

Waverly Hills, Donaldson Run, Old Dominion, GlebeWood, Waycroft Woodlawn (Land Use):

2050

Desired Housing Types:

- Affordable housing
- Smaller housing
- Integrate ability to grow food
- Medium and higher density
- Stacked flats
- Duplexes
- Housing that responds to incentives, marketplace and constraints (sites)
- Go back to how Arlington County was formed
- Semi-detached housing on 20th Place North on the cul-de-sac right next to Slater Park, off of Brandywine
- More housing for first-time home buyers (less than 800k)
- Housing for disabled community (mental and physical)
- As long as row houses/townhomes are well integrated into the neighborhood, they should be encouraged to address the "missing middle."

Desired businesses, service and employment opportunities:

- Retain existing (neighborhood-serving oriented)
- Mixed commercial and residential
- Not Clarendon – more family-friendly places (stores and restaurants)
- “Micro-mixed use” embedded outside the corridor
- Small grocery stores (i.e. Trader Joes)
- Fewer fast food and more healthier choices
- No more banks with gigantic parking lots
- Like the mix there is now (Hiedelberg, Pie Life, Asian groceries and shops, mix in Lee Heights)
- Outdoor dining
- emphasis on retail and general site design that encourages family-friendly places. This could be pocket parks, kids books stores, family-friendly restaurants. Something to differentiate from Clarendon and Ballston.

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

- Existing nodes such as Lee heights Shops; The roads around Lee Heights are unnecessarily wide for "Main Street retail". If existing roadway was transformed into sidewalk / bikeway, it would be a far more inviting destination.
- Glebe to Woodstock
- Hiedelberg Bakery/Firestation 8/Langston Brown Community Center (possible 2nd node)
- Denser housing and retail at intersections of major roads, as well as along the corridor, as long as it creates more social spaces and greenery and increases walkability

PRIORITY ACTIONS

Land Use:

- Expedited review process
- Amend parking regulations
- Flexibility in design regulations and zoning around major streets
- Integrating better stormwater design
- Consolidating parcels for walkability
- Decrease impermeable surfaces, increase capacity for rainwater management

Economic Vitality:

- AED help existing businesses
- Invest in infrastructure and schools
- “Micro-mixed use” in the neighborhoods

- Flexible ground floor design
- Flexible parking regulations (encourage shared parking for retailers, so we have less parking spots and more sidewalk life)
- Restaurants with outdoor dining options
- Fewer fast food and more healthy food restaurants

Housing:

- Go back to how Arlington County was formed
- Innovative housing types/building techniques
- Workforce housing
- Protect affordable housing goals – focus on Lee Highway
- Address racial and economic segregation that the current community plays in Arlington County. Meet its fair share of housing affordable to Low Income Households—defined in the Arlington County Housing Master Plan as 2,500 units at 60% AMI. Become a more racially and ethnically diverse community.
- Take advantage of the transit options available along this corridor to provide the density we need to meet the MWCOG goals for the region to house more people

Other Comments

- In upper left scheme:
 - General support for more mixed use in red areas (some for taller and larger buildings on deeper lots)
 - General support for more businesses in red areas, but need more parking
 - Some support for greater variety of housing types (duplexes, triplexes, cottage housing) in the striped blue areas and expanding the striped blue areas (others prefer mature trees, yards and open space) but many more against it
 - Some support for more density in solid blue areas if more APS seats and nearby amenities
 - two comments - No support for new housing types on both sides of Lorcom Lane.
 - Two comments - No support for changes to townhouses behind Avalon or areas not along Lee Hwy
 - Request designating single family north of Lee Hwy between Old Dominion Dr. and Lorcom Lane as a sensitive edge
- In bottom right scheme:
 - Ground floor retail everywhere in mixed use areas? No
 - I prefer the plan which suggests mixed-use redevelopment in much of the area near our neighborhood! It would be great to have more affordable housing while retaining the retail opportunities on Lee Highway. Parking restrictions should be altered to be more flexible and to encourage shared parking for retailers, so we have less parking spots and more sidewalk life!
 - The Lee Heights shopping strip is the social center and pulsing "heart" of the Lee/Glebe neighborhood and should be preserved as such, not redeveloped with mid-rise blocks that have no soul or identity or character.
- Concern about school impact
- Concern about parking if more duplexes are built – not enough street parking in some areas
- Would be nice to have Lee Hwy remain a thoroughfare for commuting and have the walkable shopping on what is now the back side of the businesses (parcel across from Avalon Apartments) so it's more accessible to neighborhood
- Provide central parking garages
- Enough density to justify a grocery store where the 7-11 is at the intersection of Old Dominion and Lee Hwy.
- The County is embarking on a major study into the "missing middle". This process for Lee Hwy can be a good input to that but the overall decisions need to come from that effort so they are county-wide, not a set of disparate solutions. So any actual changes need to defer to those solutions.
- Age-in place

- Lots more density can be added. No reason not to have triplexes throughout the plan, not just in the blue-hashed areas. Can add significantly more height in the new housing and commercial areas along Old Dominion and Lee Highway and make them both mixed use so that there isn't just housing in one area and just commercial in the other. The existing commercial north of Lee Highway and west of Columbus St. should be planned for new, more dense mixed-use as well.
- Anything that stays low and respects the existing housing (do not exceed 35' in height immediately adjacent to existing housing.)
- New housing immediately adjacent to existing houses should respect the county height limit of 35'
- Keep in mind that this corridor isn't served by mass transit beyond busses, so parking and traffic will be a concern for any denser housing and business development.
- Economic vitality is a natural outcome of greater population density, thoughtful zoning, and careful oversight by County planners and local citizens. The finding the right balance between meeting the goals of developers and accommodating the concerns of local residents is the key to ultimate success, or failure, of this long-term initiative.
- For any zoning changes to address the "missing middle", not only does this need to be a County-wide issue rather than something that targets a couple of very small areas, it needs to have provisions that actually produce affordable housing. It is no use allowing a duplex to be built and then finding two \$1m luxury duplex units.
- We need a GLUP for this area, including a revised approach to parking!
- Increase the walkability through major thoroughways, especially Lee Hwy and Glebe. Current pedestrian crossings are poorly signed and enforced (like real-life frogger). Lee and Glebe are both major county and regional arteries and will continue to be, so we'll never get a true community feeling, but all the more reason to preserve the quieter single-family home areas just off the major routes.
- East of Old Dominion Drive (north of Lee Hwy): At one of the public meetings, someone commented, "This area shouldn't be single family housing." I believe he was suggesting that the existing housing stock shouldn't be so near a major transportation corridor such as Lee Highway. But it is, and people have chosen to live here because it's a great place to live. The investments that residents have made in their homes, neighborhood, community, schools, churches, community centers, nature centers, etc should not be sacrificed for some idealized vision of what could be here instead. The history of the area shouldn't be bulldozed because planners and developers think it should look more like Clarendon and Ballston and other places. Yes, improvements can and should be made, but there shouldn't be wholesale redevelopment of the area marked "new housing" or the blue hashed area.
- East of Old Dominion Drive (north of Lee Hwy): Consideration for current resident's longterm commitment to this established community in both support of one another and longterm financial support of the county through are taxes, should predominate vision if the welcomed evolving vision over external forces. I was surprised at the much-appreciated February 14th open house when my little parcel of heaven and my neighbors were identified as targeted for reconsideration through the GLUP on several drawings— I shared these drawings with a promptly scheduled in-person meeting of 17 neighbors, the next day. We in turn talked amongst ourselves and even more neighbors and have sent responses as a group and individually.

Waverly Hills, Donaldson Run, Old Dominion, GlebeWood, Waycroft Woodlawn (Public Spaces, Transportation and Urban Design):

2050

Pleasant, safe and convenient to walk to:

- Daycares and kids activities
- Work
- Healthcare services
- Places of worship
- All circled areas
- Lee Heights shops
- Parks (26th St. park)
- Langston Brown and other community centers
- Existing paths, Linear parks and trails (trail near Glebe ES and along I-66) – promote more of these
- Cherrydale Library
- Thirsty Bernies
- Practical amenities (cvs, grocery store, hardware store, car repair shop etc.)
- Restaurants, bars
- Lee/Glebe intersection
- Schools

Pleasant, safe and convenient to bike to:

- DC
- RB corridor
- Westover
- Tysons
- Existing paths, Linear parks and regional trails (Custis & W&OD)
- Protected bike lanes on Quincy St.
- Ballston Metro and other metro stations (last mile)
- Schools and libraries
- Regional destinations

Transit will come conveniently from:

- Metro station at Marymount University (salt dome)
- Lee/Glebe intersection
- Marymount University bus
- Neighborhoods
- South Arlington
- National Landing
- To
- Lee Highway
- Employment centers
- Ballston
- Rosslyn
- Tysons
- DC

Neighbors will gather and interact in places like:

- Multi-use spaces in private buildings
- Multi-ethnic and multi-age and multi-price spaces (between renters and owners)
- Meeting/gathering/event space for medium/large groups (120+)
- Flexible size spaces

- Public plazas like Penrose Square
- Park off of Woodstock
- Trails (with interactive sculptures or “fitness spots”)
- family-friendly places (pocket parks)
- dog/cat parks
- picnic areas
- restaurants
- sidewalk seating areas
- coffee shops
- bakeries
- pocket parks, playgrounds
- places for teens
- taverns
- outdoor eating destinations like Clarendon (less strip-mall like establishments)
- block parties
- community centers and schools
- streets
- A gathering space where the 7-11 currently is located (in front of the Lee Heights shops). Close that portion of Old Dominion to create a large green space (similar to the idea included in the Lee Highway Vision Plan).

PRIORITY ACTIONS

Walkability:

- Bury power lines – visual blight and physical impediment
- Easier and safer to cross Lee Highway
- Less frequent curb cuts/driveways
- Improve pedestrian lighting in neighborhoods
- Change 3rd westbound lane in front of Lee Heights to walk/bike area
- Road diets
- Greenspace plan for future connected corridors and urban agriculture
- Reduce car speeds – slow traffic thru design (no medians)
- 5-point intersection improvements - difficult
- Culpeper/Lee Hwy intersection improvements
- Traffic circles
- Easier/safer pedestrian crossing at Lee/Glebe and Lee/Old Dominion
- Ticket drivers running lights on Lee/Old Dominion
- Wider sidewalks wherever possible especially along N. Glebe road down to elem. school if not to Ballston metro
- Railing separating N. Glebe lanes from sidewalks within walking distance from schools
- Rebalance amount of space dedicated to walking vs other uses. Large avenues of cities like Barcelona can somehow feature many lanes of traffic but still be extremely pleasant to walk or bike because they have the equivalent of 1 or more full traffic lane dedicated to biking and walking, separated from traffic by curbing and trees. Many of our sidewalks are barely wide enough to walk down due to telephone poles sticking out of them.
- Improving streetscapes and adding trees
- Improving and expanding sidewalks in general and cutting back encroaching greenery
- Any place where people are expected to cross busy streets via crosswalk (and not at a stoplight) should have the button to turn on the flashing light showing drivers there is someone there who wants to cross - pedestrians are hard to see at night.
- Crosswalks (without alert flashers) on Washington Boulevard and Fairfax Drive near the law school are places where I often have a hard time seeing pedestrians due to combinations of poor lighting at the crosswalk, too

much lighting on the street level and buildings that obscure the crosswalk, changes in design of the interior compartments of cars, and people wearing non-reflective clothing.

- Create grade separated intersections where possible, with separated walking and biking paths; eg., like the WO&D bridge across Lee Highway
- Cross walk extending from Columbus St. North, across Glebe Rd which is designed in coordination with the stop light to the east of the Halls Hill Firehouse would enable people of all ages to more safely cross from the north side of the street to the Langston Brown Community Center, including the Senior Center, and the inviting park behind it.
- Crosswalk at Columbus St and Buchanan St

Bicycle Connections:

- More N/S connections to Custis Trail
- Add parallel routes
- Streets/wall between Halls Hill is a barrier to connectivity
- Bike parking at transit/bus stops
- Bike lanes need to be protected and separate from traffic
- Adding bike lanes or elevated sidewalk so bikers can use the current sidewalk area
- Bike lanes should be multi-modal (i.e. scooters)
- Electric bikes with license plates
- More bike lanes allowing safe bike travel to/from the Ballston Metro and the Custis Trail to the residential areas to the north. Ideally, a north/south bicycle lane is needed (perhaps on Glebe Road)

Transit Service:

- Improve bus stop amenities (add shelters, seating and shade and add more space around them)
- Consider inbound vs. outbound stations
- More frequent bus service (i.e. 3Y) especially mid-day
- The new ART 72 line schedule does not stagger 23T enough. Buses are practically following each other which decreases the frequency of quick transit to Ballston metro.
- Adding a bus-lane. Transit service will never improve as long as we prioritize cars. Also, one lane on Glebe for cars would slow traffic (which is always a problem) and this would also encourage more people to take the bus.
- Consider a free shuttle that would transport residents to shopping, services, and restaurants along the core corridor
- Increased efficiency and predictability of transit service - RT 62 need to come more than every 30 minutes to be a viable commuting option.
- Add wayfinding that tells' you what is walkable from each stop
- Great to have a new 72 ART bus but instead of a final destination of Shirlington, how about to (future Amazon campus) Crystal City and on to DCA? Since the neighborhood in question is not close to a Metro station, the county should provide alternate transport to the airport
- Add bike share along Lee Hwy

Other Comments

- Walking and biking should be improved for all ages, abilities and socio-economic backgrounds
- Make Lee/Glebe a transit hub
- Wider sidewalks and traffic calming is a huge need
- Maintain/build tree canopy to keep neighborhoods appealing
- Woodstock St features a lot of pedestrian traffic due to park and Glebe Elementary. Plans to increase density should feature traffic calming and pedestrian safety features.
- Intersection of Glebe and Woodstock street is a terrifying place to cross. Additional safe East West crossing of Glebe road are needed to facilitate bike and pedestrian traffic to shops, Glebe elementary and Capital Life Church.

- Need wider and better sidewalks along Lee Highway and down Glebe towards the metro. People drive too fast, so inevitably scooters and bikes will use the sidewalks and there is barely enough room to pass, let alone when greenery is allowed to overhang and encroach onto the sidewalk.
- As a scooter rider, the sidewalks are of varying heights and the ramps (where sidewalks end and you need to cross a road before using another ramp to get back onto the sidewalk) are at weird angles and levels. I can't imagine this is easy for the mobility impaired either.
- On Glebe and 21 Street N: There are two breaks in the median here and people frequently use the wrong one. Papa John's drivers, and its customers, always turn and do a weird angle -- basically going into oncoming traffic - - to enter the Papa John's parking lot, instead of turning onto 20th Street North and entering the lot from the back entrance. People will also use the first break in the median to turn onto 20th Street North and if someone is coming onto Glebe at the same time its always a near accident.
- There's no place to cross Glebe road from Lee Highway until 18th St. - suggest crosswalk across Glebe at its intersection with Woodrow or Woodstock
- Suggest crosswalk across Glebe at its intersection with Woodrow or Woodstock
- Speeds on Woodstock St make it unpleasant to walk/bike or cross. Between 19th Rd. N. and Glebe Rd, is a steep uphill grade to bike. There is limited visibility of traffic coming south on Glebe and you can only go north or south on Glebe Rd. Woodrow St., one block north, is a more level grade, has better visibility of traffic on Glebe Rd. and you can continue west on 20th St. N.
- Need to add bike facilities on Old Dominion
- Consider new streets/alleyway connections
- Close streets to consolidate land for development (i.e. Buchanan Street and Albemarle Street north of Lee Highway; Lee Heights street in the rear for better pedestrian and bike connection; street between Lebanese taverna and Coldwell banker site)
- Reduce speeds to 25 mph on Old Dominion
- Better connection for Dorothy Hamm kids going to Lee Heights after school
- Properties along Old Dominion/Lee Hwy needs the greatest engagement
- Relationship between flooding and public space is important
- To improve traffic congestion, I encourage the use of designated parking for car-sharing services and stations for bike-share services.
- Our "strawberry park" is so hard to find (behind mcdonalds and cowboy cafe) and impossible to cross the street to get there.

Waverly Hills, Donaldson Run, Old Dominion, GlebeWood, Waycroft Woodlawn (Neighborhood Identity and Building Form):

2050

Most distinctive things about neighborhood:

- Cultural destination
- Buildings will be built to the edge of the sidewalk and parking will be secondary
- Streetscape with front yard/setback
- Feeling of openness (avoid small gaps between buildings)
- Connection to nature, frequency of parks
- Trees along street and sky
- Green roofs
- Gardens
- Charming, delightful, beautiful (a series of inviting places)
- Retaining the look and feel of a small-scale community neighborhood, distinct from the Metro corridor rather than a replication of it; changes should blend in with the surrounding single-family neighborhoods, some of which have houses that go back more than a hundred years and add character to the housing mix.
- Maintaining history and character, not redeveloping as though we are just like the Rosslyn-Ballston corridor.
- There will be more places to gather, shop, and eat that are walkable from the adjoining neighborhoods. Most of the redevelopment will be privately financed and the incentive to redevelop comes from increased density.
- More like Westover – few, small near term changes in zoning or development incentives
- A walkable community with easy access to public transportation (bus to metro)
- Variety of small service businesses and restaurants with adequate parking and architectural variety, wider sidewalks, modest height and density increases along edges, preservation of robust tree canopy
- Mix of height and design – like Cleveland Park in DC along Connecticut Avenue (clustering)
- Mix of architectural style

Learn or experience following things:

- Civil War and Civil rights history
- Old Dominion Street Car
- Natural stream valleys
- Consistent sidewalks
- History of Halls Hill/High View
- Arlington's post-WWII development of housing.

Learn or experience in the following ways:

- Integrating uses that reinforce each other
- Repurposed infrastructure as storytelling
- Interactive historic markers – engaging public art to tell history
- Civil rights/history trail along Lee Highway
- Wayfinding

PRIORITY ACTIONS

- State turns over Lee Highway to Arlington County
- Murals
- Tactical, pop-up plazas
- Shut down streets for weekends
- Provide incentives that stimulate private investment
- Encourage land consolidation
- Prototypes- try things
- New GLUP for LH

- Mitigate developer risks
- Invest in cultural facilities
- Gather more stories
- Seeding the cultural value of Lee Highway
- Loosen up signage regulations to be more expressive (use signs to define Lee Hwy and give it personality)
- Welcoming community that bridges N/S Arlington divide
- Careful planning for transportation and schools
- A plan for the Lee Highway corridor, land use, and zoning consistent with the 2050 vision need to be in place

Building height and mass transitions

Image 1

- Likes:
 - Complimentary building materials
 - Trees
 - The Step-Back approach here is appealing and there may be sections of Lee Highway where it would work effectively to bring in slightly higher density than would fit into an otherwise 3-6 floor approach to new buildings.
 - Park
- Dislikes:
 - Ground floor doesn't engage people
 - Too much mass adjacent to park
 - Too institutional, dense
 - Building in the back is way too tall for this suburban area
 - Scale of building is overwhelming
 - Monolithic
 - Square block building in background
 - Abrupt transitions in height

Image 2

- Likes:
 - Park/Wide open space
 - Mix of residential types
 - Capitol Hill townhouse (Variations in roof line)
 - Mature trees
 - Proximity to retail
 - Mixed use, different heights with open space
 - walkable
- Dislike:
 - Unaffordable
 - Not active, deserted and unprogrammed open space
 - Building in the back is way too tall and urban for area
 - Parking strategy

Image 3

- Likes:
 - Variety of architecture
 - Height
 - A more reasonable height, but the ground floor is soulless
 - Variable setback
- Dislike:
 - Dead plaza

- Stairs
- No benches/seating
- Weak ground floor
- Not distinctive and memorable design
- Too urban
- This type of development is too dense, has no character
- All new buildings, nothing from before
- 7 stories is much too tall for the Lee Hwy corridor. This size development requires mass transit, or lots of space for parking, which doesn't exist here.
- No transition of mass and height
- Too sterile and not integrated with surrounding context
- Limit height to 4-5 stories

Ground floor uses

Image 1

- Likes:
 - Organic
 - Outdoor dining/seating rooms for dogs
 - Eclectic
 - Inviting
 - wide sidewalks and outdoor atmosphere of Clarendon
 - 1000 times more appealing than the other two
 - human-scale, inviting, attractive, provides a real neighborhood feel
- Dislikes:
 - Trees are confined (sidewalk is too narrow)
 - Messy, old-fashioned architecture
 - Can be a bit busy

Image 2

- Likes:
 - Well disguised parking garage
 - Parking strategy
 - Flower boxes
 - Street lights (Carlyle)
 - Awnings
 - Storefront
 - Approach to mixed use planning
 - Okay, as long as the overall height of the building is limited to 4-5 stories
 - Boring, generic look but very appropriate height and good mixed use.
 - SUPERB example of mixed-use structure: First-floor retail with two levels of obscured yet-easy-access suburban parking accented by window boxes, now less.
- Dislike:
 - Too vanilla (no variety in color)
 - Too flat
 - Could use a place to gather
 - chain/corporate/cookie-cutter store fronts.

Image 3

- Likes:
 - Gallery of photos to activate storefront
 - Older buildings

- Natural materials
- Light sconces
- Dislike:
 - Too generic/flat
 - Old but not in a good way
 - Signage
 - Soviet style architecture
 - Completely uninviting/unengaging
 - Unattractive/uninviting
 - No doors

Other Comments

- Take a look at the downtown area of Saratoga Springs NY (Broadway). Lovely old buildings w/modern condos a block or two away. Large alleys with outdoor dining. A very good blend of suburban/urban. THAT would be a good outcome!
- Zen of trees and landscape's health even in urban neighborhoods