

Area 3 Additional Feedback

Name	Comment
David Brewer	<p>I write to share my family’s serious concerns with the proposed changes for the Old Dominion neighborhood in the County’s Plan Lee Highway initiative. The proposal, as laid out in the May 6th slide deck, threatens to fundamentally transform the character of our neighborhood. We strongly urge the County to abandon this proposal and to instead make improvements to Lee Highway in a manner that reflects and maintains the existing nature of the Old Dominion neighborhood.</p> <p>Land use. Our neighborhood north of Lee Highway and between Wakefield and Old Dominion is almost exclusively single-family homes. My family—and we suspect many of our neighbors—moved here for these calm streets. The proposal would allow mixed-use development and multi-family homes, generating more noise and traffic in our quiet neighborhood. Taller and busier buildings, even if limited to the edges of Lee Highway, will forever change the nature of our neighborhood.</p> <p>Parking. The proposal would unquestionably generate more cars and a greater need for parking. Our neighborhood’s side streets—where my children safely ride bikes and play with friends—will bear the brunt of these excess cars and increased parking needs. More cars will make our streets more congested and less safe.</p> <p>Schools. The proposal will likely add more students to Arlington Public Schools, but the plan is silent on how APS will address the increased enrollment. APS has already sought to shuffle school boundaries in our area to meet existing challenges.</p> <p>Existing local businesses. The proposal threatens to destroy cherished local restaurants and business, many of which would have no place in mixed-use development. Instead of these local businesses, we would likely see large retailers and national franchises in the new mixed-use retail space. Such a change would negatively affect the character of our neighborhood.</p> <p>There are certainly improvements that the County can make to the Lee Highway corridor. Those improvements, however, do not require the County to fundamentally transform the nature of our community. The County can and should widen sidewalks and improve tree canopies along Lee Highway. The County can and should add bike lanes and improve pedestrian mobility. But these worthwhile goals should supplement the quiet and peaceful character of the Old Dominion neighborhood. They should not aim to turn Lee Highway into another version of the bustling Clarendon/Ballston corridor.</p> <p>We appreciate your consideration of our concerns and we look forward to hearing back from you.</p>
Bill Richardson, President of Donaldson Run Civic Association	<p>Letter from Civic Association</p>
Jane Zimmerman	<p>Good morning, and thank you for this opportunity to bring to the Board’s attention the concerns of many residents regarding the most recent iteration of Plan Lee Highway/Langston Boulevard. My name is Jane Zimmerman, and I am a member of the Old Dominion Civic Association and a 27-year resident of Arlington County.</p> <p>Like many residents and stakeholders along the Lee Highway/Langston Boulevard corridor, my neighbors and I have commented on several iterations of plans since they were first unveiled at Yorktown High School. We have attended</p>

community meetings, and provided feedback collectively through civic associations and individually through the cumbersome feature on the cumbersome county website. At the beginning of 2020, ODCA residents sent a letter to the Arlington County Board and Plan Lee Highway outlining our community's concerns and our recommendations.

Sadly, the most recent iteration of the Plan, including proposed Scenarios for Area 3, have broken faith with the premises of the Plan's Guiding Principles and the Visioning Study, as well as the expressed view points of the primary stakeholders – Arlington County residents.

We all recognize that Lee Highway/Langston Boulevard needs to be improved, and we all want the revitalization process to be as constructive and inclusive as possible. Unfortunately, the most recent plans presented represent a radical departure from community input and feedback. They reflect developer-driven interests which are being shoe-horned and reverse-engineered through:

- upzoning, density, and the future viability of residential and commercial areas,
- traffic safety, congestion, and parking,
- ignoring environmental sustainability,
- our schools, parks, and community spaces.

These issues literally hit home when Scenarios A and B for Area 3, for example, allow for Arlington County to exercise eminent domain, and extend either North 22nd or North 23rd Streets through my house and those of my neighbors on either side.

Let me briefly touch upon each of the concerns I just mentioned.

Regarding upzoning and density, the current scenarios in the Plan call for commercial buildings initially up to 7 stories. Like Columbia Pike, they could go even higher in exchange for impermanent affordable units or other trade-offs with the County. The scenarios propose replacing blocks of existing single family homes with mixed-use commercial and residential buildings, starting at 4 stories tall. Increased density is not sustainable in terms of the County's finances, schools, environment, public infrastructure, services, and traffic and safety.

Regarding traffic safety, congestion, and parking, the Plan proposes making Lee Highway more "walkable" by diverting traffic on to currently very pedestrian- and bike-friendly residential streets, such as North 26th Street. It also proposes cut-through streets and alleys, such as the example of the County connecting N. Culpeper Street and N. Columbus Street by removing homes like mine through eminent domain. This would also increase traffic on N. Columbus Street, a street that is not wide enough for two cars to pass each other -- unless the County removes more houses. Meanwhile, cars from across the metro region already cut through our neighborhood to avoid the Lee/Glebe intersection. Increasing traffic and parking in our neighborhood to reduce traffic on Lee Highway and replicate the "canyon-ization" of Clarendon and Columbia Pike is not an acceptable solution. Our focus is, and must continue to be, to do everything possible to preserve the walkability and safety of our neighborhood by keeping traffic out, not increasing it.

At the ODCA meeting on June 27, residents and I were shocked to hear planners propose an above-ground parking garage to accommodate more residents and cars for the development of the Glebe Road/Lee Highway/Langston Boulevard intersection, as well as allowing developers to replace single-family homes with parking lots and garages.

Regarding environmental sustainability, the Plan is shockingly lacking and vague on the impact of increased density, including stormwater run-off. The Lee/Langston corridor includes some of the highest ground in Arlington. Where are the specific plans for mitigating storm-water and run-off, and preventing the flash flooding which struck our neighbors in Ballston, Tara-Leeway, and Westover in 2019? Why isn't the plan as detailed about these environmental issues as it is about increased density and commercial development, and expanding roads and alleys through residential areas and properties?

For that matter, why is the impact on our public schools, parks, greenspaces, and community facilities not being addressed until this fall? In numerous meetings, the County and the Lee Highway Alliance told residents that work and updates on these issues will not be factored into the Plan until later this year. Frankly, that's the wrong timing and sequencing, as evidenced when one member of the Lee Highway Alliance said that more schools could be constructed on Arlington park space.

With all of this as background, and in spite of these frustrations, residents like me do not want to obstruct progress. To the contrary, we support a new vision for Langston Boulevard, building upon the community's many strengths. We have given careful thought to what we would like to see come from the revitalization of Lee Highway. They include:

- preserving the environment for important small and diverse businesses serving our community, like Bill's Hardware, Moore's Barber Shop, Minerva Express, and yes, Rick's Tattoos to name a few just along one block;
- foster opportunities for new small businesses to join them along Langston Boulevard, further enhancing walkability and diversity;
- Prioritize the improvement - and in many cases unique- existing buildings along the corridor, especially existing apartments and multi-family housing, and thereby prevent the further displacement of elderly and low- to mid-income residents.
- Explicitly and publicly take eminent domain off the table. Do not replace housing with streets and alleys.
- Maintain the width of the commercial strip along Lee Highway as is. Do not make it wider by accessing property that is zoned as single family.
- Establish 2 story height limits for commercial development on Lee Highway that abuts single-family homes, such as those from N. 22nd to N. 23rd Street between Glebe and Culpepper.

Nothing in the Plan's proposals thus far indicates an ability to create additional "middle income" housing. When catering to developer interest in North Arlington, new development will always be expensive and disruptive, and affordable housing set-asides eventually expire.

In sum, the planners need to go back and prioritize the input from residents committed to the long-term sustainability of their community. Prioritize our schools, environment, infrastructure, services, parks, and quality of life for our neighbors of every background.

The transformation from Lee Highway to Langston Boulevard should mark a new vision for the corridor, and improvements that will enhance our neighborhood and the wider Arlington community. Thank you for your leadership and attention.

I appreciate that the planning process is iterative. However, when the most recent iteration of the Plan offers two scenarios and each of them re-zones our residential neighborhood of single family homes and extends streets through my

	<p>house, those of my neighbors, and other residents along the Langston corridor, it is clear to see in what direction the County is moving. Neighbors near Langston/Lee putting their homes on the market have already found that the combination of audaciousness and ambiguity of the Plan are depressing the value of their largest asset, even in a red-hot seller's market.</p> <p>I appreciate the links you shared above, and I have reviewed them. However, these materials make it harder to understand how the Plan came to be as it is. Meanwhile, the County's website regarding the Plan and the comment function are very cumbersome.</p> <p>My experience with master planning both overseas and at home goes back to 1994, when I first moved to Arlington. I have even longer experience in project and program management. I do not understand the sequencing that resulted in this latest version of the Plan, and how the impact on schools and transportation could come so late in the planning process. Moreover, the Plan as it currently stands poses more questions than answers regarding the impact on the environment including run-off and flooding, existing affordable housing and displacement of low- to mid-income residents, and the pressure on parks, green space, services, and infrastructure.</p> <p>In sum, it is premature to present a Preferred Concept Plan this fall before addressing the serious concerns of residents along the Langston corridor who have expressed their concerns individually and through civic associations, neighborhood groups, and the comment section on the Plan. For my part, at a minimum, I expect that the next iteration will not have a street going through my house, nor re-zone my single-family home or those of my neighbors for multi-story mixed-use.</p> <p>As I said to the Board, the transformation from Lee Highway to Langston Boulevard should mark a new vision for the corridor, and improvements that will enhance our neighborhood and the wider Arlington community. That is not what residents like me currently see in this Plan.</p>
<p>Matt McVetta</p>	<p>I just finished watching the Area 3 & 4 YouTube video. Didn't have a chance to attend, so submitting some thoughts via email.</p> <p>As background I have lived in Waverly Hills since 2016 a block or two from the Lee/Glebe intersection. Previously I had lived in Courthouse/Clarendon for 16 years, so was eyewitness to the transformation in that corridor.</p> <ol style="list-style-type: none"> 1. I am excited about the redevelopment and anxious to experience it. Is there any effort or desire to speed up this process? I feel like I have been seeing the same artist renderings and planning discussions for the past 10 years. Recently I have been seeing "Lee Highway 2050" branding. At this point I am concerned that I will have left this earth by the time there are any tangible results. I can say from my experience in Courthouse/Clarendon that there was rapid and dramatic changes every 5 years from 2000 - 2015. It shouldn't take 40 years. At the very least I would like to see the acceleration of new restaurant options in walking distance as the current choices are quite limited and abysmal. 2. On the topic of Courthouse/Clarendon, that corridor is generally referenced in a negative light in these meetings, as in we don't want to be that. I'm afraid folks are confusing the wonderful development that was done there with the demographic that frequents the area, and by that I mean the dreaded college "bros". 3. There is often mention of the desire for "gathering spaces", like the one across Lee Highway from Taco Bell and KFC. Gathering space is a cute idea on paper, but I have never seen anyone in that space across from KFC. Likewise, in Courthouse/Clarendon, I never used any gathering spaces, nor saw anyone else using them, certainly not at a frequency to justify their existence. If people want to gather, they go to a park. If they are going from point A to point B, they go from point A to point B, they don't randomly stop to gather. There could be better use of space.

	<p>4. I saw a quick mention of a possibly extension of Brandywine Street connecting to Lee Hwy where Cowboy Cafe is. I fully support this idea, at the very least for pedestrians and cyclists if not cars. Or perhaps a more direct and accessible walk/bike cut through from Brandywine to Culpepper behind Langston-Brown.</p>
Matt Roberts	<p>I am writing in my personal capacity as one of the owners of 4710 Lee Highway. I would appreciate it if these comments are included in the record for the review of the current draft plans.</p> <p>I am very concerned by the proposal to extend Old Dominion Drive south of Lee Highway. I do not see what purpose this would ultimately serve to benefit the ends of study. What it would do is open the neighborhood to cut through traffic and prevent meaningful lot consolidation in this area. To that end, I do not believe this connection should be included in draft planning guidance or studied further as part of this effort.</p>
Mike Iger, Richard Lolich, Barney Maloney, Jacki Wilson, Executive Board Old Dominion Civic Association	<p>Letter from Civic Association</p>
Paul Holland, Sandi Chesrown, President and Vice President Waverly Hills Civic Association	<p>Letter from Civic Association</p>
Ralph Johnson	<p>After reviewing the basic scenarios for Area 3 for PLH, I am reminded that ideas that were discredited or not justified still remain, dating back to the charrette of November 2015. While staff and consultants have made a strong justification for having Old Dominion Drive to end with a T stop on Route 29 (for speed and safety reasons), no such convincing arguments have been made for a road to bifurcate my property to flow into the Waverly neighborhood on the small residential street of 20th road.</p> <p>I have talked with planners who say that smaller roads running parallel to Route 29 will be needed to support future development. While this is certainly true, the placing of roads in this plan that bifurcate a parcel prior to consolidation will create a hinderance to future development. In the past I have been told that the drawing in of potential road locations are just examples and that they can be changed but, when I have tried to change them 10 years down the road, the current Board/Staff tell me, "Mr. Johnson, this has been on the plan all this time and we cannot change it now." Please do not predetermine roads, let new roads emerge through the site plan process. Perhaps my site and the "Thirsty Bernie" site will consolidate and through the site plan process the existing 20th road will be moved to a better place. This 2.5 acre parcel can provide all kinds of benefits to the plan and our community. Please do not slice up parcels, even for illustrative reasons. I saw the presentation last night and it was very disappointing. I had my hand up but was never called upon - I am sure many people had the same experience.</p> <p>You made the comment that nothing's carved in stone but for over 5 years since the first Charrette, the planners have Old Dominion cross Lee Hwy at the Capital One Bank site that continues down 250' bisecting my property and then feeding into 20th street. I always thought that the goal was to encourage the assemblage of large parcels but this cuts through a large parcel. We purchased the Sun Trust site to link with the apartment site - a 72,000 square foot piece that is now to be cut in two with a road to nowhere. Further, The Sun Trust site is designated as open space as part of the storm water management plan. This assembled parcel has now been disassembled.</p>
Robert Scoville	<p>The following comments are provided on behalf of the Horizon Apartment buildings located at 4300 and 4320 Old Dominion Drive.</p>

	<p>First, we commend the County, LHA and other participants in the process. Having participated in Public/Private partnerships across the country we applaud the effort and are impressed with the attention to structural needs of the area as well as the special attributes of the neighborhood. We are advocates for the process and happy to participate in any way you feel will be helpful. In regard to the specific impact of the plan on our site we would like to share the following comments:</p> <ul style="list-style-type: none"> • There two east west connections shown through our site. The first is vehicular and passes through our parking lot. The current drive is designed as an interior driveway and is narrow, has several sharp turn and grades which made it hard to expand or configure as shown. We believe it is unsafe to put public traffic on this driveway and it cannot be practically reconfigured to safely carry that traffic without seriously compromising the use of our buildings. The second is pedestrian and at the back of the building. The small scale of the drawings makes it hard to know where this is located and if it is practical at all. But we believe it should not be adjacent to a residential building but would be better suited in the strip which was acquired and incorporated as a planting area for the proposed development on the adjoining site. • While we understand the desire to promote connectivity generally, we believe extending N Taylor and having another road entering Old Dominion on that curve is not safe or desirable. If however, it is being extended through our site it should be moved down the hill to the east. This would include filling the unsafe tunnel and/or using the site of the last house on N Stafford Str. This would maximize the space between N Taylor and N Thomas, which given the speed and volume on Old Dominion is important. Any extension of N Taylor Street would also have to include additional drainage to handle the flow down the hill and impact on the 4300 building. • We would like to coordinate the location and footprints for future density to be included on our site. We have engaged Bohler Engineers (and shared this work with the County) to determine where new buildings are feasible. <p>We believe the next version of the plan should be reflect your objectives but also incorporate the practical limits of the specific sites. We would like to help find that balance with you for our site.</p>
Susan Cunningham	<p>In the area 3 plan so far we are creating a stark high density to low density divide. From Wakefield St to Fire Station 3, we show 7-10 story buildings on the south side, while we leave only 1-2 story SFHs and the sunken Stratford Park and Hamm Middle School on the north side. This feels odd to me for a few reasons:</p> <ol style="list-style-type: none"> 1) makes Lee/Old Dominion feel like a highway dividing two very disparate communities, rather than a unifying mainstreet, with large scale buildings uphill and looming over single family homes 2) leaves the impression of economic/racial redlining or protecting historic SFH zoning for one section of the corridor (along Lorcom where I think there were pretty restrictive front yard setbacks historically?) 3) loses the opportunity to address storm water/impermeability challenges for the Donaldson Run watershed 4) fails to envision possible higher density housing at Cherrydale Library and current SFHs on upper 22nd St (between the existing townhouses off of Military and the field at Hamm) <p>Is there any chance to address this in the next iteration? Happy to discuss further if any of that is confusing. Thanks for all of your great work on this.</p>
Suzanne Murphy	<p>My husband and I have resided in Waverly Hills, a block from Lee Highway, for over 25 years and have watched our nice neighborhood begin to lose its community feel due to the influx of infill McMansions. The proposed Lee Highway Plan will be the final indignity and turn the area to another Clarendon. This is not a positive.</p> <p>The plan will greatly increase the density in the area, taking away greenspace, causing traffic nightmares, creating over crowding and parking issues, and likely increase crime. Most importantly, it will displace many lower income families</p>

	<p>who reside in the garden apartments near Lee Heights Shopping Center. I'm proud to live in a neighborhood where—a block away—there is section 8 housing.</p> <p>Right now, the community is walkable, with Lee Heights Shopping Center, banks, CVS, etc close by. Morphing Lee Heights into a mixed use multi-story conglomerate will likely put many small shops out of business.</p> <p>If you think the drainage issues in my neighborhood are bad now, just wait. The existing infrastructure (roads, schools, sewers, etc) cannot support this.</p> <p>The plan is counter to the County's reputation as being a diverse, welcoming community—this will turn us into Fairfax County.</p> <p>It's about time the County put a stop to this out of control development. The Amazon deal was bad enough, what is next? Will the county's pandering to the \$\$\$\$ of developers mean that the families in historic Hall's Hill will be next, only to be replaced by rich people who don't pick up their dog's waste and have six cars, only one of which they park in their driveway?</p> <p>Please think of the impact on the community and do not go through with this plan. Thank you, Suzanne Murphy</p>
<p>Tony Poole Signed by: Danny and Meredith Smith Mike and Sarah Valazak Justin and Marna Louis Cindy Sliwa and Adam Johnston Michael and Heather Boda Cassie and David Orsini Rebecca Roper MaryEllen Bouchard Andrew Platt Christopher and Kaitlyne Brock Michael and Elizabeth Helle Laura and Jim Economos Teresa Hone Ernie and Kam Leong Barbara Thompson Karen and Clark Turner Elizabeth Weilleman Tra Helen Vuong Ansley Calhoun and David Bailor Pim Suwannarat and Sermsak Lolak Joe and Mary Ann Mahan</p>	<p>Below is a letter signed by sixty families that live in North Arlington in the area directly adjacent to Lee Highway between Glebe Road and N. Culpepper Street. This letter outlines the concerns that we have with certain elements of Plan Lee Highway that impact our homes - and provides our vision for the revitalization of this important part of our neighborhood. It is important to emphasize that we have been communicating our concerns throughout the planning process, however - to date - we have not received any recognition of the views that are expressed in the attached. We very much support the goal to revitalize Lee Highway, however not at the expense of the neighborhoods that Lee Highway bisects. It is vital that we maintain the residential nature of the Lee Highway corridor and not create a mecca for high-rise commercial structures. We look forward to a meaningful dialogue on this important initiative and to being a part of the solution to enhance our neighborhood:</p> <p>We, the residents of North Arlington in the neighborhood that borders Lee Highway and N. Columbus Street, have been watching the Plan Lee Highway process very closely. We have commented on several iterations of plans starting back when they were first unveiled at Yorktown High School and have been attending and contributing to a number of community meetings on this initiative. At the beginning of 2020, we sent the attached letter to the Arlington County Board and Plan Lee Highway outlining our concerns and recommendations. We all want the revitalization process to be as constructive and inclusive as possible. Unfortunately - based on the most recent plans presented - we continue to have a number of very significant objections. We all recognize that Lee Highway needs to be improved – however it has become very clear that the Plan Lee Highway approach is to pay for these improvements by providing opportunities for commercial development. These commercial development opportunities have a direct and negative impact on the homeowners on 22nd Road between Buchanan and N. Columbus, and N. Columbus Street between Lee Highway and 23rd Street. Additionally, the proposed commercial infiltration (up to 7 stories) of our neighborhood has the potential to loom over our houses much like Clarendon does to its adjoining neighborhoods. This is simply not an acceptable solution. Another concern is the underlying goal of Plan Lee Highway to move traffic off of Lee Highway to make it more “walkable” – traffic that will pass through our neighborhood. This is evidenced in one of the plans by a proposed cut-through street that would connect N. Culpeper Street and N. Columbus Street. This proposed street would remove the homes of two of our neighbors and would increase traffic on N. Columbus Street, a street that is not wide enough for two cars to pass each other. No streets, through eminent domain or otherwise, should be built through existing homes. Furthermore, cars from across the metro region cut through our</p>

Jean Hurley
 Chris and Tracey Morgan
 Jim Overdahl and Janis Johnson
 Mark and Hermon Black
 Jane Robinson
 Tony and Libby Poole
 Laura and David Slattery
 Catherine Tingley
 John and Jane Zimmerman
 Paul Gibson and Mary Bonham
 Carolyn Thiell
 Kathy and Surrender Gurjral
 Claudius and Deirdre Modesti
 Rachel and David Gevanthor
 Brent and Sarah Walker
 Shannon and James Quinn
 Mark Farmer and Betty Fernandez
 Patrick Hubbard and Jenni Wallace
 Scott and Carolyn Kaye
 Kyle and Maureen Robinson
 Eric Gibbs and Sampriti Ganguli
 Victoria Kocovrek and Petr Macat
 Geneviere Holm
 Henny Somerville and Shelley Jackson
 John Hornyak and Jessica Mills
 Edwin and Gracelin Emmanuel
 Michaela McGuire
 John and Annie Jenkins
 Paul Portner and Sylvia Chou
 John and Nancy Brady
 Susan Foulke
 Katherine and Saen Beller

neighborhood to avoid the Lee/Glebe intersection and several of our neighbors' parked cars have been recently hit by cut-through vehicles. The focus is, and must continue to be, to do everything possible to preserve the walkability and safety of our neighborhood by keeping traffic out, not increasing traffic. Increasing traffic in our neighborhood to reduce traffic on Lee Highway is not an acceptable solution. It is also not clear to us what is meant by the "missing middle". It is important to define this term, quantify the objective and clarify how the plan would lead to outcomes that would support this sector. Nothing in the Plan Lee Highway proposal thus far indicates an ability to create additional "middle income" housing. When catering to developer interests in North Arlington, new development will always be expensive. With all of this as background, and in spite of these frustrations, we do not intend to blindly obstruct progress. We have given careful thought to what we would like to see come from the revitalization of Lee Highway between Glebe Road and N. Culpepper Street:

- Preserve the environment for important small businesses that have served our community for years and years (a few examples include Bill's Hardware, KH Art and Framing, Cowboy Café, Millie's Dry Cleaners, Moore's Barber Shop, Japanese Auto Clinic and Ruffino's Restaurant)
- Create opportunities for additional small businesses and restaurants to locate along Lee Highway near our neighborhood, providing more businesses to walk to vs. driving – some creative/attractive solutions for parking along Lee Highway may also be needed
- Where commercial development is not possible along Lee Highway, use the land to build townhomes to accommodate the "missing middle" – an example are the new townhomes being built along Lee Highway as you approach I-66.
- Create a plan that enhances the existing - and in many cases unique - buildings along Lee Highway – where possible, enhance or renovate existing buildings vs. demolishing them for new construction.
- Preserve the current zoning of the homes along 22nd and Columbus Streets and not make it possible to introduce commercial or multi-family housing that would change the character of our neighborhood.
- Maintain the width of the commercial strip along Lee Highway as is - not make it wider by accessing property that is currently zoned as single family.
- Establish 2-4 story height limits for commercial development along Lee Highway that abuts our neighborhood such that the resulting "look and feel" is truly like a Main Street vs. a canyon of buildings like Clarendon, Ballston, or Columbia Pike. Excellent examples of a Main Street "look and feel" are the Lee Heights shopping center (on Lee Highway), Westover (Arlington) and Del Ray (Alexandria).

Lee Highway bisects a number of neighborhood associations in North Arlington. Unlike other major roads that cross the county, it is very much a residential corridor. It is vital that any revitalization efforts be in keeping with the current residential environment and not create or encourage large commercial development that changes the character of our community. We once again reiterate that we are excited to see improvements to Lee Highway – improvements that will enhance our neighborhood and the wider Arlington community. We thank you again for your leadership and hard work. We look forward to being engaged in the process and to a re-developed Lee Highway that we can all embrace.

Elaine Lomax Michael and Linda Matthews Lauren and Eric Harkness Joanna Miller and Roger Brown Brooks and Lesley Warnick Brian and Carol Coll Ken Roberts and Jeanette Taylor Courtney Urschel	
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Area 4 Additional Feedback

Name	Comment
Ronald Rohall	<p data-bbox="499 654 1959 716">Please find attached the letter I am submitting to your committee about the Honda site in Cherrydale. My short comments are to long for my e-mail so I said them in the attachment. A copy will be sent to my attorney.</p> <p data-bbox="499 760 1898 857">This is an open letter to your committee. I found the reply area on the web to be completely insufficient to my response to your plan or plans. I am not going to get into all the problems of your current plans and that of the '94 Cherrydale Plan'. Will try to keep my comments to Brown Honda site that I own.</p> <p data-bbox="499 867 1982 1143">The Cherrydale area has a good mixture of successful businesses that do complement each other. The Honda dealership has been successfully serving the area for many decades. A business does not stay open unless there is a need for their product or service. Dealerships need acres of land to do their job. The dealership brings people into the area that have not been to Cherrydale and while at the dealership they have a chance to visit the other shops in the area. The workforce also spends money in the area. Loss of the dealership will cost the area money and not only that this dealership and the Toyota dealership employ a very high level of minorities in good paying jobs and thus minorities losing their jobs. Something in the back of my mind, that your plans might be racist, even if you intended to do so or not. Putting parks on Honda, Toyota and Safeway sites will cause them to close and loose several hundred good paying minority jobs.</p> <p data-bbox="499 1153 1948 1250">No where in your planning have you contacted the property owners or businesses to find what they want or need. Your planning is making assumptions, each businesses is unique and has different needs. You can not just say what they need with no foundation. Sounds like the government is picking winners and looser.</p> <p data-bbox="499 1260 1986 1390">One of the items from your e-mail is about storm water. As I remember is in 1963 their were concerns about the water run off from 'Old Lee Highway' to the intersection. Do not know what happened to that, but this would be the area for storm water detention. And you do not say what the size of storm water drains are on the south side of Lee Highway near the intersection.</p> <p data-bbox="499 1399 1976 1463">Your efforts would be better spent putting the parks together and expand Cherrydale Park or at the library area. It is better to have a larger area that cold be used for events instead a bunch of small areas.</p>

	<p>Car dealerships play an important part in the economy. They pay a lot in taxes but only draw little on the county resources. No one knows how the dealership businesses will change in the next 50 years. Let the economy and the public needs decide not the government. I am very confident that that in the next 50 to 100 years the dealerships will still be around. New technology will see some exciting changes. Currently EV (cars) are all ready obsolete. Battery technology has reached its limits and those cars will go the same way as those electric cars at the turn of the 1900's. New power plants will be available and make the current gas engines go the same way as the horse. But there will be a need for places for people to buy and have their vehicles serviced.</p> <p>Your plans of increasing density will only cause the price of land to increase and increase congestion which I think the residents do not want.</p> <p>I have tried to keep my statements to the minimum.</p>
<p>Jim Todd, President of Cherrydale Civic Association</p>	<p>Letter from Civic Association</p>
<p>Hilary Lord</p>	<p>As a resident of Historic Maywood in Arlington I am very unhappy with the densification plan. It will result in more traffic, more noise, more trash and more runoff. What we moved here for was a single family home close to D.C. and you will certainly ruin the neighborhood feel if you proceed with large buildings and duplexes and quadplexes.</p> <p>Since the Cherry Hill apartments behind us were rebuilt we have had more parked cars in the neighborhood, more noise from balconies, and volleyball games on the grass behind the building. Please, please leave Lee Hwy alone between Maywood and Cherrydale. The stores and restaurants we have had have a hard time surviving as it is. Adding more is no guarantee of success. People like myself who are older will still use their cars to go the grocery store or the library. You just can't mandate that everyone leave their cars at home or that they patronize those restaurants near their homes. These plans may look cute on paper but the dynamics of a neighborhood with multiple types of residents are another story.</p>
<p>Michael Gessel</p>	<p>As representatives of Citizens for Cherrydale Library, we wish to express our opposition to including within the proposed plan for the future development of Lee Highway an option that could lead to closing the Cherrydale Branch Library at its present location on Military Road and moving the library to Lee Highway. The Cherrydale Branch Library, constructed in 1961, serves North Arlington, not just through traditional library purposes of book and media loans and reference services but also through educational programs, exhibits, and meeting space. The 5,600 square-foot facility is a neighborhood anchor supporting the Cherrydale neighborhood and North Arlington. We fear that closing the existing building and moving the library to Lee Highway would result in a reduction in space that would significantly diminish the ability of the library to perform the many functions that it currently serves for the neighborhood. The trade-off could very well result in losing the beloved, spacious, multi-purpose building that Cherrydale residents now enjoy and ending up with something more like the Plaza Branch Library with its limited functionality in a dense urban environment. According to the most recently available statistics for library use before the COVID pandemic, more than 100,000 items were circulated annually from the Cherrydale Branch Library with program attendance recorded at 6,741. A smaller library with less capacity could not provide the same volume of service. Other potential losses by closing the existing building, less easy to measure, include reduced community meeting space. Lost could be the close link with nearby Dorothy Hamm Middle School, whose students frequently use the library. The current library is a safe place for children to visit alone. Parents of neighborhood children may feel safer using a library located in a residential block than in a commercial one. The current library is away from the noise of traffic and sirens from the firehouse on Lee Highway. It is a quiet place to read, browse, and study. The current library has its own exclusive</p>

parking lot and has reserved spaces in front of the building. It also has abundant on-street parking in the nearby neighborhood. There is no competition with commercial establishments for parking. This would not be the case if the library were relocated to Lee Highway. The Cherrydale Branch Library was the first purpose-built branch library in Northern Virginia and today it is the oldest library building in Arlington. Loss of this historic and architectural treasure would be a cultural setback for all Arlington. While some architectural features could be salvaged if the building were repurposed for non-library use, keeping it a library as it was designed would be the highest, best use. Arlington plans and studies going back as early as 1987 consistently support the Cherrydale Branch Library and demonstrate its popularity in the community:

- The 1987 Cherrydale Neighborhood Conservation Plan opposed closing the Cherrydale Branch Library and said that nearly three-fourths of the respondents to a neighborhood survey indicated that they use the library on a regular basis.
- The 2005 update to the plan described the branch library as “providing specialized support and acting as a safety valve to the demands on Central.” That plan recommended, “Cherrydale Library is a valuable community asset, strongly supported by the neighborhood at its current location. [emphasis added].”
- The 2014 plan update said, “Cherrydale respondents enjoy the Cherrydale branch library. They use it with frequency and for many purposes. ... It is the desire of residents that the Cherrydale branch library be supported by County in all ways.” That plan also noted, “A 60% majority visited the Cherrydale Branch Library in the past year, most by checking out books, DVDs and magazine, followed by sitting and reading, visiting art exhibits, attend a kids group, use computer, or attend a book club.”
- In 2020, the Arlington County Department of Community Planning, Housing & Development published a cultural resources survey of Lee Highway that identified the Cherrydale Branch Library building as a historic community resource and described it as a “jewel of Mid-Century Modern architecture.” That survey was intended to assist in the Lee Highway planning process we are now considering.

The Cherrydale Branch Library is already an integral part of its Lee Highway community. What minimal value might be gained by moving it 1,000 feet to actually sit on Lee Highway would be offset by major losses to the neighborhood.

The significance of the Cherrydale Branch Library to the neighborhood has been studied and tested numerous times. The County Board considered closing the library in 1977, 1992, and 1998, each time rejecting the idea. There is no need to initiate another review, which is only going to reach the same conclusion as four decades of studies, surveys, plans, and County Board votes.

What would make more sense than moving the Cherrydale Branch Library to Lee Highway would be to establish other branch libraries along the Lee Highway corridor, in areas that are not currently served by a library, which we would strongly support. Thank you for consideration of our views.

Peter Harnik

I think Cherrydale Park (in the backyard gap between Pollard and Quebec Street, and Lee Highway and Vacation Lane) is an extremely unsuccessful park. It is almost unknown, it is woefully underutilized, and it principally only serves as a visual buffer for the direct neighbors. I think it should be completely redesigned -- or it should be sold off, with the proceeds assigned to acquiring or developing better community-serving park space along the Lee Highway/Langston Blvd. corridor.

I would like to suggest that the Lee Highway Alliance set up a committee to work with the County to devise a bicycle route on and adjacent to Lee Highway from Rosslyn to Falls Church. There are a few places along Lee Highway that are currently easy and relatively safe to bicycle (i.e., from Rosslyn to Veitch Street).

There are other places that could be made easy and relatively safe at only modest cost and difficulty (i.e., from Veitch Street to Wayne Street, westbound; or from Kenmore Street to Rosslyn, eastbound).

Then, there are extremely difficult stretches, particularly in the area around Glebe Road, where there are not even any satisfactory streets parallel to Lee Highway for many blocks in every direction. The simple question of how to bicycle the short mile from Hamm Middle School to the Langston-Brown Recreation Center is truly daunting to answer, much less delineate.

I would hope to see both bike lanes on Lee Highway (for stronger riders) and a parallel "Lee Highway Bikeroute Alternative" (for weaker or more anti-traffic riders). These would need to be both planned and then funded.

Arlington also has a bicycle program person named Leah Gerber. Maybe she can be brought into the process as well.