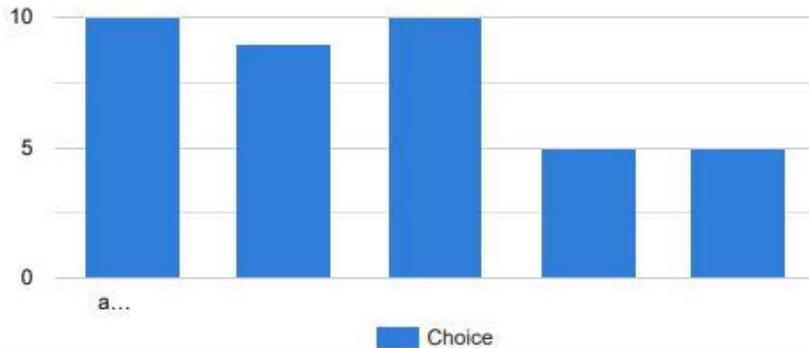


**AREA 3 SURVEY RESULTS**

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

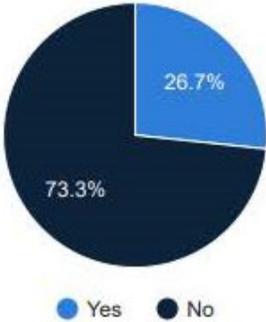


add low-to moderate-scale multifamily along Lee Highway	10
add mixed use along Lee Highway with low- to moderate-scale multi-family	9
add two-family to low-scale multi-family in residential edges (single family residential lots behind commercial parcels)	10
add low- to moderate-scale multi-family in residential edges (single family residential lots behind commercial parcels)	5
add moderate-scale multifamily infill east of Lorcom Lane/Woodstock Street	5

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

No changes. This is middle housing right now. Will you buy us out? Then where will we go? You call it missing middle but that's what we are - middle class.
Leave Arlington alone. We loved it, that's why we moved here in the first place, now you want to displace us by making it too noisy and unaffordable. Find another way to make money.
Overdevelopment of this area would ruin the charm of the surrounding residential neighborhoods. Lee Hwy needs improvement and redevelopment but traffic and other impact on surrounding streets would be unmanageable and unattractive.
We are pleased to see the county's vision for more mixed-use and vibrant Area 3. We agree that this area has the potential to support increased development.
This is a fundamentally flawed question. Where is the option AGAINST destroying the character of the area by adding housing choices?
Five to seven stories is too high for development along Lee Highway.
NO UPZONING. Let's keep it simple.
The county should not be pursuing land use changes or new zoning until it accounts for fiscal, infrastructure, demographic diversity, and environmental impacts
Increasing housing supply in job-rich areas promotes walkability and is economic, equitable, and environmental.
Do not change street grid or parcels structure off of Lee Highway
I want NO single family homes in Old Dominion converted to multifamily or duplexes. I do not want reduced cost housing in Old Dominion.

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

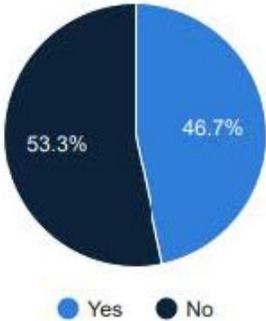


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Yes	4
No	11

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**Q4: Do you support lot consolidation and redevelopment to provide additional public spaces and stormwater improvements?**

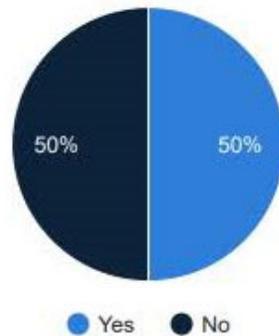


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Yes	7
No	8

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

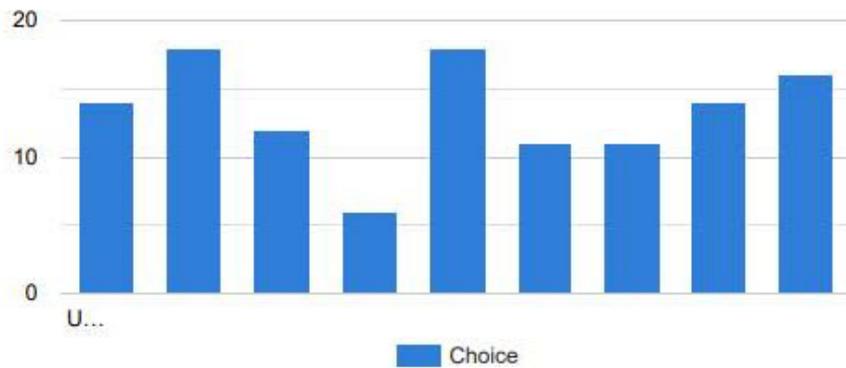


Yes	10
No	10

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

We are the community.
prefer building height to be less than 7 stories for multi-use properties.
Overdevelopment of this area will create traffic problems and ruining the charm of these neighborhoods. It will drive out local businesses who won't afford the rent and leave us with chain stores
Higher density can help achieve many of the community goals expressed in the visioning study produced by the Lee Highway Alliance in 2016.
We do not have resources to support the influx of people these buildings will create. This past year has demonstrated that APS cannot function well outside of a brick and mortar school. There is no where to add seats.
Leave my neighborhood alone. We moved here because we wanted slow, relaxed, low-density residential living. Why destroy this area to turn it into another Ballston or Courthouse? Diversity of housing options also means leaving this area alone.
Prefer buildings 5 stories or under to maintain a suburban feel to the area
I support additional staff height only on Lee Highway itself.
density and height bonuses as a tradeoff for committed affordable units.
Building heights shown already seem excessive. Further, the county will still have options to add more height over whatever zoning emerges here, for affordable housng, etc.
It should be very sensitive transitions - Scenario A has better transitions, but B has better zoning overall.
I can't support this blanket statement without details. In some places (nodes), a 6-7 story building might be ok, but definitely not in others. Pls provide a way to give more specific and meaningful feedback.
The natural elevation along the Area 3 section of Lee Highway is some of the highest in the area. Increasing building height (over what can be done now by right) will create buildings that tower over the surrounding residential community.
Only on Lee Highway itself
No. I do not support additional building height. Do not turn Old Dominion into Ballston.

**Q7: What do you like about the Lee Heights Shops? Select all that apply.**



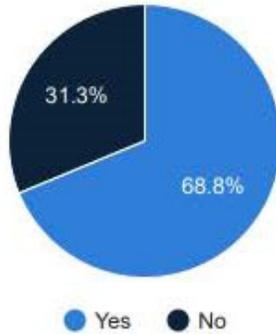
Urban experience – building along street edge	14
Outdoor seating area	18
Awnings	12
Corner roof sign	6
Mix of businesses	18
Old Lee highway façade	11
Scale of building (1 story)	11
Accessibility by foot	14
Accessibility by car and parking on-street	16

**Other:**

Human scale, mix of shops, ample parking (which makes these shops sustainable)
These are small local businesses for the most part that fit into the community
This is a lovely and beloved shopping area. It is not Ballston or Clarendon. It has character. It should remain as is.
Do not touch Lee Heights. It's the perfect mix of quirky variety with sufficient parking. We do not need it expanded, we do not need more features.
Locally owned business
i like the fact that local owners can afford the rents and keep the character of the retail unique and relatively affordable. I like the scale/design
LOVE parking in front of the shops--please don't change this! Back pkg lot is terrible and extra height/better parking could go here.

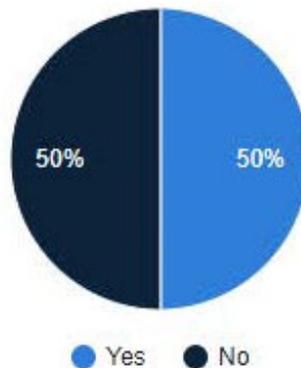
## AREA 4 SURVEY RESULTS

**Q8: Are the proposed improvements to the Five Points Intersection sufficient to improve pedestrian, bicycle and vehicular access, connectivity, and safety?**



Yes	11
No	5

**Q9: Given the existing planning guidance for Cherrydale, scenarios for area 4 focused on transportation and open space improvements to achieve a cohesive planning approach for these corridor-wide elements. However, additional ideas for implementation may also be considered. Do you support allowing an additional 1 story of height (for a total of 7 stories), for C-2 properties in the Cherrydale Special Revitalization Area, to implement the recommended transportation, open space and stormwater improvements?**



Yes	8
No	8

**Q10: Please explain your answer. (250 characters max)**

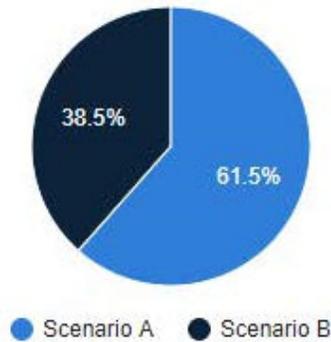
<p>I think there should be "maybe," "other," or "NA" options to questions. I support changes except not certain what "reduce curb cuts" on LeeHwy means. I do not favor reducing or eliminating street parking on Lee Hwy in Cherrydale.</p>
<p>Qualified no to q8. Key is phasing out gas stations that conflict intersection &amp; add traffic. Not sure what is indicated by new green triangle in front of Koons. Like new local street using alley/ parking lot access &amp; closing useless frontage road.</p>
<p>Both qualified responses. Need to eliminate gas station uses at 5 points. Yes on 7 stories if gets public use space for stormwater, other purposes at Browns &amp; Koons dealers. Keep com. area narrow, step down multifamily housing, small lot houses</p>
<p>We do not WANT or need additional retail or housing in the area. We do not need transit (busses are empty) or bike lanes. Far too costly for limited value</p>
<p>(250 characters is absurd ).5 points plan is inadequate. Additional goal: cut down incentive for drivers who are often cutting through N. 17th St + other narrow side streets to avoid 5 Points. pedestrian safety! Think bold not incremental</p>
<p>why do you need more height to make transportation and open space improvements? that makes no sense.</p>
<p>I find your feedback limited and pays no attention to what the commercial business need to flourish. And by limiting an answer to only 250 characters I cannot show your the flaws in your planning.</p>
<p>Better density should lead to better bike and pedestrian lanes, and increase green space (but green space should replace lower density development!!</p>
<p>Again, density impacts have not been disclosed, presenting a backwards approach to planning. And 7 stories can be amended upwards in site plan process, to add affordable housing, LEED gold, or other benefits</p>
<p>Stormwater improvements need to come from CIP and bond, not from extra heights of bldgs.</p>
<p>I support this plan except for additional building height.</p>

**AREA 3 and 4 SURVEY RESULTS**

**Q11: 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	1
b) diverse housing supply for people of all ages and income levels	3
c) environmental sustainability and resiliency	2
d) economic well being	2
e) community facilities and gathering spaces for all ages and income levels	4
f) inspiring architecture and landscapes	5
g) Celebrates, honors, and acknowledges its past, present, and future	6

**Q12: Which scenario in Area 3 provides the best opportunities for achieving the corridorwide objectives?**



Scenario A	8
Scenario B	5

**Q13. 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.**

**Q13. Continued...**

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

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

**Other:**

Preservation of current housing.
retain on street parking
Maintenance of neighborhood character, retain surface parking for shops
You can only add density if you address the school overcrowding issue. That is the most important issue to address.
Leave the area alone. Resounding NO to increasing density - local residents don't want it and our schools and roads can not support it.
Fiscal impact analysis, environmental impact assessment, and assessment of demographic/socioeconomic impact on Arlington's population