[4/29 7:15 PM] Kelly)Faul (Guest)

That is what I heard her say.

[4/29 7:15 PM] Chris Murphy (Guest)

Right on

[4/29 7:15 PM] Ann (Guest)

yes, that is GOOD

[4/29 7:18 PM] Jennifer Smith

Yes, that is correct. The Plan is a guide, and property owners would have a choice to request use of the to-be-determined implementation tools which could include new zoning options.

[4/29 7:44 PM] MH (Guest)

Can you confirm that if a private homeowner/property owner does not want their property rezoned - that it will remain a single-family/home zone?

[4/29 7:45 PM] Christopher Gordon

rezoning requires property owners consent

[4/29 7:46 PM] "Josh (Guest)"

what's the benefit of requiring property owners' consent?

[4/29 7:46 PM] Kelly)Faul (Guest)

Do neighbors have a say in any rezoning?

[4/29 7:47 PM] Christopher Gordon

yes there is a public process to approve

[4/29 7:48 PM] Chris Murphy (Guest)

so a homeowner that is in the rezoning area can sell to a developer, and they are now the "property owner's consent" - got it.

Building Heights

[4/29 7:44 PM] Ann (Guest)

so how would i avoid being a single family dwelling surrounded by 6 story buildings?

[4/29 7:49 PM] Susan Cunningham (Guest)

In Scenario B, is there a vision for step down from multi-story mixed use to SFH/two-family? (like the yellow in Scenario A)

[4/29 7:51 PM] Christopher Gordon

yes AC requires neighborhood manners when transitioning into smaller scale adjacent properties

[4/29 7:52 PM] Kelly Faul (Guest)

What are neighborhood manners?

[4/29 7:54 PM] Christopher Gordon

N Manners is being respectful of the adjacent property owners and providing scaled transition in massing, screening and setbacks

[4/29 7:54 PM] "Josh (Guest)"

This plan seems to "correct" the ad hoc, uncoordinated existing approach to what's popped up, through the corridor, in an organic manner...

[4/29 8:04 PM] "Josh (Guest)"

Non-terraced heights over 4 stories are dangerous for humans surviving accidental falls... (Bucky Fuller, also A Pattern Language)

[4/29 8:05 PM] Ann (Guest)

so my two story house will have a 7 story building in the back yard?

[4/29 8:06 PM] Wilma Jones (Guest)

Yes, Ann if the commercial property owner is able to purchase the residential property next door to them...Which is my major concern.

[4/29 8:06 PM] Wilma Jones (Guest)

If they do Scenario B, they can go to 7 stories.

[4/29 8:06 PM] Ann (Guest)

right. that was my understanding, wilma.

[4/29 8:07 PM] Joan Porte (Guest)

And it is on a sliding scale so nothing 7 stories will be next to a home -- please listen!

[4/29 8:07 PM] Wilma Jones (Guest)

Do you know how deep the lot is next to my house, Joan?

[4/29 8:07 PM] Michelle Winters

Keep in mind that "commercial" also refers to multifamily housing which is something that we need along the corridor.

[4/29 8:07 PM] rodneywturner (Guest)

Actually it depends on how close that home is to commercial.

[4/29 8:08 PM] Ann (Guest)

my house is on the north side of 24th street, with the backyard facing lee highway.

[4/29 8:08 PM] Joan Porte (Guest)

Yes it depends... on what each area looks like,,,,

[4/29 8:08 PM] rodneywturner (Guest)

Some houses are currently adjacent to existing commercial.

[4/29 8:08 PM] Wilma Jones (Guest)

I am a CA president and I this is my 3rd time seeing this presentation. I think I know what the issues are for my block and the community I represent. Thanks for your comment though.

[4/29 8:14 PM] Ann (Guest)

how about the rights/opinions of current property owners?

[4/29 8:16 PM] "Josh (Guest)"

Best way to present this, without opposition?

[4/29 8:18 PM] stephanie (Guest)

this is going to be a developer feeding frenzy to push pressure on owners to sell and pit neighbor against neighbor

[4/29 8:18 PM] Royce Sherlock (Guest)

yes

[4/29 8:18 PM] MH (Guest)

100%

[4/29 8:18 PM] Ann (Guest)

i agree with stephanie.

[4/29 8:19 PM] Carrie (Guest)

What is the height that would be directly across the street from a block of existing 1930s homes?

[4/29 9:10 PM] Michelle Winters

re: building technology and height - isn't technology changing so if we're talking through 2050 should there be more flexibility?

Historic and Cultural Resources

[4/29 7:38 PM] Susan Cunningham (Guest)

Large panels focused on school desegregation and broader social justice were installed at Hamm MS in the last week. Very visible from Old Dominion and an opportunity to celebrate the history of the corridor. <https://twitter.com/EllenSmithAPS/status/1386737412399841284>
<https://twitter.com/EllenSmithAPS/status/1386737412399841284twitter.com>

Transportation and Connectivity

Biking and walking along Lee Highway

[4/29 7:31 PM] "Josh (Guest)"

Is there any actual demand for "biking" on Lee H?

[4/29 7:31 PM] Christopher Gordon

yes very much

[4/29 7:31 PM] rebecca (Guest)

yes, i bike on Lee Highway

[4/29 7:32 PM] Christopher Gordon

however it is very unsafe due to the design that focuses predominately on autos

[4/29 7:32 PM] Christopher Forinash (Guest)

There's demand now, even with unsafe conditions on Lee Hwy. In places where we've made it safer - like Quincy, Veitch, and elsewhere - lots more people are biking than before.

[4/29 7:33 PM] "Josh (Guest)"

Drivers are not served by added biking/bikers. Not safe.

[4/29 7:34 PM] "\"Kathy Scruggs (Guest)\\""

Have traffic circles been investigated?

[4/29 7:34 PM] rebecca (Guest)

bikers and walkers aren't served by adding drivers

[4/29 7:35 PM] "Josh (Guest)"
Fines, and arrests for jaywalking?

[4/29 7:39 PM] Christopher Gordon
specific details such as intersection design (traffic circles) has not happened yet

[4/29 7:57 PM] "Josh (Guest)"
(When u bike to shopping, carrying purchases for returning back, are limited...)

[4/29 7:58 PM] Rebecca Easby (Guest)
How does removing the medians make the area more walkable? Pedestrians have no where to stop when crossing four lanes.

[4/29 8:42 PM] Kaplowitz, Elijah (Guest)
Lee Highway is NOT walkable

[4/29 8:42 PM] Joan Porte (Guest)
I don't feel safe walking on Lee Highway

[4/29 8:42 PM] Kaplowitz, Elijah (Guest)
I would never walk along it with my kids.

[4/29 8:42 PM] Joan Porte (Guest)
No way is it walkable!

[4/29 8:42 PM] Kelly)Faul (Guest)
I disagree, Lee Hwy is very walkable.

[4/29 8:42 PM] stephanie (Guest)
I walk Lee Highway all the time

[4/29 8:43 PM] Christopher Gordon
been here 35 year and avoid walking the highway due to the speed and danger

[4/29 8:43 PM] Joan Porte (Guest)
I do it but it is not walk friendly

[4/29 8:44 PM] stephanie (Guest)
Is Clarendon walkable in your opinion?

[4/29 8:45 PM] Joan Porte (Guest)
yes more to see more to do and easier by far

[4/29 8:45 PM] Christopher Gordon
yes there are parked cars, trees then sidewalk to protect pedestrians

[4/29 8:45 PM] stephanie (Guest)
Because that is what they are proposing with this type of development. Lee Highway will still have 4 lanes even with trees and sidewalks.

[4/29 8:46 PM] Christopher Gordon
great improvement

[4/29 8:46 PM] Joan Porte (Guest)
IT would be great to have stores - more places to stop and meet people,... nicer stores and trees.
(1 liked)

[4/29 8:46 PM] Rebecca Easby (Guest)
I don't have a problem with walking on Lee Highway as is. Obviously, this could be improved. The issue is that in Scenario B Lee Highway re-development extends into the surrounding streets.

[4/29 8:47 PM] stephanie (Guest)
true, a lot of homeowners are not even aware

[4/29 8:48 PM] Ann (Guest)
rebecca is right. i'm all for improved biking and reducing flooding and nice to have coffee shops and housing for lower incomes, but i own a property here and this is being pushed at us.

[4/29 8:49 PM] Joan Porte (Guest)
Nothing is being pushed -- we are here talking about it. (1 liked)

Driving along Lee Highway

[4/29 7:22 PM] "Josh (Guest)"
discourage driving?

[4/29 7:23 PM] Christopher Gordon
encourage/allow alternate methods of getting around

[4/29 7:23 PM] "Josh (Guest)"
vibe

[4/29 7:23 PM] "Josh (Guest)"
driving is about speed, honoring of people's time, and, mostly, freedom.

[4/29 7:25 PM] "Josh (Guest)"
all this seems very heavy-handed, and impositional. not honoring liberty, natural organic individual-based evolution.

[4/29 7:25 PM] Christopher Forinash (Guest)

Driving is one choice, and only works for some people and some trips. Many can't drive, others don't want to. The landscape along Lee Highway is largely paved for cars and unsafe for almost anything else. The plan needs to create safe, convenient, reliable, sustainable, affordable travel choices for all of us.

Curb cuts along Lee Highway

[4/29 7:54 PM] Royce Sherlock (Guest)

Can you explain what a curb cut is, where they currently are, and why they are a problem?

[4/29 7:55 PM] Jennifer Smith

curb cut = a driveway or access for cars from a street to private property/parking - many along Lee Hwy

[4/29 7:58 PM] Jennifer Smith

if access to development sites and parking area are organized and grouped, it reduces conflicts for cyclists and pedestrians and space can be repurposed for other streetscape elements

[4/29 8:57 PM] George Ziobro (Guest)

You mentioned that you want to limit curb cuts on Lee Hwy. In plan B, parcels are consolidated. Do you anticipate auto access to these buildings from the adjacent side streets like 24th St N? If so, you will destroy the walkability and use of the adjacent street by the community.

Parallel network and parking

[4/29 8:03 PM] Chris Murphy (Guest)

So I get that the idea of this is to reduce cars and driving - but a lot of people are still going to own cars. Are these mid-level building contraptions going to have parking? Or does the inevitable car ownership get pushed into the neighborhoods for street parking in the residential areas?

[4/29 8:09 PM] Chris Murphy (Guest)

Can I bring up my parking question again? I feel like it got ignored. I understand that the goal in this is reduced driving - but a lot of people will still own cars even if they don't drive them around the little neighborhood. Will these new residential buildings have parking, or are all those resident's cars going to get pushed to street parking in the adjacent neighborhoods?

[4/29 8:22 PM] Jennifer Smith

We expect parking will still be needed in the foreseeable future. New development projects would have parking requirements, but the question will be (when those applications come forward), how

much will be needed. We are also striving for a multimodal corridor where there is access for other modes - walking, biking, scooters, bike share, car share, and bus/transit.

[4/29 8:53 PM] Wilma Jones (Guest)

That comment about narrower streets not being an attractive cut-through is not true in my neighborhood.

[4/29 8:58 PM] Sharon Valentine (Guest)

Hi All - having connectivity issues. First, thanks to all for the work on this! Second, the biggest traffic issue I see is at McDonald's and Heidelberg Bakery

[4/29 8:59 PM] Sharon Valentine (Guest)

That seems to be a major backup problem and wanted to ask if anything is being done specifically on that intersection

[4/29 9:12 PM] George Ziobro (Guest)

Why do the proposed street cuts have to be narrow streets? If we are looking for more walkable/cycle friendly neighborhood, why not just make the walkways/cycle paths like the Ohio Street walkway, or the 28th St N link between Lexington and John Marshall. To echo an earlier comment, we don't need traffic diverted from Lee Hwy to the neighborhoods. The county spent a lot of money narrowing 24th St N and Illinois St to slow down traffic and to keep it on Lee Hwy and Harrison.

[4/29 9:15 PM] Christopher Gordon

these connections are not going to benefit cut through traffic but provide alternate parallel connection for the neighborhood without the need to use Lee

[4/29 9:16 PM] Rebecca Easby (Guest)

Agreed, George. And if density around the area is increased, what about the issue of parking? Surely you would get people trying to park on off streets such as 24th. Particularly if there are a significant amount of multi-story buildings.

Schools, Public Facilities and Spaces

Open Spaces

[4/29 9:01 PM] Stacy Lapidus (Guest)

How will private lot consolidation lead to the creation of "additional publicly accessible spaces"? or is it going to be a requirement for that to be provided by private "lot consolidators" as part of the redevelopment plan?

[4/29 9:02 PM] stephanie (Guest)

Wilma - the cemetery by Calloway is listed as existing open space is that true public space?

[4/29 9:05 PM] Jennifer Smith

The ability to achieve land set aside for open space is more feasible if there are opportunities to build up on land next to the open space, therefore sufficient land space for development would be needed and help make achievement of open space economically viable.

[4/29 9:09 PM] stephanie (Guest)

This sounds like a sell out comment - how much will a developer have to "give you" to convince you to have these high rises.

Schools and public facilities

[4/29 7:42 PM] "Josh (Guest)"

Lee Center changing?

[4/29 8:51 PM] Susan Cunningham (Guest)What swing in needed K-12 school capacity could be expected for Scenario A and B at maturity? Where can school capacity be added to accommodate?

[4/29 8:53 PM] Jennifer Smith

School capacity is something we will be looking more closely at this summer as we start to narrow in on a preferred scenario. We are working with APS staff and will continue this coordination.

Growth

[4/29 7:45 PM] Rebecca Easby (Guest)

It is also the case that many of these assumptions regarding growth, etc. were made pre-pandemic. Should we be using the same metrics given the fact that many people are now leaving urban areas because they can work remotely?

[4/29 9:24 PM] stephanie (Guest)

What are the density estimates for Zone 2 under each scenario?

Bold Vision

[4/29 8:13 PM] stephanie (Guest)
These poll options are leading.

[4/29 8:13 PM] Royce Sherlock (Guest)
Agree re poll options

[4/29 8:13 PM] Ann (Guest)
yes i agree. leading questions

[4/29 8:14 PM] Royce Sherlock (Guest)
D is unclear.

[4/29 8:14 PM] stephanie (Guest)
no response should have been an option

[4/29 8:20 PM] Chris Murphy (Guest)
But at least the developers will want to ensure Option D in the poll - economic well being for everyone. No way a land developer in N. Arlington builds luxury townhomes...

[4/29 8:20 PM] "Josh (Guest)"
lay a template

General

Scenarios Analysis

[4/29 8:05 PM] MH (Guest)
Do the scenarios apply to the entire plan? Or are they by areas?

[4/29 8:05 PM] MH (Guest)
So could Area 2 be Scenario A, but others be B?

[4/29 8:21 PM] Royce Sherlock (Guest)
Can you clarify how 5700 block of N. 25th St. would be affected under both scenarios. Some maps suggest SFH on north side; some appear to show up to 4 stories/multifamily? on the north side

[4/29 8:24 PM] MH (Guest)
Can you clarify if the scenarios are by Area or if they are for the whole project?

[4/29 8:33 PM] Timothy Murphy

Hi MH - each of the five areas that make up the corridor have multiple scenarios that are meant to illustrate different concepts. These scenarios will be refined over time through public feedback and eventually lead to a "preliminary concept plan" for the entire corridor.

[4/29 8:36 PM] Carrie (Guest)

But within the area ~ so area 2 ~ will it be further cut up by even blocks in area 2 are very different and should be treated differently

[4/29 8:41 PM] Ann (Guest)

which lots are "ready for development" and what are the plans for these properties?

[4/29 8:41 PM] stephanie (Guest)

Why was Zone 2 first? Are our plans the most drastic? Can someone ask that?

[4/29 8:42 PM] stephanie (Guest)

Why not present them in order?

[4/29 8:48 PM] Jennifer Smith

Areas 2, 3, and 5 each have ideas for possible land use, building form changes. Areas 1 and 4, since they have existing adopted plans, recommendations are more targeted towards network-wide elements such as transportation and open space - consistent with our objectives stated since the beginning of the study process.

[4/29 8:54 PM] Ann (Guest)

i get the impression we can only say we like A or B.

[4/29 8:57 PM] Kelly)Faul (Guest)

I don't beleive it is definitely A or B, but rather two proposals the County is presenting for community discussion.

[4/29 8:57 PM] Jennifer Smith

Thank you for the questions and feedback on the ideas presented under A and B. We anticipate that some merging/morphing of ideas is likely as we move to the next phase to prepare a preferred concept, as we continue to hear from you and collect the community feedback.

[4/29 8:58 PM] Christopher Forinash (Guest)

I can't speak for the County, but I believe Zone 2 is first because Zone 1 is East Falls Church which already has a plan in place and therefore won't see much change from this process..

[4/29 8:58 PM] Christopher Gordon

scenarios A & B are not alternates but different concepts. Ideas between each or even other suggestions can be incorporated into the plan

[4/29 9:28 PM] Alfred, Mathias (Guest)

I'm not sure if I missed it, and I am very clear that tonight is for this section of Lee Hwy, but are similar plans in place for the other areas? Specifically, the buildings from Lee Center to Langston being used for the mixed use. Would this be the only stretch from Rosslyn to Falls Church that would look this way and resemble Clarendon & Columbia Pike?

Process

[4/29 7:26 PM] Ann (Guest)

it would be nice if affected property owners were notified of this plan and the meeting ahead of time. i only found out about it through a neighborhood blog

[4/29 7:29 PM] Christopher Gordon

Please get the word out to all those along the corridor it has been publicly notified and all civic assoc. are aware for many years so if some are unaware please help in getting others involved
(1 liked)

[4/29 7:32 PM] Ann (Guest)

these planners should be sending a snail mail to all affected properties. they should not rely on civic associations and websites to find out about this "bold vision".

[4/29 7:34 PM] Christopher Gordon

i believe mailed notifications have been sent but let's confirm

[4/29 7:34 PM] Ann (Guest)

i am a potentially affected property owner and i was not notified

Community discussion comments by topic:

Land Use

Stephanie D. - "Saying that Lee Highway is not liveable, is demeaning, as many have lived here for a longtime or all their lives."

County Response: neighborhoods are liveable; comment was referring to streetscape of Lee Highway

Kathy S. - Both LBCC and Lee CC could both have urban ag farm uses. Also concerned there is a need for childcare uses, which should be encouraged.

Dave R.: Address impact of traffic in local community, particularly childcare at Glebe and Lee. Construction trucks go up N. Culpepper now and when they open it will go up this street.

Angie F. – Lives behind Petco. If, and when, will property owners be surveyed for preference of development scenarios?

County Response: Commercial owners have been surveyed. Residents are being asked to provide feedback now. This is the process to give feedback and there will be a survey online.

Josh C. – Lives across Angie. Loves the idea of Lee Highway becoming more walkable. Scenario B makes some people more anxious. What does Scenario A look like for the first block near the commercial? What can we expect? Pace of development and types of housing?

County Response: In Scenario A, the single family homes may change into a two-family home, which is in scale with neighborhoods but twice the number of units. Or 2 lots could be assembled together to develop 4 units. In Scenario B, there is more consolidation, which means more of the improvements to Lee Highway can be addressed at one time. Example on C. Pike and Route 7 in City of EFC.

Redevelopment is expected to happen, site by site, incrementally over time (i.e. a fast food restaurant could turn into mixed use). It also depends on ownership of parcel. Sites owned by developers, have better financing and will change more quickly. There are other sites that are doing well financially, like Harris Teeter, and probably won't change for a decade.

Roni R. – Lives on north side of 5700 block of 25th street. Land use maps show both single family and multi-family but heights map show 4 stories max, which suggests to her multi family. Clarify what is proposed. Is the community being asked to comment only on Scenario A and B or are the planners open to suggested modifications to a or b? I walk to the Safeway and have no problem getting there from the back roads. It would be highly disruptive and unnecessary to extend 25th street.

County Response: County is open to suggestions. Change is being proposed on the south side of 25th street. Idea for extending 25th Street in Scenario B is, that if there was redevelopment of the full block, you would want that street to provide access to the new development. This would result in less curb cuts on the adjoining streets, Lee Hwy. and Harrison. That is why we show two scenarios. Scenario A considers, instead, an alley between the orange and yellow. If there is consolidation it could potentially be mixed use with residential, no more than 4 stories in height, along 25th street.

Transportation and Connectivity

Michael B. – Why is extending street a goal, when there is already too much cut-through traffic? I get walkability of Lee Hwy.

County Response: Team is trying to see how connections can be made to reduce the number of curb cuts along Lee Hwy. County will work with community to identify where it may create a nuisance. Will also be looking at traffic calming tools and making connections that are not so direct to the intersection.

Sara N. – New street behind FS8 connecting to N. Columbus St., clarifying it won't be through eminent domain. N. Columbus St. is already narrow. How would you go about thinking of that road as a one-way with parking? Do you contemplate one-way streets in this analysis?

County Response: A few cul-de-sacs there now that can only be accessed off Lee Hwy. Team is looking for opportunities to connect if there is redevelopment. One way to keep it from becoming a cut-through, is to keep it narrow so people can't use it to move quicker and avoid Lee Highway. Parking for new development will be analyzed/addressed. Parking will still be needed in the near future and has to be accommodated. Will be studying if there is need to reduce ratios, while making sure new development provides the parking that is needed on-site to not impact the residential streets. In this process we will not be looking at recommendations for one-way streets. It's a high-level analysis.

Royce S. – There is a real lack of trust with County. No notifications on prior efforts like HCD. Appreciate the transparency of the iterative events, discussions and scenarios. Hear a lot about intent in our presentations. Keep in mind that intent doesn't always mean anything, but actions mean everything. Moving forward, need to continue the transparency.

Sharon – Greatest traffic issue is near McDonald's drive-thru and Heidelberg bakery, major back-up problem. Any thoughts for improving the intersection or that area?

County Response: Less curb cuts and parallel network there will be very important to improve intersection. This would remove some of that traffic from the intersection. Potential pedestrian improvements as part of streetscape ideas.

Margie L. – Live near Kensington intersection. No problem walking on Lee Highway. Concerned with both scenarios. Affects where she lives because she walks on 24th street also.

County Response: County has heard from many that walking on Lee Highway is not safe and that is a big part of what we want to change. We don't want to change or diminish the walkability of your neighborhood as a result of this plan.

George Z. – Will there be loading docks on 24th Street? Residents suffered reconstruction of Illinois to narrow it and prevent traffic from Lee Hwy. into that neighborhood.

County Response: No. Loading docks will be located in the commercial properties (at the rear) and accessed off the perpendicular roads, like 24th Street, or Lee Hwy.

George Z. – Between Illinois and Kensington is 1/8 mile long. Are you proposing an alleyway across the entire block behind the commercial? What about if there's a building in the middle of the block?

County Response: If a building is in the middle of the block, then you will need access off Lee Hwy. That block has around 10 curb cuts along Lee Hwy. and this could reduce it down to 4 or 5. Alleys help to prevent traffic along residential streets.

Royce S. – Curb cuts are a serious problem on Kensington Street, which is already serving the commercial properties. Doesn't seem like the perpendicular streets is a realistic solution to handling the service and access of those commercial properties.

County Response: We anticipate large consolidation so the service can happen in the interior of the block. The perpendicular streets would only provide access to the interior of the block.

Public Space and Stormwater

Josh K. – We were inundated by storm events due to impervious surfaces on Lee Harrison. Stormwater drain improvements on 24th Street (between Kensington and Illinois) by County weren't done well. I support what the plan shows to mitigate stormwater problems in our area.

Kathy S. – Green roofs are great but there should be incentives for driveways/parking pads to be permeable (blocks on sand) instead of concrete.

Royce S. – Will you need more green space because you are building over existing green space?

County Response: No, we need more green space because there would be more people living on the corridor that would need access to open space.

Royce S. – Scenario B gives the appearance of lots of impervious areas, bigger buildings and losing green spaces (like in single family lots). Why can't there be a policy choice for more green space in Scenario A? Is there a middle ground? Most of us who want green space might have to say in that case they prefer Scenario B.

County Response: Yes, the redevelopment of single family lots does reduce green space/permeability and in Scenario B you want to make up for that. There may be a

possibility to seek more open space in Scenario A as a policy. It's not an all or nothing. Along Lee Hwy. though, you can decrease impervious areas by building taller buildings that have more open space. Today, there are mostly 1-2 story commercial buildings with vast surface parking lots.

The existing green spaces in the commercial lots are landscaped areas that are meant to capture rain that falls off the existing rooftop, driveways and parking lots directly onsite. These green spaces aren't capturing the rainfall onsite, which is causing run-off and flooding downstream. These green spaces are unusable as open/gathering space. The open spaces in the scenarios are intended to provide gathering spaces and they are in addition to the pervious areas that new developments would be required to provide to manage stormwater onsite.

Larger lot consolidation and greater height/density provides the opportunity to pay for more effective stormwater management solutions overall, like green roofs, which help to reduce run-off and the amount of impervious surfaces. Even if it means taking away the green space from the single family lots.

Building Heights

Michelle W. – how do you see a trade-off for additional height as a reward for providing affordable housing?

County Response: It is one of the options

Jerry A. – When process started there was incredible objection to height. If you start at 5-7 and add bonus density you end up with 10 stories like Clarendon, which people don't want. Why start w/5-7 and not 4-6?

County Response: 7 stories is the limit including the bonus density. Additional height (than the 4 stories allowed today) would encourage more cohesive improvement along Lee Highway, stormwater detention, open spaces etc. The reason for up to 7 is you can build in a similar construction method. Beyond 7 stories you have to change the construction type, which makes it more expensive. Most developers want to work w/5 -7 range, because it's less expensive and provides a better chance for an affordable product. In this part of corridor, higher than 7 would not be good because we wouldn't be able to step down and transition well to the s-family.

Carrie – Seems drastic on south side of 25th street to go to 4 stories across 1930's homes. Would the whole area be like that or can it be sliced and diced a bit more? The scenario shows road going through the townhouses and that seems unlikely.

County Response: Redevelopment will be incremental and organic. The scenarios, however, try to show consistency with the policy for if and when those things change. Based on the feedback we get there may be more nuanced changes.

Alice H. – don't see in Scenario B pale yellow (missing middle up to 4) as wide as in Scenario A, which has less height on Lee Hwy. Seems like you need more of it (up to 4) in Scenario B to have a better taper. In Scenario B I see more green space. Clear to me that having more height will provide more greens and see more benefits. Need to hear what are the pros and cons between Scenario A and B to understand benefits you get. Seems like Scenario A doesn't provide as many.

County Response: The scenarios show two ways of working with the core and residential edges. Scenario A shows less consolidation and Scenario B more consolidation. Because there is more consolidation in Scenario B, there are more opportunities to provide multi-family. In Scenario B, need to deliver more open space because more people would be living there and they would have the area to do it. In Scenario A, because there is less consolidation, it uses the missing middle types to make those transitions.