



Area Plan Comment Matrix – Updated through 9.5.18

	Date/ Meeting	Comment / Question	Staff Response	Proposed Action on Draft Area Plan
	7/18.18 Working Group Meeting			
1		The proposed September 19 th meeting date is Yom Kippur and should be changed.	The proposed meeting date will be changed.	None.
2		There is approximately one month (July 26 – August 20) for Working Group members to submit questions and comments.	The draft Park Master Plan (PMP) review process is different timeline because the Park Design process, which commences after the PMP is adopted by the County Board, must be completed before construction begins (slated for Fall 2019). Given the deadline to start construction DPR staff is moving forward with PMP adoption in September 2018 to allow adequate time for the park design process.	None.
3		Why are the park master plan and the area plan going to the County Board separately when we are planning the entire area together?	<p>The entire planning area has been considered as a whole, as the two documents were drafted, however, at this point final drafts of the plans will be considered by the County Board approximately 2 months apart.</p> <p>Both draft Plans are consistent with the County Board adopted Policy Framework (5/18), which had been</p>	None.

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			reviewed extensively with the public, including numerous Advisory Boards and Commissions.	
4		Page 4.15 – The wayfinding and signage recommendations/examples should be consistent between the two plans.	Staff considered this and determined that showing the same example might give the impression that decisions have been made about the style of signage. It is not staff’s intent at this point to narrow down the options that are available. The park design process, which will immediately follow the adoption of the PMP, will include discussion of wayfinding and the decisions that are made in that process will be made in light of an overall scheme for the entire study area.	Language on page 4.15 explains that wayfinding and signage will be coordinated with and through the park design phase.
5		Page 5.3 – Are there any allocations for funding improvements called for in the area plan in the CIP?	Staff will program funding after the plan is complete and adopted by the County Board.	None.
6		<ul style="list-style-type: none"> • Staff should provide more information about the bike trail bridging over or going under the road. Which alternative is cheaper? How would the trail going under the road be designed and where would it go? • It is premature to say that the underpass option is the solution. The Working Group has not talked about this. An overpass does not necessarily need a long rise and descent – it can also be done with a switchback or curlicue. Any solution needs to be carefully evaluated to ensure that more conflicts between users are not created. The Transportation Commission and the Bicycle Advisory Commission need to weigh in on this. There are also RPA issues. The text in the plan should indicate that all options need further study. 	<p>The Area Plan indicates that staff will initiate interim at-grade Improvements to provide a safer crossing in the short term, and will also undertake an analysis/review of overpass and underpass options in the longer term. Specific design details will be evaluated at that time.</p> <p>It is anticipated that, as part of that analysis, cost/ benefit and technical impediments will be examined. At that time, relevant advisory boards and commissions, user groups, and community members will be engaged in the process.</p> <p>Staff has chosen to show the underpass concept for visualization purposes only and has no recommendation or preference at this time.</p>	Staff has revised the text associated with the underpass illustration to clarify that the overpass and underpass options should both be evaluated.

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		<ul style="list-style-type: none"> • Both the overpass and underpass solutions should be shown in the plan. • The Transportation Commission would like an alternatives analysis. Based on the commission's experience, an overpass is likely the less feasible option. • The Working Group would like to hear the study results on the bike path alternatives. The underpass was something that had been presented at the community forum early in the process. 		
7		Implementation item 2.3 - Will anything really change? Ideas are fine, but there are not many examples. There should be a statement for how these improvements will be accomplished. There should be action items.	The Implementation Chapter (5) includes a matrix of actions to be taken, the responsible County agency, and a general timeline for completion.	None.
8		<ul style="list-style-type: none"> ▪ It is good that the area plan is coming back to the Working Group before the County Board meeting. Staff is proposing that the park plan be reviewed by three commissions and not the civic association. This is problematic. The plans went to about 10 groups on the first round of reviews. ▪ Every commission has a public comment period and all commissions are comprised of members of the public. 	See Comments # 2 and 3.	None.
9		Thank you for incorporating environment and sustainability in the plan and for including the detailed information in the appendix on Four Mile		

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		Run. There is some really useful information here that is not in the park master plan.		
10		Page 3.25 and 3.26 road diet - How finalized is the road diet? The images show a bus stop in front of my building. This would not work for us. How conceptual is this?	These graphics are for illustrative purposes only and are intended to show how, during an interim phase, parking and other elements could be achieved by using road makings and planters. This graphic is not a specific, final design for Four Mile Run Drive and should not be construed to suggest specific changes at a specific location.	None.
11		5.1 zoning analysis – Flexibility and incentives will not harm businesses, but the second paragraph should be revised. Do not try to limit the affordability of or devalue private property.	It is not staff’s goal to limit the value of private properties, but rather to allow existing uses to continue.	This paragraph has been revised.
12		Page 4.9 - The images in the plan do not exhibit an industrial feel here with the planters and trees. This is gentrification.	The graphics are for illustrative purposes only and are not intended to convey the actual street design and materials. Staff agrees that the materials chosen in the future should reinforce the industrial theme for 4MRV. This will be addressed during a later design phase.	None.
13		5.1. incentives - Incentives “should” be explored, not “could” be explored. There needs to be an arrow between the words “community” and “staff.” The community should have input on the zoning. There needs to be parking changes and these should be integrated into 5.1. Can the County continue acquiring land outside the park master plan area?	Staff agrees with replacing the word “could” with “should”. Zoning Ordinance changes are coordinated through the Zoning Ordinance Committee of the Planning Commission, which holds meetings that are open to the public. Typically, staff will notify interested parties (in this case through the 4MRV contact list) of when these meetings will occur.	Staff will make this minor revision.
14		Parking areas should be shown in both the area and park master plans. Parking enforcement can be	Staff agrees. Staff will be implementing changes to the parking regulations near Jennie Dean Park and	None.

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		initiated now. We should emphasize existing parking and show how it will look in the future.	nearby streets this winter, with enforcement being a component of that effort. Staff will engage the community to review the proposed changes as part of this process.	
15		5.2 – The adopted framework shows that the arts study would be led by the Arts Commission, but the area plan shows it being led by a working group. That is not what the County Board approved.	There were multiple tasks identified in the Policy Framework pertaining to the analysis and implementation of an Arts & Industry District (Chapter 3. Section B4). The area plan has taken the next step to recognize there is an intrinsic connection between the Art & Industry District and businesses. Therefore, public processes will rely on representatives from both the Commission for the Arts and the Economic Development Commission.	Language in the Implementation Chapter has been updated to clarify the processes.
16		It is helpful that the same County staff at Arlington Economic Development (AED) are working on both economic development and the arts. There was a good presentation to the Working Group on this. We support the arts here, but we need to be mindful of what we could lose (tenants, jobs, etc.).	See Comment # 15.	None.
17		5.1 - The language indicating that housing is prohibited may be unintentional.	Housing development is prohibited in M-1 and M-2 zones, according to the Arlington County Zoning Ordinance, so the language in the Area Plan is correct. However, the intent of the first sentence in the second paragraph under “Zoning Revisions” was to express that the purpose of the M-1 and M-2 zoning categories is to allow flexibility among commercial and industrial uses.	Language in the plan has been revised to more clearly discuss allowed uses.

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18		We want a mix of arts, business and community representatives for the arts study.	Staff agrees. Also, see comment #15.	Language in the Implementation Chapter has been updated to clarify the processes and potential participants. .
19		The comments submitted to staff on the plan should be shown in their entirety. It is not useful for staff to interpret the comments. We want to see all the comments, even if a certain comment is repeated 12 times.	Staff agrees.	None.
	7.30. 18 LRPC Meeting – Area Plan Comments			
20		The term ‘arts and industry’ is being replaced with ‘arts and industrial.’ The concern is that ‘arts and industrial’ does not incorporate the business side and ‘industrial’ is an adjective.	Staff understands and respects this viewpoint with regard to the naming of the process.	Language in the Plan has been updated.
21		A reference to public art reflecting the industrial history and access to natural environment, see page 4.7. The 4MRV Working Group Vice-Chair is not sure what this is referencing and does not think it accurately represents what the Working Group has been discussing.	Staff continues to recommend that potential public art relate to the industrial history and or the natural environment. This is consistent with the County’s adopted Public Art Master Plan.	None.
22		Subarea C and the section fronting residential section of Shirlington Road. It is important that the design is pleasing to the residential area and the area fronting I-395 could have a different feel	Staff agrees. There has been discussion during the process about how building facades should be placed in relation to the street.	Language has been added in Chapter 4 - Design Guidelines to provide additional guidance for sites

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				fronting on Shirlington Road.
23		Difference between chapters 3 and 5 in terms of the arts and how the business, arts, and Nauck communities are addressed. The chapters speak to the arts and business but leaves out the community dialogue.	Chapter 3 contains the recommendations of the adopted Policy Framework and staff has continued to work on the specifics of the public process. Staff agrees that all stakeholders need to be appropriately included in the process.	Language in the Implementation Chapter has been updated to clarify the processes.
24		On page 2.2, a reference to the newly-acquired property along Shirlington Road as being leased	This information has been updated.	
25		Projection for future flood levels should have been added to the Area Plan. Questioned if buildings adjacent to Four Mile Run will still be viable as the area experiences increased flooding from stormwater or water backing up from the Potomac River. The County should have a plan for buying lands that cannot sustain the onslaught of flooding	Flood data and flood maps are maintained by FEMA. The County has no role in the development of this information. No County funding has been identified to address flooding on private properties.	None.
26		Right decision not to add more density or up zone the area, and adaptive reuse of existing buildings is a logical path	Noted.	
27		LRPC member appreciated the recommendation, on page 3.18, to provide technical assistance to business owners.	Noted.	
28		The map on 3.16 has color designations that do not accurately symbolize the W&OD trail and 4MR trail.	This graphic has been updated.	
29		What incentive does a property owner have to improve their building's façade if everything is to continue 'as-is' with the same zoning, land uses, and density? They worry that we are still going to have the same buildings 20 years from now, which is fine,	Currently, the County does not have an incentive program. This is an undetermined matter at this time. As part of the "Zoning and Land Use" and "Arts and Industry	None.

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		but if we care about improved design then how will the owners be incentivized to make the improvements?	District” processes that are scheduled as follow-on actions, staff will examine what incentives might be offered to property owners in furtherance of the vision for the area. Also see Comment #97.	
30		Can a restaurant operate in an industrial zone	Yes, as long as parking requirements and other provisions of the Zoning Ordinance are met.	None.
31		Not a fan of build-to lines and is happy for a space to develop more organically but having an overlay district could be done to offer incentives.	Staff agrees.	None.
32		Not troubled leaving the County owned buildings as is and allowing them to play out their life. However, if they don't work and need to come down then at that point a discussion can be had. The LRPC Chair is concerned about balance in the process/discussion and one use should not be emphasized over another.	The County-owned parcels located along Nelson and Oakland Streets will be further discussed as part of the Arts and industry District discussion, which will follow the adoption of the draft Area Plan.	
33		The underpass on page 3.30 and that it is highly conceptual. There is a concern that it could lead to bicycle and pedestrian clashes and may not be a workable solution because it does not get people to where they want to go.	The underpass is a concept that will need further study and evaluation. See Comment #6.	None.
34		Planter photos and emphasized that every element should match the industrial theme	See Comment #10 and 12.	None.
35		Concerned that the County gets too precious as to what is public art and neglect community-based art. The County should allow a little more play and have murals that are not connected to businesses. the public art curation process is expensive and time consuming	Murals have been commissioned in Arlington through partnerships with Arlington Arts or other means. The Crystal City Business Improvement District, through its Art Walls program, has commissioned several. JBG Smith commissioned a mural on Uhle Street in Courthouse by German artist SatOne and another in Rosslyn by Jason Woodside; The Engleside Cooperative commissioned a mural by local artist Kate	None.

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		<p>The County is missing the gritty funkiness found in other communities</p> <ul style="list-style-type: none"> • Suggested the County develop a program for students to compete and showcase their art. 	<p>Fleming along Lee Highway at Uhle Street. Arlington Arts commissioned its own mural on the County's 3700 S Four Mile Run Drive building in part to inspire the creation of other murals by building owners and community members in the area. These murals have drawn on a number of funding sources: private funds, BID funds and Artist Spotlight Grants awarded by the Commission for the Arts.</p> <p>Arlington Public Art's program guidelines include a section on supporting Community-Initiated projects. We encourage anyone who has an idea for a mural or other community-initiated public art project to speak with Public Art staff who can assist in the process of artist selection, technical assistance and seeking funding through the Artist Spotlight Grant program.</p> <p>Currently, the County does not have the capacity to administer a student art competition; however, can act as a resource on process, a member of a jury, etc.</p> <p>APS (HB Woodlawn) has exhibited work at 3700 S4MR Community Gallery. County staff did not administer the curatorial/selection process but did provide professional installation of the selected works.</p>	
36		Prefer a lighter touch in terms of incentivizing change, perhaps the County should incentivize coherence	This will play out during the follow-on planning efforts related to the Arts and Industry District and Zoning and Land Use processes.	None.

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37		Why the image on p. 4.9 shows trees along South Four Mile Run. They are contrary to the industrial nature, hide the building facades, will be trimmed back anyway by Dominion Power, and will take up space. The trees make sense along the W&OD Trail. The image on page 4.8 works and shows a safety zone	<p>Adopted County policies in both the Master Transportation Plan and the Urban Forestry Master Plan underscore the importance of including street trees in any streetscape design. The Area Plan should be consistent with these policies.</p> <p>From an implementation standpoint, potential conflicts with the overhead power lines will have to be assessed. It is anticipated that, as part of the construction of the permanent road diet streetscape improvements (long term, if interim improvements are positively evaluated), the existing utility poles will have to be relocated, so this issue can be addressed at that time.</p>	None.
38		That the power station is not addressed in the Area Plan. LRPC members shared an interest in enhancing the fence with public art like the Clarendon site or the Four Mile Run Water Pollution Control Plant	Staff agrees that some cooperative effort to improve the substation site could be explored. Previously, the County worked with Dominion Power to commission a public art perimeter treatment for the Clarendon substation and with Monday Properties to enhance the façade of the Rosslyn substation with public art. The Public Art Master Plan directs Arlington Public Art to explore such opportunities in partnership with Dominion Power.	Language has been added to identify this as an implementation item. See page 3.21.
39		The timing for the road diet	The first part of Road Diet implementation – adjacent to Jennie Dean Park - is tied to the park improvements, which is scheduled for completion in 2021; after which there will be an evaluation period.	None.
40		There is not a consistent articulation of the industrial design in the Park Master Plan and Area Plan photos	The two study areas will be tied together primarily through wayfinding, signage and street furniture. The Jennie Dean Park design phase will address these elements and CPHD staff will coordinate with DPR	None.

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			staff to ensure that the choices for materials can be replicated in the Area Plan area.	
41		How the County owned properties will be addressed	<p>Staff has been intentionally vague in terms of how to address the County-owned properties because little has been decided in terms of short- and long-term uses for the sites. At this time, staff does not want to prematurely preclude any uses or assume that buildings will remain or be demolished in advance of:</p> <p>a) The Arts and Industry District conversation that will follow the adoption of the Area Plan, and</p> <p>b) Future decisions about the use of the Arcland properties, which were acquired for transit purposes.</p>	None.
42		Page 5.1 and the County reviewing the uses permitted in M-1, M-2, and C-2 zones. Will there will be changes to the zoning.	No. The zoning will remain the same. However, staff will review the allowed uses to ascertain if additional uses should be added, consistent with the industrial/arts vision. In addition, staff will examine how/whether incentives, such as parking and signage flexibility would be beneficial.	None.
43		Page 5.2, - who will be involved and if this process could be clarified.	Staff has continued to work on the specifics of the public processes – the format and how all stakeholders are appropriately included in the process.	Language in the Implementation Chapter has been updated to clarify the processes.
44		Page 5.1 and concerns voiced at previous the 4MRV Working Group meetings about businesses being zoned out. They requested the 3 rd paragraph on the right be clarified that the County will loosen zoning and not zone them out	See Comment #11,13,17, and 29.	None.
	8.19.18 Nauck Civic			

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	Association Written Comments			
45		<p>Page 1.1: To be clear, the “design for the Nauck Town Square” was not part of the Four Mile Run Valley study area. It was a separate planning process that preceded the Four Mile Run Valley planning efforts.</p> <p>Page 1.1: The paragraph explains well the Relationship to the Park Master Plan. Unfortunately, the Park Master Plan falls short in meeting this description.</p>	<p>Correct, the Nauck Town Square is not part of the 4MRV study area. However, from a staffing and coordination standpoint, the Town Square design process, which overlapped the Area Plan and park Master Plan efforts, was grouped so that outreach and messaging could be coordinated.</p>	None.
46		<p>Page 2.2: It may be more accurate to state that Jennie Dean Park was <i>acquired</i> in 1949, since the area was previously a park known as Peyton’s Field.</p> <p>Page 2.2: It may be helpful to note that Shirlington Park is the most recently renovated park within the study area.</p>	<p>The 8.7-acre property (formerly Peyton Field) was sold to the County in 1944 to establish recreational parks (with it, a new name was established for the playground area, as Jennie Dean Park). By 1948, the park area expanded to 10 acres.</p> <p>As for Shirlington Park, in 2012, new fitness equipment stations were installed north of the Four Mile Run Trail. However, no major renovations to this park have taken place.</p>	None.
47		Page 2.20: second column, fourth bullet point: “improve”	Noted.	
48		Page 2.21: The discussion of a “mega-park” was not discussed by the Four Mile Run Valley Working Group. The idea of a “single unified identity for the nearly thirty public spaces along the Run and its tributaries” appears to conflict with the framework and identify set for the Four Mile Run Valley. This was not part our planning for the area and is disingenuous to introduce within the plan for the	Noted.	Removed the term “mega-park” because it is not a term used in the PSMP process.

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		study area. Frankly, a “mega-park” appears to erode the identity of our neighborhood, creating an unwelcomed “sameness.”		
49		It is not clear why the PSMP update for the countywide perspective on facility needs for the planning area are paramount.	It is important, when planning for this park area, to consider the overall context, needs, and overarching goals. This is consistent with planning practice.	None.
50		Page 2.22, Barcroft Park: Refrain from using terms like “well-loved,” which are subjective and inappropriate. The term “well-used” should be defined. We find that Parks Master Plan uses such terms inaccurately.	This has been noted within the PMP draft, and more objective terms are being considered.	These terms have been removed from the Area Plan.
51		Under Shirlington Dog Park, what is the evidence that it is the “most popular dog park in northern Virginia”? Also, define “numerous.”	This can be eliminated, and maybe can say, “Shirlington Dog Park is an active facility providing separate spaces for large and small dogs...” or something like that.	The Area Plan has been revised to reflect this change. See p. 2.22.
52		Page 2.25, tables 2.23 and 2.24: These tables should be updated before posted in this plan. Full year 2016 data should be include (and should be available in 2018). Otherwise, one cannot measure accurately the usage of Capital Bikeshare. “Total” number of trips over three years is not a sufficient measure.	Noted.	This data has been updated. See page 2.25.
53		Page 2.26, fourth paragraph: Add “motor vehicles” to the list of “daunting environment.”	Generally, motor vehicles are part of an urban environment.	None.
54		Page 2.30: It is recognized that this page provides parking observations from a consultant. The observations account for two days in 2016, over six specific time periods. No conclusions are stated. It would be helpful to note how parking signage (especially on the north side of Four Mile Run Drive) influences parking patterns. Similarly, it would be helpful to note that parking on Shirlington Road,	Noted.	None.

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		intended for residents, can become commercial vehicle parking, including dump trucks and used car sale vehicles.		
55		Page 3.2, fourth paragraph: It is correct to state “community concerns about the potential loss of industrial character,” but that is only a partial reason. Please revise to state “... potential loss of industrial character <i>and area affordability</i> within Subarea D...”	During conversations with the Working Group and other stakeholder groups, affordability was mentioned. Preserving the existing uses and underlying heights and density will likely limit redevelopment pressure within the area. However, the plan is not envisioned to expressly retain area affordability.	None.
56		Page 3.10, first paragraph: “Recently, there has been a shift in how Arlington residents regard their waterways.” Where is the evidence backing this claim? How “recently”? Stating the “vision is for a vibrant open space <i>network</i> ” is not a stated guiding principle (page 3.1).	These statements are consistent with the County’s overall environmental policies and goals as stated in the Public Spaces Master Plan (2005 – <i>to be updated in 2019</i>), the Natural Resources Management Plan (2010), and the Four Mile Restoration Master Plan and Design Guidelines (2006).	None.
57		Page 3.10, section A3.1: The statement “develop a cohesive open space network with enhanced recreation opportunities...” appears as over-reach from the Parks & Recreation Department. The development of a “network” was not discussed by the Working Group and suggests an unwelcome recreation department grab into other areas of the plan.	This are statements that are consistent with the work being considered for the Park Master Plan and has been discussed as such. The individuality but connectivity of the various parks (Jennie Dean, Shirlington, and Shirlington Dog Park) are developed through the incorporation of gateways, wayfinding/signage, materials used, etc. Casual use space and the expansion/preservation thereof was voiced consistently by the community.	None.
58		Page 3.10, section A3.1, b: Suggesting a “corridor-wide public art project” short shrifts the arts and industry district concept.	This concept is consistent with the Public Art Master Plan. As the Arts and Industry District will be studied as part of implementation, defining elements such as boundaries, relationships to parks and open space, and various other elements will be considered (page 3.21). Therefore, such a project could enhance a district.	None.

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59		Page 3.10, section A3.2: Under Jennie Dean Park, there are no “new” amenities planned to meet recreation demand, only improving and replacing existing amenities.	There is expanded casual use space integrated within the Phase 1 and final buildouts for Jennie Dean Park (this may include new unprogrammed, open space areas and tree canopy). All other park amenities are existing and will be replaced and enhanced accordingly.	No change.
60		Under Shirlington Dog Park, add “location” to “maintain its current size, <i>location</i> and configuration.”	Noted.	The Area Plan has been revised. See p. 3.10.
61		Page 3.15, figure 3.9: In the PMP (pages 48, 54), the intersection of South Nelson and Four Mile Run Drive is considered a major gateway. This figure indicates it is a minor gateway. This figure also incorrectly states the intersection of Shirlington Road and Four Mile Run Drive is a major gateway.	Area Plan gateways and Park Master Plan gateways may not be the same. Staff will continue to review this issue, however.	No change at this time.
62		Page 3.18, second column, b: Amend to state “Consolidate and co-locate County uses <i>with other public and private uses</i> , where possible.”	Consolidating public and private uses can be problematic from a legal and operational standpoint and may not work for either party. For this reason, staff recommends leaving the sentence as is.	None.
63		Page 3.21: We applaud the support for an Arts and Industry District. Please change “Arts and Industrial” to “Arts and Industry.” Arts indicates areas of creative activity. Industry indicates manufacturing activity or a distinct group of enterprises. Industrial is an adjective and appears out of place in this context.	Staff understands and respects this viewpoint.	Language in the Plan has been updated.
64		Page 3.21: A bullet point “f” should be added stating that businesses, neighborhood and arts communities should work together in the development of the Arts and Industry District.	The recommendations in Chapter 3 were pulled from the Policy Framework and staff has continued to work on the specifics of the public process. Staff agrees that all stakeholders need to be appropriately included in the process.	Language in the Implementation Chapter has been updated to clarify the processes.
65		Page 3.21: Reference to the Arts District (SNAIQ) report and its recommendations should be included	There is a reference to the Arts District (SNAIQ) report in the Implementation Chapter. As many of the	None.

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		here. The Arts District Committee, was a formal committee of the Working Group, and reported its findings to the County Board. The Working Group has three formal Committees. To reference only two of the three (as in the Parks Master Plan) is an inappropriate oversight.	recommendations from the report were implementation actions, it is more appropriate to have it in that chapter.	
66		Page 3.23, section C1a.: This states well the need to accommodate pedestrians, bicyclists and vehicles. Sometimes, one of the three constituencies appears dropped from the conversation.	Staff does not understand the intent of this statement.	None.
67		Page 3.23, figure 3.17: Head-out angled parking should be tested before made a permanent parking solution. Concern exists about the ability of drivers to back-in when on a busy, commercial vehicle heavy, one lane (eventually) road.	Staff agrees and the draft Area Plan calls for monitoring of the interim improvements prior to the construction of permanent improvements.	None.
68		Page 3.24, second and third paragraph and Page 3.25: Remembering this is an industrial area where the industrial aesthetic is primary, placing tree plantings in the street is not appropriate in keeping with this aesthetic. We urge you to think of more industrial looking solutions. The street trees also utilize space that could be used for needed parking. The Working Group heard reports that street trees in Arlington often do not fare well and appropriate upkeep is lacking. Eliminate placing trees in the street.	Staff disagrees. See Comment #37.	None.
69		Page 3.26: A “temporary bus stop” is indicated where a bus stop is already located. Again, remove trees from the street.	This is a conceptual illustration to indicate how the interim conditions (to be accomplished with road markings and planters) might look. No actual design or placement has been done to match the concept to on the ground conditions. This would come as a later step.	None.

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70		Page 3.27: We agree with pursuing parking opportunities on Arlington Mill Drive.	The Plan does not recommend additional parking on Arlington Mill Drive.	None.
71		<p>Page 3.28, C3: It is not inconvenient for pedestrians to use the W&OD trail. It is actually pleasant to use. This document states, “pedestrians are expected to use the W&OD trail to move east-west...” as if it was a hardship. Delete the words “are expected to.” It appears a redundancy to install sidewalks on the north side of Four Mile Run Drive when the parallel W&OD trail is accommodating.</p> <p>Page 3.29: As stated above. Sidewalks on north side of Four Mile Run Drive appear redundant, especially in areas where the W&OD trail is merely feet from the curb.</p>	See Comment #81. Not all users are comfortable with the conflicts between bikers and pedestrians on shared use trails. Where possible, separating the users can enhance safety.	None.
72		Page 3.30: Creative innovation for crossing Shirlington Road (and continuing connectivity of Jennie Dean Park and Arts & Industry District) appreciated.	Staff has offered both short-term and long-term concepts for crossing Shirlington Road – the long-term concepts needs further study and evolution.	None.
73		<p>Page 5.1: Change to “Arts and Industry District.” Considering the time and research already afforded the Arts and Industry District, a ten-month planning process is excessive. We strongly urge against the use of charrettes during this process.</p> <p>Page 5.2: The process should include community representatives too. It is appropriate to reference the SNAIQ report in this manner.</p>	<p>Staff understands and respects this viewpoint on the name of the district.</p> <p>Staff has continued to work on the specifics of the public process. Staff agrees that all stakeholders need to be appropriately included in the process.</p> <p>Staff disagrees with the timing comment. As there are numerous permutations for a district, time is needed to study and evaluate.</p>	Language in the Implementation Chapter has been updated to change the name and clarify the processes.
74		Page 5.2, Parking Analysis: The section captures many of the ideas expressed regarding parking, but it is puzzling why further analysis is needed. An analysis	Staff is working with previously collected information on parking signage—as well as input from residents and businesses—to create a plan for new regulation	

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		was supposed to have been conducted over the past two years. It is unclear what, if anything, has actually been planned or accomplished at this point.	of the current on-street parking supply. The goal of this effort will be to improve parking management in the area until permanent changes are made to parking supply in the study area. Staff will bring this plan to the public for comment.	
75		Page 5.3: It would help to distinguish “O” from “ST, MT, LT.” In other words, does “ongoing” indicate a current action or merely additional study for a potential ST, MT, LT action?	Generally, “ongoing” indicates actions that are part of already-identified County priorities, programs, or work plans that will be addressed/implemented on an ongoing basis, based on funding and/or staff workload constraints.	None.
76		Page 5.5: #9, indicating a major gateway location, is at odds with the draft Parks Master Plan.	Note #9 on page 5.5 in the Area Plan describes both major and minor gateways generally and is not intended to indicate a specific location for either.	None.
77		<p>Inside Front Cover: It is unclear why one individual on the Working Group is listed by title when others on the Working Group have titles too. It is also unclear, and frankly an invasion of privacy, to list another Working Group member’s residence. The Vice Chairs were not appointed for specific titleholders (otherwise, Ms. Haynes would have resigned from the Working Group when she stepped down as Chair of the Parks and Recreation Commission in December 2017.) Instead, Ms. Haynes should be listed (Parks) and Ms. Stompler should be listed (Nauck).</p> <p>It is of no relevance for Mr. Monfort to be listed “Fairlington.” Fairlington was not considered a represented entity on the Working Group and he does not represent Fairlington.</p>	These concerns are noted.	Revisions have been made to the inside cover.

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		<p>In the listing, sometimes “Business Owner” is used; sometimes “Business Owners” is used. Make it consistent.</p> <p>Ms. McFail’s first name is spelled, “Felecia.”</p>		
	<p>Shirlington Civic Association Written Comments 8.20.18</p>			
78		<p>The Area Plan recommends (5.10 C-2 c) “Explore[ing] the possibility to augment parking resources by utilizing existing parking garages in the surrounding area at off-peak times.” This is code for relying on the parking garages in the Village of Shirlington to fulfill the zoning requirements for another master plan area. We have previously expressed our concerns about this in written comments.</p> <ul style="list-style-type: none"> • It should be acknowledged in this plan that there is already considerable evening competition for private garage spaces in Shirlington and that considerably fewer spaces are available on weekdays before 6PM. It seems to us that much of the parking needed for JDP and Cultural Affairs would be at peak times, especially early evenings. • As previously communicated, the two Shirlington parking garages that County staff have identified as having availability (the WETA garage on Quincy and the garage at Quincy and S Arlington Mill Drive) are 	Noted.	None.

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		<p>a long and not well-lit walk from the areas for ballgames and Theater on the Run.</p> <ul style="list-style-type: none"> • <u>Using these garages would ONLY be viable for those walking to sports and cultural events in JDP and at the Cultural Affairs building if an additional footbridge across from Randolph Street was included in the park master plan.</u> We do not see this consider it please for JDP Phase II if you wish to proceed in this direction. If this is intended for parking access for events in JDP and 4MRV, such a footbridge should be included in the County's Phase II budget. It would be much cheaper than building a parking structure. • Otherwise, promoting the use of public parking in Shirlington by park users would exacerbate problems in the Campbell garage, nearest to the existing Nelson Street Footbridge but vital to the Village, library, Signature Theatre, Hilton Garden Inn, and two residential buildings. And park users would get towed. • (A potential arrangement with the Shirlington Gateway office building, the one other privately-owned parking garage in the area, for use of its parking in off-hours should be noted and would also benefit from this additional footbridge. This could be of particular benefit for special events on weekends.) 		
79		<p><u>Dog Park access from Walter Reed (page 3.11-Figure 3.6, page 5.7-A3.4):</u> This is one of two lacunae in the master plan. Recommend that the county either</p>	<p>Although a pathway was constructed to provide access to the dog park, probably in the 1980s, the area behind the private businesses between Walter</p>	<p>An action item has been added to the Area Plan identifying</p>

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		purchase the privately-owned strip of land between the Dog Park and Walter Reed Drive that is already being used by dog owners to access the Dog Park, or consider a land swap with the property owner to deed the access strip to the county, in exchange for allowing continued use of county property next to the Dog Park for parking their vehicles. Figure 3.6 implies improvement of access along this strip. Some general language (“Consider acquisition...”) should be added to the Implementation table under Access.	Reed Drive and the western end of the dog park is almost entirely private property.	the need for a formal connection to the western end of the dog park. See p. 3.10.
80		<u>Path to Dog Park from JDP & S Nelson Footbridge?</u> – Is this area addressed in the Plans? Where? Is it going to be improved? Is it part of JDP Phase I or II? We suspect that, like the area west of the dog park, this is a lacuna in the plan. Is this park area or urban area? Since it is adjacent to the stream, we suspect it is park, but it is also next to a parking lot. One example: Is it being treated for invasive vines? To be successful, this treatment program must cover all the areas along Four Mile Run. Progress is evident. The area along the outside path leading to the dog park from the footbridge, however, is full of vines .	The entrance to Jennie Dean Park (north of the footbridge) will be improved as part of the Phase 1 development for this park. This may include new hardscape, access paths, landscaping, and wayfinding/signage. This will also include invasive species removal and tree canopy preservation as appropriate. The major gateway south of Four Mile Run (south end of footbridge) will be improved as part of the Shirlington Park project. Improvements here may include: plaza/decorative paving, landscaping, entry feature, pedestrian bridge enhancement, seating, and information kiosk.	None.
81		<u>Concept for Shirlington Road Bridge Underpass (pages 3.30, 3.31):</u> This concept is a good one to improve safety for bicycles and pedestrians at this busy and dangerous crossing. In future development of this or any other concept, please do NOT encourage or facilitate high-speed bicycle traffic onto 4MR Trail (Shirlington Park), which is a high-use trail for pedestrian (dog walking, strollers, child bikes and	This concept is a long-term transportation improvement that will require further study, detailed engineering and funding.	None.

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		skates, etc). High-speed bicycle traffic should be directed onto the W&OD Trail via design, signage, etc. We welcome the statement on p. 36 about incorporating traffic calming for bicycles along Four Mile Run Trail!		
82		<u>Public Land Uses (pages 3.4-5; 3.18, B2.2, B2.3):</u> Would like to see some discussion of buffering industrial uses, in particular future county use, in Area C, from pedestrian traffic on the improved Shirlington Road sidewalks, as well as the area across Shirlington Road from Area C that is designated for broader use. At minimum, some kind of visual buffering (fencing, planting) along the sidewalks should be mentioned, perhaps referencing Figure 3-2 (page 3.4) that shows street trees along both sides of Shirlington Road.	Staff disagrees. Fencing or vegetative screening along a street would contribute to an unsafe, isolated environment for pedestrians. A better approach would be to encourage development that addresses and activates the street. This can be accomplished by building new buildings at the back of sidewalk, adding retail or other activating uses on the ground floor, designing buildings with operating doors and windows facing the street, incorporating outdoor seating and/or installing inviting plantings.	None.
	Online Area Plan Survey Comments			
Question: What items would you like to see improved within the Plan?				
83		Amend the Master Area Plan to expand the Art & Industry District (A&ID) to include sections C and D, in addition to Section B. It is in Sections C and D where new construction and adaptive reuse is most likely to happen in the short/medium term and where art/cultural opportunities could be incentivized, mandated and negotiated via site plans. The expanded A&ID area should be included in the Master Area Plan that is presented to the County Board for approval this fall. If not expanded, we only	The Area Plan identifies an area between Nelson Street and Walter Reed Drive where existing uses will be preserved <u>and</u> arts uses will be encouraged. This area discrete is identified in order to focus possible future incentives and potential change within an area proximate to both the County-owned parcels (where the community will have a greater opportunity to influence future change) and to Shirlington Village, where arts and entertainment uses already exist. Staff places emphasis on creating the potential for a	None.

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		<p>have Section B included in the A&ID, which in the short and medium-term limits art/cultural spaces and studios to second floors of existing buildings, possibly some adaptive reuse and County-owned buildings. Why limit us at this point. Expanding an A&ID later will be harder; especially when owners are making future plans based on this Master Plan. Therefore, I recommend that that AED be included a(nd):</p> <ol style="list-style-type: none"> 1. Amend the Master Plan to expand the Art & Industry District (A&ID) to include sections C and D, in addition to Section B. It is in Sections C and D where new construction and adaptive reuse is most likely to happen in the short/medium term and where art/cultural opportunities could be incentivized, mandated and negotiated via site plans. The expanded A&ID area should be included in the Master Master Area Plan that is presented to the County Board for approval this fall. If not expanded, we only have Section B included in the A&ID, which in the short and medium-term limits art/cultural spaces and studios to second floors of existing buildings, possibly some adaptive reuse and County-owned buildings. Why limit us at this point. Expanding an A&ID later will be harder; especially when owners are making future plans based on this Master Plan. Therefore, I recommend that that AED be included as an Implementing Agency on page 5.9 B2.3. 2. The bridge over Four Mile Run should be better aligned with Campbell St. to reinforce the arts/cultural and restaurants/bars connections between the Nauck, A&ID and Shirlington. The bridge 	<p>walkable Arts and Industry District and creating synergy with Shirlington Village.</p> <p>That being said, the adoption of an Arts and Industry District boundary will come as a separate action after the Arts and Industry District planning process is completed. No action will be taken at this time.</p> <p>The future use of County-owned parcels will be discussed as part of the Arts and Industry District discussion. For this reason, the Area Plan is silent on this issue.</p> <p>No changes to the Nelson Street footbridge are recommended at this time. The Working Group discussed allowing time to evaluate planned pedestrian improvements to the bridges at Walter Reed and Shirlington Road prior to deciding whether changes at Nelson Street were warranted.</p> <p>County policies suggest that on-street parking solutions be explored and evaluated prior to seeking off-street solutions.</p>	

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		<p>should be a well lit Gateway and Connector that celebrates and strengthens all neighborhoods. I would vote for a new wider bridge designed and supported by the County' public arts program and, if a new structure is built, I would prefer it align with Oakland not Nelson Street.</p> <p>3. Some compromises should be possible that make sure that truck parking, especially in the evening, does not negatively impact both businesses OR residents. Residents should have as much voice as the owners on this issue. Perhaps truck parking on the street be eliminated and tucked behind buildings or in Section C close to the County bus parking area.</p> <p>4. In order to address the parking deficit in this area, the County-owned land adjacent to the police warehouses and behind the old Signature Theatre should be made into an environmentally-friendly parking lot in the short-medium term and in the long term a parking garage, possibly designed in the Japanese manner to maximize space, in order to create necessary additional parking spaces for the A&ID, the Dog Park and Jennie Dean Park. s an Implementing Agency on page 5.9 B2.3.</p>		
84		<p>Open, unprogrammed green space at Four Mile Run Drive, the front of Jennie Dean Park Eliminate red pergola from front of Park Eliminate retaining wall, chain link fencing and netting toward front of Park Accuracy of document</p>	<p>This comment has been forwarded to the Department of Parks and Recreation for consideration as part of the Park Master Plan review process.</p>	
85		<p>The plan says you want to direct cyclists passing through to the W&OD trail, but I don't see how the</p>	<p>This is a long-term concept that will require further study and evolution.</p>	<p>None.</p>

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		<p>plan proposes to improve the connectivity between the W&OD trail and the eastern continuation of the Four Mile Run trail that takes cyclists under 395 towards National Airport. Ideally, the plan would include a bridge that would take cyclists from the Exxon station where the eastern connection of Four Mile Run comes directly to the W&OD trail. The current connection is on a sidewalk congested with other users and cyclists have to cross a heavily trafficked road. I would suggest a bridge that would allow cyclists to bypass all of that. If there is not enough money for a bridge, I would suggest widening the sidewalks and replacing the flashing yellow caution lights with a real signalized crosswalk.</p>		
86		<p>Putting the giant utility poles and wires underground</p>	<p>This is not proposed as part of the Area Plan because of the substantial cost.</p>	<p>None.</p>
87		<p>Retail should be clearly encouraged along both sides of Shirlington Rd. between Kemper and 24th Rd. South, effectively tying together Nauck Town Square with the improved Jennie Dean Park and a new Shirlington Rd. Bridge. (Suggestions: The former Chester's bar and small buildings near it could become a Trader Joe's or a community center)</p>	<p>The plan does not require retail but does not preclude it in the mixed-use scenarios.</p>	<p>None.</p>
88		<p>Area along the south side of Shirlington Rd should be mixed use and not just industrial. That area already has numerous properties either being lightly used or unused under current zoning. Transitioning to mixed use would provide a nice connection between Shirlington and Nauck.</p>	<p>See Comment #55, 99 and 102. <i>(Staff assumes the commenter is referring to Subarea C.)</i></p>	
89		<p>I would like to see the long term (or even daily/overnight) parking of large commercial vehicles (tractor trailer trucks, dump trucks, food trucks, etc.)</p>	<p>Noted.</p>	<p>None.</p>

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		prohibited from parking along Four Mile Run Dr, from Shirlington Rd. to at least S. Oakland St (where the industrial zone picks up). They will take up more parking that could be used for the park and detract from the residential/park land feel of the area and present line of sight safety issues for users of the park and future bike lanes, etc. I would also like to ensure the overflow lighting from the ballfields not bleed over S. Four Mile Run Drive into the community overlooking the park and instead be aimed away from the residential zone or if absolutely necessary, be aimed downward as to minimize any stray light pollution		
90		I'm concerned that the area shown as "preserve existing uses" west of Walter Reed does not sufficiently encourage other more creative uses for these properties, while still providing the option of an industrial use. I would like to see the entire stretch of Four Mile Run be at least "Preserve Existing Uses/Encourage Arts-Oriented Uses." Though I also think that simply encouraging Arts-Oriented uses still seems too narrow. It should not only be Arts-Oriented uses, but allow flexibility for pop-up shops, breweries, unique eating establishments, etc. that may still abide by a more industrial aesthetic	See Comment #83	None.
91		The wayfinding section could use additional language about helping regional trail traffic find their way through the area to continue on to their regional destinations like Alexandria, DC, etc.	Staff will review the wayfinding in this study area.	None.
92		1.This road is a through access to the area west of Columbia Pike as well as east. One of its benefits is FEW lights (as opposed to Glebe Rd and Rt 7, both of	This long-term concept will require further study.	None.

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		<p>which are ridiculous. If you reduce the vehicle travel lanes to one on each side and put parking on both sides, traffic will be stopped each time someone is parking either parallel or angled, multiply that for each of the additional parking spaces you are adding. It will be untenable for through traffic.</p> <p>2. In addition, the industries have large trucks that need space to park and maneuver, they use the wide space they now have and traffic can get by them.</p> <p>3. Those little planters won't work - the plants will die and weeds will grow and no one will take care of them. Please be realistic. They are unattractive anyway and the spaces around them could be better used.</p>		
93		The data doesn't support keeping the ball field in the park. There is no improvement in pedestrian or bike crossing at Shirlington road or 4mr drive. idiotic layout of the park in general. why isn't there an expansion of the dog park? why is there still parking in the park?	These comments have been forwarded to the Department of Parks and Recreation for consideration as part of the Park Master Plan review process.	
94		More discussion and future renderings about dog park, and parking access for dog park users	This comment has been forwarded to the Department of Parks and Recreation for consideration as part of the Park Master Plan review process.	
95		Removal of a few trees to add additional parking.	Staff endeavors to balance parking and trees – in this plan we are trying to maximize both – because there are many competing policy goals to be met.	None.
		Question: What items are missing within the plan? Note that staff is continuing to work on the Design Guidelines chapter to better address how guidance for future reuse of buildings within the area, consistent with the industrial vision, should be articulated		
96		1) I think the Weenie Beanie site should be included as part of the discussion. I know it is a treasured	As a clarification, the Weenie Beanie is located within the park planning area.	None.

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		<p>neighborhood icon; however, it's corner location and parking would provide:</p> <ul style="list-style-type: none"> a) a much better entry to the park; b) the opportunity to widen and improve the sidewalk/bike trail/bridge interactions; c) increase parking for the park; and d) food services for the park users and area businesses. <p>The building could be designated an historic site and perhaps a cooperative arrangement could be arranged where the County acquires the land while still allowing the restaurant to operate. This would be a win-win for everyone.</p> <p>2) Consider a public/private partnership to add in the short to medium term an expanded footprint and second floor to 3700 Four Mile Run solely for arts/cultural uses. The 150-seat black box theatre at Gunston, and possibly the costume and scene shops, should be moved to 3700, which would consolidate County arts/cultural uses in the A&ID and allow APS to restore these spaces for public education uses.</p> <p>3) In addition, in the short term the former police warehouse buildings should be brought up to code by the County, and then leased to an arts nonprofit who can build-out studio and workshop spaces, as was done when the Columbia Pike Artist Studios were built out in the late 1980s. Arlington Arts Center then acted as a fiscal agent so artists could obtain grants to build out their studio</p>	<p>See Comment # 41 regarding the warehouse parcel.</p> <p>Transportation needs for the area can be monitored over time as the area evolves and changes to transit services can be adjusted based on emerging needs.</p> <p>No decisions have been made regarding the details of the Jennie Dean Park design and/or how to implement wayfinding and other design elements.</p>	

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		<p>spaces. The County doesn't have to do it all. Artists and arts organizations are resourceful and creative. They just need space.</p> <p>4) Since a Metro station is not in this neighborhood the County should work with business owners and art/cultural organizations to provide a bus shuttle service, similar to what the Kennedy Center does at Foggy Bottom, to make it easier for people to come to the area without a car, especially for performances.</p> <p>5) Walter Hood, the landscape architect and planner designing the Nauck Town Square, sculpture and way-finding signage system should be asked to design the public art and historic markers for the 4MRV Park in order to continue and reinforce the linkage between Nauck and Shirlington. Mr. Hood has built a strong partnership with the Nauck community and this should be allowed to continue.</p>		
97		Open, unprogrammed green space at front of Jennie Dean Park/Four Mile Run Drive Design elements more relevant to industrial character	This comment has been forwarded to the Department of Parks and Recreation for consideration as part of the Park Master Plan review process.	
98		Putting the giant utility poles and wires underground	See comment #86.	None.
99		The County might incentivize Vulcan cement plant with improvements such as painting its structure a brick color (it is currently a faded, peeling, rusting yellow). They might also incentivize Vulcan to move its truck entrance from Shirlington Rd. to the service road that the ART buses and storage facility use.	<p>Currently, the County does not have an incentive program.</p> <p>The suggested rear access to the Vulcan site would be contingent upon an agreement between private property owners granting access across the storage facility site. The County would not be a party to such an agreement.</p>	None.

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100		An overpass for the W&OD over Walter Reed Dr should be included in the plan. An underpass is included for the 4 Mile Run trail, but the W&OD is wider and more heavily traveled. The current Walter Reed intersection is dangerous with turning traffic from Four Mile Run Dr not having good sight lines for cyclists and pedestrians crossing. An overpass could fit easily in the land area without being intrusive to views.	This is a long-term concept that will need additional study, engineering and funding to see if it is feasible.	None.
101		I would like to see areas to park/lock up bikes within the park. Not sure if it's already part of the plan but not reflected in the draft, I think it would also be nice to have some benches along the paths within the park (in the shade preferably).	This comment has been forwarded to the Department of Parks and Recreation for consideration as part of the Park Master Plan review process.	
102		Further discussion of each of the land uses proposed in the concept plan. Perhaps a discussion of all uses that would be allowed per zoning.	The Plan primarily proposes to retain existing uses (including industrial uses) throughout the study area and no changes to the underlying zoning are proposed. In limited cases, in areas directly adjacent to the Nauck Revitalization District, mixed use development will be allowed, consistent with the vision for that Plan. That mixed-use development could be residential, commercial or industrial. Within Subarea B, incentives will be evaluated. As part of a follow-on planning process, for promoting a mix of industrial, arts, and other uses.	None.
103		Consider separate sidewalk for cyclists/pedestrians. The shared use path is not wide enough for two directional traffic of both pedestrians and cyclists.	Staff will review to see if a sidewalk can be added or if the shared use path can be wider.	None.
104		Consideration of through traffic is missing. We are far from a car free community - witness the planned parking spaces. Please manage to keep two lanes both directions for through traffic. In the way that	Through traffic was considered in planning for this area. Existing and potential future traffic modeling is part of the background analysis.	None.

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		Military Road has four travel lanes, 4MRD should have them too. I would note that the night time parking lane now in effect on 4MRD is extremely dangerous. The lane is not lighted and the traffic lights are confusing - it is not clear that the right lane is closed.		
105		There is no improvement in pedestrian or bike crossing at Shirlington road or 4mr drive. idiotic layout of the park in general. why isn't there an expansion of the dog park? why is there still parking in the park?	See Comment #6. Some park amenities require parking, per the Zoning Ordinance. The parking requirements will be met with both off-street (within the park) and on-street parking resources.	None.
106		More discussion and future renderings about dog park, and parking access for dog park users	This comment has been forwarded to the Department of Parks and Recreation for consideration as part of the Park Master Plan review process.	
Question: The Implementation chapter outlines short- and long-term implementation measures to be undertaken over time to achieve the Area Plan vision. Do you have any questions or comments about the recommended actions or the timing that is indicated?				
107		Change the order of implementation so that the first study is A&ID planning not zoning or parking. Until this study is completed and recommendations are approved the Four Mile Valley plans remain in limbo. This is the one recommendation that creates a unique destination for the Valley and helps restore Arlington County as an artists-friendly and culturally supportive community. The committee should include members of the arts commission, artists, individuals knowledgeable about art districts, area business owners, and neighborhood civic associations. The lead division should be Cultural Affairs, AED. I personally would love to serve on this committee. I also feel the County Board not the County Manager should appoint this A&ID planning committee. 2) On 5.10 B5 a) and b) Guidance for	Please see comments #15, 41 and 43.	None.

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		County-Owned Properties within Subarea B is not consistent with the proposed A&ID. In addition, continuing to meet performance, studio and other arts needs in the County should not be a short-to-medium-term goal. This should be a long-term goal and a responsibility of our County long into the future.		
108		Putting the giant utility poles and wires underground	See comment #86.	None.
109		A new, wider Four Mile Run bike path is needed apart from the sidewalk that goes over the Shirlington Rd. Bridge, within next two years, not some yet-to-be-determined date 8+ years from now. The current facility must accommodate walkers and cyclists and is all dangerously close to the vehicle traffic. How does the County intend to implement and encourage an industrial and arts theme?	The Four Mile Run Trail is generally 8 to 10 feet wide – there are some pinch points (closer to Shirlington Road) – that staff have planned to address in the future.	None.
110		I strongly support the plans to create trail underpasses beneath Shirlington Rd and Walter Reed. I strongly support plans to improve the at-grade intersection of Four Mile Run Drive and Shirlington Rd. I do not think the introduction of more parking (particularly the on street parking) should be a priority in the county. We need to be taking steps to incentivize sustainable travel and not subsidize private motor vehicles.	See comment #6	None.
111		<p>We don't have money for the vanity projects like the shirlington park project for overlooks etc. Use those dollars to purchase net new parkland.</p> <p>Not clear about transition plan from current to future dog park, apart from the preventative measures to</p>	These comments have been forwarded to the Department of Parks and Recreation for consideration as part of the Park Master Plan review process.	

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		help environmental impact and cure abuse of parking.		
	Comments from the Online Parks Master Plan Survey			
112		It would be nice to have the intersection of Walter Reed and Arlington Mill as a more pedestrian friendly and aesthetically pleasing intersection. Overall, pedestrian pathways are limited in this area and are very important!	There is a current project to address this intersection and to make it more pedestrian and bike friendly – this project should be complete by 2020.	None.
113		I know the Nauck town square is separate but what to do with the Green Valley Pharmacy now that it is vacant.	Staff from CPHD and AED have been working with the owners of the Green Valley Pharmacy as they evaluate the future of this business/property. They have indicated that they do plan reuse the space as a TBD retail establishment and are currently making some minor aesthetic improvements/upgrades	None.
114		The Park Master Plan and the Area Master Plan describe the redesign of Four Mile Run Drive, which will reduce the current two travel lanes in each direction to only one travel lane and will replace the current approximately 20 parallel parking spaces on the south side of the street between S. Nelson Street and Shirlington Road with 32 back-end angled parking spaces. With no other actual plans to add additional parking in the area, there will be a net loss of over 30 spaces. County staff claims this will meet zoning requirements but if you have ever driven around looking for a space in the area you know this will only make a bad situation even worse especially as demand will only increase.	Noted – staff believes this will be adequate.	None.

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115		Eliminating the majority of parking and making an already busy road even narrower are both short-sighted and verging on irresponsible.	Noted.	None.
116		I know this isn't part of the area being looked at in the Plan, but please fix the 4MR and Walter Reed intersection! It is horribly dangerous for all users, esp. pedestrians and cyclists. Why aren't there left-hand turn signals? And no turn on red signs.	There is a current project for this intersection that will address pedestrian and bike issues that should be complete by 2020.	None.
117		More commercial and residential zoning that draws people to the area to create more revenue for the county.	Residential development is not allowed in industrial zoning districts, however staff will explore potential changes to the Zoning Ordinance to incentivize a broader range of industrial and commercial uses, consistent with the vision. Also, see Comment #102.	None.
118		Putting the giant utility poles and wires underground.	See comment #86.	
119		Maintain or make parking more accessible	Noted.	None.
120		Improving parking for the park users was attempted but never successfully addressed. While the County is loath to construct parking, it owns land adjacent to the police warehouses and behind Signature that could be used for additional parking for the park and the Arts & Industry district. Ideally the County should explore how trucks could be accommodated off-street behind existing buildings rather on Four Mile Run Dr.	Noted.	None.
121		Information on parking signage has been collected and communicated already, it is not clear why an additional study is needed. Design Guidelines Chapter for the Area Plan will there be an opportunity to comment on this Chapter once available? Except for Allie Freed Park, not much is said about the other	See Comment #74.	None.

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		side of Walter Reed Drive. Information on what will occur in Subarea C, where the County recently purchased property.		
122		What are the first parking/street changes on Four Mile Run Drive and when will they occur? For how long will the parking/street changes be tested? Will there be an opportunity for input to the changes before they become permanent?	The transportation improvements will happen when the park is expanded and these new treatments will be tested for 12 months.	None.
	Open House on Park Master Plan 9.5.18			
123		<p>There are major concerns with proposed configuration of S. Four Mile Run Drive as shown in the Four Mile Run Valley Policy Framework. S. Four Mile Run Drive is heavily used, particularly by a large number of trucks that have a limited stopping area. By having only one lane of through traffic where angled parking is located will make it be very difficult and dangerous to stop quickly when an empty angled parking spot is viewed and have following traffic stop in time to allow backing up into the space. Having S. Four Mile Run Drive reduced to just one through lane in each direction would also be dangerous because of the heavy amount of traffic particularly during peak times.</p> <p>I would propose for the reconfiguration to have two lanes of traffic in the direction and where angled parking is utilized, have the one traffic lane in the opposite direction and not have a center turn lane. As there are no streets to turn left off of S. Four Mile</p>	Noted. Specific design details will be addressed in a design phase prior to implementation.	None.

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		<p>Run Drive while heading northbound from Shirlington Road until you get to S. Nelson Street, a center turn lane is not needed anyway. Plus, by making S. Nelson Street one-way going east (toward S. Four Mile Run Drive) and making S. Oakland Street one-way going west, no left turn area would be needed until S. Oakland Street where there it can be drawn by shifting through traffic to the curb lane. It should be noted that center turn lanes by Virginia code may only be used for making left turns and not be used as a through or passing lane. It should also be noted that forcing S. Four Mile Run Drive traffic onto only one lane in each direction would make it very difficult if not impossible to turn into S. Four Mile Run Drive from a side street as there would be little if no breaks in traffic during peak times.</p> <p>Even with the angled parking on S. Four Mile Run Drive there still will be a net loss of 30 parking spaces in the immediate area. As the demand for parking from dog park visitors and business patrons will only increase, this loss and no immediate plans for more parking is unacceptable. Thank you.</p>		
124		Major focus: pedestrian crosswalk across Shirlington Road is terrible and dangerous, consider including improvements in park access here and both W&OD/4MR trails.	See Comment #6.	None.
125		<p>Where are the new parking garages to accommodate cars?</p> <ul style="list-style-type: none"> • Dog Park • AFAC • Sports Fields 	At the February 20, 2018 County Board work session, guidance was provided from County Board that no additional parking structures be constructed within the study area. The County Board adopted 4MRV Policy Framework in May 2018, which does not	None.

	Date/ Meeting	Comment / Question	Staff Response	Proposed Action on Draft Area Plan
		<ul style="list-style-type: none"> • Brewery • Playground • Employees • New Entities 	include a parking garage to accommodate more parking either within the Park Master Plan area or the Area Plan area. The County Board adopted Policy Framework does not recommend replacing park and associated open spaces with surface parking spaces, as long as applicable parking requirements per the Arlington County Zoning Ordinance (ACZO) are met.	
126		Reducing 4 lanes of S. Four Mile Run Drive to 2 lanes? Road expansion is all around this densely populated County. Reducing an artery to 395 from 4 lanes to 2 lanes is foolish.	Noted.	None.
127		<ol style="list-style-type: none"> 1. Transportation – concern about single lanes, planters/trees (who takes care of them?) 2. Invasive removal along the trail connecting from Jennie Dean Park to the Shirlington Dog Park – can that happen now as part of the Jennie Dean Park project? 	<p>Planters/trees will be maintained by the maintenance teams for either DES and DPR depending on where they are located in the area.</p> <p>Invasive species removal will be part of the routine and proposed maintenance envisioned for all of the parks within the PMP study area. This will happen during Phase 1 of Jennie Dean Park, but also as part of the routine maintenance procedures for Shirlington Park and the Dog Park.</p>	None.