


# Survey Results

# Question 1 – Land Uses

1. After reviewing the overview presentation, do you feel there are any potential land uses that are NOT appropriate for this site? Select all that apply.

[More Details](#)

 Residential	4
 Office	25
 Retail	4
 Hotel	12
 Other	45

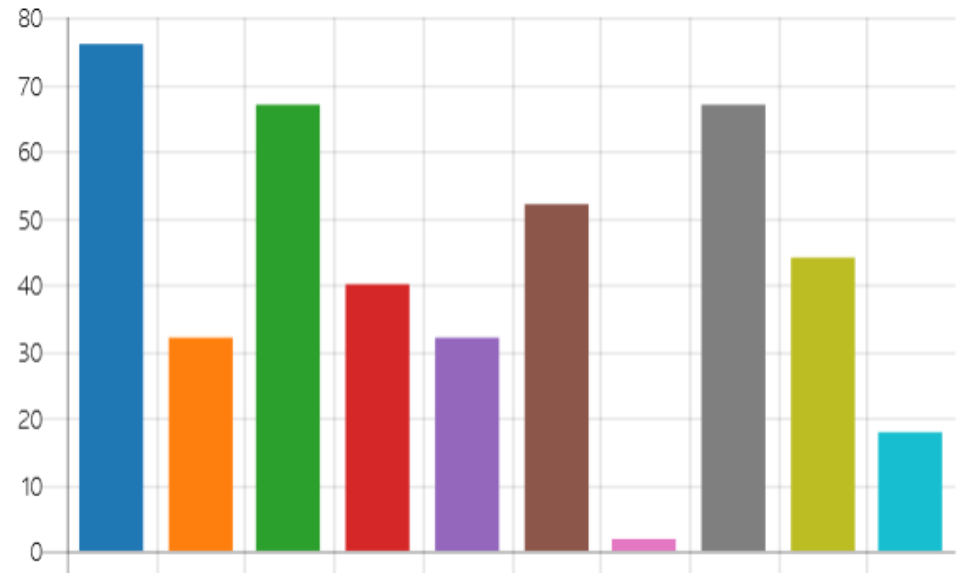


# Question 2 - Uses

2. Which use(s) do you think best contribute to and support the neighborhood? Select all that apply.

[More Details](#)

<span style="color: blue;">●</span> Multifamily residential	76
<span style="color: orange;">●</span> Professional office	32
<span style="color: green;">●</span> Retail / shop	67
<span style="color: red;">●</span> Personal service	40
<span style="color: purple;">●</span> Hotel	32
<span style="color: brown;">●</span> Childcare center	52
<span style="color: pink;">●</span> Self-storage facility	2
<span style="color: gray;">●</span> Restaurant / cafe	67
<span style="color: olive;">●</span> Carryout establishment	44
<span style="color: cyan;">●</span> Other	18

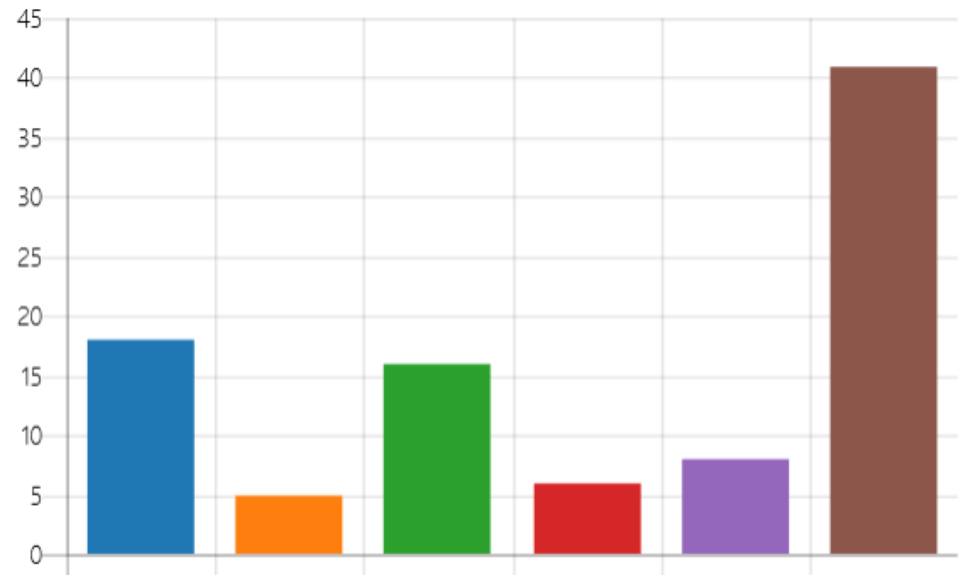


# Question 3

3. What is the most important goal to address in the design of potential new buildings on this site?

[More Details](#)

- Building height and mass that... 18
- Architectural treatments that... 5
- Designing ground floor uses a... 16
- Appropriate buffer treatments... 6
- Below-grade or screened park... 8
- Opportunity to improve the c... 41



# Question 4 Part 1 - Transportation

## 4. How important are the following transportation issues to the overall design of the site?

[More Details](#)

■ Not important  
 ■ Somewhat not important  
 ■ Neutral  
 ■ Somewhat important  
 ■ Very important

Bicycle/e-bike/scooter/micro-mobility devices connectivity: east/west on Pershing Drive to reach



Bicycle/e-bike/scooter/micro-mobility devices connectivity: North/south on Arlington Boulevard



On-site bicycle amenities



Pedestrian sidewalks/crossings along Pershing Drive



Pedestrian sidewalks/crossings along Arlington Boulevard



Pedestrian connections to and from Joint Base Fort Myer Henderson Hall



On-site pedestrian amenities (street furniture, walking environment)



Streetscape improvements along Pershing Drive



Streetscape improvements along Arlington Boulevard



Metrobus frequency



Metrobus routes

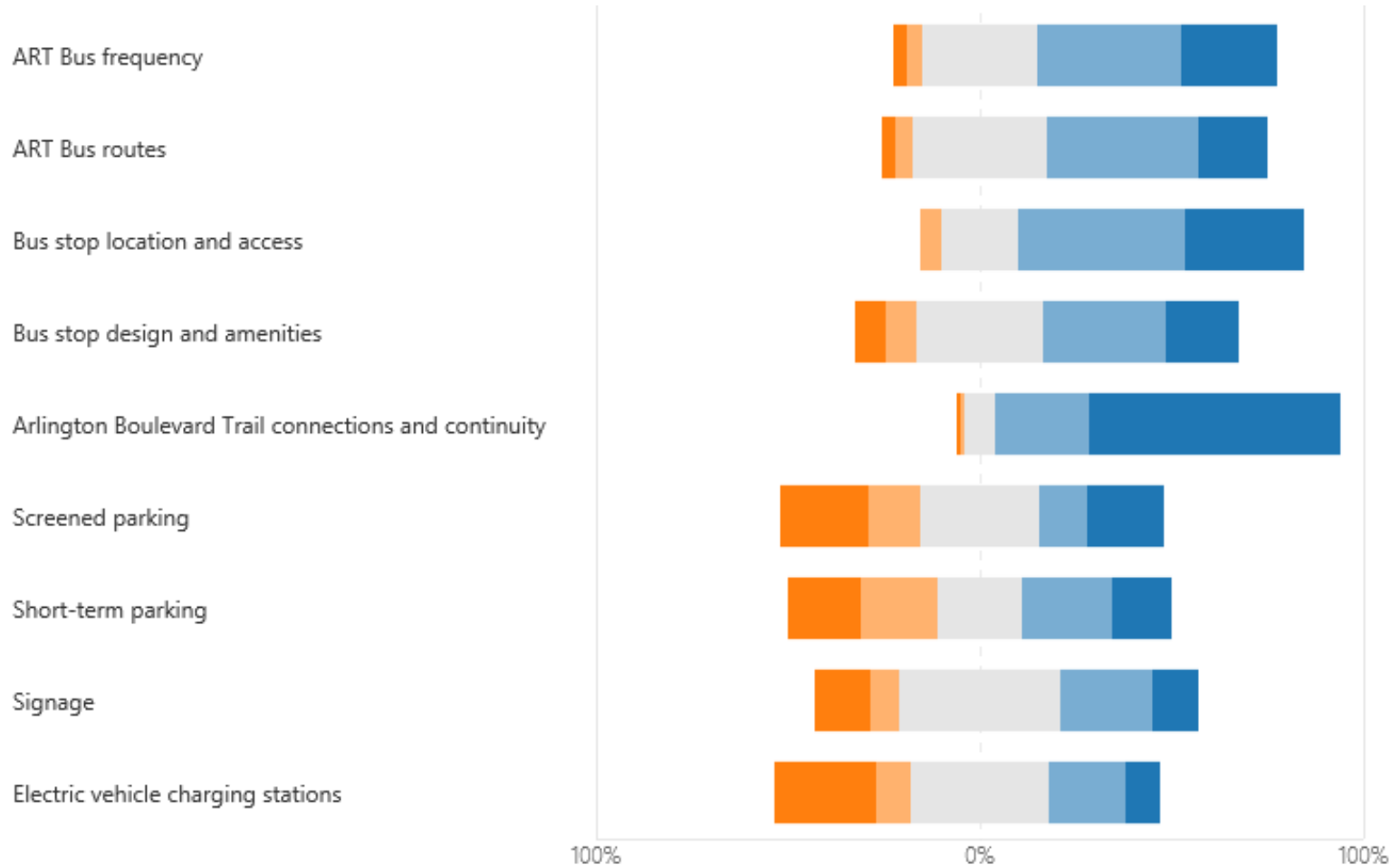


# Question 4 Part 2 - Transportation

4. How important are the following transportation issues to the overall design of the site?

[More Details](#)

■ Not important  
 ■ Somewhat not important  
 ■ Neutral  
 ■ Somewhat important  
 ■ Very important



5. Are there any existing features at this site that are important to you that the study team should consider?

46 Responses

ID ↑	Name	Responses
1	anonymous	Preserve the historic sign and stonework. Keep the big trees. Don't overshadow nearby buildings, especially the garden apartments.
2	anonymous	Low-stress bike lanes.
3	anonymous	Stormwater management. The existing site is covered by pavement. Reducing impervious surfaces and looking for natural facilities (e.g., trees, rain garden, etc.) to keep runoff onsite should be made a priority. If the blade sign could be retained and incorporated into the design of the new building(s), that would also be desirable.
4	anonymous	Large trees should feature prominently in landscape design.
5	anonymous	The low height of the building that doesn't impinge on the neighborhood. The proposed zoning would allow for a 10-story hotel and that is too much. The building should be no taller than adjoining properties (4-5 stories maximum).
6	anonymous	No
7	anonymous	The pool. We need more pools in Arlington. DC has free pools for residents. We have to have tons of money and wait 10 years to get into a pool here. Outdoor pool please.

# Question 5 Part 2 – Existing Features

8	anonymous	This process should learn from that of the 2201 Pershing development, which did not sufficiently take into account the neighborhood concerns. Thus, the study must seriously consider the increased impact in the neighborhood of car traffic from multi-unit residential, the units should be condos to build more home ownership in the neighborhood as there are already massive amounts of rental units in Lyon Park, efforts should be made to channel bus and car traffic on to main roads (Route 50 / Pershing) and away from the already busy neighborhood streets, a public park / open space should be a part of the deal as there are none in Lyon Park on the east side of Washington Blvd, Pershing drive should be beautified and maintained, a grocery store should be considered for any redevelopment, and the developer should not use its current shabby property as a way to essentially blackmail the county again into getting whatever they want - this is exactly what the developers of 2201 succeeded in doing.
9	anonymous	The Arlington Boulevard Trail is a great regional asset that can be improved with this site plan.
10	anonymous	The site lies along a crucial cycling corridor that connects Columbia Pike to Rosslyn. It is important that this corridor's safety is enhanced (i.e. protected bike lanes) so that all ages/abilities may cycle. These enhancements will be vital in Arlington being a more sustainable, pleasant and efficient city. The writing is on the wall in terms of the necessity of cycling globally. We might as well continue to make strong strides while we have the opportunity.
11	anonymous	Not really significant features so this is a good chance to improve the area and make it more friendly to residents and visitors
12	anonymous	None
13	anonymous	The historical architectural resources should be maintained or thoughtfully integrated into any building and/or site design. The notable features, as reference in the HRI, such as the triangular sign and double height atrium can be integrated into design of multiple building types residential, commercial, hotel, etc. The existing building's iconic look has created a landmark along Route 50 and this feel should be maintained.
14	anonymous	No - the trail connection is awkward so the study team should consider how to improve it while there is an opportunity to redo the site.



# Question 5 Part 3 – Existing Features

15	anonymous	Designate and enforce short term parking (carryout/delivery pickup) away from bicycle lanes.
16	anonymous	The Pershing/Arlington Blvd corner of the Existing building has interest that should be somehow integrated into however the site is redeveloped.
17	anonymous	Impact to traffic on Arlington Blvd and Pershing dr.
18	anonymous	No. But the team should emphasize biophilic design elements with respect to all of the features and amenities noted in this survey. Whatever the transportation, housing, business and architectural decisions are, they can be done better when the entire area, as well as the individual elements it, are done with nature and natural features incorporated into the approach.
19	anonymous	The county has a serious housing shortage, and not developing more housing in a highly transit-accessible area surrounded by bike lanes, a metro station, and buses is purposefully choosing to make that problem worse. Lyon Park is not a far-flung suburb, it's a 20 minute bike ride from downtown DC, and bending over backwards to prevent new housing there would be directly working against county goals on sustainability and affordability.
20	anonymous	Old trees/canopy
21	anonymous	1) The appearance of the intersection and of the streetscape at that end of Pershing feels pretty sterile, and not like part of a lively and attractive residential neighborhood. Right now, there is little to tempt a pedestrian to stroll or linger. It would be a shame if changes to the Day's Inn site failed to increase the charm-quotient of the neighborhood through some combination of green space, set-backs, sidewalk cafe seating, tree canopy, screened parking areas, etc. 2) There is already a double-parking issue on Pershing that sometimes impedes traffic. If retail expands, short-term parking that doesn't block traffic must also expand. 3) I would favor greater density of residential (including/especially affordable housing), and some increase in mass/scale on the Day's Inn site, but within limits. The intersection should look like Lyon Park (human-scaled with architectural shapes and materials that echo its older homes) and not like Rosslyn or Ballston.

# Question 5 Part 4 – Existing Features

23	anonymous	Yes.
24	anonymous	No I'd like to see the outdated hotel gone.
25	anonymous	Future development and massing guidelines should take into account viewshed from neighboring historic districts and explore potential opportunities to document the Day's Inn Building that is listed in the Historic Inventory as Notable. Future development should explore opportunities to retain some character defining features of the Day's Inn building. This could be done while increasing density on the site.
26	anonymous	I found it interesting to hear the historic perspective and features of the building. However I think this is a remnant of the past and so proximate to jobs, transportation infrastructure and amenities that it needs to be redeveloped with more density.
27	anonymous	My family has lived in Lyon Park along North Pershing since 1932. With all the new apartments, offices and McMansions along Pershing drive I feel that to put a high hotel and office building will increase the feeling that Lyon Park along Pershing is more of a city than a neighborhood that we grew up in. Also with new business comes new traffic and the 400 block of N Cleveland is already an express cut through route from Washington Blvd to Rt 50. The cut through traffic avoids the light at Pershing and Washington Blvd on its way to Rt 50. The cut through traffic really speeds and I worry about the children who play outdoors along the 400 block of N Cleveland St. With new business comes new cut through traffic.
28	anonymous	It would be interesting to see if any of the historic elements could be incorporated into a new project--like the lobby/atrium and sign. The two-story section wouldn't work but the scale is good next to the neighborhood.
29	anonymous	Low-Rise configuration of the existing structure blends well with the abutting affordable housing project.
30	anonymous	Access to the site should not increase traffic on Wayne or Pershing. This gateway site is important, but it isn't the start of Clarendon. It's the gateway to a residential area. Keep it modest. Not corporate.

# Question 5 Part 5 – Existing Features

31	anonymous	Trail connection running parallel to Arlington Blvd. Existing Architecture is amazing and should be honored in new building. We don't need something like across the street we need something that respects the original Architecture. On a clear evening in winter you can see the chandelier in the lobby from Arlington Blvd. it is impressive and gives a moment of joy.
32	anonymous	The road intersection and connections to paths and parks should all be considered with the unique opportunity for a complete revision (traffic circle, open the intersection) and for greater public use as well as adding affordable housing density and retail/parking opportunities that benefit the community
33	anonymous	Ensure there is enough affordable parking offer on this site so there is no spillover into the neighborhood. Your ratio should be 1 space per bedroom.
34	anonymous	Low stress bike connections in all directions, including onto Fort Myer. The 50 trail heading west along 50 from this location needs a lot of attention. Secure, covered bike parking. Cargo bike parking.
35	anonymous	Multifamily housing should not be allowed next to Rte 50. Living near a freeway causes asthma and related health complications. It is wrong to only allow multifamily housing next to environmental hazards, while healthy, low-traffic areas of Lyon Park are reserved for rich SFH owners. Better yet, get rid of Rte 50 altogether.
36	anonymous	Trails that are not sidewalks
37	anonymous	Arlington Blvd trail connection improvements
38	anonymous	Trail connection shouldnt go through a parking lot!
39	anonymous	I am very concerned about massing, tapering, and building height. I am very concerned about design that adds character. I am very concerned about setbacks and breaking up facades, to ensure sunlight into the area, and to break up monotony of massing. I am very concerned about adding shade/trees to the area to combat urban heat island effect. I am concerned about adding residential density without adequate planning for the fiscal impact and the need for added infrastructure, like parks, schools, etc.
40	anonymous	Traffic patterns and vehicular flow to/from Arlington Boulevard and Pershing Drive.

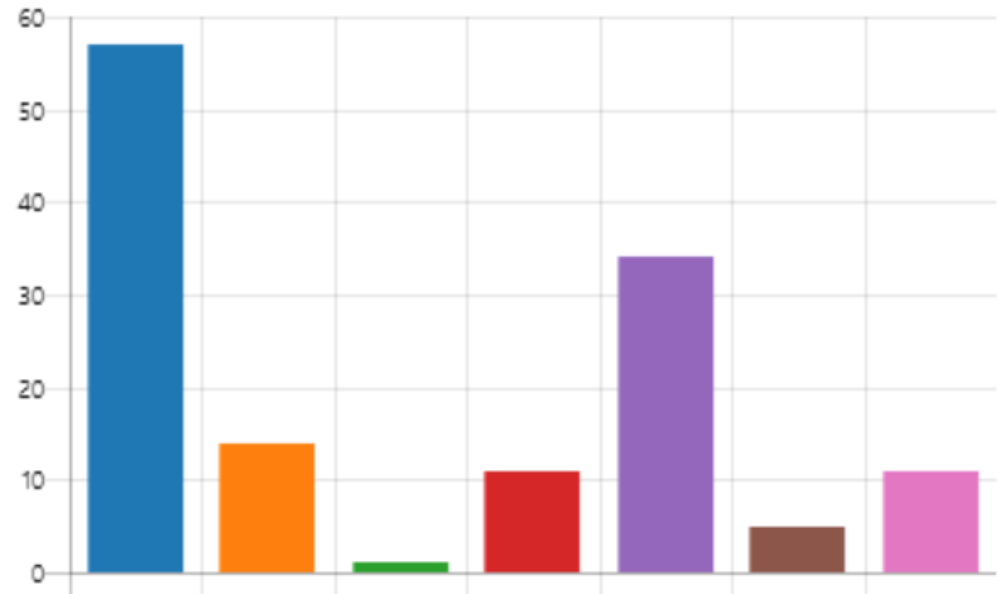
# Question 5 Part 6 – Existing Features

41	anonymous	All those mentioned as Very Important in previous question.
42	anonymous	Stronger protections for pedestrians crossing 50. Cars that are turning left on 50 sometimes can't see people crossing East from the median because the intersection is wide.
43	anonymous	Bike trails.
44	anonymous	Parking needs to match the use for the retail/cafe/restaurant/shops. If the retail uses are in/out (dry cleaners, coffee shops, food carry out, etc., then parking needs to accommodate quick trips (e.g., not having to drive into a parking garage and search for parking). If there are longer-term retail uses (e.g., sit-down restaurants, salons, professional services, etc., then a parking garage is more appropriate.
45	anonymous	very important to have canopy trees along the bike trail, and along Pershing Drive. This is the entry into the residential area of Lyon Park from the 6 lane highway. Trees help mark that transition.
46	anonymous	Try to preserve mature trees and incorporate nature into the design as much as possible.

## 6. What is your connection to or interest in this study?

[More Details](#)

● I live nearby.	57
● I work nearby.	14
● I own a business nearby.	1
● I do not live or work nearby, b...	11
● I visit this area for recreation o...	34
● I'm a Long Range Planning Co...	5
● Other	11





# Question 7 – Zip Code

Of the 89 responses to this question, the greatest number of respondents were from:

- 22201
- 22203
- 22204.

