

Responses to Common Topics

Below are common themes received through the online engagement session that were identified by County staff. The list includes a summary of the topic and responses from County staff and the applicant. Please note that the topics have been summarized in order to provide an overview of the common themes and may not fully capture the concerns expressed by each individual commenter.

1. Building Step-Backs: The proposed building step-backs drew mixed comments as to if they fulfilled the intent of the Sector Plan.

Staff Response: The Sector Plan calls for two step-backs along Wilson Blvd. near the new intersection of Wilson and 10th Road North. The purpose of the step-backs is to ensure that the buildings are contextually appropriate to the existing buildings and ensure a pedestrian scale environment. Staff continues to evaluate the deviation proposed by the applicant regarding step-backs to determine if their proposal fulfills the intent of the Sector Plan.

2. N. Irving Street Frontage: There were comments regarding the activity on the ground floor of the hotel building along N. Irving Street with some people noting that more retail should be provided.

Staff Response: The N. Irving frontage is designated as a “Side Street B” frontage and the Sector Plan states that “Side Street B frontages could accommodate a range of ground-floor uses, from residential to retail, retail equivalents, personal and professional services, studio space, cafes and galleries.” Staff is working with the applicant to discuss more opportunities to activate the N. Irving frontage.

3. Loading Location: Comments were split regarding the location of the loading dock.

Staff Response: The loading dock location is a deviation from the location identified in the Sector Plan. The Sector Plan calls for the loading to be on the new 10th Road N, however the applicant is proposing to locate it on N. Irving Street. Staff is continuing to work with the applicant to evaluate this deviation.

4. Building Height: There were comments regarding the building height and some concern expressed about the height being proposed.

Staff Response: The proposed building heights are in compliance with the Sector Plan and the Zoning Ordinance regulations on heights and earning additional density. Staff continues to work with the applicant on building step-backs along Wilson Blvd. to analyze the deviations proposed.

5. Parking: Mixed comments regarding the proposed parking numbers. Some respondents wanted to see more parking proposed, some wanted to see less parking.

Staff Response: The proposed parking ratio lines up with the County’s adopted guidelines for multifamily residential parking in the metro corridor. Staff supports the reduced parking ratio.

SPRC/County Commissioner Comments - Site Design

#	Name	Connection to Project	Comment
	David Howell	Commission – Forest and Natural Resource	Overall, the site design and uses are efficient and appropriate uses of the space. The arrangement of the footprints in relation to the parcel perimeter, opportunity for natural/biophilic features, transportation/pedestrian needs, and airspace above create an overall positive example of what the Clarendon Sector Plan calls for.
	Leonardo Sarli	SPRC Chair – Planning Commission	The ground floor uses fit into the urban context. The loading garage door along N Irving street is not ideal. I support moving loading onto 10th street. Barring the option to move the loading entrance, the design, material, and details of the actual door can mitigate the back-of-house quality. An example would be a custom iron gate that swings up or hinges at the sides. It would not need to be completely opaque, rather it would screen the interior space.
	Melissa Riggio	Commission – Parks and Recreation	I approve of the ground floor being retail/food/other services. It is good to have mixed usage.
	Brooke Alexander	Ashton Heights Civic Association	ground floor uses along Irving should reinforce the pedestrian thruway that Irving serves. It looks like the back of the house uses are here. Rather, the uses along Irving should invite the pedestrians in, and have windows that invite the eye in, and increase safety

SPRC/County Commissioner Comments - Building Architecture

#	Name	Connection to Project	Comment
	David Howell	Commission – Forest and Natural Resource	Facades and step backs seem appropriate and attractive as ways to fit into the site gracefully and to fit the actual people who will use the buildings when completed. The residential stepbacks are a very good transition to the west, and along with the upper level "wings" reduce the visual weight and presence of the structure nearest residential neighborhoods. The fenestration fits well. However, windows/railings of the skybar, the lower floors and the terraces need bird-friendly glass under GBIP

#	Name	Connection to Project	Comment
	Leonardo Sarli	SPRC Chair – Planning Commission	Not to play "gotcha," but in minute 18 of the applicant's video presentation, on referring to the setback of the residential building along 10th, the presenter reasons that this setback is provided to avoid looming over North Side Social. I completely agree and wonder why the hotel part of the project is not exercising this same approach, as it is closer to North Side and, therefore, it looms large indeed.
	Melissa Riggio	Commission – Parks and Recreation	I believe that the ground floor facades effectively enhance public spaces/streets
	Brooke Alexander	Ashton Heights Civic Association	Deviating from the setbacks along Wilson allow a larger building.

SPRC/County Commissioner Comments - Transportation, Parking, & Loading

#	Name	Connection to Project	Comment
	David Howell	Commission – Forest and Natural Resource	Traffic at the intersection of 10th Rd and Irving will need to be tightly controlled. Irving loading bays will bring large vehicles to that area. It would be very helpful to have a hybrid rendering of Irving that includes both the BC/SD facades and the Joyce Motors proposed facade, which will face each other in close quarters. The Wilson Blvd pedestrian crossing may be safer with a raised table, or at least designated with colored surfaces and vegetated bump outs.
	Leonardo Sarli	SPRC Chair – Planning Commission	I am concerned about Irving's ultimate quality as a street/urban space. It starts well enough on the north end and tends to deteriorate as you travel south.
	Melissa Riggio	Commission – Parks and Recreation	I support the reducing parking minimums and continue to call for NO parking minimums within close range of a metro (which this is), to further encourage people to use the widely accessible public transit in the area. But I know that is a stretch so I am glad there is reduced parking minimums at all.
	Brooke Alexander	Ashton Heights Civic Association	Strenuously object to the loading for the hotel being along Irving Street. It should stay as planned in the sector plan, along the 10th Road North. North Irving Street along this block is a major walkway from Ashton Heights to the metro. It should not be impeded by a loading zone along Irving. Also, in Clarendon West Sector Plan review we expressed interest in public parking being provided in buildings in Clarendon. The hotel seemed a reasonable place for this.

SPRC/County Commissioner Comments - Tree Canopy & Landscaping

#	Name	Connection to Project	Comment
	David Howell	Commission – Forest and Natural Resource	Overall very promising on biophilic design.
	Leonardo Sarli	SPRC Chair – Planning Commission	See Irving street concerns listed above. Add to this the park at the north end, and there begins to be a Jekyll and Hyde aspect to Irving that needs to be addressed. This street needs to be viewed holistically, and while some urban necessities, such as loading, are inevitable, design needs to be carefully considered to mitigate the adverse aspects. I would argue that the street-level design and material selection needs to be on par or better than the attention paid to the penthouse (top).
	Melissa Riggio	Commission – Parks and Recreation	I understand it's not a lot to work with (a rather small space) but keeping it green space that further helps with offsetting stormwater drainage and such would be ideal.
	Brooke Alexander	Ashton Heights Civic Association	support the plaza here. It should be filled with native canopy trees and native plants. Our larger goal is the 10th Street park, which is needed as an active recreation space (as opposed to a plaza). We'd support contributions to the 10th Street park as a community benefit

SPRC/County Commissioner Comments - Other

#	Name	Connection to Project	Comment
	David Howell	Commission – Forest and Natural Resource	The condemnation of Irving and the new parklet is a very positive feature. Continue to look for visual and functional enhancements of a green corridor effect on the Wells Fargo side. Likewise, on the opposite side of

#	Name	Connection to Project	Comment
			Wilson, where linear and triangle parks are already included in the sector plan. Biophilic and pedestrian connectivity features should be prioritized around that intersection. Please modify the site renderings to include those parks as depicted in the CSP, to support visualization.
	Leonardo Sarli	SPRC Chair – Planning Commission	I usually remind applicants that glass looms large regarding energy waste. The ideal glazing percentage is between 25% to 35%. This is the sweet spot between natural lighting and heat gain/loss—also, don't forget the birds. We ought to be friendly to our avian neighbors and tourists.
	Melissa Riggio	Commission – Parks and Recreation	The usual requests - native plant species that help contribute to stormwater drainage management only, bird-friendly windows and such, are good.
	Brooke Alexander	Ashton Heights Civic Association	I recognize that there is a county standard for trees that the developer would no doubt abide by. The south end of the project along 10th Street faces south, and is extremely hot and sunny in the summer months. I would request we look at increasing the tree cover here in excess of the county requirements. This will make the walkway along here more pleasant, and any outside eating more bearable, and help shade the bikeway planned. Also, in Clarendon West Sector Plan review neighborhoods expressed interest in public parking being provided in buildings in Clarendon. The hotel seemed a reasonable place for this. We will be losing parking along Fairfax Drive when this is made a linear park. Want retail success.

Community Comments - Site Design

#	Name	Connection to Project	Site Design Comments
		Community Member or Neighbor	Seems OK. Looking forward to hotel rooftop bar!
		Community Member or Neighbor	No more building in Arlington . The county is too crowded and we need to just have open space with trees and fresh air. This design is terrible and should be trashed! Thanks
		Community Member or Neighbor	I support building more retail and apartments along this strip, but who wants a hotel here other than developers? These should be apartments. A hotel would essentially be taking away a prime piece of real estate and giving it away to people who are only passing through our community for the weekend.
		Community Member or Neighbor	Yes, I think the ground floor uses are appropriate for this location. I like the idea of adding additional accommodations to the Clarendon area. I think the loading location should be reconsidered, along with the design of 10th Road N.
		Community Member or Neighbor	I believe the proposed ground floor uses are appropriate. I am ok with putting the loading area for the hotel on Irving St.
		Community Member or Neighbor	Is the 10th Rd N only 10 feet wide? Or did I misread slide 41 of the applicant's deck? I think the loading location is okay.
		Community Member or Neighbor	Given the approved sector plan, the proposed uses are appropriate and the loading location is appropriate
		Community Member or Neighbor	Fully support as proposed
	Alyssa Tope	Community Member or Neighbor	The ground floor uses of the residential building are retail focused which feels appropriate and forward-thinking about what the future of the intersection could be. I wish the hotel had more public-facing elements on its ground floor (which currently is limited to the bar/cafe). I like the thoughtful adjacency of the new park and the outdoor cafe seating! The loading location for the hotel is logical since it's at the end of Irving which will likely be the lowest-trafficked area of the site.
	Amy Hotaling	Community Member or Neighbor	I do not think this should be allowed
	Bernard Berne	Community Member or Neighbor	The buildings are too close to the streets. Wide planting areas should separate the sidewalk from the street and from the building. Sidewalks, setbacks and green roofs should contain many plantings of native trees, shrubs and low vegetation (including Common Milkweed) that support native pollinators. The sidewalks, setbacks and roofs should not contain any lawns or mowed grass, as such areas support few or no pollinators, birds or other wildlife.
	Catherine Zimmerman	Community Member or Neighbor	This, in addition to 12-16 story building proposed for

#	Name	Connection to Project	Site Design Comments
	Chelsea Sobien	Community Member or Neighbor	I love it, this is such a great improvement to this block and a nice addition to the neighborhood. Would love to see a focus on improved pedestrian and bicyclist safety and traffic calming integrated into this development.
	Chris Parra	Community Member or Neighbor	Part of this plan should be incorporating bicycle infrastructure on Wilson. Ballston to Clarendon east-west has terrible biking infra with only unprotected lanes on Fairfax. Wilson here should be taken down to 3 lanes with bike lanes added. It can be the start to a real east-west biking option.
	Cindy Nelson	Community Member or Neighbor	The height of both buildings is too high. These buildings should only be built to the minimum height or lower according to the sector plan.
	Collier Cook	Community Member or Neighbor	Ground floor uses work well and are appropriate. The applicant should show why the loading cannot be on 10th Rd rather than on N Irving.
	Cynthia Gustafson Gimbel	Community Member or Neighbor	this project is simply more clarendon-ballston over-development - 40lb of flour in a 10lb sack. buildings that are too high and overpower the space, built too close to the curb, exacerbating the claustrophobic feeling - further constricting traffic volume into tighter spaces on higgedly-piggedly roads. no aesthetic or real open space. just pure over development ... sacrificing a sense of community. and we are to be placated by a 6-foot backup on the 5th floor - and in 500 characters - really?
	Dan Dertke	Community Member or Neighbor	The loading location is not appropriate; it will interfere with the new greenspace at the end of Irving. It seems like that's exactly what the sector plan is trying to avoid by having services on 10th Road, farther away from the park.
	Della Jung	Community Member or Neighbor	No, I disagree with and oppose the redevelopment. Ground floor uses do not align with the community values of Clarendon.
	Dima Hakura	Community Member or Neighbor	Irving St. is not appropriate for the loading dock. It needs to be maintained on 10th Rd N. As for uses on the ground floor, they are appropriate. Other uses could also include a dance studio. This location used to have one, and the need for that in this area is strong. Also, with the expected increase in population in the area, more supermarkets may be something to look into, ex. Aldi and Lidil which do not require massive spaces.
	Erika Braddock	Community Member or Neighbor	The buildings are too close to the street. Like most of Arlington's new buildings, the remaining space for a sidewalk with tree pits isn't deep enough. Ask your county arborist: will the trees be able to grow for more than 5-10 years without being "pruned" by trucks driving past and do the roots have space? No. If you really want to make these buildings even minimally environmentally friendly, they should be set another 10'-20' back to allow for the green area to be viable.
	Julie Mangis	Community Member or Neighbor	Considering the constraints of the property, site design is good. I am not happy about the placement of the hotel loading dock because it is adjacent to the planned Irving Street plaza/park and will likely detract from the park experience. My understanding was that the main reason for designing 10th Road North was to accommodate such uses as loading docks. Instead, the developer talks about making it a festival street.
	Kristin Lundberg	Community Member or Neighbor	We have already too many retail spaces not being used. We don't need more along this area. I think taking loading off Wilson is better than clogging up the street.

#	Name	Connection to Project	Site Design Comments
	Landon Rordam	Community Member or Neighbor	A more accessible streetscape on that side of Wilson will be a welcome change!
	Luke Fisher	Community Member or Neighbor	I love Silver Diner, but think more housing is always good. This seems like a good addition to the community, and I support this project!
	Martha Casey	Community Member or Neighbor	Seems fine
	Micayla Burrows	Community Member or Neighbor	Wilson needs lots more sidewalk space than currently available in this sector and bike lanes. More retail friendly space. This space doesn't make sense as a residential space.
	Ram Gupta	Other: Clarendon Property Owner	I strongly object to the increased densification of this area. It is already difficult to navigate and part in this area. The presentation materials suggest relatively few cars in the area. I would, however, request that the committee and the developer be realistic regarding the increased vehicular traffic and the desire that most who can afford to live in this area will likely want their own vehicles. This proposal further detracts from the history for which Clarendon is/was known. Stop!
	Richard Pezzella	Community Member or Neighbor	Ground floor uses are sufficient, though I do hope efforts will be taken to ensure that efforts are made to provide space for local tenants instead of further national chain entries. The loading location is also sufficient, but may prove problematic given the residential building on the other side of the alley. Alleyway must also be well-lit and usable for pedestrians.
	Sarah Schulte	Community Member or Neighbor	Will you be able to recalibrate the traffic light system between Wilson, Clarendon, Washington Blvd, and Irving. There are accidents at this large intersection quite frequently and if anything, additional or improved signage would be valuable.
	Sean Kilduff	Community Member or Neighbor	Ground floor uses seem appropriate given the sector plan. The hotel loading dock seems better positioned to not interfere with drop off/pick up traffic on 10th Rd N
	Stephen Parker	Community Member or Neighbor	It'd be nice to see some social services such as a mental health clinic or recovery cafe (per the Australian model).
	Sylvia Rortvedt	Community Member or Neighbor	No comment
	Tabitha Nichols	Community Member or Neighbor	Think the proposed ground uses look really engaging, especially on the heavier traffic street. I would have a slight preference for moving the loading away from the public space on Irving, but if that would preclude some of the active frontage, this seems like it might be the best option.
	Tom Petty	Community Member or Neighbor	I think the retail should wrap around further on the hotel's Irving frontage, providing more activation for the park and down Irving. It would be better if the loading were moved to 10th road, rather than Irving. Does the retail on Wilson extend under the 2nd floor pool ? I hope so.

#	Name	Connection to Project	Site Design Comments
	Tristan McCauley	Community Member or Neighbor	As of the meeting with David Tarter et al. at the Civic Community tonight, I was disappointed with the "hotel-first" aim. There is a housing crisis. There is an affordability crisis. New projects should emphasize affordable residency. We need to put residents and people first, not transient hotels and "upscaled" eateries. As a resident, I do not approve of this proposed plan as it stands. Emphasize residency and put the community first, not an expensive hotel shutting out the regular people.
	Zack Gold	Community Member or Neighbor	This is great. I think loading is appropriate on Irving St instead of 10th Rd N, as conceived. Large loading vehicles in a planned "woonerf" would be incredibly dangerous for pedestrians and people on bikes/scooters. Recommend considering road material 10th Rd that would be very impractical for cut-through traffic (i.e., drivers will only use if their destination is the hotel).
	John Carten	Community Member or Neighbor	Yes, we need to keep loading on the side or back streets and not let it block the main roads.

Community Comments - Architecture

#	Name	Connection to Project	Architecture Comments
		Community Member or Neighbor	<p>The hotel building seems to accomplish the goals described. It is much less blocky than the apartment building.</p> <p>The apartment building facade is dark and ominous. Creates exactly the tunnel/cavern feeling that setbacks are intended to mitigate. The "setbacks" along Wilson Blvd don't really look like setbacks at all - the building is still one blocky building. What's being called a "setback" is largely taken up with balconies, which are part of the building. So it's really not a full setback.</p>
		Community Member or Neighbor	Our streets and county is too crowded with more crime and more pollution and more cars and people destroying the environment. Climate change has gotten worse because arlington county board only wants to destroy our community so they stay in power. No more building!! Thanks

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		Community Member or Neighbor	If the county really wants to enhance this area as a public retail space, the streets should be pedestrian only. Traffic could easily be redirected and the benefits (even just purely financial) would be massive. Every urban planning study has shown walkable areas are better for business as I'm sure you know.
		Community Member or Neighbor	The ground floor facades would greatly enhance public space and add to a modern architecture existing on Clarendon Boulevard from The Crossing to this proposed property.
		Community Member or Neighbor	I think the proposed step back deviations accomplish the intent of the sector plan. I really don't have a good enough sense of how the ground floor facades will look to comment on them.
		Community Member or Neighbor	Architecture is bland and non-offensive.
		Community Member or Neighbor	The proposed deviations wholly fail to comply. The proposal will completely destroy the open and pedestrian friendly situation that exists; it will create an ugly monolithic canyon, blocking sun and any sense of openness. Clarendon is not Rosslyn or Ballston. It is open and community friendly. The step back is so minimal as to be laughable as it does nothing to offset the canyons. How on earth could a tiny set back at the 5th floor have any benefit-it is a sham.
		Community Member or Neighbor	Without a doubt, this is better than existing conditions. However, I'd like to see larger setbacks, wider sidewalks, and bike lanes.
	Alyssa Tope	Community Member or Neighbor	It would be helpful for the design team to share more renderings/precedents/information in general about how they are planning on treating the ground floor facades. The buildings in general look thoughtfully designed but from this view down Wilson especially, the setbacks (other than the lower terrace on the hotel) and materials changes are so high up on the facade they may not actually help enhance the pedestrian experience but would instead feel like walking next to a very tall building.
	Amy Hotaling	Community Member or Neighbor	I like the current low density and set back. This will tower over the other buildings on that corner. It will also take away the natural feel of the skyline and sunshine. I appreciate the open space. This will make the area feel unwelcoming. There is already enough of this in Clarendon. A better location would be Ballston or Rosslyn where there is already high density/mixed use occupancy. I do not want a hotel on this corner. It will make it less safe with transient tourists
	Bernard Berne	Community Member or Neighbor	There are not enough setbacks. The setbacks that are present are too narrow to provide an adequate pedestrian scale. To provide biophilia, the roofs, setbacks, balconies and streets should contain plantings of native trees, shrubs and low vegetation. Native vines that climb or descend from all roofs, setbacks, balconies and streets. Trellises should support climbing vines. The Silver Diner's present architecture is streamline moderne, as is much of Clarendon's historic architecture. All parts of the new building should therefore contain streamline moderne elements, including prominent straight lines and, especially, curved corners. This would be consistent with the architecture of recent

#	Name	Connection to Project	Architecture Comments
			Clarendon buildings constructed above and behind the post office, on and near N. Highland Street between Wilson Blvd. and Washington Blvd. and southward along Washington Blvd.
	Catherine Zimmerman	Community Member or Neighbor	Too much high density. Too much concrete. Needs more green space.
	Chelsea Sobien	Community Member or Neighbor	The facades look great. 12 stories is the perfect height for this area.
	Chris Parra	Community Member or Neighbor	Buildings feel very tall relative to surrounding.
	Cindy Nelson	Community Member or Neighbor	Intent of Sector plan is 2 NOT have massively tall bldgs out of line w/adjacent bldgs. Bldg heights need 2 b reduced; also NO allowance 4 height tradeoffs in return 4 any option. Sector plan caps off height limits & should b adhered 2. Bldg should b set back 2 allow 2 multiple lanes of traffic. That area of Arl is not big enough 2 keep bringing in MORE cars. Arli will not stop creating more traffic w/mammoth, high-density bldgs. How can Arl Transportation Dept justify so much traffic on roads?
	Collier Cook	Community Member or Neighbor	The hotel step back deviation is acceptable. However, the residential building's undersized step back doesn't work. Also the protruding balconies on the upper portion actually extenuate the building height. So they should be recessed into the face of the building to reduce their impact. The ground floor facades are good with the exception of Hotel's Irving St side as the new public space should be properly addressed by the facade.
	Dan Dertke	Community Member or Neighbor	The proposed step backs do not fulfill the intent of the sector plan; the residential building in particular will not be in harmony with Northside Social across the street.
	Della Jung	Community Member or Neighbor	No, I disagree with and oppose the redevelopment. Ground floor uses do not align with the community values of Clarendon and do not enhance public spaces/streets.
	Dima Hakura	Community Member or Neighbor	Like the step back deviation triangle, but wish it's accompanied with at least an 6-8 ft setback on the hotel building. I also like how it's divided into 2 bldgs. For the residential building, I would insist on the 10ft setback. The building is going to be towering especially with no counterbalance on the other side of the street so the setback will help significantly. I do not believe that less than 10ft would be sufficient to counterbalance the much lower height on the other side.
	Erika Braddock	Community Member or Neighbor	The new buildings effectively build a canyon. Limited sunlight, limited sky, and lots of reflected noise. The County sold its tax payers on stepping the building heights down from the metro entrance centers. Now, years later, the County is essentially trying to connect the metro entrances by a solid canyon of 10-12 story buildings. Arlington County had been trying to avoid creating the mess of Bethesda, and now it is creating a worse mess.
	Julie Mangis	Community Member or Neighbor	There is still a lot of straight wall and not the variations we hoped to achieve with step backs. I would advocate for full compliance with the 10 foot step backs on Wilson Boulevard. In addition, the hotel facade on the Irving Street side does not appear to have any step backs or articulations. This is concerning because of

#	Name	Connection to Project	Architecture Comments
			the adjacent Irving Street park and the negative impact on the park experience. Neither the applicant nor the staff spoke at all about the Irving Street side.
	Kristin Lundberg	Community Member or Neighbor	There's not enough green space for the community. It's more concrete and more areas that will increase flooding risk.
	Landon Rordam	Community Member or Neighbor	Looks good to me!
	Luke Fisher	Community Member or Neighbor	Yes
	Martha Casey	Community Member or Neighbor	It looks hideously ugly but that seems to be the look of choice along the Rosslyn/Ballston corridor.
	Micayla Burrows	Community Member or Neighbor	No bottom should have more step back. Outdoor seating areas/ where is bus stop? More retail space.
	Ram Gupta	Other: Clarendon Property Owner	I strongly object to the increased densification of this area. It is already difficult to navigate and part in this area. The presentation materials suggest relatively few cars in the area. I would, however, request that the committee and the developer be realistic regarding the increased vehicular traffic and the desire that most who can afford to live in this area will likely want their own vehicles. This proposal further detracts from the history for which Clarendon is/was known. Stop!
	Richard Pezzella	Community Member or Neighbor	Yes, it's aesthetically pleasing and avoids the appearance of a monolith.
	Sarah Schulte	Community Member or Neighbor	It's very dark.
	Sean Kilduff	Community Member or Neighbor	Seems like the hotel step-back would be better suited adjacent to the plaza off Irving St, since that is where pedestrians would congregate. The ground floor facades seem fine.
	Stephen Parker	Community Member or Neighbor	Yes, I think it follows the spirit of those rules so long as it's a public amenity or accessible retail, not a private building amenity.
	Sylvia Rortvedt	Community Member or Neighbor	No. There is not enough of a step-back / pedestrian scale for the 10th Street side, which is not contextually appropriate to the adjacent residential neighborhood.
	Tabitha Nichols	Community Member or Neighbor	Think the architecture looks great and especially the balconies make it much more engaging and human scale.
	Tom Petty	Community Member or Neighbor	I think the articulation is interesting. I think the hotel could enhance its presence facing clarendon circle and the metro. It will be a prominent view looking towards the hotel from the metro park so make this a great view. The hotel could be taller for that reason as well. I'd like to see renderings from the ground vantage point at the metro.
	Tristan McCauley	Community Member or Neighbor	As of the meeting with David Tarter et al. at the Civic Community tonight, I was disappointed with the "hotel-first" aim. There is a housing crisis. There is an affordability crisis. New projects should emphasize affordable residency. We need to put residents and people first, not transient hotels and "upscaled" eateries. As a resident, I do not approve of this proposed plan as it stands. Emphasize residency and put the community first, not an expensive hotel shutting out the regular people.
	Zack Gold	Community Member or Neighbor	I appreciate the build-to line on Wilson Blvd, but I'm confused by the applicant's note that this space will be used for the "widening of Wilson Blvd." Wilson does not need more (or wider) travel lanes, so unless the

#	Name	Connection to Project	Architecture Comments
			intention is to install protected bicycle facilities between Clarendon and Ballston it seems to me the better use of this space would be a pedestrian boulevard of wide, tree-lined sidewalk. (The current condition of the sidewalk along Wilson is not fitting with a walkable community)
	John Carten	Community Member or Neighbor	I would like to see it step back further from the street.

Community Comments - Transportation, Parking, & Loading

#	Name	Connection to Project	Transportation, Parking, & Loading Comments
		Community Member or Neighbor	Will tour buses picking up or dropping off large groups (e.g., school tours, etc.) be able to access the planned pick-up drop off areas without blocking all other traffic? If not, what is the plan for large vehicle pickup/drop off.
		Community Member or Neighbor	Too crowded so reject this plan. Just leave the open space and build nothing so we can live and walk in peace! We don't need more people or cars or pollution and stop raising our taxes to pay for illegal immigrants!
		Community Member or Neighbor	We have enough street side parking in Clarendon. In fact I'd argue we have too much. Only business loading + drop off and emergency vehicles should be allowed in this area.
		Community Member or Neighbor	My concern about transportation is 10th Road N. Building a new street in this parcel will fragment it from existing 10th Road due east of the fire station. It seems this is a not so great replacement to a previously bad land use idea. Also for the purpose of valeting, a solution for direct street access or alternate valet location seems more preferable to driving on Wash Blvd for mitigating property damage risks from Wilson Blvd drivers not expecting quick entrances/exits of hotel traffic.
		Community Member or Neighbor	I support the reduced parking ratios and would support reducing them further to encourage walking and use of public transit.

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		Community Member or Neighbor	Are guests going to be dropped off/picked up on Wilson Blvd or 10th St and block the street? Will delivery drivers block 10th St/Wilson Blvd? Or will space be set aside for these purposes? Does the hotel only offer valet parking?
		Community Member or Neighbor	DO NOT approve the proposal to lower the parking ratio. The very few new proposed spaces on Wilson should NOT be approved as that would reduce traffic lanes to 1 in each direction creating enormous traffic flow disruptions. Even if approved they would not offset the need for additional parking created by the proposed uses. Arlington tries to deter automobile use but granting the reduced parking will only create more congestion created by greater traffic generated by new uses.
		Community Member or Neighbor	Bike lanes, please.
	Alyssa Tope	Community Member or Neighbor	I am concerned that loading for the hotel won't work as designed since many people will likely try to park/double park on Wilson to go into the hotel lobby. Is there a plan/design in place to prevent this? The loading locations of both buildings seem logical. Since loading for the new resi building will be located in the new alley, it makes sense for the hotel to also keep their loading on Irving (and off of 10th Road) so that 10th road can remain more pedestrian friendly.
	Amy Hotaling	Community Member or Neighbor	Please see above this space is already getting congested with bikes pedestrians and scooters.
	Bernard Berne	Community Member or Neighbor	No comments.
	Catherine Zimmerman	Community Member or Neighbor	This building, and 12-16 floor building proposed for 2600 block of Wilson Blvd. brings more traffic congestion to neighborhood. Roads cannot handle additional volume.
	Chelsea Sobien	Community Member or Neighbor	ban cars as far as I'm concerned
	Chris Parra	Community Member or Neighbor	N Irving is a key road for accessing the bike lanes on Clarendon from the south. Is there a way to preserve this? The whole Wilson Blvd area and intersection at 10th is so unsafe that we try to avoid it. This is our opportunity to make walking and bike here accessible.
	Cindy Nelson	Community Member or Neighbor	Drop offs should be at the side or back of the building to prevent traffic in front of the building.
	Collier Cook	Community Member or Neighbor	There should be continuous sidewalks along Wilson at 10th Rd and along 10th St at the alley. The crossing vehicle traffic should come up to sidewalk level at these locations. Wouldn't 10th Rd at Wilson be safer if it had a better intersecting angle (less acute). Should this site include parking for the future lost parking of the Fairfax Drive Linear Park? Also please elaborate on how & when the garage's knockout panels would be removed to connect with the Orr (Joyce Motors) development.
	Dan Dertke	Community Member or Neighbor	The shared garage entrance is a mistake - that's going to be very confusing, especially for hotel guests, and will create a major bottleneck.
	Daniel Vasquez	Community Member or Neighbor	Use some of the space on the north side of the planned lot redevelopment to replace the current Washington, Wilson, and Clarendon Blvd and Irving Street intersection with a traffic circle or traffic oval. It would simplify traffic flow among the multiple entries through the hectic intersection to smooth the traffic

#	Name	Connection to Project	Transportation, Parking, & Loading Comments
			flow and create a much safer intersection. The war monument could be moved further northeast in Clarendon Park or to the middle of the traffic circle if more room is needed.
	Della Jung	Community Member or Neighbor	No, I disagree with and oppose the redevelopment. Parking and loading configuration will block traffic
	Dima Hakura	Community Member or Neighbor	The parking needs to be increased both for the residential and the hotel. Street parking will be rare in this area and this development needs to be self-sufficient in terms of parking and to make retail successful at this location. Loading docks should not be on Irving St. this will hamper pedestrian traffic and spoil the tranquility of the open space. The alley also needs to be wider. People from Ashton Heights will be using it to cut through so it needs to be more welcoming and safe.
	Erika Braddock	Community Member or Neighbor	Yes. Cars and delivery drivers won't bother to circle the block to use the proper spaces. They'll idle on Wilson Blvd to drop people and deliver goods. This double parking happens all the way up Wilson Blvd, and there's no reason to believe it won't happen here. Having a rear entrance for cars and trucks won't help people just looking for an address.
	Giancarlo Valdetaro	Community Member or Neighbor	I believe there is significantly too much parking at this site. Given the location a single block away from the Clarendon Metro station and along the route of several frequent and express bus routes, parking ratios of 0.35 and 0.4 are significantly too high. Both of these buildings should have no parking, which would improve the street-level experience (that is being paid such attention to through other questions on this form) and drastically reduce the price of constructing the buildings.
	Julie Mangis	Community Member or Neighbor	As mentioned before, access to the hotel loading dock should be changed from Irving Street to 10th Road North. The Wilson Boulevard entrances to both the hotel and the apartment building, while designed to handle pedestrian traffic only, are nevertheless likely to become congested with vehicular traffic dropping off passengers, delivering takeout, etc., as we have seen in other developments. Traffic flow will be impacted. It's time to rethink our opposition to porte-cocheres.
	Katarina Aubuchon	Community Member or Neighbor	Please no more parking for cars. We need to get away from cars and promote bus, bike, and metro options. We don't need to create space for cars.
	Kristin Lundberg	Community Member or Neighbor	Traffic is a concern. How are you going to deal with deliveries from UberEats and the like that just pull up and put hazards on, blocking the street?
	Landon Rordam	Community Member or Neighbor	Parking is fine - lower the minimums though
	Luke Fisher	Community Member or Neighbor	Yes, parking seems good!
	Martha Casey	Community Member or Neighbor	No concerns
	Micayla Burrows	Community Member or Neighbor	10 road north is confusing. Please name it something else. NOT relating to 10th st.
	Ram Gupta	Other: Clarendon Property Owner	I strongly object to the increased densification of this area. It is already difficult to navigate and part in this area. The presentation materials suggest relatively few cars in the area. I would, however, request that the committee and the developer be realistic regarding the increased vehicular traffic and the desire that most

#	Name	Connection to Project	Transportation, Parking, & Loading Comments
			who can afford to live in this area will likely want their own vehicles. This proposal further detracts from the history for which Clarendon is/was known. Stop!
	Richard Pezzella	Community Member or Neighbor	There must be effective layout and traffic management to avoid 10th Street becoming overcongested with rideshares attributed to the hotel.
	Sarah Schulte	Community Member or Neighbor	There are frequent illegal left turns westbound Washington Blvd into Wilson Blvd. This poses a lot of problems for all the traffic eastbound Washington Blvd through the large intersection toward the us post office.
	Sean Kilduff	Community Member or Neighbor	There doesn't seem to be a pick-up/drop-off for the residential building, which is odd. There's no info on the planned traffic flow around 10th Rd, Irving, and the alleyway. Are they one way or two way streets?
	Stephen Parker	Community Member or Neighbor	I believe it works so long as accessible features for pedestrians are accommodated.
	Sylvia Rortvedt	Community Member or Neighbor	Inadequate parking at a ratio of .455 parking spaces per unit. How many units are 1BR? How many 2BR? 3BR?
	Tabitha Nichols	Community Member or Neighbor	Would like to see a commitment on the number of EV compatible spaces. Would expect these buildings to far outlast consumer ICEs so it seems like any parking that is required (which I would be supportive of lower residential ratios) should be compatible with the presumable EV future.
	Tom Petty	Community Member or Neighbor	Put loading for hotel on 10th Rd and extend retail on the Irving St frontage. Will there be any new traffic lights warranted either at 10th Rd & Wilson or at 10th Street and Irving?
	Tristan McCauley	Community Member or Neighbor	As of the meeting with David Tarter et al. at the Civic Community tonight, I was disappointed with the "hotel-first" aim. There is a housing crisis. There is an affordability crisis. New projects should emphasize affordable residency. We need to put residents and people first, not transient hotels and "upscaled" eateries. As a resident, I do not approve of this proposed plan as it stands. Emphasize residency and put the community first, not an expensive hotel shutting out the regular people.
	Zack Gold	Community Member or Neighbor	I agree that this location near the metro needs minimal residential parking, and the guideline for one parking space per hotel room should be thrown in the garbage. There need to be more than 4 retail bike parking spots for patrons of the shops and hotel cafe / bar.
	John Carten	Community Member or Neighbor	Pick up and drop off needs to be on 10th Road.

Community Comments - Open Space

#	Name	Connection to Project	Tree Canopy & Landscaping Comments
		Community Member or Neighbor	No comments.
		Community Member or Neighbor	This plan is terrible. We need more parks and grass and tennis courts! Use the money only for parks!
		Community Member or Neighbor	I think the open space is probably fine. Would like to probably see a little more of it on the eastern side toward the Wells Fargo property.
		Community Member or Neighbor	I don't want to sound negative, but I have a hard time imagining that I would ever use this public open space, no matter how well it is designed, because it is so close to major roads and a busy intersection.
		Community Member or Neighbor	The open space seems fine to me.
		Community Member or Neighbor	Given the proposed huge buildings there is no way that the minimal open space will offset the claustrophobic canyon feel the new proposed buildings will create.
		Community Member or Neighbor	Eh it's fine
	Alyssa Tope	Community Member or Neighbor	I appreciate that this plan will make better use of the green patch of land there today and increase it's size. It is also thoughtfully located next to the outdoor seating for the planned cafe/bar which will help that highly-trafficked corner feel like a more pleasant sitting area.
	Amy Hotaling	Community Member or Neighbor	I do not support this.
	Bernard Berne	Community Member or Neighbor	The open space at Washington Blvd. & Irving St. should be a park, not a plaza with impermeable pavement. The applicant plans to put a park in that space. However, the park features a non-biophilic lawn, a paved promenade, cafe seating and walkways. Instead, implement the County Board's 2016 "Monarch Pledge". Fill most of the park with pollinator plantings. Plant Common Milkweed (<i>Asclepias syriaca</i>), which presently thrives in that space. Monarch butterflies prefer that plant when laying eggs.
	Catherine Zimmerman	Community Member or Neighbor	Unacceptable. No where near enough green space.
	Chelsea Sobien	Community Member or Neighbor	looks fine to me
	Chris Parra	Community Member or Neighbor	Can this be made into a splash pad?
	Cindy Nelson	Community Member or Neighbor	What open space??? I don't see any. Doesn't the GLUC state that there should be a certain amount of open space? The gray building part should be eliminated and replaced by green and sitting space. There should be an equal amount of green space to the building lottage. This is too big of a building for that lot and looks out of place. It needs to be reduced in size a lot. It just doesn't look right; the footprint is off.
	Collier Cook	Community Member or Neighbor	The Irving St public space should allow bicycles to pass through in a separate space from pedestrian traffic to access the Clarendon Circle intersection's bike lanes.

#	Name	Connection to Project	Tree Canopy & Landscaping Comments
	Dan Dertke	Community Member or Neighbor	Rerouting Irving will make traffic in the area worse; its already confusing. But if that's a done deal because of the sector plan, then at least the loading and services should be on 10th Road where the sector plan envisions them, not right next door to the open space.
	Della Jung	Community Member or Neighbor	No, I disagree with and oppose the redevelopment. Will disrupt public space/make it commercial
	Dima Hakura	Community Member or Neighbor	I am happy to see some open space but wish it was larger and therefore more useful. The loading dock on Irving St. will detract from it and will be cumbersome for walkers and bikers cutting through the alley to Clarendon Circle. I would like to see more tree canopy there and an effort to make it look more expansive than it really is. Benches, flower pots, (dedicated dog poop areas) would also be welcome.
	Erika Braddock	Community Member or Neighbor	Really? That's not open space. That area is merely an elbow that couldn't be build well. The open space should either remain in place but be twice the size, or, be relocated to the middle of the two buildings, like a large plaza. The current area between the buildings will be so narrow that it will be in full shade most of the day. The Market Common has open space, the County building and adjacent buildings have open space. This is nothing.
	Julie Mangis	Community Member or Neighbor	Irving Street plaza/park is an important amenity and must be well-designed, without impacts from loading operations. Unfortunately, the on-site open space is designed at the second level of both the hotel and residential buildings, offering no community benefit at all.
	Katarina Aubuchon	Community Member or Neighbor	Would love a common area with seating, etc. maybe a fountain? Just something nice outdoors
	Kristin Lundberg	Community Member or Neighbor	Why is Arlington constantly approving plans for more lux apartments with hardly any green space? This is tiny!
	Landon Rordam	Community Member or Neighbor	Don't know how much a space there would get used. Right now that area is pretty gnarly... but I suppose this construction is meant to improve that.
	Luke Fisher	Community Member or Neighbor	Seems good. I just hope they will get adequate use, lots of plazas get built but end up deserted.
	Martha Casey	Community Member or Neighbor	"Open space" in a location that will be hideously overdeveloped in this manner really seems unserious.
	Micayla Burrows	Community Member or Neighbor	Plaza should have outdoor seating space for retail/restaurants.
	Ram Gupta	Other: Clarendon Property Owner	I strongly object to the increased densification of this area. It is already difficult to navigate and part in this area. The presentation materials suggest relatively few cars in the area. I would, however, request that the committee and the developer be realistic regarding the increased vehicular traffic and the desire that most who can afford to live in this area will likely want their own vehicles. This proposal further detracts from the history for which Clarendon is/was known. Stop!
	Richard Pezzella	Community Member or Neighbor	This open plaza is sufficient given the density, but please ensure it is developed appropriately with seating and green space.
	Sarah Schulte	Community Member or Neighbor	Fine
	Sean Kilduff	Community Member or Neighbor	Looks fine.

#	Name	Connection to Project	Tree Canopy & Landscaping Comments
	Stephen Parker	Community Member or Neighbor	It'd be nice to see this programmed with covered seating/shading.
	Sylvia Rortvedt	Community Member or Neighbor	No comment
	Tabitha Nichols	Community Member or Neighbor	Seems great!
	Tom Petty	Community Member or Neighbor	Seems like a nice place for a small urban park, especially if it can be activated with good frontage and uses on both the Hotel in this project and the frontage of the "Wells Fargo" development.
	Tristan McCauley	Community Member or Neighbor	As of the meeting with David Tarter et al. at the Civic Community tonight, I was disappointed with the "hotel-first" aim. There is a housing crisis. There is an affordability crisis. New projects should emphasize affordable residency. We need to put residents and people first, not transient hotels and "upscaled" eateries. As a resident, I do not approve of this proposed plan as it stands. Emphasize residency and put the community first, not an expensive hotel shutting out the regular people.
	Zack Gold	Community Member or Neighbor	Love it. Thanks for developing the Irving St park.
	John Carten	Community Member or Neighbor	I would like to see more open space.

Community Comments - Other

#	Name	Connection to Project	Other Comments
		Community Member or Neighbor	Traffic at the intersection of 10th, Fairfax, and Wilson is already requiring several lights to make it through the intersection. Problem is especially bad traveling west on 10th to turn left onto Wilson toward Ballston. How will construction staging and traffic planning for once these buildings are open be mitigated so as to not further block this major intersection.
		Community Member or Neighbor	Stop all the construction and just let us have parks upgraded sbd tennis courts put in that space!
		Community Member or Neighbor	Wide sidewalks would be great. Much better than the existing situation.
		Community Member or Neighbor	Absolutely DO NOT approve the step back. 110 feet is far too high. Make the applicant reduce both the residential and hotel density. In fact, DO NOT approve the density deviations. You would ge allowing almost

#	Name	Connection to Project	Other Comments
			double the density allowed and the proposed offsets such as LEED gold come nowhere near justification for that massive deviation. In fact LEED gold will do nothing to offset the increase in pollution, enormous new demand on utilities, traffic congestion and general inconvenience. Also, regarding parking, how are you going to protect proposed tenants/owners in the proposed residence who have physical challenges? Are you going to mandate that there be parking spaces reserved for them?.
	Alyssa Tope	Community Member or Neighbor	Since this project is going through approvals at the same time as the Joyce motors project, I would highly encourage that both projects be considered together/with the other in mind as much as possible. Coordinating loading (i.e. ensuring the new Joyce Motors building isn't planning on having loading on 10th Road) as well as building setbacks, window placement (so people ideally aren't looking directly into another apartment if possible), etc.
	Amy Hotaling	Community Member or Neighbor	This is not an acceptable project for this location.
	Bernard Berne	Community Member or Neighbor	<p>The open space at Washington Blvd. & Irving St. presently contains a natural area with Common Milkweed and other vegetation that supports many pollinators. The County owns this open space. However, the applicant plans to remove this public natural area.</p> <p>To retain and increase sustainability and biophilia, it is very important to retain this County-owned natural area in its entirety or enlarge it with a nearby natural area that replaces much of the pavement on Irving Street. Any paved "promenade" near the natural area should be narrow.</p> <p>The project's vicinity has much pavement and mowed grass in its public spaces. The path of Irving Street should therefore contain no redundant lawns or paved seating areas.</p>
	Catherine Zimmerman	Community Member or Neighbor	Poorly planned
	Chelsea Sobien	Community Member or Neighbor	The only aspect of sustainability that should be of concern is building housing that enables people to live without cars. A fancy moss wall is not an example of sustainability.
	Chris Parra	Community Member or Neighbor	Please please be thoughtful around closing sidewalks on Wilson during construction. The sidewalks here are so narrow that they do not feel safe. We have young children and come though this are on foot is frightening. I worry what walking will become during construction.
	Cindy Nelson	Community Member or Neighbor	Construction shall not be done on weekends or weeknights after 5 pm to disrupt outdoor activities and area residents. No construction should start before 10 am as stated in Arlington's noise ordinance. Where are construction vehicles going to park their vehicles? How will these trucks enter/exit the area? There should also be a stipulation that states the developer should reimburse Arlington for any adjacent road damage. I am so tired of these developers coming in and destroying our taxpayer roads. That is my money going down the drain!!!

#	Name	Connection to Project	Other Comments
	Della Jung	Community Member or Neighbor	No, I disagree with and oppose the redevelopment. Negative effects on local neighborhood
	Dima Hakura	Community Member or Neighbor	I would like to see more tree canopy than what the County calls for and some green space along Wilson Blvd. or flower boxes. This will help shade the bike lane. At the plaza area, I would also like to see more tree canopy with benches beneath. As a community benefit, I would like the developer make a significant contribution for 10th street park and towards increased seat capacity at local schools.
	Erika Braddock	Community Member or Neighbor	Unless the County is going to require LEED certification, greater green space, larger tree boxes and canopy area, how do you call this sustainable in any sense?
	Julie Mangis	Community Member or Neighbor	Happy to see that the applicant is pursuing LEED Gold status. Appreciate the effort to make the building interesting architecturally: the color variations and the copper accents.
	Katarina Aubuchon	Community Member or Neighbor	Please no more luxury apartments.
	Kristin Lundberg	Community Member or Neighbor	I'm tired of boring luxury apartments that add traffic and waste without much benefit. Are any of these going to be affordable for working people? or just for the top echelon? Where is the benefit for the community? The green space is tiny and it's hard to see where the value add here is for residents. We need spaces for people of different backgrounds to come together, not more exclusive areas. This whole plan is disappointing. Where's creative design to address the systemic issues we see in our country? Right now, it just looks like more rich people getting richer, making spaces for more rich people.
	Landon Rordam	Community Member or Neighbor	BUILD BUILD BUILD
	Lee Clarke	Community Member or Neighbor	The current materials available to the public do not detail how the developer plans to meet the bonus density requirement. I would encourage staff to push hard for CAFs to fill the +/- 1.5 FAR gap. This is the only way Arlington can achieve our published affordable housing goals.
	Martha Casey	Community Member or Neighbor	I oppose a rooftop bar. The noise from Clarendon roof top bars is already deeply disturbing to me and other Ashton Heights residents and I cannot understand why the County would allow another one. I also believe a two week online portal for community feedback is inadequate community engagement. The developer and County staff should hold public meetings with every contiguous neighborhood.
	Micayla Burrows	Community Member or Neighbor	Residential buildings should be 1 street back from major streets. This site doesn't make sense as a residential space.
	Ram Gupta	Other: Clarendon Property Owner	I strongly object to the increased densification of this area. It is already difficult to navigate and part in this area. The presentation materials suggest relatively few cars in the area. I would, however, request that the committee and the developer be realistic regarding the increased vehicular traffic and the desire that most who can afford to live in this area will likely want their own vehicles. This proposal further detracts from the history for which Clarendon is/was known. Stop!

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	Richard Pezzella	Community Member or Neighbor	Green space maximization is critical for noise control and environmental concerns. Additionally, there are multiple other residences in the area, and disruption from construction noise would favor a more rapid construction.
	Sean Kilduff	Community Member or Neighbor	This will be a jarring aesthetic contrast with the other side of Wilson Blvd, with the narrow sidewalks and unsightly fences/buildings. Seems like a prime candidate for the next stage of redevelopment.
	Sylvia Rortvedt	Community Member or Neighbor	Very sorry to see the 2007 GLUP ignored.
	Tabitha Nichols	Community Member or Neighbor	Would be interested to see if the hotel, since it doesn't have balconies, might be able to incorporate some green walls.
	Tom Petty	Community Member or Neighbor	Overall I like the direction of the project proposal. It is past time for Clarendon to have a hotel so that is great. I'm curious as to how the crossing of Wilson at the new 10th road will be handled (signaled or crosswalk?). As to construction - if they could use the quieter pile drill, instead of the hammer/driver that would be good for Northside and those of us who live across the street - and in general do whatever the nearby businesses suggest to mitigate impact while construction proceeds.
	Tristan McCauley	Community Member or Neighbor	As of the meeting with David Tarter et al. at the Civic Community tonight, I was disappointed with the "hotel-first" aim. There is a housing crisis. There is an affordability crisis. New projects should emphasize affordable residency. We need to put residents and people first, not transient hotels and "upscaled" eateries. As a resident, I do not approve of this proposed plan as it stands. Emphasize residency and put the community first, not an expensive hotel shutting out the regular people.
	John Carten	Community Member or Neighbor	What is the parking ratio?