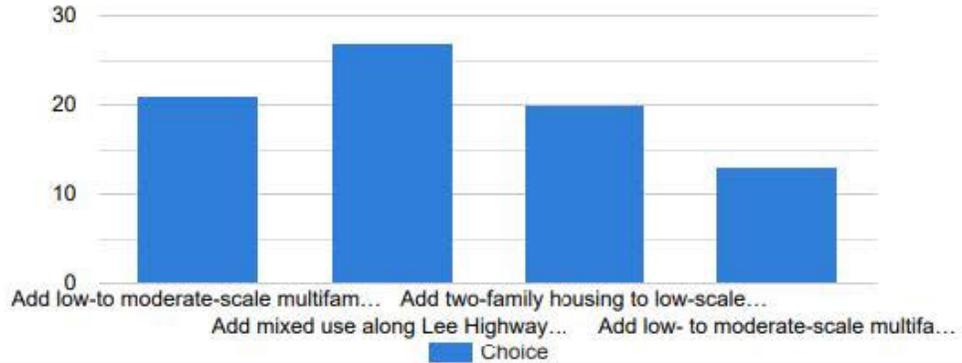


AREA 2 SURVEY RESULTS

Q1: What is the best way to diversify housing choices in this area, increase transit ridership and transition to the single family neighborhoods? Select all that apply.



Add low-to moderate-scale multifamily housing along Lee Highway.	21
Add mixed use along Lee Highway with low- to moderate-scale multifamily housing.	27
Add two-family housing to low-scale multifamily housing in residential edges (single family residential lots behind commercial parcels)	20
Add low- to moderate-scale multifamily housing in residential edges (single family residential lots behind commercial parcels)	13

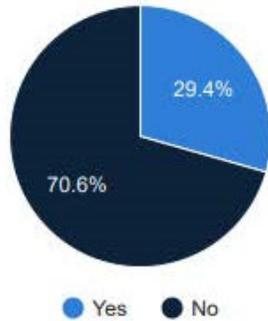
Q2: Please explain your answer. (250 characters max)

Scenario B extends too far into the existing neighborhood. It proposes eliminating a row of existing single-family homes without regard for its impact on the current residents.
This area already has heavy traffic and is very dense. The schools are over crowded. Adding multifamily housing will cause more issues than it will solve.
This area is already over crowded and populated. We don't need a plan creates significant multi-family units.
We need to maintain the single family neighborhood that many invested in by moving here.
I would love to see our area expand its multifamily housing and mixed use along Lee Highway and one block behind Lee Highway.
Everywhere the words "moderate sclae" or "low-scale" appear, please put the number of stories in parentheses. The County needs to be more transparent about what these choices involve.
We need a plan that is economically viable to support redevelopment, otherwise we won't build much, if any, housing. Constraining "low to moderate scale" housing to just the commercial parcels is not economically viable. Mixed Use enabled a 15 minute neighborhood allowing more trips without getting in a car.
I am strongly against changes that would expand low-scale and muti-family housing into the residential areas off Lee Highway. I emphatically encourage the county to focus on redeveloping Lee Highway and leave the neighborhoods as they are.
We need diversity in this area,

I live on 25th Rd N in the block behind the 7-11/District Taco. I can only speak to my experience. On 25th St on this block and those of us close by, we are a quiet neighborhood that both scenarios of your vision destroy. If individual property owners would like to request rezoning to multifamily housing in a way that would ensure enough parking for all, I'm all for it.
The intent is to improve Lee Highway so changes should be to Lee Highway not to the neighborhood behind. You are mistaken if you think that the neighborhoods adjacent to Lee Highway invite impact in order to improve Lee Highway. They want less, not more traffic. Less interference from pass through traffic, not more.
There is nothing wrong with the area as is. No need to do a cold Columbia Pike remake. All the small shops can stay and be called quaint, just like Old Town Alex.
Although the need for additional/affordable housing is apparent, additional development of multifamily buildings should be constrained to Lee Highway. Encroachment into the neighborhoods should not be permitted, though duplex-type housing in neighborhoods should be considered.
Our neighborhood is already walkable. What you need to do is add things to walk to and add higher density housing where feasible and not impactful (east corners of Glebe & Lee, bank corner of Mason & Lee, areas between Crisp & Juicy and Walgreens, etc). That helps everyone. What we most definitely DON'T need is to encourage cut-through traffic through neighborhoods or tearing down million \$ homes.
Two-family and low-scale multifamily is the best balanced option to not completely change the character of existing neighborhoods.
I would love to see more income diversity in this community
Scenario B makes more sense
Leave it alone. Leave Arlington alone. You've already done enough harm. Lee Hwy is fine. Arlington was fine until the Board decided developers should govern us. Enough already.
These choices already assume development! I don't want any changes to single family zoning. Improve aging infrastructure first!
It is laughable that this development is expected to provide moderate income to low income housing. Duplexes in this neighborhood are selling for one million per side and you will simply bring more big cars with a lot more money to desperate families trying to get out of DC. This will not help the modest income residents at all.
Leave housing alone, I like my neighborhood as it is. To increase transit ridership, improve the buses, make them more frequent, improve bus stops. ART is awful, dirty, unreliable, hot in summer. Make all county staff and Board ride transit to work -- no parking for you! See how you like it.
This part of Lee is not walkable to Metro stations due to distance. The road cannot support more traffic without improvements (center turn lane). It's unpleasant for bikers and pedestrians. Plans for new development should consider these limitations.
I do not believe any of the proposed choices will diversify housing choices in this area. Lee Hwy in this area is extremely expensive. There are new townhouses on Lee Hwy selling for 1 Million dollars. There is a high reliance on cars in this area. Metro is inconvenient from this area. The bus is hardly used due to traffic on Lee Hwy.
NO UPZONING. Let's keep it simple.
Why isn't there an option for NOT adding huge levels of new development to our neighborhoods?
Both plans provide a cohesive look and more integrated neighborhoods, however impact to existing homeowners should be considered where they would be impacted.

I don't think most families would want to live on Lee Hwy. seems that is best for the commercial development and put the housing, at small scale, just behind or on the edges.
I think the sfh neighborhoods need to be preserved however if lee highway is redone, nice multi family housing can be incorporated. It's important to consider that transit is not the easiest around here so housing that is for mid income and up makes the most sense due to the fact that people will have cars.
continue to allow single family housing where it currently exists. low-moderate scale multi-family housing along lee hwy and zoning for only moderate income single family homes in residential edges. Stop allowing million dollar homes to replace middle income ones.
This "plan" is not going to help the missing middle. It is left to developers, and they make more money off of luxury condos and apartments. Don't let them develop.
Don't do any of this. Only developers want this, not people who live here.
I have lived on 26th Street between Glebe and George Mason in a single family house for 21 years. We value the long-term neighbors and new families with young children in our neighborhood. We have had dogs for 17 years and made many long term friends in the neighborhood. I value the tranquility and walkability of the neighborhood. I oppose plans that change our neighborhood and street.
Deeper blocks may have sufficient room for mixed-use development on sites along LH without consolidation, but the narrower blocks would benefit from consolidation.
I believe we should do a little bit of everything to increase the housing supply along and adjacent to Lee Highway, though the appropriate density might vary by street.
Need multi-pronged strategy
Adding additional apartments will mean more cars parking on our streets. We will need to get signs and tickets just so people can visit. I do not want to have our neighbors displaced along Lee Highway. The impact of density must be minimal.
none of the above. Allow modest low rise development near Harrison street node
low rise Mixed use should be used to form street edge to Lee Hwy. Residential house lots should not be rezoned. Protect the neighborhoods of modest/small scale homes along Lee Hwy
Folks not directly on Lee Highway have moved into the neighborhoods because they want to live in single family homes. To change that would change the environment of the neighborhood for those currently in the neighborhood.
I moved to Lee Heights 25 years ago and knew at that time that I was over a mile from the metro. I chose not to live at a metro center because I deliberately wanted to live in a suburban neighborhood that was quiet and away from the hustle and bustle of a more metro-centric neighborhood. What I am saying is that I could have chosen to live in Clarendon or Ballston but I CHOSE to live in Lee Height
Don't grant a height variance to developers. The existing height restrictions along this section of the Lee Highway corridor are appropriate and more than adequate for the purpose of increasing the diversity of housing. The "Lee Highway Alliance" represents developers' interests and the County should not make the mistake of believing that their goals will benefit our neighborhoods.
Scenario A is a more managed growth for This area of Lee Highway, adds housing , keeps commercial space for small bus. Retains community feel
Or none of the above.
Single family zoning is the "new redlining"; a historically racist policy to segregate our community.
Increasing housing supply in job-rich areas promotes walkability and is economic, equitable, and environmental.

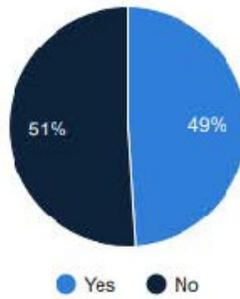
Q3: Do you support lot consolidation to establish a parallel street network and a uniform and cohesive Lee Highway streetscape?



Yes	15
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No	36
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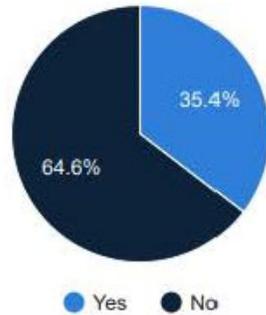
Q4: Do you support lot consolidation to provide additional publicly accessible spaces and stormwater improvements in this area?



Yes	25
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No	26
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Q5: Do you support allowing additional building height in this area (with sensitive transitions) to spur additional community improvements?



Yes	17
No	31

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

Additional building height negates a sense of scale with the surrounding neighborhoods. The idea of "sensitive transitions" is great, but has not been consistently applied in other parts of the county. This has the greatest impact on the people who actually live in the impacted areas, who are not necessarily going to be consulted by developers.
We don't need more density and population along lee highway. Retail improvement and walkability is fine but not tall building with multiple family overpopulation the area.
We don't need tall buildings in this part of Arlington. This is not Rosslyn or Ballston. People bought property here for the single family neighborhood.
The area and schools are over crowded this was built as a single family neighborhood we need to maintain that.
Lee Harrison Center, Garden City strip, + 2 vacant banks @ SE corners of George Mason + Harrison seem ripe for higher scale development and multifamily housing or mixed use. We need fewer banks and more affordable housing, green space, and attractive retail. Ideally we would not be cutting down a lot of trees on those lots though --this area has lost a lot of big trees in the past 10 years.
This is a falsely worded statement. You say "community improvements" but do not give examples. "Community improvements" sounds so positive--of course, who could be against that? But some kind of "community improvements" might be good and I would favor, and others would not. This is much too broad of a brush to paint this choice.
Short buildings = squat, hulking buildings. This height necessary for Lee Highway to do its part in supporting housing for Arlingtonians.
It is not appropriate to create height along the entire corridor. It is only appropriate at the nodes of activity so in Area 2, the only obvious place is at Lee-Harrison. The current smaller shopping strips between Lexington and Jefferson are absolutely appropriate given the proximity of the neighborhood directly behind. Taller buildings will ruin the Leeway-Overlee!
We have no access to metro in our area. Adding more cars to the road in this area seems like a terrible idea.

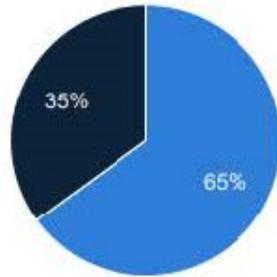
We need to improve make a better area.
Plan is preferred with building heights capped at 5, 4, 3 stories. A path that makes this different and less dense will bring more business to the corridor. Let's not copy mosaic district, clarendon, and falls church city and fill this space with uninspiring architecture and chain stores and restaurants. Unique mom and pop places are what make lee highway unique and must be preserved.
Going from 7 to 5 to 4 stories within the span of a single existing residential lot to inland SFH is absurd.
Want to maintain the residential feel of this part of Lee Highway - additional building height would create a Clarendon-type environment
Yes, with "sensible" as the key word. Taller buildings should be limited to the main intersections (Lee/Glebe, Lee/Harrison, etc.), and not in residential areas. Guidelines for building height should be clear and not circumvented to achieve evolving County goals.
There is nothing in this area more than 2-3 stories. Approving large new buildings up to 7 stories tall will completely change the area and worsen traffic.
Allowing additional building height in this area will damage the feel of these neighborhoods. There is NO WAY to sensitively transition from 7 or 4 or even 3 stories to residential structures.
Higher buildings ruin whatever open-ness exists. Higher buildings create a tunnel effect driving and walking on the street.
We don't need to become Virginia square or columbia pike. In North Woodrow street residents from Avalon take all on street parking bc all residents own cars. Same will happen here and residents will have even more problems getting in and out of neighbors hood.
No no no a thousand times no. I do not want "vibrant", "dynamic", etc. I want peace and quiet, that's why I live in the suburbs. Stop trying to turn my neighborhood into some urban area.
Overdevelopment is not wise because unlike Rosslyn-Ballston, it is not near Metro. Unlike Arlington Blvd, Lee cannot handle the traffic from massive new developments; Lee is a narrow 4 lane road without a center turn lane.
This Plan is advocating for far too much density and height. The result here would not be "community improvements" but rather heavily damaging our surrounding communities. This Plan looks like City Planning student's project, not realizing that thousands of people call our neighborhoods home. This is our neighborhood, not some kind of Planning Experiment.
But very limited. Some of the larger lot consolidation drawings encroach too much. I think only low level multifamily dwellings are appropriate
I support buildings to be no higher than 3-4 stories but not blocking sfh sun/yards...it needs to look nice
the land between jefferson and kensington behind lee highway (24th St and below) slopes downhill. the lots behind the shell and westover gas stations are already 2-3 stories below lee hwy, higher buildings in that area would tower over those homes (mine included), essentially putting them in a canyon. also, the area frequently floods and more hardscape would make it worse.
The plan to leave this to developers is concerning. I don't see how they won't create the tallest building they can - filled with luxury, not missing middle, condos and apartments.
No way, this will just rocket up density for no actual difference in affordability. No one who lives here wants this.
Allowing for 7 stories would bring traffic and different types of businesses that would negatively impact our neighborhood. I understand that each development would need to be approved for 7 stories, but this would lead to ongoing neighborhood fights.
Affordable housing and public gathering space

I wrote an article about this: https://www.arlnow.com/2021/06/14/progressive-voice-spreading-gentle-density-across-arlington-benefits-everyone/
These heights are much too high for this area. This is a residential community, not a high rise community. The neighborhood does not want this. These proposed heights are much too high backing right up to single family neighborhoods.
stormwater improvements can be funded publicly. Do not rely on development which adds school and park and transportation burdens
Absolutely NO WAY
3-4 stories max
Lee Hwy can take extra height if that is what the developers want, but keep the other streets as are.
The example transitions offered are not "sensitive" enough, and 7 stories is too high for a neighborhood of historic small businesses and 1940s-era single-family homes. The county keeps saying they don't want this to be another Clarendon, but here we go, another Clarendon. I've lived here nearly 30 years and have seen that residential neighborhood get devastated.
"Addt bldg height" needs to be defined in order for this question to have any meaning AT ALL. 4 stories might be ok in some places but not others.
I have chosen to live in a suburban neighborhood that is quiet and away from the high rises of Ballston and Clarendon. Why does every Arlington neighborhood have to have 7 story buildings? Why cant some of the neighborhoods just be quiet and suburban? You don't see McLean coming into neighborhoods that are long established and putting up high rises?
This is a giveaway to developers for community "improvements" that are more likely to exacerbate existing challenges in our community. The Lee Hwy Alliance sees our safe residential streets as opportunities to relieve traffic on Lee Highway, and that's not an improvement. Their proposals are poorly thought out and whitewash over key details.
Modest building height is necessary to invite mixed use and multi-family housing options

Q7: 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	6
c) environmental sustainability and resiliency	1
d) economic well being	4
e) community facilities and gathering spaces for all ages and income levels	3
f) inspiring architecture and landscapes	5
g) Celebrates, honors, and acknowledges its past, present, and future	7

Q8: Which scenario provides the best opportunities for achieving the corridor-wide objectives?



● Scenario A (modest lot consolida... ● Scenario B (larger lot consolidati...

Scenario A (modest lot consolidation)	26
Scenario B (larger lot consolidation)	14

Q9. 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.

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

Other:

Limited Height and multi-family units. Do not infringe on existing residential housing near lee highway
Improved retail is fine just not at the expense of the single family neighborhoods and homes that back up to the commercial prop
Better retail would be welcome just not at the expense of home owners and single family properties.
this is not working. i am not able to see the ranks of my choices. My top 3 are affordable housing, tree preservation, bike lane
Lee Center
Retention of mom and pop businesses which make this area unique.

Keep Lee Highway residential looking - low buildings, small shops/businesses
Improved streetscapes, crosswalks, public transportation, traffic management
Free off street parking, easy ingress/egress for cars -- do *not* push them into neighborhoods or reduce curb cuts.
reduce influx of million dollar mansions replacing middle income residential areas
I do not support improvements other than 1-4. They imply additional traffic and negative impacts on existing neighborhood streets.
I don't think drastic changes are necessary.
Please keep our neighborhoods a quiet suburbia. We have Ballston, Clarendon, Courthouse and Rosslyn to go to if we want citylife
These are all tied for "14." The status quo is preferable to giving lot consolidation & taller buildings to developers.
Keep the building heights DOWN. No need for skyscrapers or you lose the feel of the county. Don't make it a pass through city.
This question format too difficult to answer.
Encourage the private sector to re-develop the area. Lee Hwy Alliance and the county are amateurs.