

Area 2 Additional Feedback

Name	Comment
Alin Crapatureanu	<p>I am one of those with a property directly affected by the redevelopment plans. Pls GO AHEAD with Lee Highway redevelopment planning. I've talked to others in a similar situation, my neighbors and they share the same feeling that something has to be done, even if is not ideal and we might have to relocate somewhere else in this area. But for now, for residents living very close to Lee Highway the noise is quite significant, since commuters started a couple of years ago to avoid pay the tolls on 66, the traffic is worse and frankly more and more unsafe all over, and the entire area appear to be totally out dated and detached of today's realities (planning, community requirements, social redevelopment, aspect etc) Again, pls do what is right for the future of our community and Arlington County!</p>
Sharon Monde	<p>The Administrative Council of Calloway United Methodist Church appreciated the opportunity to review the Plan Lee Highway Land Use Scenario Analysis. In particular, our dialogue including the question and answer period brought clarity to individual issues. The Administrative Council prefers Scenario "A". Our primary concerns are:</p> <ul style="list-style-type: none"> • We do not support any development that will encroach on our community. • We do not support seven story buildings on Lee Highway; near, in or around the High View Park community. • We do not support allowing developers the opportunity to consolidate residential and commercial lots along Lee Highway. We do not support MORE affordable units in the High View Park community. We feel that we have our fair share and that other communities should accept some in their communities. <p>Calloway acknowledges that over the years, the community has purposefully identified a section of Lee highway as its "Main Street." This section of the highway includes, Fire station 8, John M. Langston School, Langston-Brown Community Center, Calloway Church, and the Gateway Park. All of these places have historical significance in the history of Arlington County. The community has partnered with the County to ensure that the rich history of the High View Park neighborhood is visible in the design of each site. The corridor has been designed to invite residents to visit these sites to see and learn the history. We do not support the construction of any tall buildings that would dwarf the historic sites and could obstruct or minimize residents ability to view what Calloway truly feels is the "Cultural District" of our community. Again, we appreciate the presentation and the ongoing dialogue. Please continue to keep us abreast of any changes or pertinent information for our church and community. We look forward to continuing this partnership for the good of the community.</p>
Anita Green	<p>Sandi, I wanted to first thank you and Paul for giving Calloway the opportunity to be informed of the current stage of the planning process for Langston Blvd. The second point about building an educational narrative is wonderful. I think we should have more discussion about what that would look like. I like the trail idea. What the church thought was off most importance was to have places along the corridor where something would be that speaks to the fact that Langston refers to John M. Langston. It could include a short bio or list of his accomplishments. If possible, i think this should occur soon after the Renaming celebration or be a part of the renaming celebration. We could possibly have the standard historical signs that the county produces until, we have the completed design for the Trail. There is truly going to be a great deal of black history along the corridor. The Legacy Working Group for Fire Station 8 has included some awesome elements in the design. The commemorative trail at Dorothy Hamm is beautiful. I attended the unveiling last week. There is certainly enough on the corridor to have a very informative and interesting trail. The date of the 21st is when the members of the council will submit their comments to me. We will have the letter to you by Friday, the 25th. Peace</p>
Christine Purka	<p>I am member of Calloway Church and resident of Area 2. I hope I am not too late for input; I believe they said we were extended a day or so to provide input since our community meeting was last week. Overall I am very supportive of the intentional and thoughtful rehabilitation of</p>

	<p>Lee Highway, particularly the introduction of mixed use buildings with low-moderate housing options to increase diversity and affordability of homes. My one concern is about protections for the small business owners who already operate along the corridor. These businesses are a critical life blood of our community and I hope there are programs and protections put in place to protect and support them in the transition. I do not want to see large chain businesses up plant the existing mom n' pop small businesses.</p>
<p>Clare Campbell</p>	<p>I am writing to express my concern re: Plan Lee Hwy. I grew up in the Tara-Lee neighborhood and now own a home in the same area. I have seen Ballston grow and become the "minicity" it is today. While I enjoy the benefits of growth and expansion in our county, there are times and areas that require preservation instead of new building. I also lived in Falls Church between 2008 and 2016. I watched the "Little City" add new apartment buildings, retail areas, and more people. The increase in population has created more traffic and a stress on their schools. They can't fill all the retail space as it is. There is limited room for expansion and Arlington is in a similar situation. Our schools are already maxing out right now. >>Lee highway is a main drag to DC, as you know. If we add multiple-story buildings all the way in to the city, we are welcoming much more traffic, delivery trucks stopping in the road to unload, constant stop and go on an already busy road. The residents up and down Lee Hwy have no interest in increased traffic on a road we use everyday. >>Please reconsider development along Lee Hwy. Replacing a few old buildings with new 3-story buildings to encourage growth and business is important. But to bring in developers for 6+ story buildings, creates too much stress on our community. I would like my children to grow up in a neighborhood, not an urban area. I would like them to walk to their friends' houses without worrying about cars speeding around on the side roads to avoid traffic right near our home. >>Thank you for your time and consideration</p>
<p>Eric Schwartz</p>	<p>Last year, to mitigate the flood of water that comes down from Lee Highway to our property, and more specifically, from the Westover Service Station lot (and the neighboring chiropractor's office adjoining parking lot) onto our property, we spent \$4,500 to re-grade some of our backyard and to build a "water" garden – a U-shaped garden dug 6' deep with gravel and pipes to catch and re-direct water, to stop the constant flooding of our garage and neighbor's garage. However, after recent rains (including last night's torrential rain), while the garden worked properly, per usual the gardens/backyard land abutting the Westover Station (so above the water garden) still continue to have sustained damage due to excessive water flowing from the Westover Station. This is now common with every rain.</p> <p>Two questions: (1) does Westover Station, a commercial property – with a large blacktop parking lot without ANY drains -- have any responsibility to mitigate water flow onto our property; and (2) does the County have any jurisdiction to make them do something? Last year, on your recommendation (great contractor) we redid our driveway which was water and weather damaged over the years also to improve the flow away from our house and our neighbors (it is a shared driveway).</p>
<p>Kristi Roberts</p>	<p>I am writing to draw your attention to a traffic and sidewalk situation that is currently unsafe and untenable, in the hopes that a solution can be incorporated in the planning process for Plan Lee Highway/Langston and implemented as soon as possible.</p> <p>The block of North Jefferson Street, between Lee Highway and 26th Street does not have sidewalks on either side of the street. My understanding is that at least 20 years ago, the County planned to put sidewalks on our street, but a small group of prior homeowners, who no longer live here, blocked that proposal.</p> <p>This block of N. Jefferson is in the walk zone for all three schools in our assigned pyramid - Nottingham Elementary School, Williamsburg Middle School, and Yorktown High School. Students who live in the townhouse community north of Lee Highway and west of our block are also in the walk zone, and their walking route brings them up our block on North Jefferson.</p> <p>Compounding the issue, this block of N. Jefferson has unrestricted parking. The condominium community south of Lee Highway was built with only one parking space per unit, so condominium owners and guests park on this block of N. Jefferson, in addition to employees working in the businesses along Lee Highway. While we wish them no ill will, this parking on both sides of the street narrows the throughway even further, forcing children and families to walk in the middle of the road.</p>

	<p>Finally, the opening of the new Starbucks on Lee has led to significantly increased pedestrian traffic as our residents and neighbors north and west of us use this block of N. Jefferson to walk to Starbucks, again forced to walk in the middle of the road. Increasing the danger, cars leaving the Starbucks, forced to turn right onto Lee Highway even though their destination is eastbound, zoom up N. Jefferson to get themselves turned around. Though traffic decreased initially in the first days of the pandemic, volume has increased again with the return to work.</p> <p>I urgently request that your team focus on and address this issue. It is only a matter of time before someone is injured, or worse, as has happened on other streets in our area. For the safety of our children, our residents, and our neighbors, please prioritize installing sidewalks on this block of North Jefferson Street.</p>
Andrew McIntyre	<p>Thank you again for taking the time to meet with Combined Properties Inc. (CPI) on Tuesday, May 4, 2021, to review and discuss the Plan Lee Highway initiative with respect to the zoning and planning elements being considered for Area 2 Neighborhood and specifically how those elements may impact future redevelopment of CPI’s Lee & Harrison Plaza property. As we shared with you, we enthusiastically support the combined efforts of Arlington County CPHD, Lee Highway Alliance (LHA), the sixteen Civic Associations (and the residents they represent) as well as the Lee Highway business community actively working to implement the nine Guiding Principles of LHA.</p> <p>Approximately five years ago, we met with Ginger Brown and Sandi Chesrown as they led the effort to organize support for the current re-planning effort for Lee Highway. From that initial discussion and as this planning effort has progressed, CPI put together the potential mixed-use (residential over retail) redevelopment plan we shared with you during our meeting, for the redevelopment of Lee & Harrison Plaza. We have done so with an eye towards understanding appropriate height, density, use, access, parking ratios, street sections and community benefits that should be in-line with the goals of all community stakeholders.</p> <p>However, there are a few items from our discussion of the current plan proposal for Area 2 Neighborhood that we want to reiterate and document our position as you and your team work to finalize your recommendation of planning changes to the Lee Highway corridor. They are as follows: (Note: Page references are from the Plan LH presentation dated April 22, 2021 titled “The Future of Lee Highway, Land Use Scenario Analysis, Part2: Neighborhood Area Concepts – Area 2”)</p> <ul style="list-style-type: none">• Our development plans encompass our site only (no adjacent properties). As such, CPI would not take advantage of the “Lot Consolidation” option per pages 23-25. From CPI’s analysis, more often than not, it will be economically infeasible to do so as these are very valuable single-family homes adjacent to the commercial corridor.• Given the desired and likely requirement for ground floor retail at our property, development of CPI’s site is not economically feasible unless we can build to 7 stories in height (5 stories of residential plus a single story of retail that allows for ceiling heights of up to 20’ – the equivalent of 2-stories).• Under Scenario B, on page 12, your plan shows a green colored strip on the west edge of CPI’s property identified as “New Publicly Accessible Open Space”. Per our discussion, CPI’s understanding for this “connective space” is for a more aesthetically appealing space that not only allows pedestrian connectivity but would entice folks to linger and sit and relax in an inviting and pleasing open space. However, we are greatly concerned with how this is both labeled and the lack of more specifics regarding the above desires and a palette of acceptable treatments. With regard to the identification of this element, CPI does not have the ability to contribute a park on the west edge of this property and still have an economically viable project. As such, we discussed the desire for enhancements to meet the above goals for this space. As such, we believe the current label to be inaccurate and will cause significant issues when interpreted differently by staff, owners and residents. We would recommend the label “Amenitized Public Space Connection” to differentiate from the concept of a traditional park. Additionally, we believe a reference section with appropriate precedent images should be included for reference and to clarify the design vision for these spaces. A very good example of where this has been well executed is at the Northwest corner of 14th and R Street NW in the District. Please see the photos of the

	<p>art, seating, landscape and lighting elements in the attached pictures. Finally, it should be clarified in the final plan that this space, however it is ultimately defined, does not preclude vehicular access to the subject property, but allows for such ingress and egress. As we illustrated in our concept plan for Lee & Harrison, it is highly efficient to provide residential parking access off of N. Illinois, which would traverse the southern end of the space currently shown in green for the above referenced Scenario B.</p> <ul style="list-style-type: none"> • Community benefits such as undergrounding utilities, affordable housing, public art, etc. are important factors in the overall redevelopment and CPI has accounted for those elements based upon what has been historically required for up-zoned projects in the R-B corridor. <p>Thank you again for your time and we look forward to working with you to hone the above issues and on all aspects of moving this very important effort forward.</p>
Elizabeth Kirby	<p>Thank you for all your service during the last year. Yours and all of the community's efforts were heartening. This is in response to the proposed Lee Hwy. (Langston Blvd.) redevelopment that would add significant population density along that corridor. I do understand that some of the shopping areas are not very attractive but even if redeveloped I do not understand any benefit in also including additional residences in that space. My understanding is that Langston Blvd. could become a type of Main St. style of street that allowed an ease of walk-ability or bicycle ride to most services and amenities that residents need and enjoy. The Main St. concept is associated with small towns that have low traffic flow. The traffic flow is minimal and therefore easier for pedestrian and bicyclist's to safely maneuver. This attempt to retrofit new building into a space that most already see as fully established and complete, is painful. If there were acres of undeveloped land, this might be another story.</p> <p>This proposal to add significant population density will only add to traffic concerns. Currently, bus service is quite easy to use. Walking to Metro would be impractical for most along this corridor. Discouraging car use can only go so far. Even those who choose not to own a car will employ Uber, Lyft. a cab or delivery service quite often.</p> <p>I live near Harrison St. and soon-to be, Langston Blvd, on the side of Harrison with Safeway and Harris Teeter. Harrison St.and the surrounding streets have bike lanes. They are rarely used. It is quite hilly in this area making it a difficult ride. Most of the bicyclists I see are groups dressed in bicyclist's gear and are apparently well-seasoned bicyclists able to negotiate more strenuous terrains.</p> <p>In addition to the steep inclines,it is often too hot, too cold or rainy in our area to expect this to be a regularly used mode of transportation. There are always pedestrians on Harrison St. including many children and teenagers. At this time, drivers on that street must be extra alert to all of the action that is occurring around them. Chestnut Hills Park is full of children on good weather days. Harrison St. is full with parked cars on those days and youngsters are often seen entering and exiting cars. Purposely allowing additional everyday traffic in this area is unconscionable.</p> <p>As a real estate agent I will comment on this: There is some idea that those with lower and more middle class incomes would benefit from additional housing options. Although, some rentals may offer affordable housing assistance the cost/benefit to all makes this a questionable venture. The newest townhouses, just built at Lee Hwy and N. Underwood St.had a starting price of 1.38M. This is not even most desired location along the corridor. There was an older townhouse on the market recently in 22207 near Langston Blvd. with an asking price in the mid-500's. It is very unlikely that a brand new duplex or townhouse could be priced even close to this. I am glad to consult with any of you on a realistic look at the market. There is still quite a bit of inventory in Arlington that should be affordable to most. The state of Virginia offers a VMDO loan to those with lower incomes and less than good credit on the condition a financing and budget type of class is completed.</p> <p>There are many condominiums still to be built in Arlington that will be priced within middle class means. Adding more along this corridor will not be less expensive than elsewhere in the County and could actually decrease the value of condominiums generally, due to more supply than demand. New triplexes, fourplexes or sixplexes will not be lower priced than many, many condo units already built.</p>

	<p>I do not see any benefit to any current resident in this proposal nor will it bring in much, if any, lower priced housing for future residents. I do not know if this has changed, but my understanding is that one of Arlington's commitments to its residents is to preserve and enhance neighborhoods. This proposal is not in line with equity, it is vengeance, and undeservedly so, on a community that has strived to be all-inclusive for a long time.</p> <p>I ask you to consider if, maybe it's time for a shift from insisting there must be population growth, to instead, considering another kind of growth in thinking. Thinking about what it means to have a civil, well-functioning community that promotes decisions that do not add to increased and unnecessary contention. There is a time to recognize when you have plenty, there is enough, and we have all that can be reasonably managed to stay within law, stay fiscally responsible and adhere to the commitments already in place. I do believe the County is at that stage.</p> <p>All of these points of contention in the County have to do with increasing the housing units and population: -Frequent school boundary changes -Increased traffic congestion, even on neighborhood streets. -Noisy construction every day from new houses, road repairs and re-routing -Concern about green space use and the continued habitat loss and increase in flooding -Putting night lighting on athletic fields within residential neighborhoods transforming a neighborhood from residential to commercial zoning standards -Having one public outdoor pool for the entire County</p> <p>I would hope our Democratic party that advocates for family planning would apply that thinking to their own community family.</p>
Layne Frantz	<p>I am sending this letter on behalf of the Merry Mews Community located in Arlington on Lee Highway. Our letter addresses the upcoming plans for Lee Highway. I'm happy to address any additional questions you may have.</p> <p>We write on behalf the Merry Mews Homeowners Association. We commend the Arlington County Board and Lee Hwy Alliance for devoting attention to the future of Lee Hwy. (renamed Langston Blvd.). We appreciate that the County is considering devoting some level of resources to this area of the County and recognizes the importance of planning and taking into account the views of residents who will be most impacted. At the same time, we raise very significant and serious concerns about the County Board's and Lee Hwy Alliance's plans for Lee Hwy. development as currently proposed with regard to four interrelated issues: (i) incompatible land use/design, (ii) traffic and safety issues, (iii) environmental, and (iv) density. We ask that the County Board reassess and substantially revise its proposed plans to respect the concerns of the multitude of Arlington County residents that have raised concerns regarding the plans, including those of our community, which we discuss below.</p> <p>Before detailing our views, we provide some background on our homeowners association. We are a homeowners association and community of 17 brick townhomes located on Lee Hwy., with a privately maintained drive/cul de sac that brings you into a community with trees and significant green space. The only entrance or exit from our community is onto Lee Hwy. Behind our community are single-family homes and there is not an immediate through street. Merry Mews was developed in the early 1980s and several of the residents have lived here for nearly 40 years, others have lived here for 10 or 20 years, and some are relatively new. We value the unique pastoral nature of Merry Mews, with an abundance of trees, shrubs, and its overall natural setting, in which we have invested and continue to invest significant sums to preserve. We value many, although not all, of the restaurants and businesses currently in the community, and our ability to drive to D.C. (for work or otherwise) as well as other locations in Northern Virginia and Maryland within a reasonable amount of time. We address each of the four areas of concern in more detail below.</p> <ul style="list-style-type: none">• Incompatible land use: The current proposal would allow apartment and condominium building as high as seven stories immediately adjacent to Merry Mews, as well as other homes on Lee Hwy. Homeowners, such as those of us who live in Merry Mews would find our properties dwarfed and overshadowed by complexes at either five or seven stories. If developers build five or seven story buildings adjacent to Merry Mews, as the proposed plans would allow, the many trees on the property would die, lacking light. The light our homes enjoy would vanish behind the buildings. The placement of five or seven story buildings adjacent to our properties would destroy the nature of our community and the value of our home. At some of the Lee Hwy Alliance meetings, the proponents

	<p>of development repeatedly touted that Lee Hwy could look like Columbia Pike. Those of us on Lee Hwy do not see the large-scale apartment complexes and lack of green space on Columbia Pike as something to emulate.</p> <ul style="list-style-type: none"> • Traffic and safety issues: Before the pandemic, traffic on Lee Hwy was consistently jammed and very heavily traveled. Even with less commuting because of the pandemic, Lee Hwy traffic can be heavy. Even with the limited establishments on the road today, vehicles seeking to enter or exit establishments, such as Starbucks, back up and impede the traffic flow. As currently envisioned by the Lee Hwy plan, the population density along Lee Hwy would increase exponentially, well beyond its capacity. While the County would encourage alternatives to driving, studies have not shown that traffic would decrease or that Lee Hwy will be able to handle this heavily increased density. For those of us who live at Merry Mews, even now it can be difficult to enter or exit our community. As noted above, the only entrance and exit to our community is on Lee Hwy. With increased density, and particular with large apartment or condo complexes adjacent or across from Merry Mews, it will become impossible to safely exit or enter the community. Further, it is not possible for traffic to be diverted to a parallel road behind us, because it is not a through street, nor would we wish a significant increase in traffic on our neighbors. We applaud the effort to increase sidewalks to increase safety. Dramatically increasing the density on Lee Hwy is inconsistent with safety for drivers and pedestrians. • Environmental issues: While the plan suggests that it would encourage more trees and green spaces, and would work to assure adequate drainage, Arlington County has a horrible record on this, repeatedly failing to protect property owners from over development and drainage problems. Our community has significant flooding issues from adjacent properties that developers built without any county enforcement or proper development oversight. We are one of the few spaces on Lee Hwy that has a significant number of trees and green space. Yet, the plans have nothing in them to preserve the green space in the community – the maps show our community having five or seven story buildings where our houses are. The county has not shared with the community any environmental study showing what would be needed to ensure preservation of air quality, green space, and drainage with the exponential density growth the plan heralds. • Excessive density: The plan, as it has been shared with the residents of Merry Mews, has no apparent limit to the housing and business density that it would concentrate on Lee Hwy. Arlington County appears to be embracing more is better for Lee Hwy without clear delineation or study of how different levels of density would impact traffic, the environment, or the value of homes along Lee Hwy. It simply would allow unfettered development, without a cap or reasonable limit to ensure those who live, work, and frequent the businesses along Lee Hwy are able to continue to do so safely, and without loss of the quality of enjoyment of our homes, community, and environment. <p>We ask that the Arlington County Board and the staff working on the Lee Hwy development plans significantly revise the plans based on: (i) a publicly available traffic study; (ii) a publicly available environmental study; (iii) specific limits on density along Lee Hwy; (iv) preservation of the areas around single-family homes and townhouse communities along Lee Hwy; and (v) more specific and detailed plans for redevelopment of particular parcels along Lee Hwy. Thank you for your consideration of our views.</p>
<p>Mike Cantwell Amelia Frenkel, Executive Board Yorktown Civic Association</p>	<p>Letter from Civic Association</p>

<p>Mike Weinstein, President of Leeway Overlee Civic Association</p>	<p>Letter from Civic Association</p>
<p>Wilma Jones Killgo, President of Langston Civic Association</p>	<p>Letter from Civic Association</p>
<p>Paul Holland</p>	<p>Thank you to Mike Cantwell for inviting us to speak to the Yorktown Civic Association (YCA) at their July 21 membership meeting. We heard a variety of perspectives (both concerns and aspirations) from the YCA membership. Concerns focused on the overall impact of development and redevelopment on the quality of life in the community. Many people have moved to the area to enjoy the single-family neighborhood, and there are concerns that the plan will change that. Specific concerns expressed by the YCA membership include:</p> <ul style="list-style-type: none"> • Traffic: Side streets are already crowded with cut-through traffic. Ongoing construction will result in additional cut-through traffic in the neighborhoods. • Parking: Loss of parking because of redevelopment, particularly along residential streets close to the corridor. • Small Businesses: redevelopment will increase rents for existing small businesses. These small businesses will be unable to afford higher rents and be replaced by chains. • Building Heights: There are concerns about setbacks between potential redevelopment sites and existing single-family neighborhoods. • Eminent Domain: Concerns remain that eminent domain will be used to implement the plan. The members of the YCA who spoke in support of the plan highlighted the following aspirations: • Corridor Improvement: the need for a positive plan to improve the corridor over the 30-year planning horizon. • Building Heights: There is a clear preference for the lower range of building heights. • Open Space: Strong interest in working with American Cell to gain public access to the current green space on their site. In addition, YCA highlighted the need for improved pedestrian facilities. The County’s current process for constructing “missing link” sidewalks has not resulted in the construction of more sidewalks. <p>There was support for continued and more robust outreach to the community during the next phases of Plan Lee Highway. YCA members would like to see a clearer timeline for the plan moving forward. Additionally, potential outreach options discussed with YCA include yard signs placed throughout the corridor to notify residents about the plan, postcards mailed to households in the planning area, and a simple survey monkey to gather general feedback on the plan.</p> <p>Of cultural interest: according to Dabney at Glebe Appliance, the current open space next to the American Cell Tower site was once used for open-air concerts. Performers, including Patsy Cline, once sang there. The public concerts were stopped when crowds started overflowing onto Lee Highway.</p>