

Additional feedback from citizens on the general corridor

Name	Comment
Anne Wilson Skarlatos	<p>I wanted to belatedly weigh in on the proposals for Lee Hwy development that were presented to the community in May 2021. My primary concern relates to density, particularly building height. It is my view that any new construction that abuts a single family home, should not be more than 4 stories tall. Other new construction should be limited to 6 stories to fit into the scale of the surrounding area. This should be sufficient size to motivate developers while allowing Lee Highway to develop the character of a main street rather than becoming a high rise, urbanized area like Ballston. Lee Hwy does not have the transportation infrastructure to support the dramatically increased density that the proposed 10 story buildings and would allow. In discussions with neighbors, I sense that there will be strong resistance from residents if the final proposal includes a recommendation for 10 story tall buildings.</p>
Anne Bodine and Peter Rousselot	<p>I've been digging around in the very extensive and impressive Plan Lee Highway materials and I can't answer a few questions I'm hoping you can help with:</p> <ul style="list-style-type: none"> • Projected number of new residents the up-GLUPPING and related up-zoning would accommodate and by what year would you project full build out? what numbers would you project over the first 20 years? What would the school generation factor over the 20 years be? • Plus any comparisons to what the population could be if we had only by-right development and no GLUP or zoning change? • number of acres of new parkland/greenspace/recreation areas that the county would acquire for these new residents • I know there are a lot of stormwater projects included, some of which aim at resolving existing issues, like Woodstock Park for Waverly Hills. Do both scenarios A and B also include/plan for stormwater projects that would remediate the added density/pervious surface that would come with the prospective build outs shown in the two scenarios? • Do you know the number of MARK's currently within the various planning zones, or just the larger zone that shows the 1/4 mile radius being affected? • Can you provide a dollar value at current market rates for any single parcel or the entire planning area that would result from a change in GLUP and an attendant change to zoning as being illustrated in the scenarios. If you don't have any ballpark figures for the entire planning area, could you provide just one example what would the owners realize from zoning up to 15 stories at the Spout Run Giant/italian store complex as shown in the slides, versus by-right zoning for that parcel? <p>Thank you very much for your quick reply. i'd like to propose that the county take the time, given how much it has clearly invested already, into preparing just one of the sites and providing the comparable yields that derive from new GLUP and new zoning. that is frankly the only tool available to a common citizen to know what these benefits of density are worth on the open real estate market, and it therefore seems essential as a way for us to evaluate what emerges from these typical site plans.</p>
Bonnie Beckett	<p>After reading the Missing Middle study and reviewing the Lee Highway proposal, I oppose it as written. I agree that we need more affordable housing in Arlington. However, much of the housing being added all over Arlington consists of expensive condos and high-priced apartments. While the affordable housing buildings and initiatives have made some progress in adding truly affordable housing, the problem remains. What I see south of Potomac Yards is a hideous, dense, mess of housing with no serious green space, token sapling trees, and a disastrous crowding of humans waiting for the next pandemic. Arlington's charm is slowly being destroyed by the steadily increasing density, removal of the tree canopy and its replacement by token sapling trees and mini green strips, and high-priced McMansions that have exacerbated the flooding problems in Arlington as houses have larger footprints, soil is compacted during the construction of such houses and additions, and the existing infrastructure is not built to handle the resulting flooding.</p>

I feel like Lee Hwy is too far from the metro and lacking in decent public transportation to support a "car free diet." I live a mile closer to the metro and see that most neighbors drive to work and often drive their children to school. We already have severe parking problems because of the number of groups renting existing homes--4 singles have 4 cars and often 4 overnight guests with additional cars and nowhere to park all of them. The underprovision of parking in any new construction will not make the cars go away. After years of driving to metro and taking metro (a 45-minute process to my office in D.C.) I opted for a carpool instead (15 minutes if I was picked up, 25 minutes if I drove). Now that I am retired I organize my errands to minimize driving and recently purchased a hybrid car. There is no way I can run that same errand gauntlet with public transportation, haul a week's worth of groceries on a bus, and I have no interest in using scooters or bikes for safety reasons or Uber/Lyft.

That said, my other concern is the proposed encroachment of the large apartment/condo buildings along Lee Highway into existing neighborhoods. People who bought homes decades ago in peaceful neighborhoods should not have those homes or in some cases businesses along Lee Highway taken by fiat. A dear friend who turns 90 next month lives in one of the homes backing up to buildings on Lee Hwy in a targeted area. This home is a modest one-story that was in her husband's family before she and her husband moved there to better deal with their own needs as they aged. I am outraged that you would consider taking away her home. There is nothing she could afford in Arlington if you do that. So in your effort to help the missing middle you wind up evicting elderly and disabled, long-time Arlington residents who are surviving on Social Security in spite of the escalating property taxes. This is unacceptable.

Finally, endlessly increasing density without planning for expanding and updating our already overcrowded schools and other infrastructure, dealing with the existing flooding problems, and fantasizing about the number of residents who will live without cars is a short-sighted road to ruining our community rather than improving it.

Brian Schantz

I'm writing to express my strong opposition to the Plan Lee Highway proposal. My wife and I currently rent in Clarendon and are looking into buying our first home - we are hoping to do so in Arlington, where my wife grew up. As individuals with an interest in Arlington's long-term success, PLH and other recent pro-developer actions by Arlington give us serious concerns about what living in this community will be like for our children. Specifically, we believe PLH will:

- Increase traffic and congestion
- Overburden our schools
- Overburden our parks
- Decrease the availability of affordable housing
- Decrease tree canopy
- Increase impervious surface
- Contribute to climate change
- Overburden an already insufficient stormwater management system, causing more frequent and more severe flooding

I don't understand why the Board seems so intent on increasing density and would appreciate any insight you can provide on this. Arlington is the smallest county in the country, the 11th most dense, and our population was projected to increase 26% by 2045 even before Amazon's HQ2 and proposals such as PLH. Meanwhile, the county has yet to propose any serious plans for enhancing our school, stormwater, and park infrastructure. Where will our kids go to school? Where will our stormwater go? Will there be any trees or birds left?

Even if we did want to increase the density of our community (which I don't think we should), can you please provide your thoughts on why Lee (Langston) Highway should be where we focus? Increasing density by Metro stations would seem to

	<p>make much more sense, and I see many opportunities to do so in my neighborhood. Rosslyn and Ballston have changed significantly since I moved to the area 10 years ago, but the blocks around the Court House, Clarendon, and Virginia Square Metro stations remain underdeveloped and offer potential for much more sustainable population growth.</p>
<p>Eileen McCormick</p>	<p>I am very upset that the Arlington County Board is considering drastic measures to change Arlington using the term missing middle housing as the excuse.</p> <p>From my research on this topic, I have learned that Arlington is trying to increase density without taking into account the proper infrastructure that would need to be in place prior to such a move.</p> <p>Who will pay for the needed new schools, parks, libraries, police stations, etc.? Our current property tax is outrageous for what Arlington provides for us. You cannot raise property tax once again.</p> <p>In addition, I have yet to understand how building more housing that is expensive will help alleviate the need for housing middle income residents. I believe that the Arlington County Board needs to stop developers from tearing down older homes and building huge and expensive housing or put a huge tax on the developers.</p> <p>Arlington must not jump into this and must make these decisions working closely with all the residents of Arlington.</p>
<p>Eric Forman</p>	<p>I have been an Arlington resident for nearly 20 years and have never contacted the County Board about anything. Until now. PLEASE, PLEASE do not approve this horrendous Plan Lee Highway proposal.</p> <p>I feel as if the entire Plan Lee Highway process has been deceitful. At first, we residents were led to believe this was about “improving” our neighborhood with things like streetscape improvements, more pedestrian friendly sidewalks, open spaces and the like. As far as I know, most residents who participated in the process early on gave honest feedback and were confident that this plan would result in a better neighborhood. But then we saw these latest concepts, and they are all destructive to the neighborhoods that we call home. These Plans involve way too much density – I can’t see how this is anything more than just a big gift to developers and a small cohort of density activists.</p> <p>The Plans are disrespectful to our neighborhoods – instead of concentrating a bit of new development in certain areas, these plans push high-density development INTO our neighborhoods and advocate replacing well-scaled, neighborhood-serving structures with giant apartment complexes.</p> <p>The Plans make no provision for how to deal with increased demands for services, such as schools, traffic, open space or other essential government functions. The people who wrote these plans simply pretend that new traffic won’t materialize, and don’t even bother thinking about schools or anything else.</p> <p>The Plans fail to recognize that our neighborhoods are residential in nature. Families who live here could have chosen to live in a high-density part of the DC area, but made a conscious decision not to. PLEASE don’t fail to realize that not every part of Arlington has to be a copy of the Rosslyn-Ballston corridor.</p>

	<p>The Plans fail to take community perspectives into account. In my neighborhood, and in many others, the vast majority of residents are upset at the size and scale of these proposed plans, and resent that County staff is pushing these plans despite the preferences of those families who would be most affected by them. This process has represented condescension at its worst.</p> <p>In my two decades of living in Arlington, I have lived in a high-rise condo, a townhouse, and now a single family house in a residential neighborhood. All have been great places to live, and all have been different. My current house would be as out of place in Rosslyn as a high-rise apartment would be here... and there's nothing wrong with that. Arlington is a county of distinct places and neighborhoods... let's not rub that out with some mindless handouts to high-rise developers.</p> <p>My wife and I chose to remain in Arlington, and to raise our family here, due to our positive experiences here... and we chose our neighborhood for its character – a character that is now threatened by the Plan Lee Highway process.</p> <p>PLEASE do not ruin our neighborhood by approving the current Plan Lee Highway proposals.</p>
Liz Sajewski	<p>As a resident of Arlington for more than 35 years, I would like to share my concern with the current plans for development along the former Lee Highway corridor.</p> <p>I live a couple of blocks off this main artery and do agree that redevelopment could serve our Arlington community well. IF it is done judiciously, with an eye toward preserving the quality of urban/suburban life that has been drawing so many people to our county in recent years. It's wonderful to live in these neighborhoods of older homes on lots graced by large mature trees, and with easy access to the Metro, buses, shopping, dining, and DC itself.</p> <p>In recent years we have endured development that tears down the older homes and clear-cuts the treed lots to build large homes that leave little yard space, and certainly not enough space to support the root structure to regrow large shade trees. It has been difficult to witness this change and to have no recourse through the County Board.</p> <p>Now there is discussion of the Langston Boulevard corridor, Plan Lee Highway, and I hope, in this instance, current Arlington residents can be heard. This is our home, our community; this is where we raised our children. Yes, upgrade the buildings immediately fronting this artery; yes, work to include missing middle housing and mixed-use in this new construction. But, do we need these changes on such a grand scale that the adjacent neighborhoods become heavily urbanized and that minimizing environmental impacts are not priorities?</p> <p>Please implement this planning with an eye to avoiding strains on current public works infrastructure and parking/traffic conditions in the current residential neighborhoods. Please avoid upzoning in current residential neighborhoods and focus such measures on the property along Langston Boulevard itself.</p> <p>In other words, please be judicious in considering the future of Langston Boulevard. Development for the sake of development should not hold sway over county decision-making when the impacts so strongly affect the quality of life of those living in Arlington.</p>
Michael Spotts	<p>Disclosure: I am a volunteer member of the Board of Directors for both the Arlington Partnership for Affordable Housing and Northern Virginia Affordable Housing Alliance. These comments are my own, and do not represent the perspective of those organizations.</p>

I am an Arlington resident; housing and community development policy research professional; and former Vice-Chair of the Affordable Housing Master Plan (AHMP) Working Group. Though I am not a current resident of a neighborhood in the Lee Highway corridor I have longstanding connections to the Lee Highway study area, as I was formerly a renter in the corridor, my extended family lives there, and as a result my family frequents its business establishments, parks, and facilities. However, as I am not a resident I will mostly reserve comments on the specifics of Neighborhood Areas and instead offer bigger picture perspectives on how future planning and development in the Lee Highway can contribute to the County's overarching goals, particularly in the realm of housing attainability/affordability. My comments fall into three categories:

- Lee Highway and Arlington's broader vision for its future.
- Perspectives on best practices for achieving the County's and corridor's goals.
- Creating a more durable planning approach for Arlington's future.

Lee Highway and Arlington's broader vision for its future.

Put simply, Arlington will be hard-pressed to achieve its goals related to diversity, equity, and housing attainability without adopting a strong, forward-looking policy and planning framework for the Lee Highway corridor. Based on the Metropolitan Washington Council of Government's published housing targets for meeting demand within the region, Arlington needs to considerably increase its housing production. Though Arlington cannot achieve this regional vision alone, Arlington's actions are a prerequisite for improved housing affordability within the County. Given the County's limited development opportunities due to land constraints, the comprehensive visioning process for Lee Highway represents a significant opportunity for thoughtful policymaking and infrastructure coordination to meet this demand. Given the relatively low density of the corridor, there will likely be some pressure to adopt less aggressive growth targets. Though the specific, appropriate density level has yet to be determined and likely varies throughout the corridor, in general the County should be ambitious and prioritize increasing the supply and diversity of housing overall. Failure to do so will further concentrate demand, driving up prices and putting additional market pressure on other higher-density corridors/planning areas such as the Rosslyn-Ballston Corridor, Columbia Pike, and the Route 1/Blue Line Corridor.

Increasing housing supply and diversity in the Lee Highway corridor is also critically important to achieving the specific goals of the Affordable Housing Master Plan, which is now under 5-year review. During that process, we identified considerable challenges related to the geographic distribution of affordable housing, with attainable housing opportunities (and Committed Affordable Units) more constrained in North Arlington and north of Lee Highway in particular. As such, the development opportunities brought on by the Plan Lee Highway process represent a critical opportunity for achieving a more balanced housing distribution. Failure to leverage this opportunity will only exacerbate a cycle in which market-rate housing becomes increasingly out-of-reach and rising land/property values reduce the reach of County affordable housing subsidies, widening discrepancies in income, wealth and opportunity (or put more bluntly, intensifying income segregation).

In developing this plan, the County will have to weigh competing priorities, each with its own set of trade-offs. Housing will not be the only priority, given other critical infrastructure and environmental needs. However, the County must be realistic and understand that the value created by redevelopment, while often substantial, cannot address every community benefit/preference, and that trying to expand the breadth of community benefits can detract from the ability to deliver on core priorities. Moving forward, the County should focus on the

core purpose of neighborhoods – providing a safe, accessible, and sustainable place for people to live and meet their day-to-day needs. Housing (and by extension, affordability) is inseparable from that purpose, and should thus be among the most important considerations.

Perspectives on best practices for achieving the County’s and corridor’s goals.

The County has a broad toolkit for addressing housing and community development needs within the Lee Highway Corridor. Several of the specific considerations and policy approaches discussed in the past that were germane to the County’s Call for Ideas (fall 2020; prior comment letter) and the AHMP 5-year review (spring 2021, prior comment letter) apply to the Lee Highway Corridor. As the Lee Highway planning process progresses, there should be continued engagement to identify more detailed suggestions for targeted policy issues. At a high level:

- Most importantly, policies resulting from the Plan Lee Highway process should ensure that there is sufficient height, density, and form flexibility to make affordable housing (and other prioritized community benefits) economically feasible. Restricting these elements in the interest of non-vital concerns (such as “eye-of-the-beholder” factors like specific aesthetics and “neighborhood character”) will likely reduce the integrative potential of development in the corridor and increase the per-unit cost of developing committed affordable housing.
- The County should reconsider its approach to the Arlington East Falls Church neighborhood. A recent Plan Lee Highway presentation suggested that there would not be testing of various land use plans given the previously-adopted plan for the neighborhood. The County should reverse this decision. The East Falls Church neighborhood has access to what is perhaps the corridor’s best transportation asset – a Metro station that allows for a “one-seat ride” to critical centers such as Tysons, the Rosslyn-Ballston Corridor (and downtown Washington, DC), and the emerging node at Dunn Loring/Mosaic District. A stated goal of the Lee Highway planning effort is to enable East Falls Church to be a transit-oriented and mixed-use district. Planning materials also describe the importance of expanding safe and equitable transit access. Though the current East Falls Church Plan points to these issues as well, it does not provide sufficient tools/incentives to accomplish these goals. This is in part due to an over-emphasis of “protecting” the single-family exclusive nature of a significant portion of the areas surrounding the Metro station. Recent development in the corridor (including a subdivision of detached single-family homes within feet of the station itself) illustrates that the current approach to land use in East Falls Church is incompatible with a transit-oriented vision, and an abdication of Arlington’s responsibility to maximize the potential of the entire region’s investment in the Metrorail system. Ending the County’s ban on apartments, attached single-family forms, and other more naturally affordable housing types in most of the low-density areas closest to the station is critical to achieving the County’s stated goals for housing affordability, transit access, and environmental sustainability. While this would likely result in some degree of change, such change is already happening (in the form of teardown/redevelopment of larger homes). High-land values and the high-quality of exiting homes are likely to make this change evolutionary, rather than radical. Prioritizing low-density housing (and thus making more attainable housing development less feasible) in an area where property values are boosted by the region’s investment in transit constitutes a wealth transfer from the tax-paying public to a small number of private property owners. This investment will be substantially more effective if more people have access to the neighborhood, which only can be accomplished through more housing units and more diverse housing types.
- The Plan calls for a Complete Streets approach. However, streets are rarely truly “complete” if multi-modal access is not prioritized. Adding a protected bike lane or a sidewalk to a 4-6 lane road is a marginal improvement at best, but does not fundamentally change the dynamic of automobile prioritization. If cars are able to proceed at a high rate of speed without robust traffic calming measures, pedestrians and bicyclists will always be at potentially deadly risk. Prioritizing transit and active transportation should be the County’s primary approach. Given the severe regional shortage of housing, there is excess demand for every transportation lifestyle – car-dependent, car-light, and car-free. As such, if County policies related to parking and transportation infrastructure continue to

make car-oriented housing, commercial, and retail development the “path of least resistance,” that is what will get built, contrary to the County’s stated multi-modal goals and Vision Zero policy. In its policies, the County should alter the “path of least resistance” and enable the market to better respond to demand for car-light and car-free lifestyles. This will have benefits for the environment, transportation network, and housing affordability.

Open space and environmental requirements should prioritize contiguous areas and public space. Environmental research suggests that contiguous (particularly forested) natural space yields the best outcomes for stormwater retention, habitat preservation, and tree cover maintenance. While private yards/open space may be better than impervious cover in many cases, they do not offer the same benefits and are subject to change by private property owners. As such, relevant requirements should be flexible and prioritize the expansion of land area available for public conservation efforts. For example, the County could allow (or incentivize) density/height transfers in exchange for conservation easements on lots adjacent to public space (or for the establishment of new public space).

Creating a more durable planning approach for Arlington’s future

The Plan Lee Highway effort is critical to meeting a variety of Arlington County’s future development and infrastructure goals. However, as the County considers a new development paradigm for the corridor, it should consider why this robust planning effort is necessary in the first place. In a previous generation, County land use and zoning policies codified a specific vision of development – low density, single-use, predominantly auto oriented – across much (though not all) of the corridor. In creating a relatively inflexible policy, the County reduced the capacity for evolutionary change as markets shifted, existing building and infrastructure approached the end of its life cycle, and the mismatch between current conditions and current needs grew and grew. Prescriptive County policies created an illusion of stasis and a misleading expectation among some residents that neighborhoods do not (or should not) change over time. Despite this illusion, change occurred anyway, in the form of teardowns and redevelopment that lock out all but the wealthiest purchasers, and increased through-traffic as development was pushed to further-out locations.

I support the County’s current priorities for redevelopment of the corridor. Mixed-use, denser, and multi-modal development/infrastructure is the better path at this stage of the County’s life cycle, and I hope that the County will adopt policies that enable this path.

However, in enabling more efficient and affordable development patterns, the County should learn the lessons of past planning efforts. The “vision” for the corridor (and the County, for that matter) is not one single vision – it is the aggregate of the vision of the people that live, work, and play in the area. And as people change, so may that vision. The demographics, consumer preferences, development technology, financial systems, economies, or any of the other factors that influence neighborhoods are not static. Therefore, it is imperative that policies that result from the Plan Lee Highway effort are sufficiently flexible to enable, rather than tamp down, that evolution. There are practical approaches to achieving this goal, which can include:

- Minimizing restrictions on form/use outside of provisions related to health and safety and enabling low-impact neighborhood-serving retail and accessory commercial units (similar to accessory dwelling units) in all neighborhoods. This allows for new “nodes” to emerge if demand exists.
- Complementing increased height/density guidelines with flexibility that permits the next increment above prevailing density/height to proceed by right (enabling future incremental growth).
- Providing regulatory flexibility for “tactical” improvements (similar to expansions of restaurant “pop-up” outdoor seating in response to COVID).

	<p>Conducting rapid, small-scale pilots to test innovative transportation, public space activation, micromobility, or other infrastructure and public realm improvements.</p> <p>This list is incomplete, and not all of these ideas may make sense for the Lee Highway Corridor. The critical takeaway is that this is about a mindset rather than a specific tool:</p> <ul style="list-style-type: none"> • Neighborhoods (like ecosystems) are complex, interactive, and evolve by nature. Planning is an imperfect science. As such plans should avoid the tendency to micromanage and account for every scenario, and embrace flexibility and experimentation. <p>Conclusion</p> <p>Thank you for the opportunity to share these comments. These observations are based on my research of best practices in affordable housing and community development practice from around the country. I am happy to share additional information, examples, and supporting materials.</p>
<p>Robert Schlossberg</p>	<p>I am writing as a member of the Community Forum to pass along some feedback from my "constituency":</p> <ul style="list-style-type: none"> • Area 1 around EFC Metro: the 2011 plan discussed denser and affordable housing, which has not come to pass. Instead million dollar homes. Increasing housing around EFC metro should be a priority • we should keep "the character" of Lee Highway; not sanitized, but thoughtful • Don't let "gentrification" run out the middle class • Given the timeline, we should be planning for what will be not what is. (or as we like to say: skate to where the puck will be not where it is) This includes increasing climate change effects and electric vehicles. • Consider more creative parking solutions including maybe parking shaded by a "roof" of solar panels • Lee Heights shopping center: yes, definitely worth improving: rework the street in front of it and consider integrating with the shops across the way, e.g., the Lebanese Taverna. The parking behind is a disaster and could be vastly improved • Consider increasing parking at EFC and/or at Roslyn and providing a free shuttle up and down... like the King St. shuttle
<p>Susan English</p>	<p>I'm writing in support of missing middle—throughout Arlington. I'm a resident of 22202 since 1982, so not living within the PlanLeeHighway study areas, although I have acquaintances in some of them. I have attended two of the meetings.</p> <p>Unfortunately, the unplanned single-family areas (including existing small multi-family) in my part of 22202—Arlington Ridge, Aurora Highlands, Long Branch Creek—do not have a proposed county study or plan for missing middle. In our Livability22202 housing workshops in early 2020, we looked at areas/corridors which could easily support a variety of multi-plex redevelopment, and we believe there is support.</p> <p>https://livability22202.org/wpcontent/uploads/Livability22202-Housing-Report-11.12.20.pdf</p> <p>Our biggest challenges currently, besides some opposition to any upzoning, include lots of speculative purchases, and large SF infill projects which, in addition to increasing inequity, often lead to owners flipping to absentee landlords/LLCs who choose to rent properties as group houses. While such arrangements fill a housing need, it's disappointing not to have other options many families would value, families who would stay and invest time in the community. We have several areas close to retail, schools, trails and parks, transit, Metro, etc. that would be perfect for new missing middle.</p>

	<p>Another significant challenge is elderly residents who really want to stay in the community here, but have very limited choices. Multiplexes with units designed for downsizing (a great market opportunity) are part of what we need!</p>
<p>Tom Brannon</p>	<p>called in support of the Lee Highway project to expand middle housing along Lee Hwy and accommodate more people of mid and lower incomes</p>
<p>Tom O’Riley, Faith Alliance for Climate Solutions Arlington Hub</p>	<p>The September 2018 Scope and Charge document establishing the County’s Plan Lee Highway effort includes a general reference to sustainable design and construction:</p> <p style="padding-left: 40px;">8. Sustainability: Design and construct buildings, street improvements, and park projects using environmentally sustainable and energy efficient practices.</p> <p>We believe that this planning effort provides an exceptional opportunity to create not only a walkable and “green” linear neighborhood, but also to establish a model of redevelopment that reflects the ideas and practices that are necessary for the County to achieve its goal of net neutrality, or better.</p> <p>Arlington County has an enviable reputation for its green building initiatives, which essentially require all new developments under site plan achieve at least a gold LEED rating, among other requirements. The County has also adopted the Community Energy Plan (2019) which calls for significant reductions in carbon generated from buildings.</p> <p>As the potential land use plans for the Lee Highway corridor will mainly require County approval (as site plans or use permits), we have an opportunity to further the County carbon reduction goals while improving the built environment for years to come, given that buildings constructed in the next five to ten years will likely still be in use in 2050.</p> <p>We encourage Plan Lee Highway to incorporate requirements and/or incentives for redevelopment plans to be carbon neutral during their entire life cycle. Some specific examples include:</p> <ul style="list-style-type: none"> • Broad electrification for buildings, homes and vehicles. Provide policy levers, financial incentives and implementation accountability that supports electrification infrastructure for buses, heavy and light duty fleets, cars and equipment. • Leveraging opportunities for on-site and community solar programs including encouraging, where practical, solar on commercial buildings and incorporating solar into parking shade structures. • Maximizing vegetation that provides cooling shade and stormwater management all along the corridor. • Affordable housing projects built under this Plan should minimize energy use and maximize efficiency, thereby contributing to the County’s CEP and helping residents avoid future energy burden. <p>Adoption of practices such as those advocated by progressive and visionary groups like the Passive House Institute or the CORE Green Building program from the Living-Future organization, coupled with Smart City technologies, would benefit not only the County’s stated goals but also our children’s futures.</p> <p>We rarely have the opportunity to design policies and practices around land use and future development for significant portions of our neighborhoods that directly impact us as a community and take steps to improve our environment; it would be a terrible waste to allow this plan to avoid these types of changes by neglecting to incorporate strong energy and environmental standards.</p>

Additional feedback from groups/organizations on the general corridor

Name	Comment
Arlington Chamber of Commerce	Link
Arlington Partnership For Affordable Housing	Link
Housing Commission	Link
Langston Boulevard Alliance (formerly known as Lee Highway Alliance)	Link