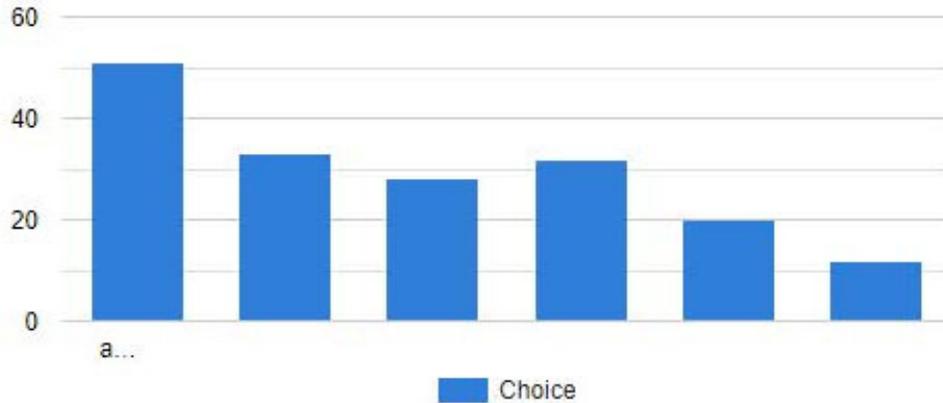


**AREA 5 WEST SURVEY RESULTS**

**Q1: What is the best way to add housing choices that increase transit ridership and take advantage of proximity to Metro stations in this area? Select all that apply.**



adding mixed use along Lee Highway	51
adding low- to moderate-scale multi-family along Lee Highway	33
adding moderate- to high-scale multi-family along Lee Highway	28
adding moderate- to high-scale multi-family infill north of Lee Highway	32
adding two-family to low-scale multi-family in residential edges (single family residential lots behind commercial parcels) south of Lee Highway	20
adding low- to moderate-scale multi-family in residential edges (single family residential lots behind commercial parcels) south of Lee Highway	12

**Q2: Please explain your answer. (250 characters max)**

Allowing more density will help gradually open more neighborhoods to middle-income and low-income residents.
That we do not already have high scale multifamily along lee highway is an embarrassment. It's a continuation of all the Jim Crow pollicies that started 100 years or more ago in the county. The schools have room now, go for it!
Leave Arlington the hell alone. Seriously, this used to be a nice little quiet bedroom community for DC. We already have a major city within a few minutes, so why are you turning Arlington into a development project?
I prefer Scenario A with the tapering of land uses on the south side of Lee Highway. It would be awesome to have greater connectivity on the north side of Lee Highway, both within the area and to the Custis trail.
Given this area's proximity to numerous transit options, this area should have the highest priority for high-density mixed use development.

Duplex, townhouse or 2-3 story condo or apartment on Lee Highway. South of Lee Highway on all side streets - single family only. The idea of low scale multi-family south of Lee Hghwy is ridiculous on side streets now single family is ridiculous.
Ensuring mixed-use and multi family development is vital to achieve affordable housing in the area
The more housing, and the more housing diversity, the better!
This entire area ought to allow midrise apartment buildings. That it's illegal to build multifamily housing less than half a mile (sometimes even less than 1000 ft) from Metro stations is both tragic and absurd.
Along the corridor (and beyond) we need affordable, accessible, quality housing for people who work in our community.
This area cannot handle any additional high density housing/multi-use.
Where is the choice for none of the above ? These are all bad ideas. The current area has enough trouble with the current density. The roads in the area can not handle additional vehicles safely.
Housing choices should have low and moderate income options. Walkability along the corridor and to the metro needs to be a high priority. Green spaces needs to be part of that.
No reason to displace people!!!!
Changing the zoning for single family residential lots behind commercial parcels south of Lee Highway will completely change the neighborhood and impact many families who purchased houses to be part of a neighborhood, impacting traffic and schools.
None of the above - forcing people out of their homes to profit developers is not in the interest of Arlington County. I am strongly opposed to this development - stinks of corruption. I will be contacting local media to protest.
Leave our neighborhood alone.
We fully support the vision for creating a higher density, transit-oriented Area 5 given this area's proximity to the Rosslyn-Ballston corridor. However, we feel that Scenario B offers a more progressive vision for a growing and diverse Area 5.
I support two-family residences in residential parcels south of Lee Highway. I support moderate to high scale multifamily directly along Lee Highway.
The condo building on the SW corner of Danville and Lee Hwy should be the model for size and location. Replace the existing apartments, etc. immediately adjacent to Lee Hwy, but leave the rest of the 1800 blocks as they are.
There is an opportunity for more residences and cohesive commercial from along the northbound side of Lee Highway.
This option offers the least change. I'm against this. I would like more transparency about what members of the county government, their friends or family benefit financially from this development. We have enough people. Metros and roads already jamm
South of lee highway is a housing neighborhood, the only one close to the metro, and it should not be displaced.
There are a number of vacant parcels on or between Clarendon and Wilson boulevards. You should build housing there first. Also need to build more schools at the same time housing is built.
None of the above. There are tons of places on Lee Highway in the commercial areas further into Arlington to add apartments. There should be NO CHANGES to any residential neighborhoods, particularly Lyon Village.
So, the only choice you give is to increase density next to Lyon Village along Lee Highway. This presumes status quo is not an option. Or options that don't involve changing entirely the character of Lyon Village.

<p>Adding more walkability along Lee Hwy as well as shops, bike / walking friendliness to Lee Hwy would make for more enjoyable use of Lee Hwy. That said, Arlington would need to identify a way to reduce car traffic along the already busy road.</p>
<p>Please utilize existing empty commercial lots (car dealerships, empty parking lots etc.), do not destroy neighborhoods and communities. This plan does not make any sense, the area is already highly populated and schools are overcrowded.</p>
<p>The more density permitted, the more increase in transit ridership.</p>
<p>These are both poor scenarios and neither of them is in line with the wishes of the Lyon Village neighborhood. There's no need to rezone when edge development is already approved and the existing commercial space can be redeveloped at many points.</p>
<p>I strongly oppose the need to rezone this area. It's already approved for edge development. There's no need to disrupt established neighborhoods who already pay significant taxes. There are no parking, environmental, or school solutions presented.</p>
<p>There are many properties along Lee Highway that are not being fully utilized (eg, the trailer/car lot by Burger7) that can be developed without impacting neighborhoods and displacing single family homes.</p>
<p>NO UPZONING. Let's keep it simple.</p>
<p>NO UPZONING. Let's keep it simple.</p>
<p>I disagree with any proposal to encroach on existing Lyon Village single family properties with large buildings. I greatly fear this will undermine the unique feel and character of Lyon Village, and thus negatively impact values for us all.</p>
<p>Do not add multi-family zoning to any areas occupied by single family homes. Plenty of commercial parcels for redevelopment available.</p>
<p>There are so many places to add density in Arlington (vacant Whole Foods or Wendy's lots or otherwise) that it is criminal to destroy existing cohesive neighborhoods</p>
<p>Schools are currently overcrowded. Adding significant density without a plan to address the current shortage is reckless. In addition, many unused lots and underused lots and minimal west of Lee highway near Kirkwood can be better utilized.</p>
<p>We need Mixed Use Zoning to allow the nearby retail that folks need to survive and sufficient population to support that retail.</p>
<p>As a subject matter expert in logistics who has worked on transportation projects across the globe, I believe there are many flaws in the proposed plan. If you are going to add significant density to the area, you can't decrease the number of lanes.</p>
<p>This is my home and my neighbor's homes, I will strongly oppose tearing up an existing neighborhood. This is completely unfair to the people who have spent their lives here, built here, and been good citizens of Arlington County.</p>
<p>Proposing to change the density of houses SOUTH of Lee Hwy targets some of the SMALLEST lots in Arlington with smaller 2-3 bedroom homes on the more affordable end of the spectrum while maintaining the neighborhood feel along 18th.</p>
<p>In this sector, Lee Highway is fairly residential already. Increasing density of residential makes some sense. Entirely changing from residential to commercial will be a significant burden on the adjacent neighborhoods.</p>
<p>Why do we need to add transit ridership to an already overstressed system? This proposal does not include plans for how to add additional public transit to support such an enormous increase in density.</p>

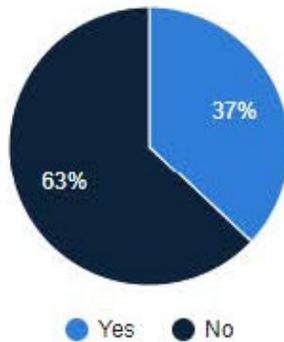
Ridership is extremely high on my street - AREA 5 - on N Cleveland St. Out of 10 houses on my cul-de-sac - 3 of those are lived by people who don't use public transportation. My 2 adult kids live with us due the high cost of living around NoVA.
There is already low to moderate scale multifamily housing along Lee Highway. Currently lee hwy is unwalkable (especially during winter when sidewalks are not de-iced). Adding only more housing will not improve the area, you need to also add stores
No new zoning until you build new mass transit, acquire land for new parks, identify revenue for new schools and explain impacts on traffic, tree canopy, and increasing income inequality.
We need more housing in Arlington to make it possible for current residents to continue living here without being priced out. We should build much more housing along a busy corridor like this.
It is distressing to hear that you are actively pursuing commercial, high rise, and multi-family development between Lee Highway and 18th Street. We are frightened by these ideas which will destroy our single family housing community.
This provides sufficient development to increase transit ridership. I am a resident in this area and commute using Metro stations and Metro bus. Other as well.
preserve low density aspects of this are which is crucial
Overall, I support the plans. Specifically for Area 5, moderate to high-scale multi-family makes a lot of sense here. Another "Market Common Clarendon" could be possible north of Lee Hwy in Area 5 and I strongly support more retail / mixed use here.
Best option is to leave housing in Area 5 as it is. We have single-family, townhomes, and multi-family homes. It is a stable, diverse neighborhood.
These detailed plans seem aimed at solving a problem that doesn't exist--Both North & South of Lee highway Area 5 ALREADY has a mix of low-rise and high-rise apartments. I oppose MORE high density housing in Lyon Village.
None of the above
I TOTALLY OBJECT to the 1 block swath from Lee Hwy to 18th St. N and even more to more than 1 block swath on the North side of Lee Hwy from Spout Run to N. Veitch. Also, TOTALLY OBJECT to high rise mix-use building to replace the Walgreens building!
I ALSO CONTINUE TO OBJECT TO UP TO 10 STORIES OF HEIGHT AT WALGREENS SITE , HEIGHT MUST BE REDUCED TO 5 STORIES. ALSO STRONGLY OBJECT TO ANY FURTHER ENCROACHMENT OR DEVELOPMENT OF LYON VILLAGE APARTMENTS. NO ADDITIONAL REPEAT NO ADDITIONAL HEIGHT!
We need the most inexpensive, high quality housing possible.
Loaded question. None of the above I don't agree with the basic premises.
I have no idea. But if you're seeking to increase population you need more studies on impacts likely on schools, stormwater disposal, environment and traffic before moving forward
Need more caution before any "high-scale" buildings. Unsure what Metro's future is, especially at this station. Unsure of what remote long-term effects remote work will have after the pandemic.
Adding mixed use along Lee Highway would help alleviate the need to drive or use mass transit to do shopping and run errands. Adding multi-family units will increase the pressure on public transportation.
There should be no reduction in single family homes south of Lee Highway. This will destroy the neighborhood value and charm and encroaching on much needed privacy for the single home lots, higher up residents looking into private yards and homes.

<p>"Along Lee Highway" should be properties immediately adjacent (no consolidation). This report is out of scope, does not reflect knowledge of actual conditions, and ignores essential areas: county budget, environment, public facilities, schools, etc.</p>
<p>High rise buildings will destroy single family home neighborhoods and privacy .</p>
<p>Bottom Line 1: Your urban plan is a 2000 plan, not a 2020 plan. Your zoning is going in the wrong direction for post-covid urban planning. The plan will be destroying a quaint historic neighborhood which is exactly the type of urban plan where peop</p>
<p>None of these are great. But it is definitely not a good idea to completely change the makeup of an area in one fell swoop like this.</p>
<p>I applaud the shift to mixed-use. To meet climate change constraints, however, material use is now key, and concrete and steel, if they were nations, would be the 3rd &amp; 4th largest emitters. No concrete or steel should be used! -- Jim Schulman, AIA</p>
<p>This is a false claim. Metro is already packed and buses can be standing room only. There is no need to add houses at all and absolutely no need to add them to increase ridership.</p>
<p>Not sure that any of the above is the best option. Lee Highway will not be able to compete with the Rosslyn-Ballston corridor. Ballston has increased multi-family housing significantly. The unmet demand is in SFH</p>
<p>maximize new housing units all along Lee Hwy and on edges - this is our opportunity on the corridor</p>
<p>None of the above. Widely accepted that 0.25 miles (10min) is distance people will walk to metro. Lee highway in zone 5 is too far.</p>
<p>This area is an urban environment which will be better with more people giving it energy.</p>
<p>Adding density without providing additional schools is reckless.</p>
<p>There could be mixed use along Lee Highway but only along the edges of Lee Highway. There should be no zoning changes to the single family neighborhoods, like Lyon Village. It could destroy the neighborhoods and create tons of issues.</p>
<p>I support adding mixed use development along Lee between Adams and Cleveland, esp bars and restaurants, and making Lee more pedestrian friendly. Many of the infill plans are laughably unrealistic</p>
<p>Increasing housing supply in job-rich areas promotes walkability and is economic, equitable, and environmental.</p>
<p>I am opposed to converting private property to include 1911 n wayne st arlington va 22201 to new public open space. This property should be zoned for multi family and help meet the housing shortage.</p>
<p>South of Lee Highway is residential with excellent tree coverage and green space and walkable sidewalks. It is a garden district already at risk from developers and ever larger lot coverage. Don't turn it into ugly Roslyn or Ballston.</p>
<p>Not a County government problem</p>
<p>Govt shouldn't force or encent policy to change neighborhoods.</p>
<p>I live in a house that is in your map to be re-zoned. Why am I just learning about this now? How can you say that this was developed with extensive community feedback when those of us most impacted were never even informed?</p>
<p>Walking in Lyon Village, I see a lot of BLM signs. Adding multifamily dwellings along Langston Blvd is a step is a chance to show we really believe what we're saying.</p>
<p>Neither of these scenarios is acceptable. The mission of the Lee Hwy Alliance Study was to study LEE HWY. Not the blocks encroaching into Lyon Village or any other residential neighborhood.</p>

We need more homes in Arlington. Lee highway is a great location to add homes and support transit and retail

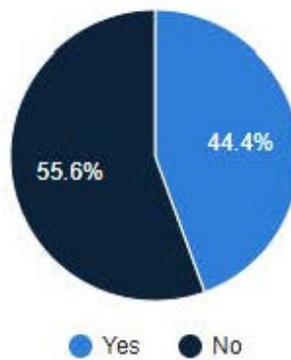
I have a home between Lee Highway and 18th St. The only scenarios offered to me both replace my home with an apartment building. I imagine you can understand why I would not support this plan.

**Q3: Do you support lot consolidation to establish a parallel street network and additional street grid north of Lee Highway?**



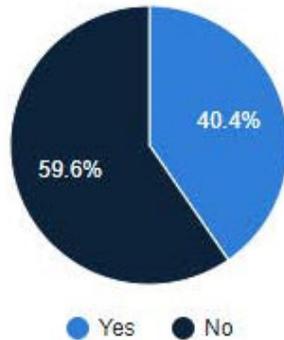
Yes	30
No	51

**Q4: Do you support lot consolidation and redevelopment to provide additional public spaces, enhancements/connections to the Custis Trail and stormwater improvements?**



Yes	36
No	45

**Q5: Do you support allowing additional building height (with sensitive transitions) to spur additional community improvements in this area?**



Yes	40
No	59

**Q6: Please explain your answer. (250 characters max)**

I don't care about sensitive transitions. Add height, add density. Let middle-income families like mine have a place to buy.
Nothing in the plan I have seen addresses the impact on schools either with respect to costs or diversity. Increased density will create increased burden on schools and will harm diversity since it will increase disparity in the north.
There are plenty of 3 story existing townhomes and multifamily homes along Lee Hwy in Area 5. A lot of these bldgs back up to single family homes (on narrow streets) that can be built at 3 stories. 5 stories should be the MAX height.
Right along Lee Highway - absolutely, but there should be a quick tapering to the single family areas.
Your idea of more than single family south of Lee Highway is ridiculous. It is an established single family neighborhood. SFH only except for pacels fronting Lee Highway and then allow townhouses or 3 story condos
This is a quiet neighborhood with a suburban feel and that's the entire reason people enjoy living here. Cramming high rises here would be devastating. There's no way it can be done without removing the already scarce green space our community has.
I don't think "sensitive transitions" are necessary at all. This area is very close to multiple metro stations and could be a walkable, transit oriented area with lots of mid and high rise development. SFH aesthetics are not sacred.
Increased building heights will ruin the character of a historic, well-regarded, family friendly neighborhood. Moreover, we do not have the schools or infrastructure necessary to handle our existing density, let alone more density.
Unless you provide a strong plan to protect current residents and homeowners
Yes, but not everywhere and it should not be left to developers to decide which improvements to offer. The community and county should be deciding what we want - e.g. green space not cross streets.
This is not to benefit the residents. It is merely for economic growth. It will displace people and it's unnecessary

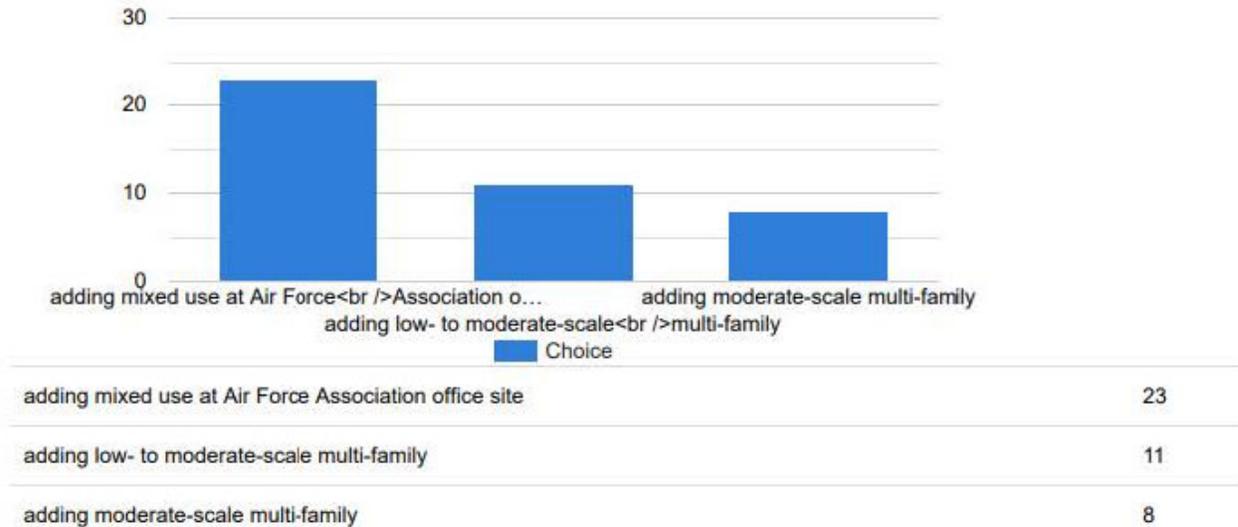
Some height increases along Lee Highway make since for the project goals. Too much height will change the makeup of the neighborhoods add traffic and further crowd schools.
Under this plan, you are proposing to eliminate my 1939 home that my husband and I purchased recently in order to start our family in a great school system. We love our home and have made lots of improvements, it's not fair to our family.
You are proposing to encroach into people's existing homes for development. What are your plans for families that will be potentially displaced?
Stop trying to uproot existing diverse communities for the sake of your business interests.
No, there are communities and families who have been here for generations and they will have no where to go. This is unacceptable.
APAH fully supports the vision for creating a higher density, transit-oriented Area 5 given this area's proximity to the Rosslyn-Ballston corridor. However, we feel that Scenario B offers a more progressive vision for a growing and diverse Area 5.
I do not support allowing greater than 4-story development in the residential parcels that are not directly on Lee Highway.
Yes, but only for lots already zoned for multi family use, not for single family zoned lots.
I support however I fear a negative impact re: more cars and cutting through the neighborhood, speeding and parking on already crowded streets. Need to solve that first. Need more than speed bumps, permits and ticketing.
Density doesn't need to come into Lyon Village. The county has plenty along the metro line. Single family and low rise Development provided quality housing.
The schools are already overcrowded even with the new elementary school. The metro, prepandemic, was packed at rush hour. We need a holistic approach with proper infrastructure to support these ambitions.
I do not want Clarendon to become the next Rosslyn, the visual character of the streets, Wilson, Clarendon Blvd contribute to the charm and attractiveness of this area. Enough, already!
I only support moderate building height expansion for the areas right along Lee Highway that are already zoned for apartment buildings.
This area is charming because of the varied housing types and lots. Consolidating them into big condo lots would take away from the character. Building height should be maintained and lots should not be consolidated
The main draw of this neighborhood is charming varied and older homes. Changing building heights would simply allow corporate developers to build large scale no personality condos.
Currently all the homes are two stories and promote a quiet residential atmosphere. Allowing large scale high buildings will only benefit developers without benefitting residents.
This area needs to be able to house sufficient population to support walkable retail, as well as quality transit. Both require significant height & density & will encourage/require developers to contribute additional community improvements.
Arlington needs to have higher buildings (e.g., Ballston and Clarendon) and enough single family homes to support a unique variety and options to attract the most talent individuals to this area.
Lyon Village between 18th street and Lee Highway should remain single family housing. There are plenty of areas around here for taller buildings. Don't destroy this beautiful community
4-7 story bldgs will encroach on residents directly across the street. PARKing on the street is already excessive with bigger vehicles having difficulty accessing including emergency vehicles. Adding a bldg on top of a parking lot will make it worse

Building onto the LV apts or erecting additional buildings on the lot will likely affect the greenery that buffers the LV homes from the appts/And the noise from Lee hwy, which was the outcome of the lawsuit when the parking lot was put in.
The current height is 4 stories. If increased to 7 stories it almost doubles the height and impacts the on-lookers of the LV residents in that area. It will affect the neighborhood/feel, which is the reason families moved to this specific area.
Again, you're targeting small SFH along 18th street that maintain a neighborhood feel. Historic homes dating to the 1930's to boot. I'm not ok with 4 story Builds destroying SFHs.
Additional height should largely be limited to north of Lee Highway. However, using developer deals to pay for needed infrastructure improvements is wrong. Infrastructure costs can (and should) be out of taxes.
but not beyond 8 stories
Increased height will only continue to increase area land costs
North of Lee Hwy already posses a mixed of housing inventory. SFHs are nestled between townhouses and adjacent buildings. Our 1940s house has withstand the test of time. We are the "MM".
As a resident on 18th street, I believe allowing midrises to pop up on anything but Lee Highway itself would negatively affect the feel of the neighborhood.
Building Heights - With the communities, support 5-7 stories at the activity nodes: Lee Harrison, Lee G. Mason, Lee Glebe, and in Cherrydale. In N. Highlands, support 9-12 at Spout Run LVSC and Pawn Shop. Do not support more than 12 anywhere.
Zoning is promulgated in law, not "sensitive" Let's just apply the code and capture tax revenue to pay for new services, not adopt formulas that hold community improvements hostage to adding more concrete and steel
Single family homes exclude non-millionaires from living in Arlington. We shouldn't dedicate the whole county to single family homes that are bad for affordability, the environment and runoff on a per-person basis.
Community Benefits will be significant and at LEAST 15 stories should be considered in this area. A new "Vertical School" would assist APS in their needs. More street connectivity (similar to Scenario A) would be a huge improvement for this area.
multi story development will feed major population increases which will impact schools (already projected to be overfull in several years) and park utilization
Increasing density will push out low-income housing residents in favor of developers and those who can afford to live in new hi-rise apts and condos. It will ruin the livability of our neighborhood.
Not until "sensitive" transitions is defined and agreed upon.
No this is disrupting single family homes.
Not without property owner's request (i.e., no eminent domain as staff stated County would not exercise)...
Addt bldg height such as 4 stories is fine. Addt height such as 8, 12 or 15 feet IS NOT. Devil is in the details on this one. Pls don't be generic on "addt height."!!
Tall buildings next to single family lots equals LOSS of single home PRIVACY and increased lot damage from increased pedestrians.
Existing infrastructure, facilities & finances cannot support what you propose. A detailed impact study is required and would show this plan is impractical. You have failed to inform yourselves about your subject before making proposals.
I do not support government efforts to alter existing community structure that damages taxpayer's economic position while adding retail blight and excessive density to an existing vibrant community.

<p>This question makes no sense. Yes I support community improvements. But allowing higher buildings does not serve that purpose. This all really stinks of someone getting paid off by developers.</p>
<p>Arlington has multiple neighborhoods with tall buildings to support commercial and residential demand. Need to maintain neighborhoods without tall buildings to maintain the character and neighborhood feel in some parts of Arlington</p>
<p>The existing GLUP, zoning, and building height limits should not be changed. The existing C2 and RA8-18 areas provide sufficient land for the construction of new apartments without the need to demolish single-family homes.</p>
<p>I support additional building height in this area and think Scenario B does a better job</p>
<p>must take full advantage of our opportunities on the corridor</p>
<p>Higher density should be with 0.25 of metro. No discussion of impact of higher density on schools.</p>
<p>Although alternatives such as mass timber are being developed, I don't believe the developers that Arlington is listening too will build high-rise structure from anything but concrete or steel, which are highly problematic from a climate perspective.</p>
<p>Concentrating more affordable housing near Lyon village or courthouse rather than further up Lee highway goes against goals of equity since it increases diversity imbalance in schools in N Arlington.</p>
<p>I do not support increasing building heights anywhere near single family homes. There are so many places in Arlington for apartment buildings but they should not interfere with any single family neighborhoods, like Lyon Village.</p>
<p>It is important to up-zone a part of Lyon Village, to make it clear that even the wealthiest and most powerful parts of the County help with density.</p>
<p>I am opposed to converting private property to include 1911 n wayne st arlington va 22201 to new public open space. This property should be zoned for multi family and help meet the housing shortage.</p>
<p>Building heights cause shadows. The affordable housing benefits are negligible. The profit goes to developers. The school system and existing neighborhoods suffer.</p>
<p>I am opposed to converting private property to include 1911 n wayne st arlington va 22201 to new public open space. This property should be zoned for multi family and help meet the housing shortage.</p>
<p>I don't support rezoning my block so that I will have to leave my house. Can you imagine what it feels like to see two planning scenarios, both of which involve you losing your house?</p>
<p>On the south side, scenario b is preferable as it creates a more gradual transition.</p>
<p>I ONLY support additional height with sensitive transitions ON LEE HWY. Not on N 18th Street. Not on Danville nor Bryan nor Barton nor Edgewood nor Adams nor Cleveland nor Highland.</p>

**AREA 5 EAST SURVEY RESULTS**

**Q7: What is the best way to add housing choices that increase transit ridership and take advantage of proximity to Metro stations in this area? Select all that apply.**

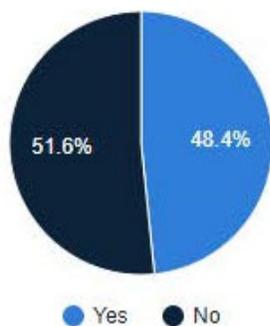


**Q8: Please explain your answer. (250 characters max)**

This area is close to the Rosslyn Metro and show have a lot more density.
Redeveloping Air Force building will negatively impact Palisades Park HOA, especially on Pierce Ct.
There are unsightly electrical lines near intersection of N Oak St. and Lee Hwy. Please underground these. Thank you.
This area really is not that close to the metro. At least the Air Force building is somewhat proximal to Rosslyn station. Increasing zoning would be an assault on the character of this neighborhood.
Adding anything more the this area is a bad idea. There is already quite a bit of housing in that area. Parking is already a problem.
The apartments right on Lee Hwy could grow in density if redeveloped. But leave the current single family, duplex and garden apartments within the neighborhood as they are. This neighborhood already has a good diversity of housing types.
Do not take from the existing single family homes. Allowing the mixture of them will allow the original character of these neighborhoods to survive.
Keep the existing single family homes
I'm against all this. Roads jammed now. Tell me how we jam more people into metro cars already jammed? Who financially benefits from development?
Air Force Association site and land near the Marriott were part of a plan proposed in mid 80's for land consolidated by Rob Truland. It was supported by the civic assn but never completed.
This area's density should not be increased in order to bios new housing. The existing older homes have charm. A change to allow accessory dwelling units or duplexes could addrsss density without affecting character.
Careful additional of scale can probably be managed in this area, but the goal should be very moderate increases in parts of the area that can truly handle it.

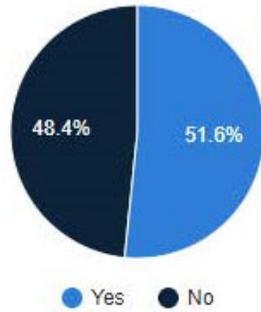
The county expanded footprint for new hirises at Key Bridge Marriott, along fragile Potomac gorge, and now wants to ensure infill to the west of that gorge. Leave density as is, first assess environmental impact.
keep population growth away from residential areas. Or do neither of the options posed due to pressure on schools
Do not discriminate against single-family and townhome communities. Arlington does not need more canyon communities like Ballston and Crystal City.
I strongly disagree with adding any more commercial space, multi-family units to an area that is already set up for those things and allows for green space for enjoying the outdoors without reducing the sunlight to trees and green spaces.
Some additional density in this area is logical, especially with infill scenarios. It's important to note that some of the existing zoning in this area is overly restrictive and should be updated to allow more improvement options for property owners.
None of the above. I don't agree with the premis.
Access to metro will be less through single family residential areas with pedestrians walking by already established large condo/ high rise buildings rather than through neighborhoods. Drunken pedestrians are very disruptive at night time!
This is a false claim. Metro is already packed and buses can be standing room only. No new buildings are needed to increase ridership.
Individuals who want to be close to the metro live in Rosslyn-Ballston. Lee Highway cannot compete with the Rosslyn-Ballston corridor
There should not be any multi-family zoning in single family neighborhoods, like Lyon Village. It could destroy the neighborhood and create tons of issues, including environmental issues.
I am opposed to converting private property to include 1911 n wayne st arlington va 22201 to new public open space. This property should be zoned for multi family and help meet the housing shortage.

**Q9: Do you support lot consolidation to establish additional street grid in this area?**



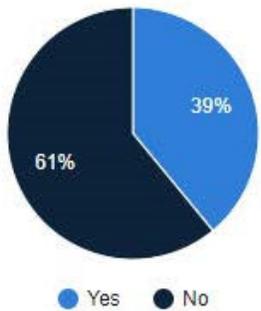
Yes	15
No	16

**Q10: Do you support lot consolidation and redevelopment to provide additional public spaces?**



Yes	16
No	15

**Q11: Do you support allowing additional building height (with sensitive transitions) to spur additional community improvements in this area?**



Yes	16
No	25

**Q12: Please explain your answer. (250 characters max)**

I don't care about sensitive transitions. We need more housing.
Redeveloping Air Force building will negatively impact Palisades Park HOA, especially on Pierce Ct.
This will have a significant negative impact on single family townhouse homeowners on N Pierce Ct and behind.
I live in the townhome immediately next to the airforce association. It already shades my garden so much that everything dies. My home is very close to that bldg. To put a ten story bldg so close to a private home severely reduces the value of my hom
This would greatly harm the character of an area that has been my neighborhood for more than two decades
This would greatly harm the character and repose of my neighborhood.
Some heigh increase to already zoned multi family housing will accomplish the goal without changing the housing neighborhoods.

Removing the existing single family homes will ruin what is left of the original character of these neighborhoods
Townhomes across from moms market would be more appropriate and neighbor friendly.
We have compromised and compromised for decades in North Highlands with the assurances that "no development would set a precedent". The lying is taking a toll on faith in government.
Allowing taller condo buildings a would destroy the charm of this area and only benefit big developers
Yes, but the proposal as shown seems too aggressive.
We already lack sufficient schools. There is no elementary school for increased density in Rosslyn, so those kids are now going to Key elementary, and kids in North highland who are walking distance from Key school are forced all the way to Taylor.
Your transitions are not sensitive to Palisades Park, which are single-family 4-story townhouses that are part of an HOA neighborhood with architectural restrictions. The re-zoning will put up to 10 story buildings next to 4-story townhouses.
The heights proposed are relatively conservative for a major artery this close to the center of a major metro area, and wholly sensitive to nearby neighborhoods. Stay strong!
We should promote building more housing in our county.
Zoning is promulgated in law, not "sensitive." Let's just apply the code -- make clear to the community before site plan densities are added what the end result can be -- and capture tax revenue to pay for new services.
You cannot improve a community by taking away people's homes in favor of developers. High-rise living does not build community, it destroys it.
The roads can barely handle the neighborhood traffic now, and adding density without changes to the infrastructure is irresponsible. Also, there is no meaningful transition between single family homes and 7 story multi family buildings.
I strongly oppose any additional building heights. Any changes will block views, sunlight, reduce the amount of green space and dramatically change the nature of this neighborhood.
Building heights could be increased right along Lee Highway but should be avoided farther away
Bad idea
This is too generic of a question to be helpful. Heights of 4-7 might work, but not higher. Pls respect SFH neighborhoods.
Too much addition of height and density in the area will lead to horrendous traffic jams that exist further west on Lee Highway. Combining greater density when planning on NARROWING the roads is just a recipe for congestion and misery going downtown
I support additional building height in this area.
The existing GLUP and zoning remain should remain as they are. The existing C2 and RA8-18 areas provide sufficient land for the construction of new apartments without the need to demolish single-family homes.
The character of the neighborhood is that it is single-family and duplexes- building high rises will not help.

## AREA 1 SURVEY RESULTS

**Q13: Given the existing planning guidance for East Falls Church, scenarios for area 1 focused on transportation and open space improvements to achieve a cohesive planning approach for these corridor-wide elements. However, additional ideas for implementation may also be considered, which could include reevaluating the existing planning guidance for the specific areas.**

**Additional height on the north Metro parcel, beyond what is currently permitted in the adopted 2011 East Falls Church Area Plan (which is up to 9 stories), may be needed to facilitate transit-oriented development, spur additional community improvements (i.e. public plaza, greater affordability contributions) and to address various site opportunities and challenges. What are your thoughts?**

New Park & Ride garage will exacerbate existing traffic issues on 19 St N/Sycamore-Kiss & Ride causes significant issues already
Height beyond nine stories would be great to allow, but redevelopment of the north Metro parcel is long overdue.
The Lee Hwy share of AH must include a meaningful amount of units here. This is area is not diverse and has school capacity.
The area around the east falls church metro station should look like the areas around any of arlington's other metro stations.
Ground-level commercial development and a plaza could greatly improve walkability and foster community.
Agreed to additional height
I'm fine with additional height on the metro parcel if it facilitates ground level retail and public open space
Keep schools and road infrastructure in mind as increase density.
Survey is too complicated, convoluted and only have limited area to write comments. Make it simple s...
This plan is too far reaching and ridiculously ambitious., creating traffic problems and congestion. Height limits needed!
Yes, Metro site is perfect site for higher density AFFORDABLE HOUSING and building height - 9-12 stories.
The EFC area plan should be updated with a more TOD-friendly approach, not only for the WMATA site but for surrounding blocks.
The East Falls Church station is so underused. Why do only a handful of people get to live next to one of Arlington's stops?
better bicycle facilities, street-level retail, more focus on pedestrians, underground parking, a park with benches
As long as whatever is built there is mixed-use, with shops, better pedestrian areas, etc, and not just residential then this ma
Maintain/improve upon the cohesive feel of neighborhood and not transform our area into a transit hub for exurbs.
The EFC metro area does not need humongous buildings nor does it need to look exactly like Ballston and Clarendon.
Density for density's sake is a fool's choice. We did not move to Clarendon and we don't want that here.
Area already congested. Additional height should NOT occur; need to keep density low; low rise+ space only.
We need to include the AEFCCA neighbors in a new discussion about heights and other issues.
Area is already too congested and will stress our already overloaded infrastructure systems.
If you reevaluate EFC area at this ;ate date, should be a separate process to give adequate time for community input.

Priority 1 (not listed) is good neighborhoods: preserving the environment, good schools, less overcrowding, pollution & noise
leave our neighborhoods as is
I agree with possible additional height on north Metro parcel; this is not near and SF homes and would taper down to Washington
We do not want to become a parking lot. We have an EFC area plan. address the bike trail issue
We need to revisit the 2011 EFC plan immediately. The heights were too low then/now we can see we need the height to advance
I am opposed to converting private property to include 1911 n wayne st arlington va 22201 to new public open space.
NATASHA, "Hard to Navigate" was the main feedback I got from this survey from neighbors. John Wilson
Yes! More homes on the metro parcel please! This could be a vibrant retail center for the whole area.

**Q14: Please rank the community improvements from most (1) to least (7) important to achieve on this site? Also, indicate (in the space provided) other community improvements that you think should be considered on this site.**

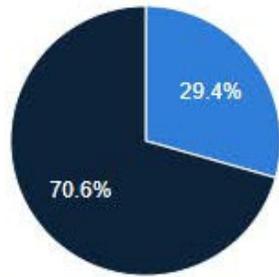
a) enhanced pedestrian connections	1
b) enhanced bicycle connections	3
c) enhanced crossings on Washington Blvd. and Sycamore St.	2
d) public open space at the ground level	4
e) commercial amenities at the ground level	5
f) affordable housing	6
g) other	7

**AREA 1 and 5 SURVEY RESULTS**

**Q15: Please rank the corridor-wide objectives from most important (1) to least important (7).**

a) safe and equitable access on lee Highway for all users	2
b) diverse housing supply for people of all ages and income levels	3
c) environmental sustainability and resiliency	1
d) economic well being	4
e) community facilities and gathering spaces for all ages and income levels	5
f) inspiring architecture and landscapes	6
g) Celebrates, honors, and acknowledges its past, present, and future	7

**Q16: Which scenario in Area 5 West provides the best opportunities for achieving the corridor-wide objectives?**



● Scenario A ● Scenario B

Scenario A	5
Scenario B	12

**Q17. Based on previous community input, numerous potential community improvements could be achieved with future redevelopment by private property owners, in exchange for increased density/height above those levels permitted with existing by-right zoning. The preliminary ideas conveyed in the scenarios could allow for achievement of some combination of these improvements, depending on the degree of change from by-right density/height levels.**

**Help us understand your priorities about community improvements and benefits.**

**Q17. Continued...**

**Rank the top 10 community improvements and benefits to achieve in this area, using most important (1) to least important (10). Use the "other" box below to indicate any additional improvements or benefits you think should be considered.**

a) Affordable Housing (low- to moderate-income levels)	2
b) Green Building Design and Certification	3
c) Meeting rooms and other indoor spaces for public use	9
d) New publicly accessible open spaces	1
e) Public Art	10
f) Bicycle Lanes	5
g) Pedestrian Facilities (i.e. north-south pedestrian crossings of Lee Highway, wider sidewalk widths and enhanced streetscapes, HAWK Pedestrian Crossing	4
h) Transportation Improvements (i.e. bus shelters, bicycle parking, Capital Bike share facilities, electric vehicle charging stations, micro-transit or circulator	7
i) Reduced/consolidated driveway entrances along Lee Highway frontage	13
j) Street Grid Improvements (i.e. construction of new streets or reservation of space for future street, pedestrian, or bike connections to improve access,	11
k) Storm Water Infrastructure (i.e. detention vaults, bio-retention street improvements, pervious pavement)	8
l) Tree preservation, replacement and planting	6
m) Underground parking and/or screened parking lots/garages	14
n) Undergrounding of Utilities	12

**Other:**

If you wanted real feedback, why limit to 250 words. There is only room for feedback to questions you want to ask in the way you want to ask them. Another false Arlington community engagement.
There should be no density allowed in any areas where it would adversely impact single family residential areas. There should be an environmental and financial assessment of any bonus density on Arl Co.
Ranking tool isn't working. Here are my suggestions, for the length of the corridor: think to the FUTURE, the infrastructure needs of a hotter, stormier, less indiv car-centric future. Build out vast, integrated charging (cars, fleets, equipment)
Traffic flow on Lee Highway is important, as many Arlington residents use it to commute to work/school. Without improvements like a center turn lane, more density will lead to gridlock because it's mostly far from Metro stations.
Allow the existing single family homes to remain to preserve the character of Arlington. It's what sets us apart from the other hyper-developed areas west of here
Additional police and fire personnel and facilities. More schools, maintain cops in schools. Stop pushing development down our throats. How's that?

Keeping the current community feel of the established neighborhoods.
The survey should be easier so that more people can provide input. I believe the assumptions made of less traffic are unrealistic given that Fairfax and Loudon may feed into Lee Hwy and Washington Blvd. Where will guests park on 22nd St N ? Will t
Fiscal impact of projected scenarios is the first order of business, along with environmental and true diversity impacts (does this zoning ensure we are not displacing residents earning below 80% of AMI and locally-owned business?)
Stop making every area the same as Ballston and Clarendon, both a disgrace to Arl. I lived in both areas. I moved out because of the constant racket that still goes on to this day (I moved out 25 years ago from those areas). Sheesh.
Affordable housing and housing density should mirror Columbia Pike.
re reducing lanes on Lee (Langston) Hwy in Area 5 --with addition of retail/ground level businesses won't traffic flow INCREASE so the shrinkage of travel lanes will cause gridlock? What is the experience since Mom's was opened?
This survey is very biased in vfavor of destroying single family housing to provide so called "affordable housing."
leave our neighborhoods as is
leave our neighbor hoods as is
Keep the high rises on the NORTH side of Lee Highway, where they already exist, & preserve the RARE single family homes that are in the uniquely suburban-like neighborhoods south of Lee Hwy.
Missing Middle Housing EVERYWHERE there isn't already at least mid to high rise development planned
I don't agree with any of the multiple choice questions in this survey. The survey doesn't allow people to actually express their opinions because the vast majority of people affected do not agree with ANY of these multiple choice rankings.
Again, this survey ignores the key issues that include preservation of single family neighborhoods. The idea that increased density is needed in this area is not supported. People are not able to express their opinions in this survey.
I am opposed to converting private property to include 1911 n wayne st arlington va 22201 to new public open space. This property should be zoned for multi family and help meet the housing shortage.
Keep the existing GLUP designation of Low-Medium for Area 5 (West)