

N. Highlands (Land Use):

2050

Desired Housing Types:

- In Lyon Village – duplexes, 3 and 4-plexes, and small apartment buildings in edges
- North of Lee Highway – opportunity for height and density and should factor in stormwater and sustainability (solar roofs)
- Senior housing
- Higher density
- Diverse unit types (smaller units)
- Missing Middle as well as larger buildings
- Affordable housing
- Accessible units in apartments and condos
- Multifamily housing and housing served by elevators for those with mobility issues
- More variety in price points to establish "housing ladder" with entry level, mid level, and upper (luxury) housing options distinguished by size and amenity but similar architectural quality levels
- Both sides of Lee Highway between Veitch and Spout Run should be lined with 10-14 story apt. buildings with very frequent bus service to Rosslyn. And ALL single-family blocks should be zoned to allow a tear-down to be replaced with a duplex or triplex. That would not be the end of civilization as we know it, and acknowledge our excellent location near both metro and DC. The increased density would increase the customer base for Clarendon businesses, asking them more viable.
- If there is to be new housing along Lee Hwy, it should be moderate, not high rise. More condos like The Residences at Lyon Hill and the building at 2702 Lee Hwy. (cross street N. Danville) or the townhouses at Courthouse Sq. (2356 Lee Hwy) or Court of Lyon Village at Lee Hwy. and Veitch. We should not have a string of high rises like Verde Point running along Lee Hwy. It would ruin the character of the neighborhood and simply add too much density for an area that is meant to be a suburb, not a city, environment. For many of us who have lived there a long time, it is a blessing that we are not along Wilson Blvd and its high-rises, and we don't want that type of development replicated along Lee Hwy.
- Buildings with the height and density Potomac Towers and Verde Point need to be allowed throughout North Highlands and along Lee Highway on to the south.
- I feel that the density should be closest to the subway. If you determine that only say townhouses can be build within a 1/2 mile of the subway that would be a waste of the land. Higher density can be done tastefully with some type of step up from the highway.

Desired businesses, service and employment opportunities:

- Co-working
- Neighborhood serving commercial (that will thrive with patrons walking rather than driving)
- Office space (class B & C)
- Community center and gathering space
- Keep existing businesses (grocery and restaurants) but allow for new
- More commercial on Lee Highway between Veitch St. and Spout Run Parkway--food, retail, banking
- Love to have more restaurants and shops along Lee Highway.
- The absence of retail and restaurants along Lee Hwy is part of what makes this particular part of Arlington desirable. It is quiet yet convenient. Iconic institutions like the Italian Store or the Lyon Village barber shop as well as the shops further up Lee Hwy (to the west) are central to the identity of this area. I used to use Bergman's dry cleaner; I've never set foot in Mom's or whatever it's called. Long story short, small to medium size businesses should be encouraged but not at the cost of the quietude this part of Arlington this area provides.

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

- Lyon Village shopping center

- Purple areas on map with “retail equivalents” in between
- It would be desirable for the stretch of Lee Highway between N. Veitch Street and Spout Run to be a more retail focused area with higher residential densities supporting neighborhood based retail and restaurant amenities

PRIORITY ACTIONS

Land Use:

- Rezone
- Spot analysis for zoning changes
- Zoning changes to accommodate new businesses
- Allow non-conforming missing middle to conform and continue to be built
- Review need for public facilities and co-location of uses
- There are many older buildings along this stretch of Lee Highway that are unattractive and well past their service life. With public investment in enhanced bus service and improved pedestrian and bicycle access this area can be zoned for more housing which can be easily and quickly connected to the Metro with improved bus service, sidewalks, and bicycle lanes. The North side of Lee Highway should be a mix of multifamily and townhouse communities with added park and green space to offset the higher densities. Newer, higher quality workforce housing should be a focus of future development efforts.
- There is no good policy reason not to take housing variety further back into Lyon Village. This is especially true up near Veitch where I live not just two blocks from Lee Highway but also two blocks from Wilson Boulevard.

Economic Vitality:

- Allow office re-use (form-based code), flexibility and adaptability
- Doctor/dental offices
- Light manufacturing that is consumer facing
- Doggie day care
- Kids facilities
- The future vitality of Lee highway particularly around the N Veitch intersection is dependent on increased pedestrian safety and walkability. The number of lanes must be reduced in line with the rest of Lee Highway.

Housing:

- Has to integrate better connectivity (Improve crossing and walking along Lee Highway)
- Multi-family needs better mixes (2 and 3 bedrooms)
- Remove existing restrictions
- Remove regulatory barriers to housing density
- Provide senior housing
- Anything from single family to moderate density living should be considered. However, no high rise buildings should be an option in this area. It is not in keeping with the neighborhood, and it would simply add unneeded congestion to an area that thankfully doesn't have much of it, so far. Let's keep it that way.
- I think that there should be opportunities for all types of housing and support from the county for increased density.

Other Comments

- Upper left scenario:
 - yes, to more density (along I-66) but need better street grid and important to consider sustainability
 - s-family area around Lyon Village Park should have a sensitive approach to diversity of housing
 - desire for neighborhood commercial on north side of Lee Highway between Mom’s Organic Market and Cardinal House; Missing Middle on south side
 - desire to change housing south of Fort Strong apartments to solid blue
 - very supportive of using these areas for high rise, very high density housing to improve affordability

- Totally opposed to high-rise buildings in this area where I have lived for 21 years. We do not need or want more density a la the Wilson Blvd. corridor. In our neighborhood, we enjoy ample street parking and other amenities that high density housing would ruin. If we wanted to live in a city with high rises and tons of people living on top of each other we would have moved to one.
- I am not in favor of changing zoning along Kirkwood Road to allow greater density housing. We are a single family housing community
- Lower right scenario:
 - Desire to change the commercial areas on map to mixed use
 - Desire to change blue striped areas north of Lee Highway to higher density residential
 - Preference for second scenario with: missing middle along south side of I-66 near Kirkwood Park; higher density on Cardinal House and Potomac Towers; infill (duplexes and triplexes) in s-family area west of Dawson Terrace community center; and sensitive edges everywhere additional density is proposed in Lyon Village
 - Why not mixed use on south side of Kirkwood as well? This intersection should be well-used on all sides
 - Agree with focus area shown on map for mixed use near Veicht Street, given the trail access and proximity to Courthouse
 - This entire area (referring to s-family in Lyon Village) should be zoned to allow for greater density and different varieties of housing types. There is no reason an area so close to good public transit should be limited to single family housing.
- If we want a walkable community with quality retail we need to put the density in to sustain it.
- Live-work uses should also be encouraged along the Lee Highway corridor. These uses could activate the streetscape, provide housing and can thrive even in areas that are not ready to sustain traditional retail.

N. Highlands (Public Spaces, Transportation and Urban Design):

2050

Pleasant, safe and convenient to walk to:

- Mom's organic market
- Metro (both)
- Parks (all, priority to Kirkwood Park)
- Schools (complete plan to have one sidewalk on all streets)
- GMU
- Future community center (Dawson Terrace)
- Shopping centers
- Length of Lee Highway
- I-66 underpass

Pleasant, safe and convenient to bike to:

- Same as above
- Length of Lee Highway (as a commuter route)
- Cherrydale and beyond
- Fort CF Smith Park
- Trains
- Georgetown
- RB corridor jobs
- Bicycle trails

Transit will come conveniently from:

- Everywhere
- DC (more metrobus frequently and capacity)
- Tyson's Corner (other direction from DC)
- Pentagon
- Neighborhoods to Metro (N-S)
- Neighborhoods to neighborhoods (private shuttles/circulators running between nodes)
- East-west frequency along corridor
- Better transit is needed the entire length of Lee Highway. I can walk fairly easily from Lee Highway to Clarendon or Courthouse in this part of Lee Highway, but it is still hard to get from here to Cherrydale or Rosslyn.

Neighbors will gather and interact in places like:

- Pocket parks (need one on north side of Lee Hwy integrated with APAH project, as indicated on map)
- Public/private plazas with water features
- Spaces that connect people
- Playgrounds
- Outdoor dining
- Breweries

PRIORITY ACTIONS

Walkability:

- Provide sidewalks on streets that connect to schools
- Widen sidewalks along Lee Hwy
- Underground utilities – need one approach
- Safer crosswalks and pedestrian islands
- Better signage
- Better signaling – “hawk signaling”
- Reduced speeds

- More lighting
- Incorporate tech into lighting
- More trees and other greenery
- Creative biophilia
- Narrow Lee Highway (remove lanes) at the following intersections: * Veitch Street * Spout Run/Kirkwood Rd. * Highland St.
- To reduce the number of lanes a pedestrian and cyclist has to cross on Lee Highway in north highlands. Institute traffic calming and prioritize people over cars. Add bike lanes and bus only lanes.

Bicycle Connections:

- Consider demand and safety (pedestrians and bikes don't mix)
- Fill in gaps in bike routes
- Make intersections more visual (visible) with paintings/markings
- Improve safety at intersections
- Protected bike lanes
- Add a (westbound) bikelane from Veitch to Adams. Get rid of the "slip" lane on westbound Lee at Spout Run Pkway -- this makes it scary and dangerous for bikes.
- Lee Hwy needs a continuous bike path in both directions. There is currently no bike lane at all between Veitch and Adams with very narrow sidewalk. This is unacceptably hazardous for bicyclist. There is no north/east bound bike lane between Kirkwood and Veitch forcing bicyclist on the street or sidewalk. Pedestrian and Bike safety needs to take precedence over automobiles and trees.

Transit Service:

- Needs to be thought of holistically
- Make connections and transfers easier
- Provide sheltered stops
- Circulators and shuttles
- Explore taking ownership of Lee Hwy from VDOT
- Add bike lanes and bus only lanes
- More frequent bus services, with fewer stops. The density of stops really slows down the average speed of buses. Perhaps some buses (e.g., the 55) could stop as they currently do for accessibility, but other more express buses (e.g., the 3Y) could only stop about half as frequently. Most people can walk the extra block or two and would get to their destination faster.
- Need the busses to run on time. Too often the 55 arrives early in the morning and doesn't pause to adjust back to the set schedule.

Other Comments

- Improve lighting and underground utilities
- In 2050, buses will have a different form (8 to 10 person) and is very flexible
- Better connections to the bicycle and trail network (off Calvert St) would add value. As of now most are hidden and poorly marked.
- Bus lanes should be provided along the stretch of Lee Highway approaching Rosslyn and paired with increased all-day service for the ART 55 bus along the entire corridor.
- Turn one of the lanes on Lee Highway going into Rosslyn into a bus (and taxi/rideshare?) only lane. The bus is slower than driving due to all the stops, but if it could shortcut the traffic backup going into Rosslyn then it would suddenly become a much better option, especially if there was park-and-ride further west on Lee Highway (using some of the parking lots that sit empty during business hours).
- Walking between Lee Highway and both Clarendon and Courthouse metro stations could be improved significantly. Lots of dark roads, poorly maintained sidewalks, and a few streets where the sidewalks drop off

entirely. No safe way to navigate the intersection of 18th St. N, Custis, & N.Cleveland or "traffic circle" between N. Franklin, N. Danville & N. Bryant.

- Lee Hwy needs a continuous bike path in both directions. There is currently no bike lane at all between Veitch and Adams with very narrow sidewalk. This is unacceptably hazardous for bicyclist. There is no north/east bound bike lane between Kirkwood and Veitch forcing bicyclist on the street or sidewalk. Pedestrian and Bike safety needs to take precedence over automobiles and trees.
- The sidewalk along Lee Highway from MOM's to Spout Run is pretty dismal. Very unattractive and not user friendly. I don't like to walk my dog along that sidewalk because it feels unsafe.
- The future vitality of Lee highway particularly around the N Veitch intersection is dependent on increased pedestrian safety and walkability. The number of lanes must be reduced in line with the rest of Lee Highway.- I disagree with reducing the number of lanes on Lee Hwy. The dumbest thing local government has done is to reduce road capacity, a la Lee Hwy in Rosslyn. Lee Hwy functions now very well with ample space for high-volume traffic, while at the same time allowing pedestrians more than adequate time to cross if needed. We should not turn Lee Hwy, a critical thoroughfare, into a parochial avenue. It's a busy highway, which we all knew going in to it.
- Crossing Lee Highway can be difficult. The Highway should be narrowed and the amount of time to cross needs to be increased; You take your life into your hands when you attempt to cross Lee highway at Spout Run at night. Better lighting, mid street pedestrian refuge, and street markings / signs would be a big help.
- The walk from the RB Corridor to Lee Highway is mostly nice, but can get interesting if you don't know the route and suddenly there isn't a sidewalk.
- Sidewalks should be mandated on both sides of every street in Lyon Village. It is especially egregious that large swathes of Highland lack sidewalks on both sides. This is a main route for pedestrians from North Highlands to the Clarendon metro and to Lyon Village Park. This is nuts!
- Intersection of Veicht and Lee Hwy. - Scary intersection on a bike or in a car
- Lee Highway needs a protected bike lane or trail for this to be a viable bicycle route for anyone but the "fast and fearless". Road speeds (mostly speeding) also needs to be curbed on Lee Highway if the character of the street is to be improved
- Franklin Road - Difficult from a walking perspective. Also everyone takes a left onto Franklin from N. Bryan (rather than use the circle).
- Intersection of Cleveland and 18th St. - Difficult intersection; not well lit and no traffic calming or established crosswalks.

N. Highlands (Neighborhood Identity and Building Form):

2050

Most distinctive things about neighborhood:

- Diversity of people and housing types
- Walking to retail
- Sustainable and dense residential neighborhoods with some mixed use
- Lyon Village: walkable, local “downtown area” (grocery, restaurants, post office); a complete community that is easily accessible (think Del Ray)
- Keeping its consistent character of quiet, low-density, convenient, and enjoyable living space close to DC.

Learn or experience following things:

- Historic and noteworthy resources (don’t preserve building just because they are old)
- Nature and trails
- Frank Lyon’s planning and vision
- Restrictive deeds in the area
- The story of growth and/or change throughout the decades
- Historical significance of this area - Early trolley cars, civil war trails, etc.
- It has a subculture of its own, from the community park in Lyon Village to the Italian Store, as well as several historic sites, parks, and the Custis trail.
- The commercial development at Lee Hwy and Spout Run/Kirkwood are iconic, not the least of which being the Italian Store.

Learn or experience in the following ways:

- There are many undeveloped green spaces along the edges here that are totally lost and difficult to access. Consider creating a separate pedestrian or bicycle routes that connect residents with these green spaces and other missed opportunities to experience the outdoors. Especially along Spout Run and GW Parkway and they touch the neighborhoods and street grid along this portion of Lee Highway.
- Unique and authentic building fronts at pedestrian level
- Keep local retail (neighborhood serving)
- Accessibility to parks for people
- It’s a fun, vibrant place where people interact
- Multigenerational
- Diversity in all ways (economic, social, Activities)

PRIORITY ACTIONS

- Create more public gathering spaces such as plazas, pocket parks, community gardens, etc.
- Flexibility in zoning
- Resolve flooding issues
- Explore tools available to small business owners for help
- Make ground level uses flexible to make attractive places in near and short term
- Think about how uses change from day to night, seasons, etc. (18-hour neighborhoods)
- Fix the public realm and create a place for new development (ie more affordable housing options) to occur. Better sidewalks and crosswalks, real bicycle lanes, and bus transit infrastructure that make people want to take the bus to the Metro are key steps to take now. Placing a project like Arlington Mill here with community resources would add a lot and create a public realm. Why not a new elementary school that can utilize Dawson Terrace for its outdoor play space?
- Adopt policies prohibiting high-density housing along Lee Hwy. Encourage, through zoning or otherwise, medium density housing and/or commercial development. Prevent the creation of a new super saturated Wilson Blvd corridor or unregulated Tyson's Corner chaos.

Building height and mass transitions

Image 1

- Likes:
 - Pleasing transition
 - Open space
 - Works with trade-offs made between church, childcare and affordable housing
- Dislikes:
 - This area is missing the transition from 2-4 story buildings to high rise buildings. New development near Courthouse has better achieved the transition in building scale.
 - Abrupt/ungainly

Image 2

- Likes:
 - The open green space and attractive townhouses.
 - This is one of more successful higher density housing developments in the County.
 - Like this style housing and open space. Would prefer picnic tables or other communal seating besides benches.
 - The Open park space is inviting and the mix in building heights doesn't block out the sun.
 - Co-existing density
 - Gradual transitions
 - Varying heights
 - Attractive to families
 - Good setbacks
- Dislike:
 - n/a

Image 3

- Likes:
 - Would be good in Lyon Village on south side (can handle height)
- Dislike:
 - Architectural quality and detail are important features as the size and scale of buildings increase. Activation of the street level and architectural articulation could have been developed further in this example.
 - Typical Arlington architecture

Other Comments:

- In the lower (eastern) part of Lee Highway, I believe that height is appropriate because of the tremendous width of the street. I support height of about 8-12 stories, similar to Connecticut Avenue in the District.
- Building heights should take topography into account
- The more height and density the better on this part of Lee Highway. We can make transitions down to garden style multifamily in Lyon Village outside of the Lee Highway plan much like Colonial Village just across Veitch. Parts of the Lee Highway plan about the Courthouse Plan and neither should have single family homes planned in those areas where they do so or are just a block or two away from each other.

Ground floor uses

Image 1

- Likes:
 - Mexacali Blues is one of our favorite restaurants and we eat there several times a month. Great locally owned business with character. Nice outdoor seating and visibility inside the restaurant from the street.
 - This is a wonderful example of how streetscape can be activated by retail. Furthermore, people driving through areas like this know to be careful and respectful of pedestrian presence.

- I like living in area that has sidewalk cafes that seem well-maintained where people can eat, drink coffee and visit with each other. There is enough of a sidewalk and a separation from the street for it to be an enjoyable place to be.
- Outdoor dining
- Wide sidewalks
- Different “funky”
- Comfortable seating
- Street parking
- Adds visual interest
- Dislikes:
 - Potentially not realistic for Lyon Village/N. Highlands

Image 2

- Likes:
 - A plus for hiding a parking garage with street level retail and nicer facade treatments. Most people don't know the majority of this block is parking.
 - Parking is hidden and cheaper than underground
 - Could eventually be housing
 - Street parking
 - Well designed parking garage above retail and good size of side walk are desired.
 - A plus for hiding a parking garage with street level retail and nicer facade treatments. Most people don't know the majority of this block is parking.
- Dislike:
 - Look of building

Image 3

- Likes:
 - Refurbishment of building
- Dislike:
 - The blank windows at this CVS are huge missed opportunity and the historical pictures placed in the windows do little to activate and otherwise attractive street.
 - Drywall in front of store windows
 - Dark windows – want to see in the store
 - Needs green/biophilic
 - Bland/dead
 - Poor way to communicate history

Other Comments:

- Consider small retail off main corridors like restaurants and stores in 2050 (most successful commercial areas in Arlington are not on a main street) – maybe in North Highlands and north Lyon Village