

Cherrydale-Maywood (Land Use):

2050

Desired Housing Types:

- An article in the 2/2/20 Post talks about why single-family homes are not a good idea. So, my only question is that if this is the case, why limit where the "middle housing" (duplexes, triplexes, etc.) options can be built to the "blue zone". Shouldn't this option be OK anywhere in the study zone?
- townhomes, transitioning to quads and triplexes throughout both the new housing area as well as the other areas currently unplanned
- Do not support changing my single-family housing neighborhood into an area with duplexes, tri-plexes. What was the criteria to include some streets and not others
- Fully agree with adding high-density houses. The hashed area appears to exclude the historic district, which makes sense on the face of it, but within the historic district are many non-historic homes. Similar to the other comments, it would be better to have a broader area (county-wide?) where higher density is allowed/encouraged within single family neighborhoods, but with respect for the local character. e.g., within the historic district it should be OK to remove a 1980s house on a large lot and replace it with two homes, a duplex, or townhomes that fit the style of 1910s/1920s Maywood homes that surround it.
- Missing middle and apartments
- All along Lee Highway the need for accessibility must be considered. If you want older folks to walk and bike you need to make it walker and wheel chair friendly. New units should be built with universal design to accommodate the elderly and those with physical challenges.
- More flexibility should be allowed, but it should be a county-wide policy, not just in the blue-hatched area. Wherever it occurs, there should be some community input (which probably reduces the likelihood that any given project will go forward). More multi-story buildings on Lee Highway with shops at ground levels and apartments or condos above seems like the most feasible approach to increase missing middle in Cherrydale-Maywood
- This is an established residential area with a great deal of character. One of the reasons we bought here was because of the nature of the neighborhood. I totally disagree that these various forms of housing should be allowed in the blue areas. Why choose these parameters and have our beautiful neighborhood become a mismatch of homes. This is not the way to improve Arlington and the Lee Highway Corridor.
- Apartments in mixed use projects
- Use TDR in general study area to enable increased density in commercial areas
- Affordable units (apartments and duplexes)
- Diverse housing types by block including small s-family

Desired businesses, service and employment opportunities:

- The main issue with the commercial zone along Lee Highway today is that it does not have much "glue". By and large the use case is to drive, park at one business, and then leave. Adding more small businesses, shops, bars, and restaurants, plus some ped/bike improvements would make this a destination where people could park once (or cycle/bus here) and want to walk around to visit multiple
- Would love to see more restaurants, wine bars, gourmet food shops, coffee shops, and pet boutiques (not selling animals, but pet supplies) within walking distance. Currently, have to drive into Clarendon for these types of businesses.
- Beer gardens (not breweries)
- Bookstores
- Banks
- Gyms
- Preserve Mom and Pops

Areas that will include a mix of amenities, uses, services and businesses clustered:

- Lots of opportunities to add shops and services in Cherrydale if the population density could support it.

PRIORITY ACTIONS

Land Use:

- Identify and preserve locations for schools to accommodate the children that will be added to the neighborhood in all of the proposed multi-family housing.

Economic Vitality:

- Consider multi-use, higher density buildings along Lee Highway. Reconsider the building height codes to allow for 5 story tall buildings along this route to support walk-to businesses.

Housing:

- Financial assistance to County employees
- Incentivize production of affordable units in exchange for density

Other Comments

- Do not forget the plumbing and sewer system when growing this community.
- Limit dwelling unit size
- Use TDR in general study area to enable increased density in commercial areas
- Use 4.1 process only for higher-density
- Increased density is necessary but not efficient
- Facilitate access to Lee Highway
- It looks like every Arlington neighborhood along Lee Highway that will be affected by the proposed redevelopment wants the perfect mix of small businesses that they can walk to - fun and friendly restaurants, cafes, places to meet neighbors, no chains or big box stores, don't drive out the mom and pop stores, etc. I have a difficult time believing that this is even possible, let alone probable, along all of these several miles of Lee Highway. How will this actually happen/be encouraged?
- I know it is being excluded from this plan, but adding density and making Cherrydale more walk-able as part of this process would be ideal.
- The Safeway parking lot is highly underutilized - could be better used for public parking, (park and ride or people visiting local shops)
- Referring to the houses on 21st avenue N - This map allows for over twenty Maywood historic properties to change over to multi-unit zoning. The potential loss of these historically preserved properties in order to create an idealized one-house wide buffer zone of multi-use homes against our huge commercial strip will forever change the fabric of our small community and be a huge loss for Arlington. These are not homes that would naturally be easily sub-dividable (small, old) and thus would be torn down and built out to the maximum lot size in an area prone to flooding. (The creek is buried beneath Oakland St.) Some of these properties edge up against the Safeway 'block' that has already experienced an enormous apartment re-build (by-right) that saw a small apartment building, and two gorgeous historic, but 'not designated' homes torn down. Consider this: Those two torn-down historic homes were the original 'buffer' when the historic boundaries were first established. This recent apartment re-build has successfully increased density (and increased wheelchair accessibility, and home options), and by all accounts, the Safeway and its parking lot are next. With all the density created by these two huge properties, without benefit of any buffer now, the net population gain in changing the zoning for this row of homes seems small. The loss of twenty plus homes would be a huge slap in the face to the remaining homeowners here who have worked diligently with the County and the Historic Board to maintain, uphold and preserve these properties to extremely high standards and at great personal expense.
- Don't support denser housing in single-family-more appropriate along Lee Highway and major intersections
- Referring to the Cherrydale Revitalization area - Width of commercially zoned land is limiting. Expand commercial zoning?
- Scattered small multi-family are grandfathered in – could not be developed under current code
- Encourage auto dealers to build above if they can't get bought out
- Encourage flex office uses with residential above in hatched blue areas
- Consider moving Cherrydale Library to Lee Hwy.?

Cherrydale-Maywood (Public Spaces, Transportation and Urban Design):

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Pleasant, safe and convenient to walk to:

- Parks in neighborhoods, especially across Lee Highway
- East-West to Lyon Village and Lee Heights

Pleasant, safe and convenient to bike to:

- We need a safe connection from the W&OD trail and from the metro (Clarendon / VA Sq) most importantly to make biking to Cherrydale a viable way of using these businesses by bike.
- Lee Heights (Old Dominion)

Transit will come conveniently from:

- DC (1 bus now), Tysons, Rosslyn, Crystal City and South County (for service workers)

Neighbors will gather and interact in places like:

- With lower speeds and a friendlier streetscape along Lee Highway, the Cherrydale businesses could be an ideal space for people to sit outside at bars, cafes, and restaurants.
- Coffee shops, wine bars, and outdoor restaurant seating
- New public facilities on Lee Highway (libraries and community centers)
- Plaza at Safeway
- Italian Store (redevelopment)
- New pocket parks

PRIORITY ACTIONS

Walkability:

- Continuous sidewalks on both sides of the street throughout Maywood
- Enhancing safety of crosswalks
- Safe, walking access to the Middle school from the large population of students South of Lee Highway is paramount
- Better sidewalks on Lee Highway
- Lower speed limit to 25 mph for safety and to be consistent with Vision Zero
- Use color to make road more multi-modal
- Remove signal buttons for pedestrians

Bicycle Connections:

- Protected bike lanes so it's safer for people of all ages and abilities
- Widen sidewalks for bikes and scooters on local streets
- Penalize bad scooter parking
- Install E-bike lockers at transit stops
- Improve bike path lighting
- Dedicate spare 3rd lane on Lee Hwy. going east towards Rosslyn to transit

Transit Service:

- More frequent bus routes, ideally with dedicated lanes near Rosslyn where traffic backs up. If the bus was frequent and faster than driving, we could start to get people who live along Lee Highway and work in Rosslyn or DC to take the bus rather than drive.
- Signal prioritization for buses
- Change bus size by time of day

Other Comments:

- I drive, bike, and walk. That said, Lee Hwy is a major commuter route. It is troubling to hear comments suggesting that cars should be displaced from Lee Hwy. If that is the result, where do planners think the cars are going to go? The statement was made by a presenter that the desired outcome was to make it possible for all people "despite age or health" to bike/walk wherever they needed to go. That goal is unrealistic. Age, health,

children, time constraints are some of the reasons that people have and use cars. I have no desire to force people to use a car. Likewise, no one should force me to ride a bike. Likewise, statements to remove neighborhood street parking is without merit. People do not have cars to have them sit in their driveways (if they have them). There has got to be parking at point A and point B. Drivers are the ones who pay gas taxes (in addition to property taxes pd by all) for the roads that now supporters of other modes want to deny car owners access. What should change is the ability of some neighborhoods to exclude short-term parkers. Parking is a shared community asset. Likewise, I object to recommendations of some to narrow streets so that they are one-way. Setting cars aside, public streets need to accommodate school buses, emergency vehicles, moving vans, trucks delivering goods to stores, etc. Businesses have failed in Cherrydale because of inadequate parking. The goal of the Lee Hwy project should be to find ways to accommodate all modes of transport.

- Could we please address the rusting steel sound barrier between Maywood and Lee Highway? It's an eye sore as well as a safety hazard
- Referring to Cherrydale Park – connect park to Lee Highway as a “T” or bring park out and develop 2 parcels
- Long N-S blocks - The block surrounded by Lee Hwy., 18th St. N, N Nelson St. and N Oakland St., for example, make it hard to walk around the block
- Median between Monroe and Kenmore Streets is valuable – should retain and enhance. Expand to the east?
- I-66 is a big barrier – it disconnects Lyon Village from Thrifton Hill Park - Add sound barrier here to I-66 (even a "roof" over the highway near the bridge like is often done in European cities to fight noise) would improve the character of the adjacent neighborhoods
- Maywood is cut off from Cherrydale by Lee Highway – few pedestrian crossings
- Intersection of Spout Run and Lee Hwy.- The danger of this intersection for pedestrians and cyclists is a natural barrier to having more connection and use in this area. I would rarely walk from one shopping area to the other and could not convince my family to walk with me - we would drive because it's so scary.
- Having a connection to Clarendon that did not require riding or walking down and up a big hill to the valley that Kirkwood Road runs in would be a great addition for non-motorized transportation.
- Lincoln Street sees lots of car traffic and lots of speeding from people cutting through the neighborhood. Rather than speed bumps that people in their SUVs ignore, a street design that encouraged slow speeds (e.g., lots of "one car at a time" elements where the street effectively narrows) and made it a good bicycle connection would be an improvement.
- County control of Lee Highway
- Plant trees in I-66 R.O.W. and outside retaining walls
- Construction quality is an issue on public infrastructure projects (stormwater)
- Allow changes for all modes of transportation (E-bikes and scooters can cover last mile)
- Consider emergency requirements
- Add more sustainable planting on Lee Hwy.
- Redesign local streets – convert on-street parking to permeable surfaces or eliminate some parking (some disagreement)
- Improve light motion detectors behind Lyon Village shopping center
- Add a gathering space at Lyon Village shopping center and Walgreens sites
- Lee Hwy. under I-66 is a dangerous corner
- Improve crossing at Kenmore and Lee Hwy.
- Add mini parks between Quincy and I-66 south of Lee Hwy.
- Add bike/pedestrian bridge over I-66 connecting Lyon Village and Cherrydale
- All future development should be required to have parking in the back
- Add a community garden adjacent to Georgetown gourmet market
- Add a plaza at Safeway

Cherrydale-Maywood (Neighborhood Identity and Building Form):

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Most distinctive things about neighborhood:

- Architecture/built form
- Sears homes, etc.
- Cohesive social fabric facilitated by semi-public spaces (i.e. porches)
- Great main street feel
- Walkability, character, diversity
- Businesses along Lee Highway are small, locally owned and serve the needs of the surrounding community and support other local and regional businesses for supplies and services. Building designs are compatible with historic homes and buildings in the neighborhood incorporate biophilic designs, and adhere to highest standards for energy efficiency and sustainability, including installing solar panels and storage for resiliency.
- Cherrydale "main street"

Learn or experience following things:

- A great walkable area, with a good mix of housing, and high-quality retail
- Residential and main street environment
- The feel of an early 20th century neighborhood community that still retains many of the original (although not rapidly disappearing) single-family homes, with tree lined streets and a vibrant commercial/mixed-used sector along Lee Highway with various choices for shopping, food, and entertainment.
- Streetcar suburb
- Historic district
- Strong neighborhood center (redeveloped Safeway property, Toyota and Honda dealer sites)
- Maywood historic district-feel and style

Learn or experience in the following ways:

- A close-knit but diverse community that offers a range of activities for learning and socializing while connected through robust multi-modal transportation system to the rest of Arlington and the DC metro area

PRIORITY ACTIONS

- Prohibit SNOOT houses
- Require semi-public spaces (i.e. porches) in residential buildings
- Allow semi-public spaces (i.e. porches) to come closer to property line (15' or less)
- Create streetscapes that facilitate social interaction
- Underground utilities to help with tree canopy
- Preserve remaining historic single-family homes, commit to net-zero development strategy, expand tree canopy coverage, and emphasize native plants in landscape design. Develop a countywide transportation plan that will make it easy for residents to easily access other parts of Arlington and the broader DC areas and make Cherrydale businesses and community assets accessible to others while reducing the overall traffic in and through the neighborhood.

Building height and mass transitions

Image 1

- Likes:
 - Variety of heights. Greenspace, crosswalk and trees
- Dislikes:
 - Lots of brick walls. The modern interpretation of the "Arlington box" brick home (i.e., the building at rear) is pretty depressing.
 - The difference in the heights of the buildings are extreme. Prefer more gradual increase.
 - Lots of shade

- No semi-public spaces (i.e. porches)

Image 2

- Likes:
 - Good example of transition
 - Building style
 - Scale of step-down
 - Right on the park
 - A great example of higher density housing that still has a lot of the benefits of single family
- Dislike:
 - Too multi-family building form
 - Walls create a big barrier
 - Disconnect between architectural styles

Image 3

- Likes:
 - Would be great along the main thoroughfares to support the density required for walk-ability in our neighborhood. Again, would only add this level of building height along the main thoroughfares.
 - All of the new mixed-use and Cherrydale Revitalization Plan Area should be at least this dense. Including areas where they have significantly more height and density.
 - Bike posts/lockers
 - No power lines
 - No curb cuts
- Dislike:
 - Inaccessibility (stairs), cold exterior
 - Has no character
 - Street not activated enough
 - Colors foreboding
 - No bottom/middle/top
 - Steps – lack of accessibility
 - No communal feel

Ground floor uses

Image 1

- Likes:
 - Places for people to be outside and see neighbors on the street. Adds energy. Funky and unique buildings that look like they were designed by people with hearts, not a soulless corporate machine
 - Like local businesses
 - Outdoor seating is a great way for neighbors to connect!
 - Like the outdoor seating, encouraging to stay and gather w/ the community – active sidewalk
 - Eclectic, funky, inviting
 - Old buildings
 - Semi-public spaces
- Dislikes:
 - n/a

Image 2

- Likes:
 - Seasonal decor, lighting, flags on lighting
 - Activated ground floor
- Dislike:
 - Has no character

- not fond of "big-box" chains
- cookie-cutter, generic
- doesn't look lived in
- narrow sidewalks

Image 3

- Likes:
 - Historical photos of Arlington help build a sense of community
 - Traditional architecture of main building
- Dislike:
 - Has no character
 - Not activated – doesn't engage with street
 - Can't see in store
 - Chain store
 - Too big – better to have multiple small stores

Other Comments

- North side of Lee Hwy. can accommodate more height