

Clarendon Sector Plan Update- October 29 Engagement Survey Responses

FIRE STATION 4

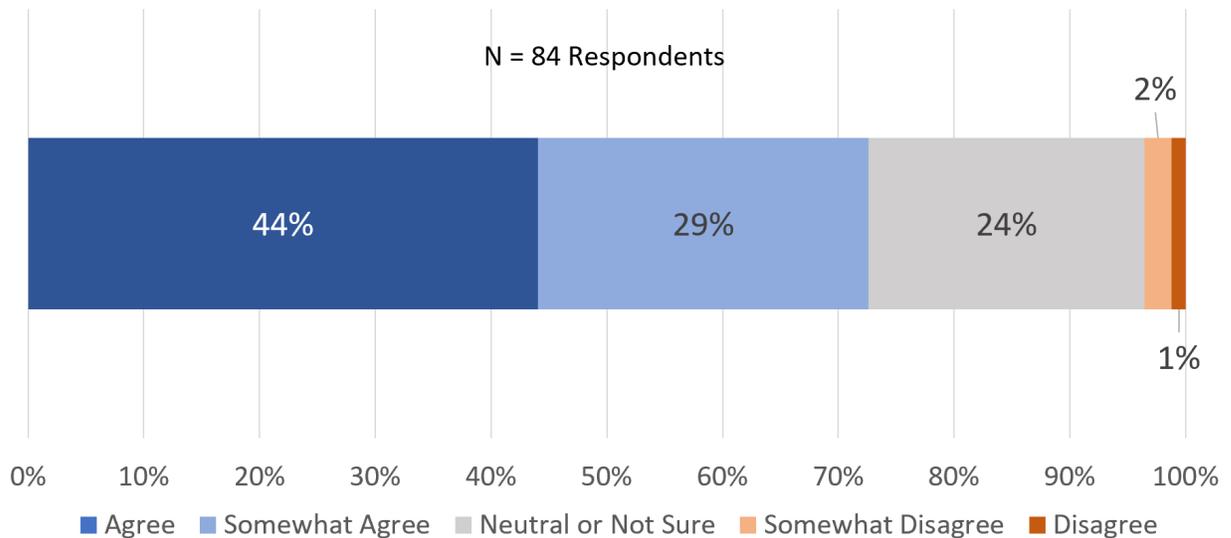
1. Are there other factors or approaches that should be considered in siting Fire Station 4 (see slides 15-18)?

- Could the Fire Station be built primarily on the western half of the 10th Street Site, allowing a park to be achieved on the east side of the County Site along with some land contribution from the Verizon Site (since the switching building does not appear to extend all the way to the eastern side of the Verizon Site)?
- Rebuild where located. Partner with private sector to build residential above fire station, with ability for fire station to be built for free. Work with Verizon to move their facility earlier and permit larger overall footprint.
- The reasons for private developers rejecting the fire station as a ground floor community benefit of their buildings seemed contingent on the county's height and density restrictions. Why shouldn't these restrictions be seriously relaxed far above and beyond the original sector plan if a developer were to provide the fire station on the ground floor as a truly exceptional community benefit? The county has control over the height and FAR limits here, so it seems like a pretty reasonable bargaining chip to get the fire station.
- None are ideal, but all are important to consider. We should continue to be open and observant for other possible options.
- I agree with the considerations that were presented.
- It should not impede traffic as aggressively nor should it disrupt residential neighborhoods.
- Why do we need such huge firetrucks that then demand wide streets and large garage facilities? Can we leverage smaller trucks?
- No adverse effect on the response time, easy in accessing the street.
- Does having more persons working from homes increase fire risk?
- Future population increase and future traffic could be factors to consider for redeveloping Fire Station 4.
- Cost of the rebuild itself. It is not clear from the PowerPoint what the necessity is to rebuild the station in the first place. If the concern is staffing, it is unclear why there needs to be a total rebuild, rather than an additional floor. And the inability to accommodate "modern fire station standards" is extremely vague. It is not clear if there is a compelling need for modern standards; does this just mean accommodations for fire fighters, or something related to firefighting itself? I understand the desire to improve accommodations, but there is no need for the Ritz Carlton - and judging by the excessive costs Arlington puts into school buildings (that in no way improves education), I cannot trust that rebuilding will be cost effective.
- I would like to know more about why approach #2 can't work. I understand there are space requirements for a fire station, likely related to the size of the fire trucks. My understanding is that the large trucks, which are used to fight fires, are not actually needed most of the time since the majority of dispatches are related to health emergencies and not fires. Is there a way to build the station acknowledging that ambulances are usually required? I

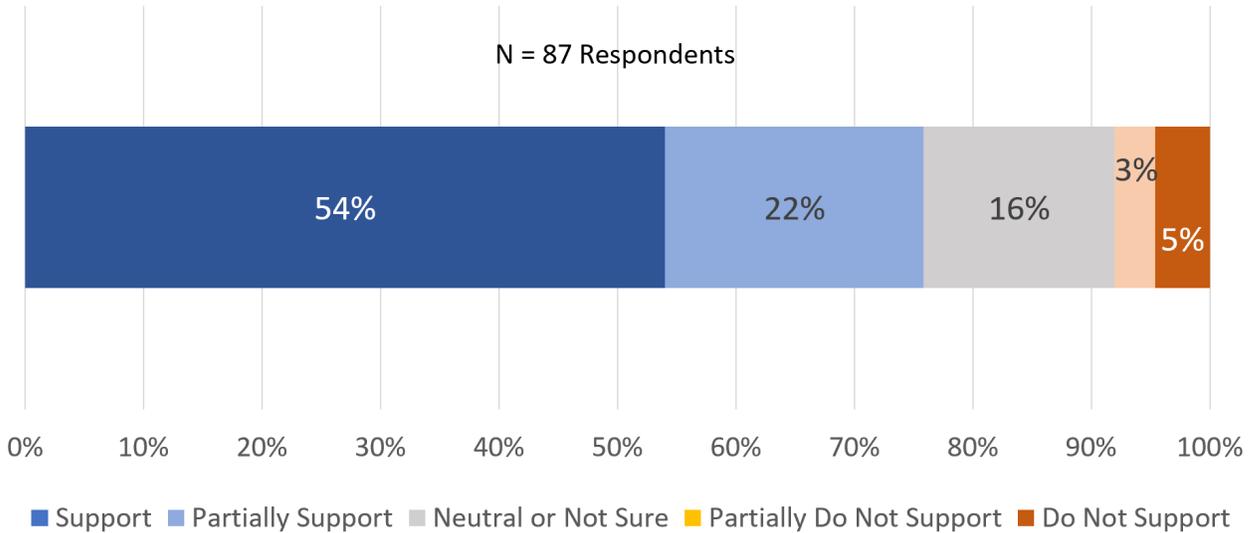
wouldn't want to NOT have trucks at this station at all, but perhaps the normal design requirements, which may be called for assuming frequent use of large trucks, could be reassessed.

- It's not clear that the County has adequately explored options to add affordable housing on top of the fire station.
- Consider limiting required parking. We don't let private developers assert how much private parking they need. We don't let schools assert how much private parking they need. Don't prioritize space for private vehicles over space for people and other needs.
- For alternative #4, although the cost might be high, are there other locations in the R-B corridor available? Please share that info. Also, please note that other public/green spaces are on the periphery of the study area, suggesting the 10th St. site may be underserved.
- The siting should be coordinated with the JFAC (Joint Facilities Advisory Commission).
- Given that the current sector plan calls for a park on this space, some type of natural design, with biophilic features, perhaps a courtyard or plaza that firefighters and possibly the public, can relax in would be considered for the site.
- A fire station is noisy. Sharing space with other businesses/residents is not suitable.
- I wish there were a way to clear the Verizon site to open up more green space for a larger park.

2. Do you agree with staff's preliminary conclusion on rebuilding Fire Station 4 at the current 10th Street site?



3. If the County rebuilds Fire Station 4 on-site, would you support the County partnering with a developer to provide additional uses above the fire station?



4. Additional comments to describe to your responses above:

- Building a new fire station without uses above it in the R-B corridor would be a negligent waste of vertical space.
- Would it be possible for the county to build a mixed use building with the fire station as the ground floor (either with county offices or county owned leasable office space or county owned leasable residential space [subsidized or market-rate]) or does Virginia law require a private developer? Additionally, it seems like a big constraint on finding a partner in this endeavor is that this space is currently slotted for much less density than in Rosslyn. This restriction doesn't make much sense as the building is on a pretty pedestrian hostile arterial in 10th St so it's not clear what harm higher intensity development would bring. I'd much rather see a 200' mixed use development here than a two story modern fire house (and this development pattern would be much more in line with the value of land in the area).
- A good choice for affordable housing. Near Metro and other amenities. But that also increases the importance of additional park space in the area.
- I agree with exploring partnership options for uses above the fire station depending on the nature of those uses. I want to explore these opportunities in greater specificity.
- The noise generated by this fire station is excessive. I would prefer the station be relocated to a less dense area that still allows for quick response time.
- Wouldn't noise above a fire station would be an issue?
- AC should maximize the uses for this site to provide maximum value to the taxpayer.
- This is a good opportunity to increase affordable housing.
- Keep the building at four stories or less and provide public non-profit organization meeting space.
- Any additional uses should not disturb operations of the firehouse
- Build up not out. Build up not out! BUILD UP NOT OUT!
- The area needs an early childhood education center.

- I would welcome any partnership opportunity, but not at the expense of reducing the new station's capability to address future needs
- I support this concept if the partner in development is commercial office space or housing; I am concerned about an excess of unused ground-floor retail space.
- Instead of housing above the fire station (who wants to live above a fire station with the attendant noise?!), consider building a public parking garage (which would make up for the parking potentially lost by putting a green space/park on Fairfax Drive)!
- As long as fire support is not impeded, mix used should be encouraged.
- Fire Station 4 should be definitely rebuilt given its inability to meet the current standards needed to maintain its mission. Given the expense of land in the Clarendon area, I would be in favor of building something above the fire station.
- I strongly support providing additional uses above the fire station. It would be a waste of vertical space to have a fire station with nothing above it, and given the demand for housing and other spaces, it would frankly be negligent not to put space for additional uses above the station. Arlington should avoid land acquisition to avoid unnecessary additional costs; if it were to acquire land, it should avoid eminent domain.
- For the fire dept response time goals, is the same quick time requirement needed for fire emergencies as health emergencies? If health emergencies need to be addressed faster, could a smaller station that prioritizes ambulances work? What percent of Clarendon fire emergencies need a two min response time, considering building safety features? What is the response time for the neighborhood if we get truck support from other stations?
- The density available on the site should be fully used in order to provide housing. Ideally by partnering with an affordable housing developer.
- Additional uses for community programs that support lower income or elderly people and families
- Housing and other uses atop like the station in the west end of DC.
- Slide presented a clear understanding of various community/planning trade-offs. Well done!
- I am assuming the new fire station site is actually the current fire station and the land area of the adjacent office building. Developing some park area on Fairfax Drive would help mitigate the loss of the possible park here. It is also possible we could have some casual use space on the fire station site – and seek an expansion of the space already noted on the Wells Fargo site. Yes – and the County should explore a variety of options. I suspect there will not be a lot of interest from a spec office developer in these times. (Even without COVID spec office wasn't being built much except by JBG.) A for-profit developer may be able to provide more public benefits than a not-for-profit. Affordable housing was thought of for this space in the current plan (as noted by staff). The Alexandria fire station in Potomac Yards (Station 209) combines the fire station with affordable housing and retail. Any collaboration should yield a structure of great design and quality materials and perhaps a tot lot. Since many affordable housing developments use AHIF money it's sort of unclear to me how a partnership would work financially.
- It is also possible if the site didn't use all its density that we could do a TDR that would be used to realize additional height on the Wells Fargo block that is noted in the plan as being able to have additional height with community benefits.

- Yes, although I think that non-residential uses should also be considered. There will likely be a parking shortage in the area, especially for nearby businesses if the future park removes existing parking. Perhaps an above-ground parking structure would be a good complement to the Fire Station, especially since it would be so disruptive to any residential development.
- The staff's selection is inconsistent with the Sector Plan. While not an unreasonable conclusion, this appears to be a tradeoff between tree canopy/open space and the fire station. I need more information about alternative sites (Alt. 4). This may be a missed opportunity.
- The fire station should not be moved. My family has been in our Lyon Park house since 1932. Now that we are getting up in age my wife has needed the fire station's ambulance three times recently and they have been great. They said we were lucky to be so close to the fire station.
- As space in the R-B corridor is at a premium, we as a County should fully maximize the site's allowable buildable volume (up to the height and density limits).
- If funding for the Fire Station can be provided by a developer, perhaps this is a way to go. However, the county should push for an additional floor or two to be used for other necessary services as noted by the JFAC process. Is where the fire administrative offices can go?
- As mentioned above, a fire station is noisy and co-sharing with a developer to provide additional uses is not necessary.

PARKS AND OPEN SPACE OPPORTUNITIES

5. Are there other public space uses or opportunities in Clarendon that were not addressed in this presentation?

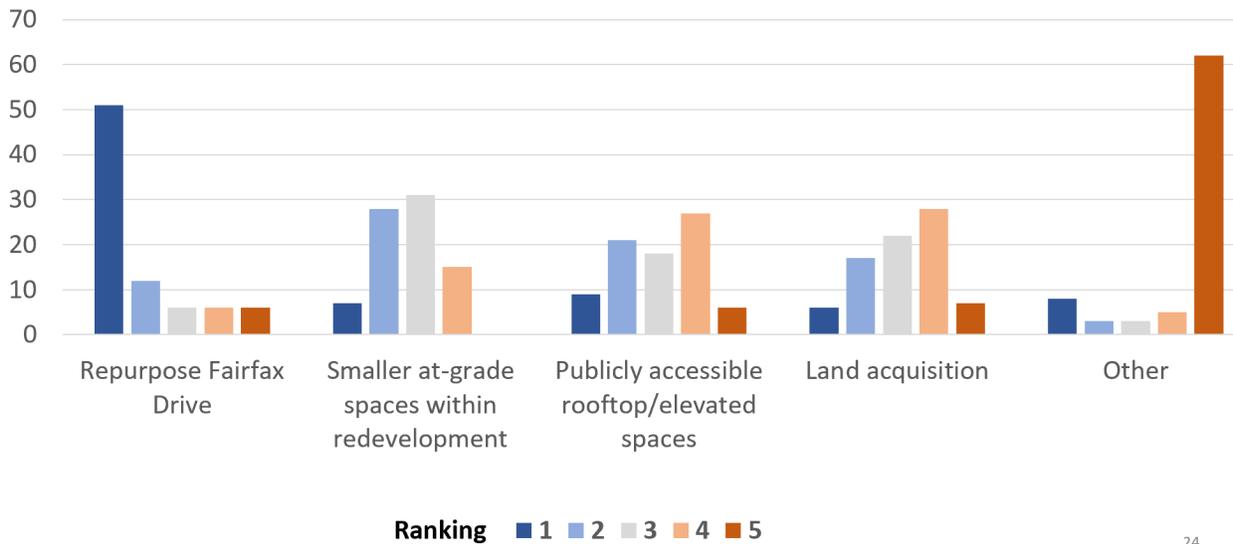
- Given that Irving Street no longer connects to Clarendon Circle, with careful siting of the parking & loading access for adjacent redevelopment could more of the existing Irving Street right-of-way be re-purposed for park space (perhaps with contributions from adjacent developments) to build a larger open space around the new Irving St Plaza? Irving Street's biggest potential use in the future is essentially that it becomes a dead-end alley for parking & loading access. It could conceivably do that in a narrower and shorter form. It doesn't necessarily need to extend 85% of the way through the block before ending like it does now (pending redevelopment, of course, right now it is needed for access to existing parking lots).
- Have future developers contribute \$ to provide additional entry to metro station if physically possible. Entry to walkways under Wilson and Clarendon Blvd on all ends to access station w/o crossing these two roads will improve safety. Have fee placed on all existing and new businesses to pay for park and metro access upgrades.
- Didn't get a full sense of whether redevelopment of the fire station would possibly leave some area for a small public open space or recreation area south of the Verizon switching station. It seems like it would be a great location for a garden type open space.
- For context, another park option map could be provided that extends east to Market Common and west to Quincy Park. That would be helpful for many to visualize the placement of key features. Overall, this is a very good presentation.

- I think the presentation was comprehensive.
- Yes. Once again Arlington is putting pedestrian needs above all other needs. There are Arlington residents who don't need more parks, they need easily accessible parking spaces convenient to the businesses and restaurants they frequent. An example is the Silver Diner. This restaurant is an integral part of our community. A major part of the reason why it is so popular is because of the easy access to SURFACE parking in addition to its walkability. I hear you thinking 'but we will work with buildings to provide parking in garages.' Parking in a garage is a problem for many people with mobility issues. In addition to navigating the garage with a car, you then have to get out of the garage and to the business/restaurant. I think Arlington wants to become a home for fit, 20 year olds who can walk everywhere. But our seniors and citizens with mobility issues should feel welcome in Arlington too. And right now, they are being designed right out of the Rosslyn to Ballston core. This is another step in that direction unfortunately.
- James Hunter dog park. The park has created a huge noise problem for the surrounding buildings and houses. Dog owners do not police their dogs' constant and incessant barking, especially during early morning hours. Neighbors regularly discuss the noise disturbance issue and that something needs to be done. At a minimum, restricting the opening time for the park should be adjusted to ensure the surrounding residents are not woken up by these dogs and their owners. (Opening at 9 am or later and use a timer lock.)
- Outdoor dining.
- Possibly a public parking lot given the shortage of parking in the Clarendon area.
- You should concentrate on create more public PARKING spaces, not creating public parks. For instance, rather than turning 10th street county land into a park, you should create a multi-level parking deck, which also benefits the county through its monetization. To paraphrase Jon Taffer of Bar Rescue, rather than money pits (parks) you should focus on money makers (parking garage).
- More benches for sitting! bring back public spaces! street parking and seats inside of cars cannot be the only benches!
- The Wilson Blvd & Clarendon Blvd pair present an opportunity to have a recurring open street -- one could be converted to two way, and the other could be limited to deliveries and garage entrances, and otherwise open to people walking and biking. Bogota's weekly Cicliovia could be used as a model.
- The County-owned space at Kirkwood/Fairfax Drive should be considered as it was acquired to be parkland back in the 1990s - and perhaps acquire other commercial properties on the south side of Fairfax Drive.
- Some repurposing of underutilized public areas, such as pocket parks, might be feasible.
- I don't think we need so many tennis courts. There are better park uses than all the space tennis courts take up.
- The presentation shows zero options for additional private sector open space, especially along 10th St., where the park was originally envisioned! The Fairfax Dr. open space concept is good, except that its development and use will require significant non-park, (i.e. transportation) uses. This will take up a large portion of the approximately 1 acre that Fairfax Drive makes up. The 10th St. Park was supposed to be around 50,000 square feet, right? This implies a significant deficit, relative to the Sector Plan vision. There should be

more open space than envisioned for the new buildings between Wilson and 10th St. Open space square footage is precious in Clarendon.

- Green ways should be preserved according to sector plans and green parks should be added where available. Arlington County continues to build without providing any additional roads. This should not be allowed as Arlington has become a traffic night mare.
- I feel the cut through on the St. Charles site should be a given to avoid the perception of a superblock along Washington Blvd. which will be very dense with the development of the Red Top site. It should be a requirement for the development and not count as compensating for the loss of park space.

6.a How would you rank the public space opportunities presented? (1 = most important priority; 5 = least important priority)



24

6b. Specify \"other\" above, if applicable:

- Repurpose some of Irving St Right-of-Way with additions from adjacent development as outlined in Question 5.
- See above comment to build entry points to metro station on both sides of Wilson and Clarendon BLVD to avoid all users of metro to cross the street to access metro. Let them go below ground on both sides of street to access station. Existing, new and revised development should pay for these costs.
- More meaningful place making in the triangle park and west end plaza areas
- Repurposing Fairfax is obvious as the biggest impact and most achievable option. All developers in our corridors should be required to create horizontal space to improve public open space, and/or to create it with new horizontal spaces for public access. Roof tops at all levels hold potential for park space, dog walk space, urban agriculture space, and biophilic plaza space. Even when property owners do not want to open roof space or other areas to the public, their projects should provide these spaces for their tenants, and be held to PSMP design standards (as a proxy for eventual biophilic design standards). Any spaces that are created for tenants--and done well and biophilically--will help ease the pressure on other public spaces. The easiest and best uses for those areas limited to tenants are dog areas and

gardens (including plots for individuals). All of this also helps significantly with heat island impacts and energy costs, and can contribute to storm water mitigation in a positive way, rather than merely a defensive way.

- Why are we continuing to over populate the area?
- Make no changes
- More trees in public spaces.
- More easily accessible SURFACE parking for Arlington residents. Give up the car-free plan and instead plan for ALL of Arlington.
- Handling the noise issue at James Hunter dog park.
- More public parking spaces.
- Frankly, none of these ideas are appealing. If "smaller at-grade spaces within redevelopment" means within a governmental redevelopment, fine, but it is reprehensible to require private redevelopment to provide public space. If the county wants public space, it can pay for it like everyone else, not mandate it through zoning, which artificially raises the costs of redevelopment. It is hard to imagine what is envisioned by "publicly accessible rooftop/elevated spaces," but if it means requiring private entities to open their roofs or other areas to the public, that again is reprehensible. Land acquisition is the preferred priority solely because it is the honest way to carry out county public space priorities. But the cost to acquire land in the area should be prohibitive, and taxpayer money should not be wasted on turning expensive land into public spaces. It is better off being turned into housing.
- Converting other street space to park space.
- Parking.
- Reconfigure existing spaces to make them more usable.
- The opportunities at the Wells Fargo/Verizon site and the Silver Diner site should be maximized as no doubt these developments will seek greater height and/or density currently permitted in the plan so providing open space could be considered part of any Community Benefits package. The Wells Fargo site is already called out to allow additional height from 110 to 128 for "extraordinary community benefits" so might be able to provide some open space – or funds towards the design and construction of substantial open space nearby. I support trying for new space on the Silver Diner site that could elide with space on the Wells Fargo site. I also support looking at some space on the redeveloped Fire Station site – and opportunities on the St. Charles site. Depending upon the development proposal this could be a good place for a publicly-accessible tot lot/play area for children.
- Have more space for walkers.
- When private development arrives, such as at the Whole Foods parking site, or the parking lot on the other side of Whole Foods, public accessible plazas should be obtained. Also, the integrity of the Clarendon Commons open space should be maintained in its current form.
- Arlington, please stop building/developing! Our once-nice county is being turned into a metropolis with outrageous taxes and traffic congestion that was never here before.
- Rooftop spaces are amenities for tenants and, while they do confer some environmental benefits to the community at large, they do not seem to compensate for the loss of the large park.

7. Are there other opportunities or challenges for Fairfax Drive beyond those presented by staff?

- This piece of Fairfax Drive is the bicycle connection between the Fairfax Drive bike lanes and the Clarendon/Wilson Blvd bike lanes. There is a huge opportunity here to make this stretch a block of wonderful respite from being near traffic for those biking through. No cars (or perhaps only the occasional service/loading activity), shade, landscaping, visual interest. It would be great. I also STRONGLY support the concept shown for the Fairfax Drive plaza that includes a "mid-block linkage". That linkage could provide a much-needed bicycle and pedestrian connection down to the plaza from the new intersection with 13th Street. Washington Blvd is a major barrier to biking in this area, especially given the county's continued failure to extend the Kirkwood Rd bike lanes to Fairfax Drive. A safe connection across Washington Blvd at 13th Street connecting to the Fairfax Drive bike lanes would be a game-changer.
- Can you put the fire station where the maintenance facility is located or buy land needed next to it along Fairfax Drive? Then move fire station to this area and re-purpose the entire Fairfax Drive as a park.
- I would like to see bicycle access between the door zone bike lanes on Fairfax and the door zone bike lanes on Wilson and Clarendon preserved. Its currently quite easy to make the WB connection here and nearly impossible to make the EB connection. Hopefully a linear park could coincide with an intersection redesign to make this route safer for pedestrians and cyclists. On the business service access I wonder if the space could be designed to accommodate service access by motor vehicles overnight while still remaining off limits to motor vehicles when the park would be in use by cyclists and pedestrians.
- Consider adding some topographic variation to the space, such as berms or low grade mounding, as well as raising the base level a couple of feet, to provide a variety of benefits from water management, natural landscape options (including natural water feature options) and additional distancing from the Metro tunnel and other infrastructure.
- I think staff addressed most of my initial concerns. I am interested in how much of a constraint the metro tunnel beneath the site will be.
- Repurposing Fairfax Drive offers a rare opportunity to achieve a world class civic space. I support the partial conversion of Fairfax Drive into a large linear park while maintaining some light vehicular access on the western-most portion.
- Driving is a common commute. Not having vehicular access along important community spots.
- Maintaining sufficient at street level parking for St. Charles religious events.
- Making rooftop spaces available to the public. If you create a rooftop what would be the estimated foot traffic and use of it as compared to other approaches?
- Love the idea of a linear park with no automobiles.
- Challenges - loitering and homelessness specifically at night hours in the summer as is the case of the park adjacent to the Clarendon metro station.
- I agree with all the challenges provided and believe that the opinion on relying on developed sites to provide parking spaces for all businesses in the area is unrealistic for all especially because of the prices they charge for these parking spots.

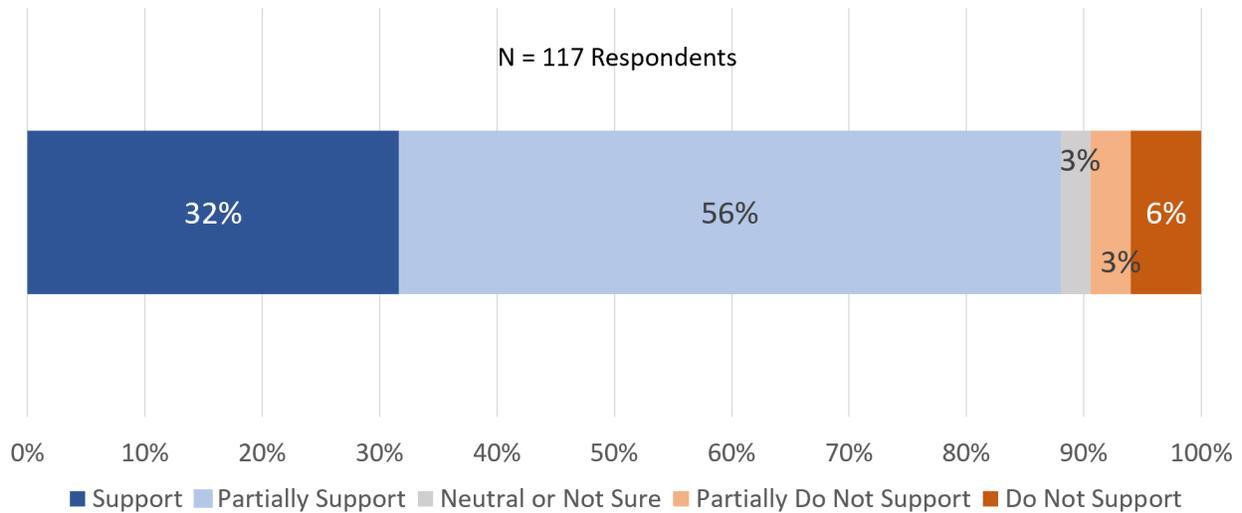
- Converting Fairfax Drive to a linear park would be fantastic. We should not be wasting valuable public space for surface parking. It's also an excellent opportunity to improve the biking experience, that portion of Fairfax Drive is a key part of the bike network between Virginia Square and Clarendon but the bike lanes are often blocked and cars back out of parking spaces without looking for bikes. Unfortunately, I don't have a lot of faith that the bike connection would be well designed. Past experience with new parks that need to serve a transportation need (like the one recently approved for the Harris Teeter development in Ballston) have taught me that parks staff see cyclists and trails as an intrusion and a nuisance and are unwilling to design a bike facility that actually gets people where they need to go instead of meandering around and purposefully shoving conflicting uses right up against the trail where it will cause problems.
- Converting Fairfax Drive to a linear park is a great opportunity, but great care will need to be taken with the design of this park. That portion of Fairfax Drive is a critical link in the bicycle network connecting Virginia Square to Clarendon. A linear park here could turn this stretch into a serene, shaded respite for cyclists, a brief chance to be away from concrete and cars or it could turn it into a frustrating obstacle course of pedestrian conflicts, circuitous routing and poor site lines. Recognizing this stretch's importance as an active transportation corridor will be key in achieving a good design and must be called out in any park design guidelines.
- Parking was already a mess (pre-covid) and now you want to make it worse? Folks can go to plenty of parks. Which architects/firms saw an opportunity to make millions of \$ by proposing these projects? I've lived in Clarendon over 25 years and while the changes over that time have been very positive, this is going too far. INFRASTRUCTURE is KEY and there is little evidence to support how infrastructure will be enhanced with this project. Enough already!
- I believe Fairfax Drive could mostly be repurposed as a large linear park, but leaving some area on the West end for vehicular access for the potential redevelopment on the St. Charles Church site.
- Yes. How are you going to control crowds on weekends if Fairfax becomes a green space? Where are people who have mobility issues but who are not handicapped enough for a formal hang tag going to park if you take away all the parking spaces? Please put Libby Garvey in a wheelchair or give her a walker and force her to get from the interior of a parking garage in Clarendon to the Silver Diner and back again.
- Outdoor dining.
- Possibly the redevelopment of St. Charles Church.
- The roads closest to the George Mason building would need measures to reduce any aggressive driving/turning so that people can get to the park. Even today, just to reach the existing parking lot in that part of Fairfax Drive by bicycle or walking can be dangerous.
- Are you proposing to keep Fairfax Drive as a street and just use the space in between the two single-lane traffic lanes? (The photo examples showed roads.) If you are proposing to remove the road, what are the impacts on traffic? Are there any safety or regulatory considerations with the Dominion substation being next to the area? RE: loss of parking, is this currently public parking? Could you elaborate on possible impacts to local businesses?

How are the proposed uses of the linear park different than what might be been developed at the fire station / Verizon site?

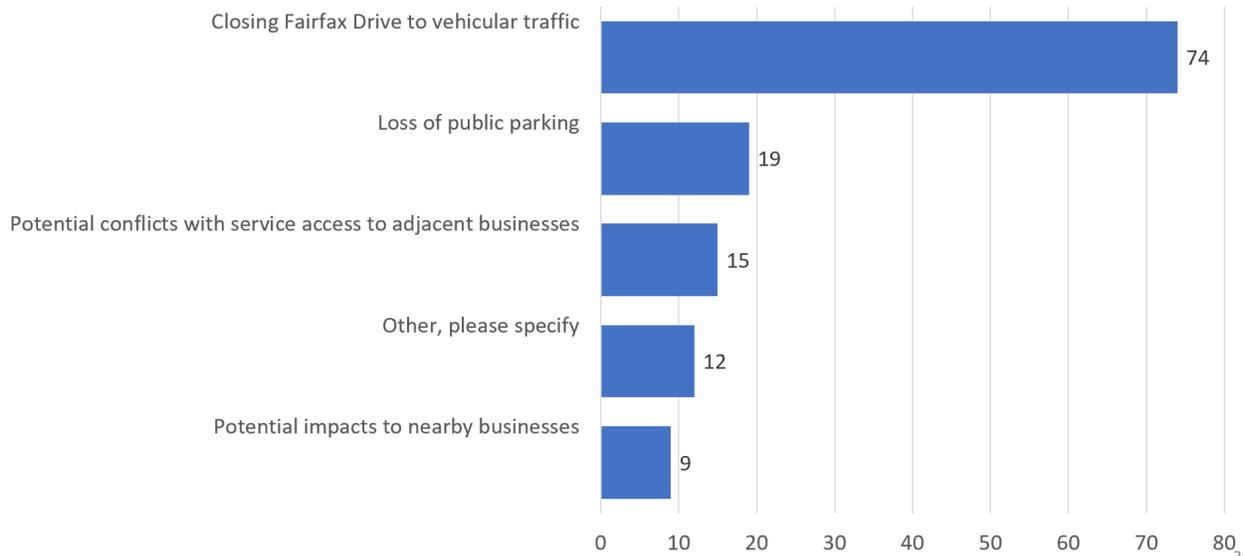
- Fairfax Drive is a crucial connection for people biking east-west through Arlington. It should be converted to a park, but the bike connection should be designed to be low street and easy to navigate. It should not be a winding path through a park, but a purpose-designed bike path beside a park.
- Also, the remaining space on Fairfax Dr could be used for a permanent traffic garden or pump track, which both the PSMP and MTP call on Arlington to explore building.
- The church and Northside Social are the only adjacent uses that generate pedestrians. Other pedestrian generators are across busy streets. Will there be enough people attracted to the space? It's a no-man's-land now that is fairly unpleasant to walk through.
- Parking and collaborative use of space with St. Charles Church
- Ensure safe and protected bike travel on this critical link. Do not prioritize private vehicle parking. Use curb lanes on Wilson to provide parking.
- Proposed designs for Fairfax Drive should be aligned with Arlington County's POPs, Biophilic Cities and active transportation goals. This site provides a critical link for peds/bikes traveling the RB Corridor.
- There is such limited parking for St. Charles and the businesses within Clarendon at a reasonable rate. I hate to see more large and high priced garages put in place of easy street parking. This discourages me doing business in the area and instead opt for places that are easier to access via car.
- I partially support a park with qualifications. The 2006 Plan's vision saw this as a curbside environment that could accommodate vehicles and pedestrians – with emphasis on pedestrians (page. 23) It was also thought it could be used as a festival space – or a place for outdoor markets. Some public surface parking should be provided or replaced adjacent to any new green space to help support business in the West End area most of which do not have their own parking. At a minimum there should be space provided for Grab and Go carryout from North Side Social as well as serve Kirby Garage in case its business model changes. As noted, I only cautiously endorse exploring using Fairfax Drive as a park because of the possible loss of parking. This parking has always been vital to the small businesses in the immediate area. These businesses do not have direct, convenient access to underground parking. Having some surface spaces, even if not enough for any one business, can act as “teaser” parking – people will look for a surface space and then proceed to a garage (hopefully well marked) to park and still patronize the business.
- The County also needs to provide some vehicular access to allow for curbside pickup. This business model is not going to go away and Wilson Blvd and Washington Blvd are ill-suited for this function.
- Even if parking remains on Fairfax, the County needs to provide shared parking opportunities at new developments.. However, the trend is for applicants to minimize parking as much as possible in order to avoid the costs of constructing the underground garage. Could providing public parking at Silver Diner be considered a community benefit and so contribute to their request for increased height?

- The St. Charles site will likely need some sort of vehicular passage on the western-portion of Fairfax Drive if it isn't going to be completely boxed in; therefore, I would encourage close communication and coordination with the St. Charles team.
- Fairfax Dr. is now a purely utilitarian and drab boulevard. More attractive art, architecture or public spaces would help. Does the Drive need to be a 4 lane street to meet County traffic needs? Are there opportunities to shrink to fewer lanes?
- Looks great. I can't remember are we getting rid of the electrical terminals across from St. Charles. I hope so. They are an eyesore.
- I would think that solutions for back of store access for the businesses could be created with some type of combined alleyway/bike lane. I fully support the idea of a public connection from Washington Blvd. to the Linear Park. We need to follow the lessons of the Wash Blvd./Kirkwood Special GLUP study in creating accessible pedestrian possibilities and eliminating any Super Block effects. This connection should be as wide as possible and inviting to the public.
- Challenges - stop building!!! Arlington doesn't need anymore traffic. We also don't want high density buildings. People are not using metro and roads are a nightmare to drive.
- Rooftop spaces are amenities for tenants and, while they do confer some environmental benefits to the community at large, they do not seem to compensate for the loss of the large park.

8. Do you support the idea of repurposing Fairfax Drive to create a larger linear park?



9a. What concerns you most about the concept? (check all that apply)



9b. Other, please specify:

- Other: This is a total win, in the sense that the parking and traffic issues are already more in line with the direction the county wants to go (ie, less of it). I would challenge some immediate assumptions about impact on many businesses, because this park / natural mobility corridor will attract many more people than currently use that area.
- Other: Concerned that it won't be designed to include a high-quality bike facility.
- Other: Not maintaining some light vehicular access on the western-most portion of Fairfax Drive could hinder a building entrance for future redevelopment efforts of St. Charles.
- Other: Potential to break the bike connection if the bike trail is poorly designed.
- Other: Design and programming will be critical to its success. It must draw people in regularly or else it will be a waste of time and money.
- Other: Meaningfully adapting the space to a more aesthetically pleasing, meaningful pedestrian-amenable access to high-end residential, professional, institutional, and commercial properties.
- Other: This block is part of the bicycling backbone of the R-B corridor. If this space is transformed, a dedicated (separate from pedestrians & vehicles) set of protected bike lanes must be included in the planning.
- Other: There is a danger that such a linear park will be designed with transportation more in mind than as a destination open space.
- Other: The linear park may become an extension of the adjacent planned paved plaza to the east. The park needs to be primarily biophilic, which pollinator areas, meadows and trees. Clarendon lacks any such park. The only pavement should be a pedestrian/bike path not to exceed 12 feet in width.
- Other: Parks can draw more homeless people and while they have every right to be at the park, will their presence bring unanticipated problems to the area and St. Charles Church in particular.

- Other: Repurposing Fairfax Drive is a terrible idea. Loss of public parking alone should condemn the idea. As someone who frequented Northside Social, went to the Law School, and used other businesses nearby, the Fairfax Drive parking was extremely accessible and convenient, particularly for students without a parking pass or visitors to the law school, as well as those making quick stops to local businesses. For a business as successful as Northside Social, and a school as important to the success of the area as the Law School, it would be a disgrace to get rid of the parking. Moreover, working with private entities to provide parking cannot replace the convenience and location of the existing parking.

10. What do you like most about the concept?

- We would stop devoting valuable urban space to at-grade private vehicle storage.
- Public park that supports walking, joggers, bikers, and separate path to accommodate this busy section of Wilson and Fairfax Blvds.
- I would love to see more trees in the area. The current parking lot feels like a barrier between Clarendon and Virginia square and it'd be wonderful to have a vibrant and useable green space with areas to sit away from the loud traffic of Clarendon and Wilson that prevent the Clarendon metro park from having a sense of nature's calm.
- Most everything, and it takes a step to PSMP goals.
- I like the idea of improving the pedestrian connectivity and walking experience between VA Square and Clarendon.
- The fact that it provides quality civic open spaces.
- More green space in Clarendon.
- Open space and community engagement
- Creation of additional park space in Clarendon.
- Providing as much green space as possible.
- Creating a more pedestrian friendly area in the Rosslyn/Ballston corridor. This location is in a currently a gap in the community.
- We need more safe space for people and not cars, especially so close to metro. A safe and attractive connection b/w Va Square and Clarendon is an added bonus.
- Additional green space and pedestrian friendly areas.
- It opens the space for more market and social activity.
- Increase in tree canopy
- How nice it would be to have a block or 2 of shaded natural beauty while biking in the R-B corridor where I don't have to worry so much about cars.
- I would prefer a park to a parking lot, but the reality of the power substation (not moving) and the historic buildings limit options - a park would be preferable to a parking lot.
- Pedestrian orientation.
- Love the idea of a more visually-appealing park space in a central part of Clarendon. I think it would get a lot of traffic during the warmer months with people visiting nearby local businesses.
- I love walking along the R-B-C corridor, but that section between Virginia Square and Clarendon is always a bit unpleasant. The more of that stretch that can become a bit more green and a bit less trafficky, the better!
- Nothing.

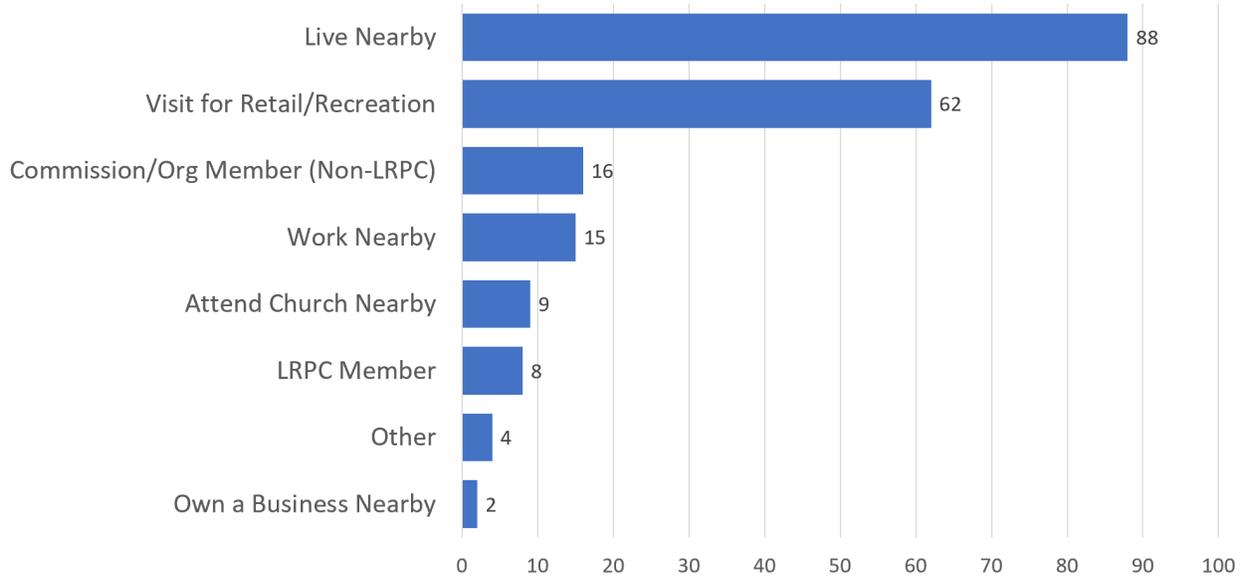
- I very much like the idea of more green space/parkland on most of Fairfax Drive.
- More walkable thoroughfare.
- Nothing.
- Very excited for green space that promotes outdoor gatherings and makes that area feel safer and more vibrant. Excited for places to sit and be social.
- 10th St park
- Park
- A central gathering space that will be in the heart of Clarendon that will be free of traffic and vehicular issues.
- There is absolutely nothing to commend this concept. No matter how much you want to try, you will not get rid of cars. You should concentrate on creating more parking.
- Green spaces are needed.
- More space to walk, because the sidewalks there are narrow.
- Action on climate change by making it more attractive to bike and walk and less attractive to burn fossil fuels in a personal vehicle.
- The park link between Clarendon and VA square would be great
- Sample photos look very nice.
- Additional green space - trees, grass, etc.
- Loss of parking - we shouldn't be giving away public space for private car storage.
- Its pedestrian orientation and ability to tie Va Sq and Clarendon together.
- Creating green, quiet space adjacent to St. Charles Church
- Reclaiming private vehicle space for people on foot and bike.
- Strong support! Many Clarendon residents live in multi-family buildings with limited access to green/open spaces; therefore, additional open/park space along Fairfax Drive should be prioritized as an essential public health/wellness and resilient planning initiative, not simply a "nice to have" community amenity. As proposed, trade-offs with loss of parking, vehicular traffic and etc. should not outweigh the safety, health or sustainability of our community.
- It gives more outdoor space to Northside Social.
- I like the idea of some larger space being available for active play. The current update to the Clarendon Sector Plan states: "Emphasize strategic locations of pooled parking to encourage walking to multiple locations." Page 104 D.8 Parking – item 45 In the late 1990s/early 2000s discussions were had about providing a public parking garage at the western end of Clarendon at Fairfax Drive. There was concern about keeping the viability of the small retail located in the area. The discussion included providing a public park over the parking facility – something done in many urban areas. I would suggest this is still desirable. It is a challenge to have the Metro tunnel running directly under the length of Fairfax Drive. However, the garage would not have to be fully underground – but perhaps built as a sort of under and over – partially below grade spaces with an above grade park that would be slightly elevated. I understand this may be difficult with the relatively flat topo in the area - we wouldn't want the park too elevated because of the historic structures adjacent to the site. Perhaps there's another way to co-locate park and parking. A park over a garage here could provide some amenities like real play space of basketball courts and volleyball courts etc. In my view there are quite a few passive use spaces nearby – like the Clarendon Metro Park. What Clarendon needs is real play space. While Quincy

Park isn't that far away – it is already highly used. I would also suggest a tot lot of sorts- but not sure if one could be provided by the St. Charles development that would be open to the public – like the one proposed at Queen's Court in Rosslyn. Below is a concept from Dallas that wasn't built – and of course is larger than what we would have at Fairfax Drive but it's the nearest example I could quickly find.

- More public area for community engagement!
- I think it will be a beautiful civic space that links key parts of Clarendon and will complement nearby buildings beautifully.
- A major enhancement to the streetscape, a more vibrant pedestrian experience. I would caution about overuse of hardscape and encourage as much green space and trees as possible.
- Open space. I do NOT support the public linkage that would bifurcate the St. Charles Campus.
- Addition of green space to Clarendon area.
- The fact that it is located in proximity to the proposed redevelopment projects.
- Pedestrian-friendly, aesthetically pleasing, and meaningful traffic-way that connects the Clarendon Metro and Business Center to GMU Campus Resources, Commercial spaces,
- Less traffic and more walking.
- This block has been both a physical and psychological barrier between Clarendon and Virginia Square neighborhoods. Transforming this space into a linear park, that barrier is transformed in to both a people-focused connector for peds & bikes and a destination of its own.
- Frankly, the development of the linear Park at Fairfax Drive, may be more important than the development of the 10th St. Park. It will provide a visual, practical connection for urban residents and workers, between Clarendon and the Va. Square neighborhood.
- Converting Fairfax Drive to a linear park is a great opportunity, but great care will need to be taken with the design of this park. That portion of Fairfax Drive is a critical link in the bicycle network connecting Virginia Square to Clarendon. A linear park here could turn this stretch into a serene, shaded respite for cyclists, a brief chance to be away from concrete and cars or it could turn it into a frustrating obstacle course of pedestrian conflicts, circuitous routing and poor site lines. Recognizing this stretch's importance as an active transportation corridor will be key in achieving a good design and must be called out in any park design guidelines.
- The Rosslyn-Ballston Corridor in general and the Clarendon Sector in particular lack unpaved natural areas and opportunities for passive recreation. There is too much pavement, especially near Metro stations. The conversion of this section of Fairfax Drive to a green space with a biophilic design would help correct this presently unsatisfactory condition and reverse the current process of paving over nearly everything in Clarendon.
- I don't like the concept!!
- I like the extension of Fairfax Drive into Clarendon and the potential for lively activity and green relief.

PARTICIPANT INFO

What is your connection or interest in this study?



What is your zip code?

Of the respondents, the greatest number were from:

- 22201
- 22207
- 22203

