

## Land Use and Housing 7.26.23 12:30 PM

**(North Highlands)** - What will happen to the Potomac Towers parking lot? What would happen to parking in that area of Langston Blvd. if it were redeveloped? Does County want to reduce parking? Is there a timeline for the draft Langston Blvd. Plan? Do you have any updates about Artis Senior Living? A fellow participant recommended checking the Cherrydale neighborhood website for updates on Artis. Are the owners of the Artis property thinking of not building on that property? How is Stoneridge Knoll affected by the draft plan? Jen shared a map with a mustard-colored area showing where the plan would allow multifamily housing. The County is continuing to promote the possibility of multifamily housing in that area. Question about Leckey Gardens? How long will all of this redevelopment take? Would redevelopment occur in a specific sequence (i.e., moving westward from the Potomac River)? Does the draft plan include CAFs?

**(Long & Foster)** - What is the current supply of multifamily housing? Under the plan, what would the number of affordable units be?

**(Tara Leeway Heights)** - The timeline under which the draft plan would unfold would be about 40 years. We need to think about what Langston Blvd. was like 40 years ago. The draft plan is a GENERAL guide. Over the next five, 10, or 20 years, the guide will change. We would like to have more info from the County—which sometimes is loath to tell us anything, as in case of the Jefferson St. recreation center site (Lee Center), where inquiries have resulted in different answers over time and the most recent answer seems to be that the County Manager hasn't decided on a use for the site yet. The basic point is, don't get too attached to, or too worked up about, any one thing in the draft plan, because it will change. The draft plan is a wonderful guide.

**(Unknown)** - Does the draft plan have any requirements for senior housing or senior affordable housing?

**(Cherrydale)** - senior housing is in the works in Cherrydale. There has been talk about the County waiting for site plans to do streetscape improvements. I would like to see the County not wait and not act on a site-plan-by-site-plan basis to make some improvements, which is what the County has done to a limited degree in Cherrydale. It is encouraging to see the County doing some improvements in Cherrydale with public funding. In this way, Cherrydale should be a model for other areas.

**(Tara Leeway Heights)** This draft plan is a long-term, 30- or 40-year plan. It may take that long for some things to happen.

**(Cherrydale)** - An effort should be made at nodes to improve streetscapes using taxpayer funding rather than waiting for private development.

**(Waverly Hills)** - What criteria fed into draft plan and the revision of it?

**(Cherrydale)** - What is going on with the stalled project in EFC at the site of Marriot Hotel? What is going to happen with the Air Force building? I am sympathetic to saving the existing building. What's your feeling about the market? I've heard rumors that it may take longer than expected to implement the plan.

**(Waverly Hills 2)** - I think we will tend to find pushback from affluent community members.

**(Long & Foster)** - Development is happening really fast in Arlington. I have lived here 45 years and have seen the changes. My concern is the infrastructure – is it capable of handling the development that is occurring so quickly? I'm also concerned about office vacancies. I know converting an office building to a residential building is difficult.

**(Unknown 2)** - We're seeing an increased use of Ubers and increased deliveries. Those increases have to be accounted for when designing streets because rideshare vehicles and delivery vehicles will stop in front of buildings.

**(Long & Foster)** - Nowadays you see e-bikes and scooters everywhere. It's frustrating to see them just thrown on the sidewalk. We need to improve the flow of bike/scooter pickup/drop-off and designate areas for those activities.

**(Unknown 2)** - Could we have lanes on streets and/or trails that are reserved for walkers, because e-bikes are like motorcycles?

**(Palisades Park, North Highlands)** - But bicycles can ride on sidewalks. Many bicyclists do not adhere to rules or guidance. As long as Arlington allows bikes on sidewalks, there will be a hazard to pedestrians.

**(Green Valley)** - Could you say more about incentives?

**(Unknown 3)** - What are incentives? What about smaller building projects? I live above a small shopping center with a Hair Cuttery. I don't see that there would be incentives for someone to add height to my development. What about other parts of Langston Blvd.?

**(Palisades Park, North Highlands 2)** - What are the requirements/formulas for affordable housing as part of development?





**(Palisades Park, North Highlands 4)** – AFA site, right now it's 1.3 acres. .2 is conservation land. Are there guidelines you have to follow on how many units in a single use facility?

**(Palisades Park, North Highlands 5)** – will zoning change? does Board vote on every site plan?

**(Tara Leeway Heights)** – trucks come down my street and cause disruption. can we figure out a way to better convey what a loading dock will do to a community? Artis company, senior living on Chery Hill – sometimes what I want is not what's truly needed by the community. Artis is now rethinking their entire concept to the point of not doing anything, not building the facility. They've got a bottom line and it's very expensive to care for old people. And very hard to find people that will do that kind of work for old people. There's issue of surrounding community. How can we balance what's needed, what's affordable without destroying community?

**(Overlee Knolls)** – Sound deadening at loading docks. If we make materials part of plan, you can help with issues you're talking about.

**(Tara Leeway Heights)** – we must balance what's needed with community desires. How do we meet the needs of the people? We have a true dearth of independent care for older folks. At LAC, owner has been besieged by community. How can we expand conversation about what's needed for the larger community and not just what the immediate neighbors are saying? Look at process for future of LAC and how that's decided.

**(Palisades Park, North Highlands 6)** – Bob asked question I had about the 72 units per acre. I think I get it. Thank you.

## Public Space and Environment 7.26.23 12:30 PM

- **Area 5**
  - Attendees expressed concerns about:
    - Security and access to private property from the greenway segment near N. Daniel St.
    - Building height/taper, shade impacts, and “canyon effect” in this area from proposed density, especially from buildings 10 stories and higher.
    - Loss of green space and mature trees, how many existing mature trees can be conserved.
    - Stormwater runoff and flooding was a significant concern for nearly all visitors to this table.
  - Comments from NHCA/Palisade Park residents regarding:
    - A trail connection to McCoy Park via a sustainable trail with a boardwalk similar to Lubber Run.
    - If McCoy Park be expanded through the new proposed public space? Can the building in the northwest parcel in Area 5 West be reconfigured to encourage a combined, enlarged park or public space to enhance McCoy Park?
    - A push for a greener vision for PLB overall, but especially the eastern end of the corridor. They asked if this area can be thought of as a gateway to the parks and green space of the corridor.
    - Would it be possible to establish a zoning district or similar overlay emphasizing green infrastructure in this area?
  - One person noted that the north side of Area 5 has 2’ set asides for trees vs. 7’ on the south side.
- **General/Corridor-wide**
  - How does the County work with NVCT, and can we partner with them to enhance the conservation elements of this plan?
  - A participant with VOICE expressed support for encouraging the collocation of housing and public facilities, citing Arlington Mill as an example. She was excited for the redevelopment scenarios for the community centers that included housing.
  - As much green as possible! Broader guidance/commitment to tree canopy, vegetation is needed for the corridor, beyond guidance for specific sites. The plan should try to create more space for trees, vegetation, green infrastructure throughout.
  - Corridor-wide stormwater concerns were expressed by most visitors to the table, with attendees suggesting green infrastructure, property acquisition, and permeable pavement as possible solutions they would like to see reflected in the plan.
  - One participant provided several corridor-wide comments:
    - It is concerning that the plan does not recognize the reality of climate change and the lack of plantable space in the corridor.
    - The County should take current tree canopy and average ground temperature into account when siting development within the corridor.

- The plan should do more identify feasibly plantable space for trees.
- Lot coverage must be addressed

## Transportation 7.26.23, 12:30 PM

Public 1: Increased density could mean more cars on the road – lives on John Marshall Drive and experiences backups from I-66 in morning. They know about more buses but what else is being done

Public 2: Believes it's important to do transportation analyses now because if a certain height is approved for a specific building it could impact transportation – spoke specifically to Air Force building. What if it's too late to address the transportation issues because there have already been several buildings constructed? Do you think more activity could help safety?

Public 3: Multiple issues combine to cause public safety issues, and part of that is height, walls, etc. They acknowledge that there are multiple regulatory parties (County, VDOT, etc.), but all of these factors needs to be looked at in totality – each little issue doesn't seem like much. They brought up the Marriott project – one of the main issues with traffic was alleviated with designated turn lanes– and there are similar concerns related to Air Force building – can we widen North Nash Street and create an extra lane on bridge over I-66? Wants to try and coordinate development between multiple projects so they aren't working against each other. spoke to other nearby examples, like the 10-story apartment building at Mom's on Uhle Street that looks even taller from the trail, Made the point that tall buildings don't necessarily mean congestion because in that building's case there's nearby metro and trail options as well. How does the ratio come into play?

Public 2: Is different traffic analysis conducted between people parking in condo vs apartment? Say units sell for more than \$500k or more, does higher-income matter in terms of cars that they will bring?

Public 3: Understands that this can be an emotional discussion, based off facts and figures, understands that this could take some time

Public 2: Wants to know who owns sound barriers between I-66 and LB and what could be done to make them more aesthetically pleasing. What happened to removing the sound walls? This was raised at a past meeting, and some people said yes please but some people said no definitely not

Public 3: what about building more tall buildings? Same noise dampening effect but much more attractive

Public 4: Couple that lives in EFC and takes the ART buses and likes how they work in conjunction with WMATA buses, wants to know how feedback is used and how routes are improved. They've had one car since their child left (13 years). There is a 52 stop on their corner so they take it to both Metros, the library, shopping along Langston Boulevard. They don't like that it only comes 30 minutes and that the times don't always line up, but they're still appreciative. Urged us to not lose sight of what's happening on the street, wants to make sure we're walking the routes and corridors and not just riding in a car or bus. Also wants more coordination with WMATA. Hope they're also getting to people that don't use the bus now but would maybe like to use it in the future – look at how people are using the bus for services, not just leisure – not sure that the new ART plan does that. We don't understand how electric cars will impact behavior and demand for parking, electricity, etc. so how can we plan for it?

Public 5: Does part of the plan mandate space for different transportation modes? Maybe you could say "per mile, provide X"



Public 4: What if: 15 years ago, we set aside a quarter acre of bike parking per mile, then it would be a lot easier to retrofit for these changes. Had to stop for a lot of pedestrians on the way to this meeting at intersections without stoplights or crosswalk signage, not every car stops, seems unsafe. Will alleys be made more safe? How does VDOT feel about the County making these recommendations? Do you ever just turn it over to the County entirely?

## Public Space and Environment 7.26.23 6:30 PM

**(Rivendell School Representative)** - Concerns on Lee Center Site since they use the site for recreation and the future uses. Have been told it's being condemned. Have concerns regarding the usage of the field, whenever it's being constructed that they can't use it. They have concerns regarding a stormwater detention vault on the field. Any reduction of the existing public space would be a negative to the school and community.

**(Waycroft Woodlawn)** – DES hasn't been communicating with CA's regarding storm water. Issues with site plans and construction not being followed. Open Space – if we're adding people, we need open space for fields (diamond/rectangular). The Developers need to put into a fund contribution in order for the County provide those amenities, ex. Italian Store Site – convert that into stormwater and park. County should buy commercial property to offset the land use. Upset about the 2<sup>nd</sup> metro entrance in crystal city, county should prioritize. Site Plan Process – climate resiliency, affordable housing instead of funding. Wanted to get really specific into the design of these spaces. Much more prescriptive plan in demanding developers into incorporating green roofs, climate resiliency and buildings. Field usage issues, basically wants the county to start buying land.

**(Unknown)** – what is the vision with the public spaces network and how will they be designed/incorporated.

**(Clarendon Courthouse)** – affordable housing advocate and supports the expansion of the public space network.

**(Yorktown)** – site plan check lists and resiliency, can we put green roofs on commercial properties.

**(East Falls Church)** – concerns on high density called for in the plan, too greater for the capacity for the transportation corridor and doesn't allow for the expansion of the greenspace along the corridor. Plans scale should be ratched it back, to reduce heights to something more sustainability avoid metro corridor like scaling. Transportation network will not be able to support increase along the corridor. Plan is really dependent on redevelopment and has concerns regarding it coming to fruition. More traffic, overwhelming stormwater management and systems, need both natural and manmade infrastructure along with school capacity. (Reach out to Ryan -

**(Leeway Overlee)** – Farmers Market space consideration when the public spaces get designed, they're limited and would like to be able to expand and be more involved into the community.

**(Bluemont)** – Washington Blvd. and Lee Highway (Lee Center): Need a process to take the pressure off CM and started a discussion with the community on the broader.

**(Bike Commission Rep)** – Question on LB CC regarding the parking lot, supports public space network.

**(Radnor Ft Myer Heights)** – supports public space network.

**(Unknown 2)** – stormwater infrastructure on bio-swales and infiltration systems, green infrastructure.

**(Pentagon City)** – wanted to know how the public spaces would function and be planned, does the streetscape improvement with trees incorporate stormwater management (rain gardens) regarding rain capture systems.

## Housing 7.26.23 6:30 PM

**(Rosslyn)** - Read through plan - first iteration?

**(Pentagon City)** - Preclude market rate developments from being constructed?

**(Rosslyn)** - Option to pay fee?

**(Radnor Ft Myer Heights)** - Was at metro open house for long-term plan, option to invest up to \$40b in rail, Rosslyn bottleneck, land use should reflect long term view in area south of 66, anything south of 66 is in prime corridor, bus connectivity, game changer

**(Radnor Ft Myer Heights)** Supportive of heights in area 5, (in other areas) should be at least 6 stories where 5 stories would be allowed. Not sure of ratio, but make it so that it is there

**(North Highlands)** - Live in area 5 at Spout Run

**(Rosslyn)** - What is expansion with what people can build by right?

**(North Highlands 2)** - Is there a vote on Langston Blvd? I'm enthusiastic about the plan

**(North Highlands)** - LRPC last night, limit is 15 at intersection, what if someone wants to do more? Does board make an exception? Why is it difficult?

**(North Highlands 2)** - County board has final say, 11th and Vermont, made change

**(Leeway Overlee)** - Don't have to listen to community

**(North Highlands 3)** - What is area?

**(Ballston VA Square)** - - Stretch between Lexington and East Falls Church?

**(North Highlands 3)** - Is proposed development mixed residential retail?

**(Leeway Overlee)** - Expanded housing?

**(Ballston VA Square)** - - How stormwater management was considered in proposed heights...

**(North Highlands)** - Owner at condo (Colonial House), happy with intersection and parcel. Happy commission took concerns seriously

**(Cherrydale)** - 12 year old daughter attended previous (Plan Langston Boulevard) event and was scared away, not kid friendly, need to better engage people who are end result of plan, disappointing. Cherrydale, boundaries of plan will be reenvisioned, 1994 plan was hand drawn, no boundary lines, mistakes in document, will tie people's hands, timeline for (determining) lots that are in and outside of area. Disappointed Cherrydale plan has not been updated, should be transparent about when it will happen

**(Yorktown)** - To what extent does planning process do backward studies? Projections for building more affordable housing

**(Cherrydale)** - Is Columbia Pike meeting commitment for affordable housing? Concerned Columbia Pike will uphold its end of deal (for affordable housing) and Langston Boulevard will not. More segregation up here, have more burden to rectify situation, disappointed by (affordable housing) numbers in the plan, South Arlington is doing their part, North is not, can't reach goal by 2040. Community input is slanted, not accessible for kids, location and times of design studios are not accessible for many residents. Robust engagement with segments of the community not whole community, what signal are you sending when you ask people to write neighborhood on name tag (to people who do not live in area)?

**(Yorktown)** - Why don't we have higher limits in the plan? Community input is not representative

**(Cherrydale)** - How do we give feedback? Want more height, form is not easy to understand and complete, hard to say you support density without providing additional details, worried voice will not be heard, want feedback to be considered

**(Clarendon Courthouse)** - What steps is plan taking to balance social activity and density?

**(Clarendon Courthouse 2)** - Hotel use?

**(VA Square)** - (requested explanation of charts)

**(Clarendon Courthouse 2)** - (stood up and demonstrated Jen's explanation on charts) What is by right height for areas? By right project in C zone, could not build apartments only other commercial?

**(Ballston VA Square)** - JFAC, long list of needs, have not been addressed, surprised there is not emphasis on land acquisition for public use

**(Clarendon Courthouse 2)** - N Arlington schools only at 85% of capacity, more room. Heard of plans to close Nottingham

**(Pentagon City)** - Incentives to address shortage of 2 to 3 bedrooms?

**(Clarendon Courthouse 2)** - What is demand for studios and one bedrooms?

**(Waverly Hills)** - Total # of units forecasted? County need (for units)?

**(Pentagon City)** - Langston Boulevard benefits - retail space, immigrant owned restaurants, affordable business space - how is this being taken into account for redevelopment to not displace businesses? Will this occur in phases? Opportunities/incentives for businesses to shift?

**(Ballston VA Square)** - (shared examples of closed businesses)

**(Waverly Hills)** - Lower density mixed use outside of areas?

**(Leeway Overlee)** - Inclusion of some blocks out in plan before (e.g., Clarendon), buildings on Langston Boulevard will be taller?

**(Cherrydale 2)** - What is the height limit? Setbacks? Landscaping barrier? Cherrydale, between Taylor and Stafford, lives on setback line, alleyway if townhomes built along edge? Where would people park? How many units? How many cars? If street is back there, it would be a lot

**(East Falls Church)** - Concerned about plan, goes to maximum with density, look at transportation corridor, assumptions on businesses to give up land for public spaces, depends a lot on developers, not realistic, main transportation corridor, more cars will be added with more density,...., urban corridor without urban transportation capabilities, can you still cut back on density? What happens if commercial owners don't sell for public space? Glad feedback is being captured, not anti growth, is this point of Arlington county? Going for max and not accounting for cars? Think density is too much without metro line (e.g., Columbia Pike, not great, not a lot of trees, a lot of cars), concerned it will become like Fairfax, would rather have scaled back vision that is more graduated (townhouse scale), vacant space on corridors now, how do we convert those like DC is doing (e.g., Ballston corridor has ample opportunities)

**(Ballston VA Square)** - Feeder roads, Quincy, Kirkwood, roadways into Ballston, any discussion on impact on associated neighborhoods?

**(Cherrydale 2)** - Mixed use, limitations on types of businesses, concerned about marijuana, gun shops. Doesn't want Langston Boulevard to be like Clarendon, bars, parking in neighborhoods, trespassing, there needs to be parking restrictions in neighborhoods if there are bars

**(Waverly Hills)** - How was target number for density determined? General feedback, wish there were more than 9500 units, priced out of Ballston, just moved to Avalon with roommate to save, need more urgency, appreciate aesthetics but need is more (for housing) important

**Takis:** How is it affecting you?

**(Waverly Hills)** - Moved, student loans coming online, delaying starting family, wife not looking for single family home, making more units available

**Takis:** How much income could you put towards down payment?

**(Waverly Hills)** - Could save 10% for down payment, for 2 bedroom condo would take 6-7 years

**Takis:** Was 3.5-4 years 10 years ago, keeps people in rental market, drives up rents

**(Waverly Hills)** - Would be ok renting forever, but if rent increases 10% each cycle that is hard, problem is stability of price

**Takis:** Commuting costs are high, affects ability to save

**(Waverly Hills)** - Since moving to Langston Boulevard likes access to bus routes

**Takis:** Bus system subsidized at 80%

## Transportation Meeting Notes July 26 6:30 PM

(Tara Leeway Heights) – we need safe routes to school

(Yorktown) – want to talk about sidewalks. Don't know if this is part of plan to create 6 foot sidewalks. with sidewalks come trees? so this is dependent on private property owners choosing to do this. No eminent domain?

(Tara Leeway Heights) – can Arlington fund that? Do you have a plan for all of Langston Blvd can dos to request funding from the budget? through redevelopment would we ask for all of these specific things?

(unknown Area 2) - Langston has been controlled by VDOT. Have they seen any of this? people are going to keep driving. Are you going to have parking? Is it financially feasible to put parking underground?

(Yorktown) – What's podium?

(East Falls Church) – when you look at Veitch going from three lanes to two, that would be nice. When you get to areas 3 and 2 and you see buildings up to 10 stories tall, that's a lot of cars. You take it on faith that at site plan there'll be sufficient parking. When I look at smart growth principles with that much density. Smart growth calls for Metro. You need mass transit. I'm perplexed as to what you're going to do to build transportation capacity along Langston where its constrained by residential houses. If 10 stories get built in area 3 where do those cars go? so with the new Langston, is it to be within current footprint of Langston? Is it dependent on site plan?

(Tara Leeway Heights) – what about McDonalds down the street. Getting in and out of that place is challenging. Arlington has tried to make it safer. It depends on developer

(East Falls Church) – this is great in theory. I'm thinking of chokepoint at Glebe. What about homes abutting single row of stores? land use and transportation are tied together. How do things get stepped back to get nice bike lanes and trees? we understand the need for new facilities. The implicit message with maps is that things are going to have to change. Just having a hard time visualizing. I'm concerned about leverage. I applaud you for saying were trying to get away from by-right. I've lived along Walter Reed. I live along Langston. I don't see a lot of trees along Columbia Pike. I'm a member of forestry commission. We need to be more aggressive. We need more trees for stormwater management. My concern with plan is that is goes to the max as opposed to smaller density for this part of the County. Buy green space, get more tree canopy. As a biker, I'm not sure we need bike lanes on Langston.

(VA Square) – I'm on housing commission, just generally looking for more density, allow for more affordable housing and more benefits like bike lanes.

(Waverly Hills) – one concern for my wife and I is we like to use bikeshare and we don't see many along the corridor now. The safe infrastructure should be added from Roslyn to EFC.

(Crystal City) – on shallower lots, can we allow covered arcades rather than sidewalks?

(Rosslyn) – I'm concerned, I want to make sure we're mitigating or eliminating parking requirements. I'm concerned about underground parking mandate because that's so expensive.

(Waverly Hills) – but you're saying plan will have own parking requirements? if County got rid of mandate for parking, would Langston have to comply?

(North Highlands) – would these be paid parking? Or free. if concept is that you don't want people getting up and driving around but developers can make different rules, we may not get what we want

(Waverly Hills) - are there any law changing as part of this plan?

(RAFOM) – protected bike lanes, are those part of traffic calming and tied to pedestrian safety?

(Cherrydale) – on other streets, not Langston, are you considering filtering? it would be great, we don't have any filtering. It would be great if Arlington put in filtering. fire department has authority to say it's fine. what they say is in order to get truck through, we need this space, and in order to fight fire, we need more space. With filtering, you could have one planter on each side.

(Waverly Hills) - anything in plan on simplification of intersections? why is height closest to 66?

(Cherrydale 2) – I didn't see much in draft plan about area 4. I've seen some things about a secondary street proposed. I saw my house beside things that are planned.

(VA Square) – We want more density in order to get more affordable housing, Everyone I talk to, we can't afford to live here. Being denser is better for the climate.

(Pentagon city) – what is feasibility of dedicated bus lanes? Signal prioritization for buses would make a huge difference. focus on wider sidewalks and dedicated bike lanes will help a lot. Trees make a big impact. A big problem right now is there's no shade. You don't want to walk even one block.

(Clarendon Courthouse) – bike lanes take you on route all over the place

Dover Crystal – can you explain what a sharrow is. thank you this looks really great.

(Pentagon City)– prioritizing and incentivizing utility undergrounding. How does that work with bike lanes? will it be choppy?

(Clarendon Courthouse)- Can't we take it down to one lane in each direction?

(RAFOM 2) – did rule about crossing street change? Cars have to stop right?

(Pentagon City)– changes to streetscape, sidewalks, bike lanes, is tied to redevelopment, from a comms standpoint we need to say it more. It's a downside of the plan.

(Clarendon Courthouse)– we see it in courthouse Clarendon

(Pentagon City)– creating expectation up front

(Clarendon Courthouse)– put a price tag on what it costs, get perspective on what we're getting from developers

(North Highlands) – why aren't there feeder buses to Metro? if there were land use changes, there'd be a lot of people that would probably want to take clarendon Metro. Should there be a shuttle?

(North Highlands 2) – I lived along Glebe and we had a shuttle.

(North Highlands) – Is County part of bikeshare? how do I advocate for a station?



(Ballston) – what’s the bus plan? would there be same size buses? What about bus storage? Has there been consideration of building over 66? have there been studies to look at that? in certain meetings, what you hear is we don’t have those. If response you hear from Board or staff is we don’t have anywhere else to go. So then, what? Build along river? Build over 66? we’re negatively effected by staff decisions related to land use and transportation. I have more knowledge and sensitivity and what I keep hearing about deficits. My concern is Plan Langston Boulevard is, much of it is fine, but everything from schools to public facilities is not being addressed. Everything on JFAC list. I don’t see how its being addressed.

## Building Form 07.26.23 6:30 PM

**Group:** Palisades, Cherrydale, North Highlands, Crystal City, Fort Radnor Heights, and Palisades residents and ARL Chamber of Commerce and other Commission/Advisory Board representatives

- Design of Buildings:
  - The Children's School is not a good example.
  - Buildings should have stone accents, stepbacks, green walls, green roofs, niches and balconies.
  - Buildings should fit in with community around it and renderings should show the context to demonstrate how they fit in.
  - Washington, DC has nice buildings and is a good example.
- Why do we need a Plan for Langston? This is to create an influx for taxes and not looking at people that are there now. Example is Reston. Too much congestion now. Looking to move out of Arlington.
- Some residents would like to see more options to walk to.
- Mixed feedback on AFA site:
  - Palisades homeowners object to more height because neighborhood wasn't designed with sufficient connectivity and access points to Langston.
  - Difficult to get around in area and access metro without cars. Hills are too steep.
  - Transit needs to be enhanced. Travel into DC takes 12 minutes by car vs. 45 minutes by bus/metro.
  - 10-12 stories will change aesthetics of neighborhood.
  - 40+ stories, why not? Lived here long enough to see what Rosslyn used to look like before metro existed. Everyone thought it was crazy, but it changed and it's a great place.
  - High office vacancy rate. How is ARL going to accommodate all that change?
- Custis Trail:
  - needs to be wider. Need more space for wider sidewalks for pedestrians and a barrier to protect people along road.
  - Sound barrier with taller buildings creates unsafe conditions. Adds more people with cars to already confined intersection.
- Cardinal House residents are happy with increased heights.