

John M. Langston, Yorktown, Tara Leeway Heights, Leeway Overlee (Land Use):

2050

Desired Housing Types:

- Disincentivize teardowns
- Multiple units (duplex) with limits on unit size
- Respect historic housing in neighborhood
- Affordable-choice-variety
- Transitions from Lee Highway – commercially feasible
- Mid-rise not high-rise
- Alternatives in single family areas
- Senior living/junior living
- Townhomes, apartments, and duplexes, especially in areas closer to existing transit stations
- Small, affordable, energy-efficient. No more ridiculous monstrosities that take up an entire plot
- Increase multi-family housing at the high density nodes, while keeping lower density interspersed in the neighborhoods. However, in those neighborhoods, open up zoning to duplex, triplex and other housing types that will create homes that families can better afford, but keep neighborhood character--the current zoning only creates incentives for tear-downs and McMansions.
- Apartments and condos
- Desired housing would retain trees and green space in neighborhoods adjacent to Lee Highway, and housing types would be similar to existing housing. The new housing proposed between Kensington and Lexington would replace a successful commercial strip and a tree-lined block of single-family homes, which are a mix of more affordable, small older homes, older renovated homes, and relatively new re-builds. Single family homes on one side of the street would face a new housing complex. This would fundamentally change the character of this block, decreasing light, green space, and trees and substantially increasing car traffic on these small streets. The proposal for this block is inconsistent with the goal of promoting placemaking by using context-sensitive buildings that engage with streets and transition in scale, height, and character appropriately to adjacent neighborhoods. In addition, designating the north side of the 5600 block of Lee Highway for new housing seems unnecessary, as there is already a townhouse development in that block. Allowing for more mixed use along the nodes (Lee-Harrison, Lee-George Mason), while tapering down towards EFC would increase our housing options while maintaining trees and green spaces where they currently exist and transitioning appropriately to adjacent neighborhoods.
- Single family homes that are incentivized for renovation and not rebuild. If rebuild is to be authorized on a currently single home lot, they it should be no more than two stories and two families per structure. Should also minimize how much green space is eliminated.
- Low-density residential to preserve the character of the neighborhood
- Limit square footage of single family homes for environmental and other reasons. Huge multimillion dollar homes in Halls Hill are not appreciated.

Desired businesses, service and employment opportunities:

- Variety is key
- Support/maintain existing local businesses
- Smaller retail and services, Local businesses. We don't need another "urban" Target.
- More restaurants
- Less gas stations
- Child care
- Activities for kids of all ages

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

- 4 corners of Lee and Harrison – mixed with plazas and commercial use
- George Mason and Lee

- More highly developed nodes with shopping, restaurants, childcare, banking, basic services (dry cleaning, hair salons, etc.) and specialty shops at key intersection areas--Lee-Harrison, Lee and George Mason, Lee-Glebe to Lee Heights area and, of course all the way through to Cherrydale and Rosslyn with density increasing as you approach Rosslyn and metro.
- There is a skinny house on Cameron that built too close to the street and has 6 regular cars parking along the street. Owners are probably renting to a variety of people who drive taxi, lyft, and other kinds of cars. Blight.

PRIORITY ACTIONS

Land Use:

- re-examine lot coverage
- reduce gas stations and banks
- develop 4 corners
- Preserve green space and parks for youth and adults alike
- Prioritize mixed-use development instead of townhouse development along Lee Highway, to preserve a strong commercial core
- Reasonably sized row houses similar to what is in the neighborhood by Glebe and Lee Highway by the Pie Shop could make better use of property than McMansions
- Upzone as needed in the nodes; make many of the single family home areas open to duplex, triplex, etc. housing. Improve walkability along the corridor as well as transit.
- Need park space somewhere between EFC and Lee Center

Economic Vitality:

- fix the “ugliness” façade improvements
- program to assist small businesses
- Affordable for local businesses to stay
- Would love to see the strip malls and run down businesses between George Mason and Glebe replaced with more attractive storefronts, easier to access, fewer chains, and better quality businesses.

Housing:

- explore historic district (State not Local) – financial incentive for preservation
- zoning single family residential area
- Providing more housing types to support the inevitable growth in our County and increase diversity along Lee Highway. Create more multi-family in areas (the nodes) that lend themselves to greater density and open the door to missing middle housing types in the single family home neighborhoods.

Other Comments

- We must not take choose one person's house over another's. So efforts to tear down or drastically change old neighborhoods to build new neighborhoods would not be an acceptable early action.
- desire for preservation of historic housing on N. Madison and N. McKinley Streets off Lee Highway
- I generally agree with the caveat of more flexible zoning near the Lee-Harrison node to allow but not force introduction of duplex or townhouses to allow for slightly increased density near the transportation node. The idea that adding condos, etc to gain density will magically make them affordable housing for missing middle is a fallacy though.
- Focus for density and taller buildings should be focused on the nodes of Lee Highway which in this area would be the locations directly at the Lee-Harrison intersection. The original vision for this Lee Highway planning project was on the nodes and the node focus should be retained. It appears the vision has broadened by suggestion of new housing or new mixed-use replacing successful small business centers and even blocks of single family homes in the Leeway-Overlee neighborhood. The character of the long established neighborhood is one of a front-porch neighborhood, where neighbors sit on their front porches and greet their neighbors and passerbys while their children are playing basketball or biking in the street. Outside of the node area at the

corner of Lee-Harrison, there is not depth and space to taper down building heights which is identified in the "Neighborhood Identity & Building Form" information from the county. Specifically, the Urban Design & Building Form Aspirational Goal is to "Promote a walkable environment with context sensitive buildings that engage with streets and transition in scale." However, the maps show areas including the 25th Street block between Lexington and Kensington which could be new housing or mixed-use and those changes would not align with the aspirational goal stated above. However, the Lee-Harrison intersection areas could achieve those goals and a better use of that space could be a consideration. The 2019 online feedback also shows that residents really like the small businesses along Lee Highway and the mom and pop owned small businesses in the Leeway-Overlee neighborhood thrive and are a part of the neighborhood. This process should emphasize the importance of truly mom and pop shops and seek ways to retain these unique shops. Has the County laid out what the next steps will be for this process and the full timeline for each decision point? When talking with neighbors, it does not appear that most people even realize this process is underway or the goals and timeline for the project. The county should look for ways to publicize this effort more broadly and loudly. Having an open comment period is a good first step but the info on the website isn't specific enough to truly understand what happens next and when.

- Limited parking is an issue and must be addressed before increasing the number/size of businesses or housing.
- Better public transportation.
- Traffic on Lee Hwy can't handle more housing
- top left map:
 - question "why new housing where viable businesses exist" referring to District Taco site
 - Langston CC Needs more parking
 - Garden City needs more parking (several disagree).
 - I would fully support changes to the zoning code that would allow for increased height of this development (Garden City) in exchange for underground parking that would allow for more pedestrian-friendly access. Would also be interested to see zoning that might allow for mixed residential-commercial zoning at this site (shops on bottom, residences on top).
 - After the recent flooding it seems obvious, but likely outside the scope of this study, that current and future land use must better account for ratio or impermeable vs permeable land to reduce runoff that exceeds infrastructure capacity. The teardowns that leave small land strips appear to have exacerbated the stormwater infrastructure. Any density changes closer to Lee or George Mason, a mistake in my opinion, should also account for the increased runoff in the infrastructure planning.
 - Who would want to live on this corner (SW corner of George Mason and Lee Hwy)? With a giant antenna in the backyard. Why would losing a post office, bank, and daycare be a good thing? To put in houses? It doesn't make sense. I don't think this section of Lee Highway is where anyone would want to live, it's all businesses. And successful business.
 - Rezone Heritage Square business townhouse complex to allow possible alliance with VHC plans in the area for medical office support to the expanded hospital. Buffer and height restrictions are paramount to preserve privacy of nearby single family residences. (5301 to 5319 Lee Highway)
 - Harris Teeter shopping center: needs more parking (several disagree). Also needs more pedestrians friendly access. If walking from the intersection of Lee-Harrison, shops cannot be accessed without walking over curbs or through the parking lot without a crosswalk or other protection which is not stroller, wheelchair, or pedestrian friendly
 - Area businesses need better transit access so you don't need to park there
 - This particular area, on both sides of Lee Highway, contains several gas stations. The close location of these gas stations forces the proprietors to be very competitive in pricing their gasoline. You can drive one or two block and compare the price-per-gallon at several stations and then choose where to fill-up. To me this is a valuable resource that provides very economical services. I would like the gas stations to remain. This area does not seem to be a good location for private residences.
 - Much concern over loosing the Lee Center because of it's services and easily accessible by foot

- lower right map:
 - suggestion for expanding single family areas that allow greater variety of housing types
 - "Duplexes, triplexes and 'cottage housing'"??? Where do you think all the cars are going to go? I don't want to live in Clarendon -- if I did, I'd move there.
 - I totally agree. Lee Highway cannot be widened. Just look at how the "development" around Cherrydale and Lee Highway in East Falls Church have impacted traffic.
 - I'd very much like to see more diversity in the types of homes in the neighborhood and the kinds of families that can afford to live there. I think our neighborhood could absorb substantially more parking (currently, on-street parking is little-used on many streets), but more dense building allowances could also be accompanied by parking-space requirements (possibly as part of a total parking/green-space requirement, with both needs to be balanced).
 - Near High View Park: As a Halls Hill/High View Park resident for over a decade it has been wonderful to see changes in the neighborhood with such great people and history. That said, I have concerns about the multi-use parcel designation that cuts directly into the community affecting several single family homes. In addition I am not a proponent of what appears to be a sensitivity line that appears to look hap-hazardly drawn within feet/inches of other property lines designating the split between multi-use and single family. Given the differences in build codes between the two, I strongly support a larger separation between the two (at minimum a street width). From my experience the board of zoning appeals has been more than deferential to single family home developers even with neighbor concerns as such I am strongly against against such close lines between single family and mixed use. Many of the single family homes in this section of the neighborhood have become rentals putting a strain on community, parking, etc.
 - I am all for adding more density and height to this part of the plan and like how much mixed-use there is throughout. No reason not to limit the triplexes to just the hashed parts, we should allow them in the entire plan area.
 - It's unlikely that any mixed use area would provide for the appropriate transition in scale, height and character appropriate to the adjacent neighborhood as described in the documents the county has provided for this process. Additionally, underground parking would be needed and it doesn't seem like this area has the depth for that either. More info on thinking here needs to be provided.

John M. Langston, Yorktown, Tara Leeway Heights, Leeway Overlee (Public Spaces, Transportation and Urban Design):
2050

Pleasant, safe and convenient to walk to:

- Schools, preschools
- Friends/neighbors
- Parks (something for all ages), libraries, community centers, Overlee Pool
- Shopping centers, stores, restaurants, medical centers
- Transit (metro, etc.)
- Co-working spaces
- Donaldsun Run
- Hospital
- Mom and pop businesses

Pleasant, safe and convenient to bike to:

- all of the above and bike trails
- Lee Heights Center
- Tysons

Transit will come conveniently from:

- Lee Hwy to metro and neighborhoods south of Lee Hwy
- Lee Hwy to Downtown
- Lee Hwy centers to other centers
- North of Lee Hwy to south of Lee Hwy
- Lee Hwy and George Mason to George Mason and Route 7 (Wakefield)
- Hospital to Metro
- Lee Arts Center to Retail
- To and from DC, to and from Tysons, up and down and across Arlington.
- Need access to the Lee-Harrison center from up and down Lee Highway, from the metros, and some service to the denser neighborhoods nearby. Given the limited parking at Lee-Harrison, if I live in Cherrydale and want to go shop and eat at Lee Harrison, the bus should feel like the faster and easier option than driving.

Neighbors will gather and interact in places like:

- Lee Center
- Westover Business Center
- Fields, playgrounds and parks
- New retail, restaurants and coffee shops
- Libraries
- Benches on Lee Hwy
- Greenways
- Outdoor and semi-public spaces
- On neighborhood streets (front yards, kids on streets, block parties)
- The Leeway-Overlee is a neighborhood where people currently and will continue to interact organically, it is a front porch neighborhood where you know your neighbors, walk with them to school, play basketball in the street with them, have block parties both planned and impromptu, gather when the weather gets warm and everyone is outside. That is the fabric of the Leeway-Overlee neighborhood. We also gather at parks, at the Lee-Harrison shopping center, at the pool and at the Starbucks. We gather in our homes. All of that will continue.

PRIORITY ACTIONS

Walkability:

- wider/shaded sidewalks without barriers
- more sidewalks where needed

- add trail connections where possible so kids have paths away from streets
- signalize crosswalks on Lee Hwy (drivers don't stop now and little red flags don't help)
- complete 4-way stop lights – as seen in big cities
- county control of Lee Hwy? – so many factors to consider
- better lighting and trees
- arrows for traffic turns at Harrison and Lee
- Median strips for pedestrian stop points and/or beautification/planting for stormwater?
- Policy/By-right development – requiring them to change curb cuts and streetscape
- More benches
- Signage and banners
- More frequent walk signals that are automated/coordinated with red lights and traffic conditions
- Traffic monitoring – speed enforcement and stop signs – using urban design
- Allowing increased density, lowering speed limits, and increasing public transit and bike lanes to reduce the speed and number of cars in the area is the best way to make the area safer for walking
- To encourage pedestrian traffic and safety add a well defined crosswalk at Lee Highway and N. Buchanan St.. A pedestrian crossing signal should be added at this crosswalk and/or the Lee Highway and N. Culpeper St. crosswalk.
- Connecting 23rd St from Quantico to below the Lee Community Center, to reduce the need to walk along Lee Highway
- Pedestrian priority signals at Lee and Harrison. Drivers routinely ignore existing red lights.

Bicycle Connections:

- alternative bike routes - Don't put the bike lanes on Lee Hwy, put them on a parallel road.
- address crossing Lee Hwy – better lighting, blinking signals, traffic lights
- consider John Marshall Drive and N. Quantico as a desired bike connection
- adding a bike lane
- add Capital Bike Share stations
- Businesses providing bike zones and parking areas
- Increasing protected bike lanes (with physical barriers, not just paint), reducing speed limits, and increasing connectivity with existing separated trails like the Custis Trail

Transit Service:

- Add/update bus shelters and benches and increase trash cans
- improve bus service (BRT)
- increase ART service
- increased reliability and better accessibility to larger transit hubs
- bulletin boards
- Better information, communication and wayfinding. I sometimes see bus stops, but I can't easily figure out where they go, when the bus will arrive, if the sign is up to date, how much it costs, if there's a bus back home, what payment forms are accepted, and if the line connects to where I actually want to end up. Service is not frequent enough to risk getting it wrong. Yes, I can google it and prepare a few days in advance, but if you want increased transit ridership you need to accommodate a trip with less research and preparation. I previously lived in Europe and took the bus EVERYWHERE, so I'm not even a new/scared rider.
- Signage in more languages. Spanish speakers sometimes stop me to ask if I can help decipher the signs. Also it's awkward if I have to inform them there's no more busses for the night. There has to be a better way of communicating that before they waste their time.
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Other Comments

- Narrow streets and hills prevent pleasant, safe or convenient walking and biking

- Chestnut Hills Park should have better signage
- A pedestrian signal at Edison and Lee Hwy is needed
- Pedestrian crossing is difficult at 22nd St and Harrison St/Patrick Henry Dr. and at 22nd St and George Mason
- include bus stops on Little Falls Rd. Intersections at Harrison and 26th/27th Streets will be safe. Intersections at HarrisonLee & Lee and at Lee & Lexington will be safe.
- Adding a bike lane to 26th St is dangerous. This is a busy through road that cannot accommodate parked cars, a bike lane and vehicular traffic.
- In this area I just don't find it practical that increased density wont also increase the number of cars and thus trips by conveyance other than personal vehicle or Uber since there isnt a density of employment to make efficient public transport. National Harbor, Ballston, DC (via Rosslyn), Pentagon, and Tysons to name a few mean there is no common flow to public transport scale for efficiency. Lowering speed limits and increasing density will mean MORE traffic will be cutting through our neighborhoods.
- The neighborhood is very walkable right now which is why you will see people walking around all of the time. The problem is that it's not convenient to get around Arlington or to DC from Leeway Overlee without a car. It would take transformational change, much bigger than being contemplated here like adding a metro stop to the Lee-Harrison intersection, to take cars off the road and get around without a car. Recognition of this is an important factor in this broader planning process.
- Lee highway is already very walkable in my opinion. For years I have walked along Lee Highway from Lexington Street east to Cherrydale, and there are sidewalks, traffic lights and crosswalks all the way. The only improvement I could suggest is to widen some of the existing sidewalks so that a double-wide baby carriage or stroller can be pushed in one direction while a pedestrian can walk in the other direction.
- Pedestrian/bike connections & destinations that should be added and/or changed: Parkhurst park, the post office, district taco, Starbucks
- Inconsistent or insufficiently wide sidewalks are a challenge, especially in the halls hill/ high view park section of 22nd St
- Terrible bike parking at hospital.
- High View Park is a great park full of diversity.
- To make Harrison a good bike route, need to add a better crossing at Washington Blvd
- 19th street is a nicer ride than 22d or Patrick Henry. Especially going downhill.
- The hill on Culpepper is not friendly for pedestrians and especially bikes. It's dangerous to go down and takes great effort to get up. Not the safest road for a bike connection.
- The one nice inverted U bike rack in front of Heidelberg makes such a difference. Can we get more of these?
- Langston Brown Needs more parking.
- The steepness of the hill on Lexington St. makes it difficult to walk or ride a bike. There's nothing you can do about it but I can imagine many people who live in this part of the neighborhood do not walk to Lee Highway.
- I would never allow my children to cross the street here to go to the Overlee Pool. The hill also causes speeds that are too great.
- Intersection of Lee Hwy and Lexington: Traffic in both directions can gather in the morning at this light and it can be difficult to get through the light if there's a pedestrian crossing slowly. Traffic goes across Lee Highway in both directions as well as left and right turns from both sides. However, it's the safest way to turn left from either direction which is likely why cars come to this light.
- Too much speeding at Lee Hwy near District Taco-needs police enforcement
- Lexington north of Lee is an important bike route, connecting to Nottingham ES, Tuckahoe ES, and Westmoreland Street
- What is the point of a bike lane on 26th street? That's useless -- there is no problem with traffic and bikes on 26th street. Other comment: A bike lane here is a great idea, and will allow people to get around without needing more parking
- 26th and Harrison needs a light – dangerous intersection

- Chestnut Hill Park and Yorktown HS needs more parking
- Harris Teeter shopping center needs more parking (several disagree)
- I'm curious why intersection of Lee and Harrison isn't labeled a difficult crossing. With the oblique angles and drivers routinely ignoring the no-right-on-red when pedestrians are present, and whipping around corners without stopping, it is far more hazardous than Lee and Lexington. No pedestrian access from sidewalk to Harris Teeter and other shops. Pedestrians must walk through bushes, then dodge cars.
- intersection of Lee and Harrison: When the visioning process began, there was an emphasis on the nodes and this is the node of this broader neighborhood. Attention and focus should be on how best to enhance this area.
- Bicyclists need to stay off Lee Hwy. They don't stop at stop lights, don't yield to pedestrians in the crosswalk, and create dangerous driving conditions. Response: Cars not yielding to crosswalks, not respecting speed limits, and not looking where they're going is creating dangerous driving (and biking) conditions
- Geo Mason and Lee Highway is not a "difficult crossing". I do it every day at rush hour. Wait for the light to change. Cross. Simple. Nothing needs to be done here except to restore Geo Mason to 2 lanes so traffic isn't backed up a half mile waiting to cross. Response: The curb cuts on Lee Highway face INTO the street with no margin of error between the curb and cars, which makes it a hazardous experience for anyone on wheels, even if they are just staying on one side of the street. It would be wonderful to see those be realigned.
- Garden City needs more parking
- I currently live close to one of the areas being considered for redevelopment to offer more opportunities of more affordable housing. I do not support this goal in my area because I feel it does not consider the needs of present residents and puts potential new neighbors at a loss to find appropriately sized schools and adequate parking. I also feel that it does a disservice to the small businesses in my area. I feel that such new development can be more appropriately placed in other nearby areas without failing to meet the needs of all involved. Our schools are just recently finding some relief with the acquisition of new schools, but all the schools are seeing rising attendance every year, so I imagine we will be overcrowded at all levels soon. We still are at the high school level. Although, public transportation is available for such new development, it is insufficient to support a huge increase in growth of housing. Parking is already lacking. I don't believe that it wouldn't get worse. I don't think the current plans consider the needs of the present residents and how a great deal of new growth would hurt resale of homes in traditionally single family dwelling areas. Growth is important and important to embrace and celebrate, but only when all factors and needs of all those involved are considered.

John M. Langston, Yorktown, Tara Leeway Heights, Leeway Overlee (Neighborhood Identity and Building Form):

2050

Most distinctive things about neighborhood:

- That roadway will not be called Lee Hwy
- Embracing history (buildings and stories)
- Mixed ages and places for teens
- Walkable, diverse, human scale
- New materials and technology – Shirlington/Del Ray
- No more commuter corridor
- Age-in place/affordable
- Ped-x boulevard
- Buildings front Lee Hwy and parking is under or at rear
- Street trees/greener/sidewalks
- Variety of s-family in size and architecture/diversity of housing types
- Family focused
- Art-friendly
- Parks and open spaces
- That it's an actual neighborhood and not just full of tall buildings with mix used space that looks like any other part of Arlington or DC that's under redevelopment - no character and all the same businesses.
- Easy access to transit
- Outside of the Lee-Harrison intersection, the fabric of the neighborhood will still be single family sized homes. Perhaps some of the homes will become duplexes or triplexes but their appearance will still reflect the size and height of the homes currently in the neighborhood, a majority of which have been there since the 1930s. The neighborhood will still be one for families where children play basketball in the street and blocks come together for block parties both planned and impromptu.

Learn or experience following things:

- Importance of the arts
- Art that tells stories and history
- Each other/community
- Parks
- Sensible replacement of older s-family
- A place with character, identity and nodes
- History (Halls Hill-freed slave community)
- Neighborly/welcoming/front-porch

Learn or experience in the following ways:

- art/signage - Local art. The mural at Lee and Glebe is great (although not tied to the local area, it looks great on the building)
- innovation
- smaller gathering spaces/buildings
- squares and plazas
- unique destinations and local institutions
- civic uses
- walking and visiting community centers
- keep neighborhood associations

PRIORITY ACTIONS

- eminent domain
- regulate businesses

- economic incentive to update buildings
- re-examine zoning
- special neighborhood/business district
- get new tenants to work with LHA/County
- incentivize additions or architecture changes to s-family to avoid teardowns
- increase access to civic public spaces at low cost/high functioning and accessible
- study need for gas stations
- access to co-working spaces in commercial
- create community gathering places (public or commercial)
- Acknowledge that people will drive CARS to, from, and through here. Plan for that. Accommodate that. Separate it from pedestrians and cyclists if you must, but stop pretending that everyone is going to walk everywhere. You ignore the realities of everyday life.
- It has been noted that cars and driver's licenses may not be as numerous in the future as they are now. I really like the Virginia Breeze option.
- Increase the number of homes and the ease of walking and biking - we need to solve both the housing and traffic issues in the county
- Start to modify the utility backbone. Get poles out of the way!
- Recognize that there are many different potential visions for Lee Highway. We can and should reevaluate whether there are better uses of space on the Lee Highway corridor, particularly at the nodes. We should consider potential upzoning and increased density or mixed use development in appropriate areas with sufficient space for new development. But every block on this corridor does not (and should not) have to look like Clarendon. Neighborhoods in the county can and should continue to be distinct from one another.

Building height and mass transitions

Image 1

- Likes:
 - Good transition down
 - Green space remains/community gathering space
 - Sidewalks/trees
 - Flat roof (potential open area amenity)
 - Green space
 - The smaller building is appropriately sized with green space across the street. However, the taller building right behind only works if there's that green space across from the smaller building. If there was a large building in the green space then it would feel suffocating.
- Dislikes:
 - Scale is off/too tall for Lee Hwy
 - Cookie cutter buildings
 - Flat roof (green ok)
 - Abrupt 3-story to 10 story
 - Not relevant scale to those neighborhoods
 - Over developed no place to park

Image 2

- Likes:
 - Good scale
 - Gathering space
 - Integrated design
 - Unity/architecture
 - Transitions
 - Park frontage

- More row homes than townhomes
- Parking in rear
- This only works because there's green space there. On the other side of the green space is the long-standing neighborhood with 1930s homes. If those homes were in the green space, it would be out of place and not enough transition into the existing neighborhood. The green space allows for that transition.
- This is a good example of how new build is an improvement
- A great combination of green space and increased housing - more townhomes are great for the county
- Dislike:
 - Needs more trees
 - The houses feel overwhelmed by the taller buildings.
 - Too tall. No parking for residents. Terrible to visit.
 - Choked, narrow streets.
 - 10 story buildings.

Image 3

- Likes:
 - Modern
 - Visual interest
 - Good scale
 - Mixed use
 - Building façade variety
 - Bay projection
 - Nice sidewalks
 - This is a nice looking building but would only be appropriate at the nodes of Lee Highway. Given the limitations of transit at Lee Highway I'm curious how deep the parking garage would need to be and the impact of adding all of those cars to Lee Highway travel each day since the John Langston-Yorktown-Tara Leeway Heights-Leeway Overlee area lacks direct access to metro. Should buildings like this come to this neighborhood, it will be important for the elementary-middle-high school system impact to be understood given the fact that schools are already strained. The building of a 4th high school (or more) and additional schools should be considered and discussed alongside efforts to increase density.
 - Increased density and more efficient use of space (less offset), can help solve housing crisis. This type of development should only be prioritized near transit, so less space needs to be used on parking.
- Dislike:
 - Feels too business/industrial
 - Too big/too tall
 - Not enough green/trees
 - No character/unattractive and out of style in a few years
 - The height would overshadow the neighborhood but a mixed use development no higher than three stories would be acceptable. 22nd RD could be made one way to yield a little land to expand Garden City to make this happen. Parking would be quite the problem but making 22nd Rd one way might help to allow more parking.

Ground floor uses

Image 1

- Likes:
 - Sidewalk width
 - Café/outdoor dining
 - Mix of architecture
 - Height

- Wide sidewalk
- On-street parking
- Older style/historic
- vitality
- Dislikes:
 - Competition on streetscape for seating and walking clear path
 - Too busy at night for Lee Hwy
 - This doesn't belong on Lee Hwy. reply - The patio probably wouldn't work along lee hwy given the traffic (volume and speed), but I'd certainly frequent a place with a patio like this not directly on a busy road.

Image 2

- Likes:
 - Signage
 - Human scale
 - Height
 - Hidden cars
 - Awnings
 - Window boxes
 - Mixed use development that allows ground floor businesses can lower rents and make the area more walkable
- Dislike:
 - Narrow sidewalk
 - Needs a bike lane
 - Generic
 - Does not invite community, too little landscaping
 - No greenspace, no parking

Image 3

- Likes:
 - Photos in windows are nice but not well executed
 - Old/historic
- Dislike:
 - Boring
 - Not friendly
 - Cold
 - Huge concrete sidewalk
 - No trees
 - Retail windows (can't see through)
 - This building doesn't appear to have any parking and relies on street parking behind it or foot traffic from the metro, which this neighborhood does not have.
 - This doesn't belong on Lee Hwy.

Other Comments

- We don't want to be Clarendon
- Preserve old commercial buildings (allow TDRs)
- One thing to consider might be an "aesthetic code" to encourage a sense of specialness to the neighborhood, for example encouraging the extension of the arts and crafts style from the residential areas to the commercial ones. One example of a place that uses aesthetics to establish community would be Biltmore Village in Asheville, NC.
- Please just spend the money on the public schools. Let the developers spend the money if they think there is a market for whatever they want.