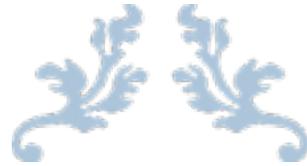


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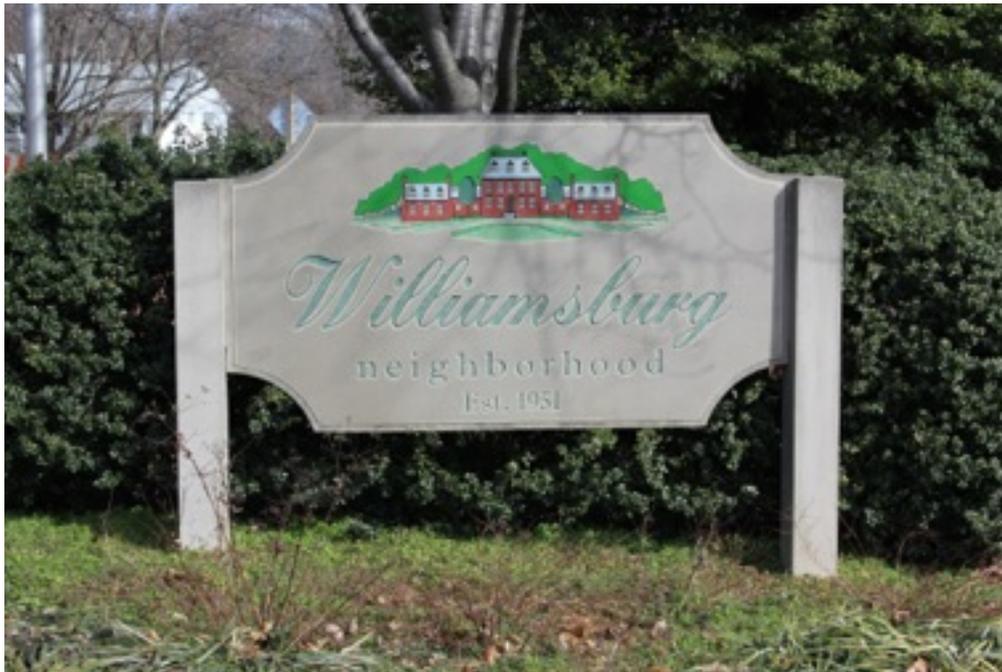


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# WILLIAMSBURG

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## Neighborhood Conservation Plan



NOVEMBER 20, 2016

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# 1. Introduction

The Williamsburg Civic Association (WCA) was established in 1951 to promote the general welfare of the residents of the Williamsburg community. With approximately 1100 households, Williamsburg is an attractive neighborhood in North Arlington bounded by Sycamore Street, North 27<sup>th</sup> Street, North Trinidad Street, North 37<sup>th</sup> Street, and North Kensington Street. The community of Williamsburg is composed primarily of single-family residences, with two small strip shopping centers containing a variety of commercial retail establishments. Williamsburg is served well by arterial roads, public transportation, and other community services.

With close proximity to the District of Columbia, award-winning schools, as well as quiet and safe neighborhoods, Williamsburg remains an extremely desirable place to live, work, and raise a family. The residents of Williamsburg are committed to maintaining the community's beauty and appeal, and working with County staff and officials to influence its future development.

The WCA Neighborhood Conservation Plan (NCP) captures the community's vision for its future and also provides a rationale for potential requests for funding for community capital improvement programs. Published first in January 2001, the WCA NCP is credited with numerous successful improvement initiatives, including major neighborhood traffic calming measures. The WCA NCP is credited most recently with the Sycamore Street median project, with construction expected to begin in the spring of 2017. Rapid growth in Arlington County and Northern Virginia has necessitated an update to the WCA NCP, however. The last 15 years have brought significant changes to our community and to the interests of the residents. Moreover, Arlington's growth and increasing urbanization present new challenges surrounding development, traffic and pedestrian safety, and the community's overall quality of life.

The WCA NCP is the written document that will help us, as a community, evaluate civic association-wide conditions, establish long-term planning goals, and make recommendations to Arlington County about improvements to preserve and enhance neighborhood quality of life. Some of the issues discussed in the NCP involve physical conditions that can be addressed through ordinary County infrastructure budgeting as well as the County's Neighborhood Conservation Plan funding (curb and gutters, sidewalks, park improvements, traffic calming, and lighting). Our analysis of other issues such as housing, development, land use and zoning, will help the neighborhood and the County better understand long-term challenges and opportunities and improve our long-term planning.

The WCA first established a Working Group in September 2014, to begin the process of developing a revised NCP. With guidance from the Arlington County staff, the Working Group first began the design and distribution of the WCA NCP Survey. The survey

incorporated earlier work developed by the WCA Traffic & Pedestrian Safety Committee intended to explore community-wide concerns about traffic issues. The survey was distributed to all WCA residents to obtain an overview of neighborhood likes and dislikes, needs and wishes, and general vision for our community.

The NCP surveys were made available to residents electronically through SurveyMonkey, and paper copies of the survey were also hand-delivered to all WCA residences in September 2015. Announcements of its availability were made on the neighborhood listserv, in the WCA newsletter, and at regularly scheduled WCA meetings. All neighborhood residents were urged to complete the survey and submit their responses. Frequent reminders to submit survey responses were made on the listserv, at general meetings and in the WCA newsletter. The Working Group ultimately received 184 completed surveys, a response rate of approximately 17%. The responses provide, we believe, a very good sampling of community opinion and desires and a sound basis on which to work with the County on community improvement measures such as traffic calming, street and sidewalk repairs and neighborhood beautification.

Overall, the survey responses reflect a strong desire on the part of WCA residents to maintain and enhance the positive characteristics that make our community so attractive. These include community cohesion, valued green space and tree canopy, safe and walkable neighborhoods, convenience to shops, schools, and public transportation, and a healthy quality of life. In general, the residents of Williamsburg are want to preserve and enhance their peaceful residential community, minimize the negative effects from development, and ensure the neighborhood streets and sidewalks are safe for all residents, commuters, and visitors.

The WCA NCP Working Group was expanded in January 2016, and additional residents joined to draft the sections of the NCP. Various residents took the lead on such sections as neighborhood history, land use (existing and future development), traffic and transportation, street conditions/utilities, urban forestry, parks and recreation, schools and other topics. The WCA NCP Working Group met monthly and collaborated closely with the County Staff and others. This draft of the WCA NCP was completed in November 2016, and the draft WCA NCP was distributed to the residents of the WCA in December 2016.

## 2. History of the Williamsburg Neighborhood



Located at the northwest boundary of Arlington County, the Williamsburg neighborhood has a rich history dating to the Native American era. Its most prominent feature, a promontory named Minor Hill by the earliest European settlers, has played an important and lasting role in the history of what became Arlington County. With an elevation of 484 feet above sea level, the hill's prominent elevation made it an excellent location for observation and defensive purposes. A plentiful water supply from numerous natural springs, deposits of pottery clay and soapstone, large trees for dugout canoes, and plentiful fowl and game also attracted indigenous, and then European, settlement.

Today, Minor Hill sits above the busy intersection where Williamsburg, Sycamore, and Little Falls boulevards meet. Hundreds of years ago, Little Falls was a Native American trail and later a "rolling road" on which hogsheads of tobacco were rolled to a loading location at what is presently Chain Bridge.

Native Americans, most probably of the Doeg and Necostin tribes (related to the Algonquians and part of the Powhatan chiefdom), maintained a continuous presence on Minor Hill for hundreds of years until they moved south in the late 1600s. The early explorer John Smith had arrived in the area in 1607, and other Europeans soon followed, putting pressure on the indigenous people.

By the 1730s, European colonists were cultivating corn, wheat, oats, and tobacco in what is now Williamsburg, using both indentured workers and African slave labor.<sup>1</sup>

The George Minor family, after whom the hill was named, arrived in the area around 1753. Patriarch George Minor had acquired a substantial amount of acreage from the

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*Minor Hill was named for the George Minor family that came to what is now Williamsburg in the middle of the 18<sup>th</sup> century. The Minors owned much of the surrounding countryside. For more than two centuries the Minor homestead sat on the summit of Minor Hill. The original part of the house—the middle section in the picture below—was a log and brick structure. The house was pulled down in September 2016 to make way for development.*

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descendants of Simon Pearson, the original recipient of a land grant from the Proprietors of the Northern Neck. A simple house of brick and logs, built presumably by enslaved or indentured persons working for one of these earlier settlers, sat on the summit of the hill.<sup>2</sup> The elder George Minor later served as a justice of the peace in Fairfax and as a colonel in the Fairfax Militia. His land titles stretched from present-day Falls Church through Williamsburg to present-day Seven Corners. Enslaved Africans worked the extensive Minor farmlands.



Sparsely populated but thick with trees, Williamsburg was a strategic location during the Civil War. It was held first by Confederates and then became part of the Federal defensive ring around Washington. On May 24, 1861, Confederates dug in on Minor Hill were some of the first combat fatalities of the Civil War, as Federal forces marching to First Manassas (also known as Battle of Bull Run) engaged and routed the southerners. The Federals then built an observation fort and signal tower atop Minor

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<sup>1</sup> Slave traders had brought the first Africans into Virginia in 1619, and by 1800 slaves made up half the population of what is now Arlington.

<sup>2</sup> The house was brought down by a developer in 2016 following a failed attempt by preservationists to save it. Before the house was destroyed, Preservation Virginia wrote a report concluding that the original cabin may have been intended as a slave dwelling.

Hill, as well as a spot for signal fires that were used to warn of the approach of rebel forces. The signal fires, along with those on other Arlington hills, were occasionally lighted at night, inspiring Julia Ward Howe to write in her *Battle Hymn of the Republic*, the words “I have seen Him in the watch fires of a hundred circling camps.”

### **A Small Community Between the Lines of War**

Despite the tight Federal defenses at Williamsburg, rebel forces were able to penetrate the Union lines on occasion, perhaps abetted by a number of slave-holding families in the area, including the Minors, some of whom openly harbored Confederate sympathies.<sup>3</sup> There were several incidents of Federals and Confederates bumping into one another, as they foraged for food and water or tried to court the young women of the area.

Between Williamsburg Boulevard and Little Falls Road where John Marshall Drive now splits at a grove of mature trees stood a lovely spring house serving the local community. The spring was one of three in the area in the mid-1800s.<sup>4</sup> Because it was nestled in a ravine feeding a tributary of Pimmit Run, this spring, which belonged to John Minor, became a respite from the summer heat for nearby families. Nearby was John Minor’s home, at what is now 3018 John Marshall Drive.

From June to September 1861, Union forces were camped from Halls Hill to Fort Ethan Allen to shield the Capital from the threat of Confederate guns. All through that summer, skirmishes broke out between Union scouts supporting General Hancock’s forces at Falls Grove and Confederate scouts supporting Virginia militiamen camped on Minor and Upton Hills under General Longstreet. Many soldiers were captured and wounded and some were killed.

John Minor’s spring became a no-man’s land, as residents feared being arrested as Confederate spies or Union loyalists. The spring finally fell under Federal control in early October 1861 when Union forces took and occupied Upton and Minor hills. From then until the end of the war, the spring was used to water Union cattle.

Neither the house nor the springhouse survived, having been demolished in the 1920s when development of modern homes came to this area. A few remnants of the spring house reportedly were still visible until the 1970s. The site today is an Arlington County Park, but its Civil War history is unmarked.<sup>5</sup>

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<sup>3</sup> One Minor descendant sued the U.S. government after Emancipation for the loss of his slaves.

<sup>4</sup> The other two springs were on Minor Hill—above what is now the small shopping center on the west side of Sycamore street—and on land belonging to the Saegmuller family, respectively. The Knights of Columbus meeting house currently stands on the latter site on Little Falls Road.

<sup>5</sup> Note: The Williamsburg Civic Association recommends that appropriate documentation of this site be undertaken so that an historic marker can be erected at the site of the John Minor spring.

Like much of what is now Arlington, Williamsburg was ravaged by the war and the occupation that followed. Many of the majestic birches and elms that once lined Minor Hill had been cut down, fields were untended, and undergrowth ran rampant. One Union soldier described the Williamsburg area in 1862: “The country between here and Washington is in a sorry condition, the fences are burnt up, houses damaged or occupied by soldiers, crops annihilated, larders empty, and everything showing the footprints of war.”

### **Reconstruction and Recovery**

After the war, the Minors still held small parcels of property here and there, but most of the various Minor homes that once dotted the landscape disappeared over time. These included a farmhouse that stood at what is now 5600 north 35<sup>th</sup> Road, a cul-de-sac. Several Williamsburg residents of the 18<sup>th</sup> century, including the Minors, were buried in family plots that no longer exist. A small Minor graveyard at what is now 2450 North Powhatan Street was destroyed when major development came in the 1950s.

Another descendant of the original George Minor, also named George, who married Annie Birch, is buried in the Birch-Payne Cemetery, now an Arlington Parks and Recreation property at Sycamore and North 28<sup>th</sup> streets. The Birches were also prominent landholders in the county prior to the Civil War. Samuel Birch, who served as a colonel in the War of 1812, and his two wives and several descendants were buried here. Several African-American slaves reportedly were also buried in the cemetery.

In her will, one of the Birch daughters set aside the one-acre burial ground, and it was duly recorded in County archives. The last burial was in 1930; the graveyard held approximately 20 graves at the time. Development of the area eventually shrank the cemetery to 1/3 acre. It has been vandalized and only one tombstone is marked.<sup>6</sup>

In 1867, most of Minor Hill was leased to Eugene Crimmins, an Irish immigrant and Union combat veteran who had fought at Fredericksburg and Gettysburg. Crimmins built an imposing house near the crest of Minor Hill, adjacent to the Minor homestead, and maintained a large pig farm where Rockingham Street now runs. The Crimmins house as well as many other prominent homes of the post-Civil War period long ago fell to developers. However, Crimmins’ son Francis preserved one of the original District of Columbia milestones, Northwest Number One.<sup>7</sup>

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<sup>6</sup> Please see further information about this cemetery in the Parks and Recreation section of this document. The Civic Association is requesting that improvements be made to this park in order to accord it more respect as a cemetery. One Williamsburg family is interested in researching the history of the slaves buried here; pending further documentation, an appropriate historic marker could be designed.

<sup>7</sup> Northwest Number One reportedly is adjacent to 3611 North Powhatan Street, but it is no longer visible from public property.

During the early 1900s, Williamsburg residents would occasionally enjoy the sight of President Teddy Roosevelt riding to a preferred spot on Minor Hill that featured a stone-lined well of sweet, cool water shaded by ancient oaks belonging to the Birch family. This spot of sylvan beauty and tranquility was lost in 1950 to the development of new homes. It overlooks the small shopping center on the southwest side of Sycamore Street.

Well into the 1920s, small frame houses and cottages, together with a few remaining farmhouses, characterized the Williamsburg area. Limited bus service began in 1921 and improved in 1928 following the paving of Lee Highway. During the Depression, Williamsburg donated substantial quantities of garden vegetables to the soup kitchens of Alexandria, Arlington, and the District of Columbia.

The growth of the area during World War II led to dramatic changes in the Williamsburg neighborhood. Many women found full-time employment, household incomes soared, and residents had more disposal income. Many local roads were paved and Arlington County officials began to plan for a post-war population boom in Williamsburg, one of the last Arlington neighborhood to be developed.

Indeed, pressures for single-family housing surged with the rapid population growth of the Washington metropolitan area at the end of the War. With five years, the Williamsburg area was transformed from open farmland into a community of nearly 600 single-family homes.

### **Development Pressures, Civic Activism**

The construction in 1951 of nearly 200 homes on the slopes of Minor Hill transformed the hill into a middle-class subdivision, characterized by dozens of essentially identical small homes on small lots of land, framed by greatly reduced numbers of elms, oaks, and birches. Construction was briefly halted during the Korean conflict, when the availability of bricks was limited. According to local residents, large bricks were used to build Fort McNair. The builder finished the project with small bricks. Many of the houses on Minor Hill, too, features bricks of two different sizes.<sup>8</sup>

With the threat of unplanned commercial development on their doorstep, residents in 1951 organized the Williamsburg Civic Association to retain “the desirable residential community.” In the 1950s, the Civic Association successfully opposed plans for commercial development including several gasoline stations on Minor Hill. The community ultimately was required to bring a civil action opposing development and prevailed in the Arlington Supreme Court.

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<sup>8</sup> Note: The Civic Association has expressed interest in exploring whether owners of remaining 1951-era homes on Minor Hill are interested in a historic designation, given the large-scale demolition of most of these homes since 2000. Many of the homes and their surrounding tree canopy have been removed to make way for large single-family homes that now occupy most of the lots.

The Civic Association has also been very active in promoting traffic and pedestrian safety. Its efforts began in the mid-1960s, when a local child was seriously injured by an automobile crossing from Sycamore Boulevard onto Williamsburg Boulevard. At the time, there were no traffic lights in the Williamsburg traffic circle. The Civic Association helped residents organize petitions that eventually led to the county adding traffic crossings, guards, and lights in the circle. The Civic Association has continued to work closely with County staff to plan and implement a host of traffic-calming measures. These efforts intensified in the wake of the death of a Williamsburg resident who was struck by a construction vehicle in front of Nottingham School in the fall of 2014.

The Civic Association repeatedly has advocated with regard to the Bishop O'Connell private high school that is adjacent to Williamsburg but lies within the boundaries of the East Falls Church Civic Association. Residents of Williamsburg, along with their neighbors in East Falls Church, weighed in with Arlington County officials to mitigate the effects of expansion of Bishop O'Connell's sports facilities. During 2010-11, the Civic Association opposed O'Connell's application for a special use permit to light its athletic fields for night-time games and practices. In a January 2011 resolution, the WCA expressed unequivocal opposition to field lights. The resolution was instrumental in the County Board's ultimate decision to deny the permit application. (See School section.)

Another successful Civic Association advocacy effort involved a proposal to build a cell phone tower atop Minor Hill. Concerned residents worked with the Civic Association to persuade the County to put an end to the tower project – much as they had stopped gasoline stations decades earlier.

More recently, the Williamsburg Civic Association was successful in promoting a plan – funded with Neighborhood Conservation funds – to re-engineer the Sycamore Street median. When completed sometime during the next few years, this project will reduce the number of traffic lanes on Sycamore from four to two, add dedicated bicycle lanes, include pedestrian islands to facilitate walkability, and greatly enhance storm water management. (See Traffic and Pedestrian Safety section.) The Civic Association believes that the project will markedly enhance traffic and pedestrian safety on Sycamore and adjoining streets.

The Civic Association also supported the effort to create a park at the base of Minor Hill, which was planted with azaleas and other flowers as a memorial to the late Emily L. Sharp, a Williamsburg resident. As one of the only truly “green” spaces left in the neighborhood, this park needs more careful attention from both residents and Arlington County (See Parks section). Several of the mature trees in the park are threatened by invasive ivy growing up their trunks.

The Williamsburg toddlers of 1951 have grown up, married, and raised families of their own in the area. Meanwhile, the original 1951 homes and lots, which sold for

about \$6,000, are drawing bids of more than \$700,000. The area is being transformed into a community affordable by only a relatively small segment of homeowners. In the face of these pressures, Williamsburg Civic Association continues, as it has for more than six decades, to advocate for maintaining the neighborhood as a desirable residential area.

\* \* \*

In the 1950s residents of Williamsburg feared commercial encroachment. Today they express concern at the loss of the small ranch-style homes that once covered the neighborhood. (See Land Use and Zoning Section). An example is shown below at left. The neighboring house on the right was torn down to make way for a much larger home currently under construction. Several mature trees were also lost in the demolition of the two homes on this block.



### 3. Neighborhood Goals

Below, we provide a brief overview of the goals set forth more fully in the narrative portions of this NCP.

## **County Services**

Residents express very favorable opinions on a range of County Services, with particularly high marks given to such core services as schools, libraries, police and fire response. Residents do, however, express continuing concern about traffic and pedestrian safety. Similar to concerns raised by Arlington residents generally, increasing urbanization has led to more traffic with a direct effect on neighborhood quality of life. Among key recommendations in this Plan are needed improvements in overall neighborhood traffic and pedestrian safety, directed at improving walkability and reducing local traffic risks.

## **Schools**

Civic Association residents express very high levels of satisfaction with the quality of the local public schools – Nottingham and Tuckahoe Elementary Schools and Williamsburg Middle School. Similar to their concerns about neighborhood quality of life generally, they are concerned, however, about traffic and pedestrian safety issues near the schools and include in this Plan recommendations for improved traffic safety.

Neighbors living near the only private school bordering the Civic Association – Bishop O’Connell High School – report significant problems ranging from athletic field noise, parking and traffic safety issues, littering, nighttime disturbances and crowds, and aesthetics. This NCP identifies a number of recommendations intended to improve school/neighborhood relations, including a Complete Streets program to improve walkability, enhance traffic and pedestrian safety, beautify the streets surrounding the school, and incorporate modern streetscape engineering standards.

## **Land Use and Zoning**

The Williamsburg neighborhood consists almost entirely single-family homes. Development pressure – particularly over the past 15 years – has replaced many of the smaller modest ranch homes with much larger structures. The Plan recommends that the County consider potential amendments to its zoning ordinance to better control the heights and size of newly constructed homes, to encourage the building of housing that is harmonious with its setting, yet is also responsive to consumer needs and compatible with the relatively high land values in north Arlington.

## **Infrastructure**

In general, our neighborhood survey found that the infrastructure within the Civic Association is in quite good shape and reflects, overall, a responsible and conscientious County maintenance presence. The report identifies some streets with poorly located or hazardous street signs and utility poles; some cracked and deteriorated sidewalks; some poorly secured utility lines; and some missing curbs and sidewalks. Specific problems are tagged for County attention.

## **Parks**

There are only two small parks within Civic Association boundaries – Minor Hill and Sharp Park. Residents recognize that the size and location of the parks limit access and use and have identified some improvements intended to improve safety at the parks, facilitate access, and enhance their natural beauty. They include recommended design and landscaping changes to integrate the two contiguous parcels more fully and enlarge the area of use; ornamental fencing surrounding Sharp Park to provide additional separation from the very heavy adjacent vehicle traffic; and improved plantings and landscaping consistent with small suburban green areas.

This Plan also contains recommendations for improvements to the small privately-owned Birch-Payne Cemetery located at the junction of North Sycamore and North 28th Streets. This small neglected Cemetery is currently maintained by the County and the Plan recommends that the County consider purchasing the Cemetery and introduce appropriate landscaping, benches for contemplative seating, and historical markers.

## **Traffic and Pedestrian Safety**

Residents of the WCA clearly value and cherish their community and the community continues to be an attractive place to live and raise a family. With this popularity comes transportation, traffic and pedestrian safety challenges. Survey results reveal that the largest number of survey respondents cited poor “walkability” as the most important aspect of the community they would like to change. The second largest number of responses related to excessive traffic speeds on the arterial, as well as on the residential streets. The WCA NCP recommends reduced speed limits for in and around the schools, as well as electric speed displays, increased police surveillance, and better crosswalks. It also recommends additional traffic calming measures to enhance the walkability of our community and improve pedestrian safety.

## **Commercial Establishments**

The Civic Association hosts two small 1950s-era strip malls at the junction of north Sycamore, Little Falls, and Williamsburg Boulevard. In general, residents are satisfied with the mix of service and convenience stores (dry cleaner, bank, Seven-Eleven store, CVS drug store, casual restaurants). Recommendations include summarizing survey responses for the landlords of the shopping centers to advise them of resident opinions, discussing the neighborhood’s desire for a coffee shop/bakery as vacancies allow, and their interest in enhanced landscaping and beautification at this key neighborhood intersection.

## **Urban Forestry**

One common concern expressed by Civic Association residents is the decline in the tree canopy occasioned by residential development and tear-downs. Residents are

troubled that the green and leafy ambiance of the neighborhood is threatened and recommend that steps be taken to enhance the tree canopy where possible. Recommendations in the Plan include working with the County urban foresters to identify public spaces (Sharp Park, Minor Hill, Birch-Payne Cemetery) for the planting of large deciduous shade trees; working more closely with the Tree Canopy Fund to promote the planting of trees on private property; and assisting in the removal of invasive species (English Ivy, Japanese honeysuckle etc.) on both private and public lands within the Civic Association.

### **Urban Agriculture**

Civic Association residents are generally supportive of steps taken to the County to encourage food sustainability and urban agriculture – urban garden plots, for example. They strongly oppose, however, possible County initiatives to promote urban animal husbandry such as “back yard chickens.” Although vacant or underutilized land in the Civic Association (as in all of north Arlington) is extremely limited, recommendations advanced in this Plan include working with the County and Urban Agriculture groups to learn more about locating, developing, and maintaining urban gardens.

### **Aging in Place**

The Williamsburg Civic Association contains, relative to the Arlington population as a whole, a high percentage of elderly residents (nearly 27%). Residents express an interest in learning more about Arlington’s Neighborhood Villages; working with the County to ensure that WCA streets, sidewalks and parklands are in compliance with the Americans for Disability Act; and examining ways to improve neighborhood walkability through canopied bus stops, wider sidewalks, benches for relaxation and resting, and shade trees for comfortable passive recreation. In addition, residents are interested in learning more about granny flats and accessory dwellings and other approaches to increase the housing options in Arlington that could allow the elderly to continue to live in their homes.

## **4. Neighborhood Demographics**

The Williamsburg Civic Association is an irregularly shaped neighborhood located in the northwest corner of Arlington. It is bounded on the west by Trinidad Street, on the north by 36th and 37th Streets North and the Fairfax County line, on the east by North Kensington Street, and on the south by North 27th Street. The population of the Civic Association has grown slightly over the past 20 years, from 2,571 in 1990 to 2,875 in 2010 – an increase of approximately 12% (1990 and 2010 Census Data).

**Residents:** The tables below show the ages and races of Civic Association residents and those of Arlingtonians as a whole. The tables indicate, for example, that the Civic Association is considerably less diverse than Arlington, with nearly 85% of Civic Association residents reporting themselves as “white.” This compares to 64% for the County as a whole. Arlington’s overall African American population (2010 Census) was 8.2%, compared to 1.7% in the Civic Association. Similarly, less than 5% of WCA residents self-identify as Hispanic or Latino, compared to 15% in Arlington as a whole. Association residents also are considerably older than the average Arlingtonian, with more than 27% reported as 55 and older, compared to 18.7% for Arlington as a whole. In addition, far fewer Civic Association residents fall within the young adult 25-34 age category (7.5%) compared to Arlington as a whole (27.6%).

<b>Race</b>	<b>Williamsburg Civic Association (2010 Census)</b>	<b>Arlington County (2010 Census)</b>
<b>White</b>	85%	64%
<b>African American</b>	1.7%	8.2%
<b>American Indian or Alaska Native</b>	0.2%	0.2%
<b>Asian</b>	4.5%	9.5%
<b>Native Hawaiian or Pacific Islander</b>	0.3%	0.1%
<b>Other Race</b>	0.3%	0.3%
<b>Two or more races</b>	3.2%	2.6%
<b>Hispanic or Latino</b>	4.8%	15.1%

Age Distribution of Residents	Williamsburg Civic Association (2010 Census)	Arlington County (2010 Census)
Under 5 years	7.4%	5.7%
5 to 17 years	21.7%	10.0%
18 to 24 years	4.9%	9.8%
25 to 34 years	7.5%	27.6%
35 to 44 years	14.3%	15.8%
45 to 54 years	16.9%	12.4%
55 to 64 years	13.2%	9.9%
65 to 74 years	7.3%	4.9%
75 to 84 years	5.0%	2.5%
85 years and above	1.9%	1.4%

Data on household type, shown below, depict how Civic Association residents compare to the overall County population on “household type.” Twice as many Civic Association households are reported as “husband/wife” families compared to Arlington as a whole. More than 66% of Civic Association residents reported being in “husband/wife” families compared to 33% for County households as a whole. The Civic Association has relatively fewer households in which the resident lives alone (17.9%) compared to Arlington as a whole (41.3%).

Household Types	Williamsburg Civic Association (2010 Census)	Arlington County (2010 Census)
Husband-wife Family	67.9%	33.9%
Other Family	7.3%	8.6%
Householder living alone	17.9%	41.3%
Householder not living alone	6.9%	16.2%

All of our survey respondents report that they principally speak English at home.

Housing: The neighborhood consists almost entirely of single-family homes, with two very small strip shopping centers. The housing is a mix of styles, with 1950s small

brick ramblers and colonials predominating, some cape cods, and a smattering of larger colonials, Craftsman, and contemporary homes. Although many of the older homes are architecturally similar, many have had extensive renovations and additions over the years. In recent years, in particular, smaller homes are being demolished and much larger homes are being constructed on the same lots.

Our survey respondents report that they own their own homes (97%) with only 5 respondents reported as renters. (Census data from 2010 report that 87% of residents in the Civic Association own their own homes, with 10% reported as renters). Similarly, virtually all respondents (96%) report living in single-family homes, with one respondent living in an apartment and six in townhouse/row-houses.

Schools: A great majority (89%) of respondents report that their school-age children attend public schools (See Schools section) with only 9 respondents reporting the use of private schools. No respondent reportedly makes use of home schooling.

Work: As shown in the chart below, more than one-third of survey respondents report that they work in the District of Columbia (38%). Approximately 17% work in Arlington and 28% work elsewhere in Virginia. Only 6.25% work in Maryland, with another 9.7% reporting that they work elsewhere.

Where Survey Respondents work	
Arlington	17.38%
Elsewhere in Virginia	28.47%
District of Columbia	38.19%
Maryland	6.25%
Other	9.72%

What Residents Like and Dislike about Living in the Neighborhood

Survey respondents were asked to identify generally “the reasons you like living in the neighborhood.” As shown below, the most commonly mentioned favorable neighborhood trait was – overwhelmingly – the quality of Arlington’s public schools (see Schools section). Seventy-percent of respondents mentioned the quality of Arlington’s schools as a significant positive neighborhood feature. (Some respondents did, however, express concern about school overcrowding).

More than half of respondents also referenced the neighborhood’s “location” as a positive feature – proximity to work, easy commute, access to local cultural

attractions and sporting venues, and easy travel to the metropolitan District of Columbia. One-third of respondents mentioned qualities of the neighborhood itself – an urban/suburban climate with the best of both settings; modest comfortable homes with good resale value; attractive streetscapes. (Note that the percentages below add up to more than 100%, because many respondents mentioned more than one reason for liking the neighborhood).

<b>Reasons I like living in the neighborhood</b>	
<b>Quality of Arlington County Public Schools</b>	70%
<b>Convenient location (proximity to work, cultural and sporting attractions)</b>	62%
<b>Quality of life (urban/suburban mix; comfortable housing; attractive streets capes)</b>	38%
<b>Available transportation options, Metro, ART bus, bicycle trails</b>	35%
<b>Nearby amenities – good hospitals, doctors, mix of convenient shopping, close-by library, banking</b>	14%
<b>Safety and security (low crime; safe for children to grow up)</b>	13%

Survey respondents were also asked to identify the things “they would change” about the neighborhood. Although “likes” received far more mentions than “dislikes” in our survey, many respondents raised concerns. The biggest complaint, by far, was directed at various transportation issues. More than half of respondents mentioned growing traffic and pedestrian safety issues as the biggest local irritant. They raised such concerns as heavy commuter “cut-through” traffic, increased speeding, dangerous intersections, limited walkability (absence of separated bike lanes), drivers ignoring stop and yield signs and other traffic-related issues. Interestingly, however, approximately 5% of respondents opposed traffic-calming measures and complained about the reduction of lanes to facilitate bicycling, the introduction of traffic circles, and the construction of speed bumps. (See section on Transportation).

Approximately 18% of respondents expressed concerns about increasing development, particularly the construction of larger homes on small lots (“McMansions”) and the denudation of lots during development and loss of architectural harmony. (See section on Zoning and Land Use). Another 21% identified a related concern –the loss of greenspace and diminution in the neighborhood’s tree canopy. (See section on

Urban Forestry). Fifteen per cent of survey respondents raised miscellaneous concerns – the growing cost of housing in the neighborhood; infrastructure needs (potholes, deteriorating curbing); ignoring of parking restrictions; growing urbanization with congestion and noise.

<b>Things I would change about the neighborhood</b>	
<b>Traffic and pedestrian safety issues (speeding; ignoring stop signs; cut-through traffic; poor walkability).</b>	51%
<b>Loss of greenspace; trees, principally through increased development</b>	21%
<b>Overdevelopment generally; construction of large homes on small lots; loss of architectural harmony</b>	18%
<b>Miscellaneous (growing urbanization with more noise, parking problems, housing affordability; sidewalk, potholes needing repair).</b>	16%

The various sections of this revised NCP discuss these issues in greater detail, together with recommendations intended to improve neighborhood quality of life.

## 5. Zoning, Land Use & Housing

Most of the development and construction in the Williamsburg community occurred before Arlington County adopted its first General Land Use Plan (GLUP) in 1961. Under the current GLUP, the neighborhood is primarily zoned residential, but there is some commercial and special use zoning as well. See, GLUP Map, Dec. 2015, Appendix and Zoning Boundary Map, Appendix 1. The current residential zoning designations for Williamsburg are R-6, R-8 and R-10, and S-3A. Of the approximately 1,000 homes in Williamsburg, nearly all are single-family detached homes, with a few scattered town homes. There are no multi-story or high-density apartments in Williamsburg.

Consistent with the GULP’s goal to “preserve and enhance” residential neighborhoods, survey responses also express a desire to preserve the current neighborhood characteristics. Approximately 84% of respondents want the neighborhood to remain one of mostly single-family detached homes, rather than allowing building with higher

density or commercial developments. In addition, relatively strong majorities expressed opposition to the subdivision of lots into smaller lots (75%) and the potential development of multi-unit dwellings or apartments (70%).

Interestingly, although a majority of respondents also expressed concern about the replacement of existing homes with larger structures (50%), a substantial minority said that was not a concern (41%) with 8 percent expressing no opinion. The split on this question likely reflects the complexity of the issue in the minds of respondents. Although larger homes are often developed with little regard for existing trees or neighborhood character and aesthetics, respondents presumably also acknowledge modern consumer expectations about the size and amenities in newer suburban homes and the larger tax receipts and property values that often accompany such development.

There is currently one small neighborhood shopping area (zoned C-1) in Williamsburg near the Williamsburg Circle, which consists of a small shopping center to the Southwest of the circle and another just east of the circle. Together, these two shopping centers house restaurants, a convenience drug store, banks, dry cleaners, hair salons, barbershop, a fabric store, a Tae Kwon Do studio, and a gift shop, among others. Sixty percent of survey respondents stated that the commercial establishments met their shopping needs. While survey results do not indicate a strong desire for additional commercial development, many respondents would like to see some more restaurants, coffee shops or cafes at which neighbors could gather in the current commercial area. (See Commercial section).

There are only four designated public spaces (zoned S-3A) in Williamsburg: Sharp Park and Minor Hill Reservoir, which are the only parks; Nottingham Elementary School; and the circle on John Marshall Street between Little Falls Road and Williamsburg Boulevard. Numerous survey respondents cited the desire for more green space in the neighborhood (see Parks section).

As has been the case since the last time Williamsburg revised its NC Plan in 2001, there is increasing pressure for redevelopment in Williamsburg. There are 1,000 homes in the neighborhood. Since 2000 there have been 190 single-family detached home demolitions and scores more home renovations that substantially changed the size and style of the home.<sup>9</sup>

Older, smaller single-family homes are being demolished or renovated and replaced with much larger single-family homes that use the maximum allowable lot coverage, and this was the largest concern for those responding to the survey. In-fill development brings concerns of the increased number of “McMansions,” loss of large lots, loss of trees, and affordability of houses, which many feel adversely affects the

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<sup>9</sup> Source: Arlington County, CPHD, Planning Division, Urban Design and Research Section, Development Tracking Database, September 2016.

character of the neighborhood. Some residents are also concerned about houses which are larger and higher than current zoning allows.

### Recommendations

- Modify the County’s Zoning Ordinance to require developers to consult with civic associations on “by-right” construction, including issues such as maintenance of mature trees on site and other impacts of construction. Initiate new procedures for notifying adjacent neighbors of “by-right” development.
- Re-examine the county’s Zoning Ordinance on allowable heights for the construction of new residential housing and the renovation of existing homes, balancing the interests of nearby neighbors with the need for the Williamsburg area to adapt to changing consumer needs.
- Re-examine the county’s Subdivision Ordinance on access requirements for pipe-stem and in-fill development and minimum street coverage to ensure that the property values of nearby homes are not adversely affected.
- Re-examine the county’s Zoning Ordinance for residential zones in terms of lot coverage for buildings (including decks and detached structures), balancing the goal of preserving open spaces with the need to create housing responsive to consumer needs and compatible with the high land values in this part of North Arlington.
- Improve the procedures for notifying civic associations and community residents about variance applications.

## **6. Infrastructure**

In general, our neighborhood survey found that the infrastructure within the Civic Association is in quite good shape and reflects, overall, a responsible and conscientious County maintenance presence. For example, a majority of survey respondents (nearly 60%) felt that the neighborhood did not need more or different street lighting. Ninety-four percent of respondents said that their street had a sidewalk in front of their home. Nearly 2/3rds of respondents who reported the absence of a sidewalk did not want a sidewalk installed.

In addition, very few respondents (4%) expressed a need for additional curb cuts, ramps or other modifications to accommodate handicapped persons. Nearly all respondents (93%) reported a curb and gutter in front of their home and more than 70% of those reporting curbs or gutters said that the structures did not need to be repaired or replaced. Ten per cent of respondents, however, reported a need for repair or replacement of the gutter or curbing. Nearly all respondents (more than 85%) said that they were not aware of any signs in the neighborhood (street signs, stop signs, yield signs) that needed to be added, removed or repaired.

Despite the generally positive neighborhood reviews of neighborhood infrastructure, the survey identified some streets with poorly located or hazardous street signs and utility poles, cracked and deteriorated sidewalk, poorly secured utility lines, and missing curbs and sidewalks. They are depicted in the figure below.

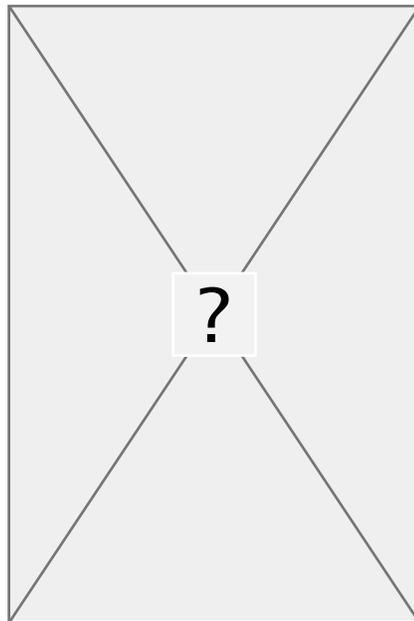
### Williamsburg CA Infrastructure Issues



The infrastructure issues are grouped under nine categories, shown on the left side of the figure with the total number of issues for each category shown in parenthesis. The specific locations are identified in Appendix 2.

The top four infrastructure issues are damaged curbs and sidewalks, poorly secured utility wires, sidewalk obstructions, and missing curbs and sidewalks. Representative photographs of all these issues are shown below. Their timely repair issues will help to promote the neighborhood's safe walkability, as desired by all neighborhood residents.

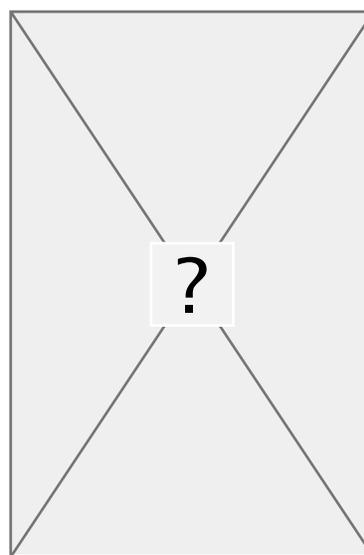
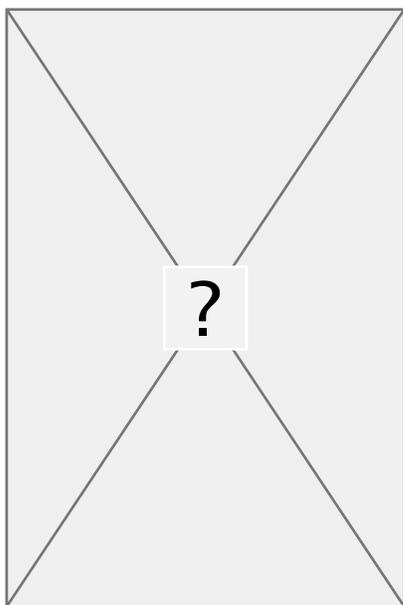
Hazardous Placement of Street Signs/Utility Poles: At various places within the Civic Association, street signs, traffic signs, and telephone/utility poles are placed close to or within sidewalks, sometimes restricting pedestrian passage (particularly wheelchairs and strollers) and presenting a potential hazard.



Cracked or Deteriorated Curbing or Sidewalks: Some neighborhood sidewalks and curbing are cracked or deteriorated and need repair or replacing.



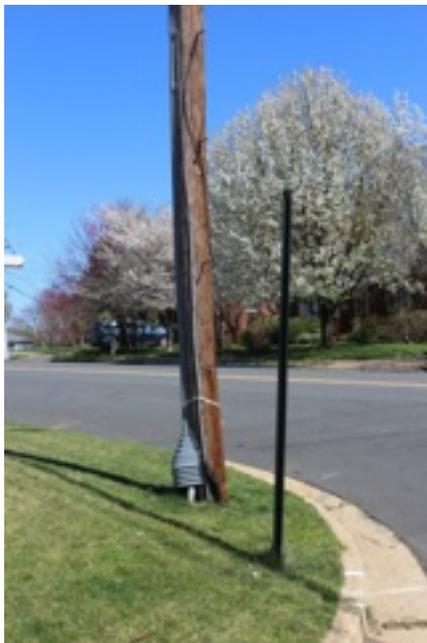
Poorly Secured Utility Wires: Utility wires attached to poles sometimes are poorly secured and loose, encroach on the sidewalks, and present a hazard to pedestrians and curious children.



Missing Curbs and Sidewalks: – several streets within the Civic Association have full sidewalks/curbing on one side of the street, but only partial sidewalks and curbing on the other side. (As noted above, however, some survey respondents who reported missing curbs or sidewalks stated that they were not needed in front of their homes).



Missing/damaged street signs: At several places within the Civic Association, street signs are missing or need repair:

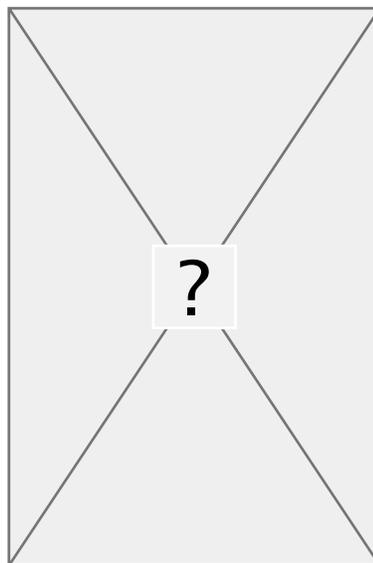


Inadequate Storm Drainage: At several places in the Civic Association, the streets have poor drainage with storm drains either missing entirely, or insufficiently graded

to capture storm water. Accumulated water collects debris, and accelerates the deterioration of asphalt and concrete.



Diseased or Dangerous Trees on County Property: County-owned street trees are sometimes poorly maintained or in poor health and require an evaluation for potential pruning or removal.



### Recommendations:

1. That the WCA follow-up with the County to ensure the timely inspection and repair of the infrastructure issues set forth in Appendix 2.
2. That the WCA provide specific guidance to residents about how to report infrastructure problems to the County for prompt inspection and repair.
3. That the County meet with utility and communication companies to design guidelines that will help prevent the chronic dangling and poorly-maintained utility lines on neighborhood streets. Some utility and communication providers have placed poorly-located or inadequately-maintained junction boxes and other devices on utility poles, or leave large amounts of cable spooled or tangled on the ground. The WCA requests that the County work more closely with utility and public service companies to ensure that poles, utility lines, and other equipment are maintained properly and do not pose a safety hazard or an attractive nuisance to small children.
4. That the County devote more resources to the maintenance of County-owned street trees in the medians or along sidewalks, to promote their vigor and sound pruning.

## **7. County Services**

Arlington County has, for years, taken pride in the quality of the services it provides to its residents. It's own surveys demonstrate, for example, that Arlington residents express (overall) highly favorable opinions of the County's services. In Arlington's 2015 Residential Satisfaction Survey, for example, Arlington residents reported consistently high levels of satisfaction with the vast majority of County services. Over 90% of respondents reported being "very satisfied" or "satisfied" with the County's library services. Approximately the same percentage reported high levels of satisfaction with the County's fire services, emergency services, police, and parks and recreation services.

The only area in which a majority of County respondents reported relatively low levels of satisfaction (less than 50%) was for traffic flow and street maintenance. Interestingly, the survey data for the census tract in which the Civic Association is located reported some of the lowest levels of satisfaction in North Arlington for traffic flow and enforcement of local traffic laws. The 2015 Survey noted that "investments in County streets will have the most impact on overall satisfaction with County" and identified "Maintenance of County Streets and Management of Traffic Flow" as the two most important categories of services needing improvement within the next two

### Respondents' Rating of County Services

	Excellent	Good	Fair	Poor	No Opinion
<b>Police</b>	55%	30%	6%	1%	8%
<b>Public Schools</b>	66%	25%	1%	0.0%	9%
<b>Adult Education</b>	32%	26%	1%	0.0%	41%
<b>Libraries</b>	66%	28%	1%	1%	4%
<b>Child Care</b>	6%	8%	7%	2%	76%
<b>Social Services</b>	13%	17%	5%	1%	64%
<b>Fire/ Ambulance</b>	55%	25%	2%	0.0%	18%
<b>Street Cleaning</b>	32%	51%	10%	2%	6%
<b>Trash Pick-Up</b>	53%	42%	3%	1%	1%
<b>Hazardous Waste Disposal</b>	24%	34%	10%	3%	28%
<b>Leaf Collection</b>	44%	41%	10%	4%	1%
<b>Water/Sewer Service</b>	40%	49%	6%	1%	5%
<b>Street/ Sidewalk Maintenance</b>	18%	37%	28%	12%	5%
<b>Park Maintenance</b>	23%	50%	18%	3%	7%
<b>Snow Removal</b>	23%	42%	23%	11%	2%
<b>Pest Control</b>	12%	26%	11%	3%	48%
<b>Animal Control</b>	15%	29%	8%	1%	47%

years.

Data from the Williamsburg Civic Association Survey largely confirm the findings from the County's own surveys. Across a wide range of services, respondents of the Civic Association's survey rate County services quite highly. For example, of respondents expressing an opinion about police, 60% rated the police services as excellent and another 33% rated the service as good. Only 7% of those with an opinion rated police services as poor or fair. Fire and ambulance services are rated equally highly. Of those with an opinion, two-thirds rated services as excellent and another 30% rated services "good."

As noted in the "Schools" section, WCA residents fully praised the public schools. Of respondents rating the schools, 99% rated the public schools excellent or good with only a single respondent rating the schools as fair. No respondent gave the public schools a rating of "poor."

Libraries are similarly praised. Interestingly, of 177 respondents to the question, only 7 had no opinion – suggesting broad use of the public libraries by WCA residents. Of respondents with an opinion, nearly 70% rated the libraries as "excellent" and another 29% rated the libraries as "good."

WCA residents are also pleased with County trash pick-up, with more than 90% of residents rating the service as excellent or good.

Several services did not fare as well in our survey. With respect to street and sidewalk maintenance, for example, of those respondents expressing an opinion, nearly 30% rated the services as fair and another 13% rated services as poor. Similarly, for "snow removal," 23% rated services as fair and another 11% rated services as poor. Some residents also expressed concern about park maintenance, with more than 20% rating the service as fair or poor. Still, for virtually all of the County services, a substantial majority of residents rated the services as either excellent or good.

Some services appear to be rarely used by WCA residents. For example, more than 40% expressed no opinion on "adult education" services; more than 75% expressed no opinion on County "day care" services; and more than 69% had no opinion on the quality of the County's social services.

Survey respondents' responses to questions raised about specific neighborhood conditions also reflect – with some exceptions – their satisfaction with County services. For example, in their responses to the question whether "crime is a problem in the neighborhood," only 12 respondents said "yes." Nearly 85% of respondents did not feel that crime was a problem. Survey responses also suggest that County staff are effective in preventing zoning violations, with very few respondents reporting fire or public health hazards (less than 15%); noise problems, except for those relating to the O'Connell High School (less than 30%); litter and graffiti (less than 15% report problems); dog and cat problems (approximately 20%).

In contrast, however, respondents report serious traffic and pedestrian safety issues throughout the WCA. Nearly 2/3s of respondents report safety hazards to pedestrians in some areas of the WCA; nearly 42% report problems with traffic volume; more than 62% report that speeding is a problem in the neighborhood; and nearly one-third report violations of stop and yield signs.

#### Recommendations:

1. Although survey respondents report high levels of satisfaction with the bulk of County services, it is clear that traffic management and pedestrian safety remain serious concerns to Association residents. The “Traffic and Pedestrian Safety” portion of this document provides, in some detail, an overview of the problem within the neighborhood and a description of traffic calming measures that may ameliorate it.
2. Snow removal also remains a concern to WCA residents and members would support efforts by the County to improve snow management. The WCA does understand that the County’s first priority for snow removal is to address arterial streets, particularly to allow the movement of emergency vehicles. Following major snow events, however, neighborhood streets may remain impassable for many days. The WCA would support, therefore, efforts by the County to communicate better to its residents – in real time – about snow removal progress and estimated times and dates when snow removal equipment are expected on specific streets. It would also support efforts by Arlington to explore additional snow removal practices, such as removing snow to parking lots, mulch piles or vacant lots, and training snowplow drivers how best to avoid burying previously cleared driveways.

## **8. Schools**

Although only one public school – Nottingham Elementary School – lies within the WCA’s boundaries, three schools in addition to Nottingham are discussed below because so many WCA children attend those schools due to their close proximity to the WCA, and because of their impact on neighborhood life. They are: (1) two public schools – Tuckahoe Elementary School and Williamsburg Middle School (the adjacent Discovery Elementary School had not opened at the time of our survey and is not discussed here) – and (2) a parochial school, Bishop Denis O’Connell Catholic School.

Of survey respondents with school age children, approximately 90% report that their children attend public schools. (Ten per cent of respondents report that their children attend private schools and no student was reported being “home schooled”). By far, the most commonly cited “Reason You Like Living in the Neighborhood” by survey respondents was the quality of Arlington’s public schools. Seventy per cent of



respondents praised the quality of Arlington Public Schools as one of the reasons why they liked living in Arlington – the most frequently mentioned positive aspect of life in Arlington.

Despite residents’ obvious respect for and appreciation of Arlington’s public schools, our survey also sought to understand whether any of the four schools created problems in the neighborhood – litter, parking, traffic safety, pedestrian safety, noise, crowds, nighttime disturbances, or landscaping/beautification needs – and to make recommendations for mitigation or improvements. Of the survey respondents, 114 noted problems associated with one or more schools (approximately 62%). The remaining 38% skipped the question, either because they were unaware of any problems or had no opinion. Responses to this question are likely location-dependent. Many residents of the neighborhood live many blocks from the schools, and the “problems” referenced likely originate from residents whose homes abut or are located close to the schools.

### **Nottingham Elementary School:**

Nottingham Elementary School is located at 5900 Little Falls Road and currently houses approximately 469 students (September 2016 data), down from about 750 students due to recent redistricting. The opening of the nearby Discovery Elementary School in 2015 helped to alleviate overcrowding at Nottingham, and the expansion of McKinley Elementary School in late 2016-17 will further help to alleviate overcrowding. Arlington Public Schools are generally recognized for their academic excellence and Nottingham is no exception. Most recently (in 2016) Nottingham was recognized by the state Board of Education as a “Board of Education Excellence” winner – a Virginia school that meets all state and federal benchmarks and has made significant progress toward goals for increased student achievement and expanded

educational opportunities. Nottingham received similar recognition in 2015. Currently, the ethnic makeup of Nottingham is 79% white, 7.7% Asian, 4.8% Hispanic, and 0.9 % black, with 7.2% reporting multiple ethnicities.

In their responses to the 2015 Arlington Public Schools Site-Based Survey (essentially a school “satisfaction” survey conducted by Arlington County), Nottingham parents rated the school as 4.4 on a scale from 1 to 5 (where 5 is “outstanding”). The average score for elementary schools County-wide is only slightly lower (4.3). At the time the survey was distributed, overcrowding at Nottingham was a serious concern because there was about 750 students at the school, many of whom were housed outside the school in relocatable trailers. This problem has been alleviated due to the opening of the Discovery Elementary School.

#### Neighbor Concerns:

In response to the question about “problems” created by the presence of Nottingham Elementary in the neighborhood, relatively few respondents identified any problem – except for traffic and pedestrian safety. Fifty-seven respondents reported a problem with traffic safety and a nearly identical number (56) reported a problem with pedestrian safety. These relatively high levels likely derive, in part, from the death of a Nottingham parent in February 2014. She was struck by a dump truck and killed on Little Falls Road in front of Nottingham when the dump truck driver drove too far to the right and crossed over the line separating traffic from on-street drop-off parking. The death heightened neighborhood concerns about traffic congestion on Little Falls during school drop-off and pick-up, and for traffic and pedestrian safety generally on the streets surrounding the school. This Plan’s discussion of Traffic Safety provides recommendations for needed traffic calming and safety improvements at Nottingham.

#### Recommendations:

See Traffic and Pedestrian Safety section for recommendations for further traffic calming on the streets surrounding Nottingham.

#### Tuckahoe Elementary School:

Tuckahoe Elementary School is located at 6550 26th Street North and currently houses 563 students (September 30 data). Like Nottingham, Tuckahoe Elementary School also has been recognized for its academic excellence. In 2016, Tuckahoe was given the highest award from the Virginia Board of Education – the Governor’s Award for Educational Excellence. Only eight schools state-wide received the award, and Tuckahoe was the only Arlington school so honored. In 2015, Tuckahoe received a Board of Education Excellence Award (the state’s second-highest award). In their responses to the County’s 2015 Arlington Public Schools Site-Based Survey, parents



rated Tuckahoe as a 4.3 on a scale of 1 to 5. Tuckahoe’s ethnic make-up is 81% white, 6.3% Asian, 4.8% Hispanic, and 1.6% black, with 5.8% reporting multiple ethnicities

Tuckahoe has, in recent years, suffered from serious overcrowding and currently houses a large number of trailers. With the opening of the Discovery Elementary School in 2016 and with the new renovations and enlargement of McKinley Elementary School in 2016-17, some of the overcrowding is expected to be alleviated.

#### Neighbor Concerns:

As with Nottingham School, relatively few respondents reported “problems” associated with Tuckahoe School. The School grounds are very well maintained and policing for trash and litter appear to be quite effective. No respondent reported a concern with litter. Similarly, few respondents reported concerns with crowds or nighttime disturbances or landscaping/beautification needs. Indeed, the ornamental garden located at the school entrance is enjoyed and admired by school parents and neighborhood residents alike.

Not surprisingly, however, given the growing size of the school, the limited carrying capacity of adjacent streets, the narrow sidewalks leading to Tuckahoe, and the very small dedicated school parking lot, respondents express concern about parking (21 respondents), traffic safety (25 respondents), and pedestrian safety (29 respondents). The WCA acknowledges and appreciates the traffic calming measures introduced by the County at North 26 Street and North Trinidad Streets over the past decade. The traffic circle at North Trinidad and Little Falls, together with curb enhancements, traffic signals, caution signs, and speed bumps on North 26th street, Trinidad, and

North Sycamore represent major neighborhood improvements and have slowed traffic considerably and improved school safety. Nevertheless, the survey responses continue to raise concerns about traffic and pedestrian safety on neighborhood streets surrounding Tuckahoe School. This Plan's Traffic Safety section provides recommendations for traffic and pedestrian safety improvements at Tuckahoe.

One final "problem" is worthy of note. As mentioned above, Tuckahoe Elementary School is badly overcrowded and hosts a number of relocatables (trailers). Many of the trailers occupy space formerly used for outdoor play equipment. Adjacent Tuckahoe Park – managed by the County's Department of Parks and Recreation (DPR) – provides some additional green space for school recreation activities.

In recent years, however, many Tuckahoe parents have expressed concern about the relative scarcity of field time at adjacent Tuckahoe park for school activities. Field space is allocated by DPR, and parents have complained about the relative lack of after-school field use for the large and growing Tuckahoe Elementary extended day and enrichment populations. Although Tuckahoe Park adjoins the School, very little after-school time is allocated to Tuckahoe students. For decades, the bulk of the after-school field time has been allocated to near-by Bishop O'Connell High School, for use by the school's softball teams for practices and games.

These concerns have grown over the past several years with the re-development of Tuckahoe Park and the current improvements in the two softball fields. With the introduction of major hardscape additions to the Park's softball fields (bleachers, dug-outs, backstops, batting cages and associated features) many parents express concern that Tuckahoe students will receive an even lower priority for after-school use. Bishop O'Connell's financial contribution to the renovation project and the County's acquiescence in a shared County/O'Connell softball field scoreboard have served only to increase neighbors' concerns about the Diocese's proprietary interest in Tuckahoe Park. In July 2016, the County and O'Connell entered into a Memorandum of Agreement (MOA) to share field space. The MOA allocates nearly all of the after-school field space at Tuckahoe Park to O'Connell. It also provides for some as yet unspecified community use of the O'Connell track.

#### Recommendations:

1. See Traffic and Pedestrian Safety Section for traffic calming recommendations on the streets surrounding Tuckahoe Elementary School.
2. Use of Tuckahoe Field: Representatives from Tuckahoe Elementary School, the Department of Parks and Recreation, the Tuckahoe Parent Teachers Association, and the two affected Civic Associations – Williamsburg and East Falls Church – should meet and discuss recreational use of Tuckahoe Park and a fair and equitable time-share with other users. In addition, Tuckahoe parents, PTA, and School Administrators

should meet to identify useful and feasible after-school enrichment/extended day outdoor activities for Tuckahoe students.

**Williamsburg Middle School:**

Williamsburg Middle School is located at 300 North Harrison Street and currently houses 1,215 children in the 6th, 7th and 8th grades (September 30 data). It is the principal middle school serving students within the WCA. The ethnic break-down of the student body currently is 71% white, 11.5% Hispanic, 6.7% Asian, and 5.4% black, with 5.3% reporting mixed ancestries. Like Tuckahoe and Nottingham, Williamsburg also has been recognized by the State of Virginia for its academic excellence. In 2015, Williamsburg received the Governor’s Award for Educational Excellence. In Arlington’s 2015 school survey, parents awarded Williamsburg a score of 4.2, slightly above the average score of the County’s middle schools (4.1).

Like nearly all of Arlington’s public schools, Williamsburg also suffers from overcrowding – particularly in recent years. Currently, five relocatable trailers are on the Williamsburg site, and more are expected. The trailers likely will be needed until the opening of the new middle school at Stratford, in 2019. Given its size and overcrowding, Williamsburg still receives relatively high marks from survey respondents.



### Neighbor Concerns:

Only 4 respondents expressed any concern with litter, and few respondents expressed concern with noise (3) or with nighttime disturbances (1 respondent). Respondents do express a mid-range concern about parking congestion (12 respondents), traffic safety (25 respondents), and pedestrian safety (25 respondents). A relatively high percentage of those expressing concerns about landscaping/beautification (one-third) identified problems at Williamsburg. These concerns reflect, in part, the relative age of the school and its relatively uninspiring grounds.

Currently, the County has appointed a Working Group – the Williamsburg Field Site Evaluation Work Group – to examine whether sports lighting should be installed on two new synthetic turf soccer fields at Williamsburg. The adjacent Rock Spring Civic Association strongly opposes sport lighting, arguing that installation of lights will severely and irreparably affect neighborhood quality of life. A representative from the WCA serves on the Working Group and will help determine whether field lighting can be installed in a way that “preserves the character of the neighborhood” and continues to provide a reasonable quality of life for those who live within it. In light of the WCA’s own battle on field lights (discussed below), its representative will play an active role in Working Group deliberations.

### Recommendations:

1. Consult with Arlington County DPR and APS on ways to better landscape/beautify the grounds of the Middle School, with special attention to landscaping that provides a natural transition of shrubs and trees from the newly-constructed adjacent Discovery Elementary School. (We note that, during the construction of Discovery, some additional plantings were added to the Williamsburg campus).
2. The WCA representative on the Williamsburg Lights Working Group will continue to work actively to evaluate whether the Williamsburg soccer fields can be lighted in a way that maintains reasonable peace and quiet in the affected neighborhood.

### Bishop O’Connell Catholic School:

O’Connell High School is a Roman Catholic-affiliated school located at 6600 Little Falls Road with a student population of approximately 1100. It is accredited by the Virginia Catholic Education Association and has a faculty of both religious and lay staff. The great majority of its student body (more than 80 %), originates from counties outside of Arlington. For that reason, it is considered a “commuter school,” and virtually all students drive to or are driven to school. The School campus was constructed in the 1950s, in the then-popular “modernist” style. It consists of an instructional building, connected housing for Catholic sisters, and a sports complex consisting of a synthetic surface rectangular field for football, soccer, lacrosse and field hockey, a natural turf

baseball field, an all-season competitive running track, and a stadium accommodating 1,200 spectators.



### Neighbor Concerns:

Relative to the generally high marks given to Arlington’s public schools, O’Connell fares poorly in our survey. To some extent, the relatively large number of “problems” associated with O’Connell may be explained by its status as the sole high school near the Civic Association. Compared to elementary and middle schools, high schools are inevitably characterized – because of their older population – by higher levels of activity, particularly in the nighttime; automobile use by young, inexperienced students; and associated levels of noise, litter, and traffic and pedestrian safety issues. By nearly every standard, however, O’Connell stands out as a problematic site that cannot be explained simply by reference to its teenage student population. The large number of complaints about O’Connell is particularly noteworthy because it is located within the East Falls Church Civic Association and abuts the WCA only on its western boundary. Thus, only a very few Civic Association neighbors live adjacent to or across from the school.

On categories of litter, parking, noise, crowds, nighttime disturbances, and need for landscaping and beautification, respondents report far more problems with O’Connell than with the neighborhood public schools. For litter, for example, 24 respondents reported problems at O’Connell– twice the total for all three public schools combined.

For noise, 28 respondents reported problems at O’Connell – representing nearly 90% of school noise problems. Noise has been a particular problem following the athletic field renovation and Marymount’s use of the baseball field for its home games. Both O’Connell and Marymount use amplified music to excite players and spectators. Now that batter’s “walk-up” music is commonly played during baseball games, amplified music can be heard throughout the neighborhood for hours before and during baseball games.

At the request of the neighbors, Arlington County has worked with O’Connell to identify noise levels that comply with Arlington’s new noise ordinance. That ordinance – enacted in 2015 – establishes quantitative noise limits (in decibels) for all noise sources during the day and nighttime. It also absolutely prohibits noise from amplified sources that can be heard within any dwelling – an inevitability given the proximity of residences to the two O’Connell sports fields. Despite the County’s help in establishing “baseline” levels for O’Connell’s sound system, problems continue and neighbors continue to experience serious noise pollution.

For problems related to “crowds,” O’Connell accounts for approximately 3/4ths of reported problems; for “nighttime disturbances,” nearly 92% of total problems; for “landscaping/beautification,” about 55% total problems; and for parking (more than 56% of reported problems). Despite O’Connell’s construction of larger parking lots (very minimal green space remains on the O’Connell campus), students continue to park on residential streets, often ignoring parking restriction signs.

O’Connell/Neighborhood Controversy Involving Sports Field Lighting: The relatively low marks given to O’Connell by respondents may be, in part, an artifact of a lengthy battle fought by the WCA and the neighborhood opposed to the Diocese’s proposal to light the O’Connell sports fields for nighttime sports activities. In the summer of 2011, the Diocese applied for a special use permit to renovate its athletic fields (rectangular and baseball fields) and to light them for athletic practices and events. The neighborhood opposed the permit and submitted to the County Board evidence that the lights would result in unacceptable lighting impacts, noise, litter, parking congestion, and pedestrian and traffic safety problems. The Civic Association, by a vote of 56-2, passed a resolution stating “the installation of field lights will have a substantial adverse impact on the quality of life” and requested that the County Board deny the application. The Arlington East Falls Church Civic Association, within which the school is located, also requested the County Board to deny the application.

Fortunately for the neighborhood, in March 2012, the County Board rejected the permit application and concluded that sports lighting would cause an impermissible and unjustifiable diminution in neighborhood quality of life. Nevertheless, O’Connell was permitted (at its own risk) to install underground conduits and above-ground stanchions to support future sports lighting and has continued to identify sports lighting as an important continuing goal.

During 2012-13 O'Connell renovated its athletic fields (without lights), and use of the fields (synthetic turf was installed on the rectangular field) has increased markedly. Marymount University shares use of the baseball field. Following the field renovations, complaints from neighborhood residents about noise increased proportionately – particularly complaints of loud music played during field events. Most of all, the field renovation confirmed the neighbors' worst fears – that nighttime use of the athletic fields by the numerous O'Connell and Marymount sports teams would destroy neighborhood nighttime peace and quiet.

#### Recommendations:

1. With the encouragement and participation of Arlington County, Bishop O'Connell and the neighbors have convened a group to meet periodically to discuss some of the "quality of life" issues associated with the School. This group has been helpful in raising and discussing – if not resolving – some of the chronic issues arising from the School's presence – student driving and field noise, among others. We recommend that this group continue its work, on a quarterly basis, to try to better understand each other's views and interests.
2. Noise Abatement: The Civic Association should work with the County to ensure that O'Connell/Marymount understand and comply with the noise limitations in the new noise ordinance. To many neighbors for whom amplified music from the sports fields is plainly audible in their homes, the school's noise sources are plainly in violation of Arlington law. In the coming year, it is inevitable that the neighbors will turn to Arlington's Bureau of Code Enforcement for a definitive opinion on permissible sound levels from the Marymount/O'Connell field speakers.
3. Speeding: Residential concerns for traffic and pedestrian safety in the neighborhood differ, in some respects, from traffic and pedestrian safety concerns expressed elsewhere. The principal concern in the neighborhood is with speeding student drivers and their frequent disregard for neighborhood stop signs. Particularly when exiting the parking lots at the end of the school day, young drivers frequently accelerate very rapidly on neighboring streets and fail to slow at stop signs. The Civic Association has long felt that an enhanced police presence is necessary during school let-out in the afternoon and also to educate each year's new drivers on the need for safety and civility with driving on neighborhood streets. We recommend that the County Police increase its traffic patrols at the end of the school day and also give a brief annual presentation to O'Connell students on driver safety, particularly where – as here – an elementary school is located across the street from a high school.
4. Parking: WCA residents generally believe that Arlington County Police respond quickly to parking violations and promptly ticket offenders. Nevertheless, given the large numbers of students driving to O'Connell, parking violations are chronic –

particularly for parking near intersections where the presence of parked vehicles restrict driver and pedestrian visibility. Curb extensions on intersections of neighboring residential streets would help reduce the crossing distance and protect pedestrians (particularly children). They would also allow approaching vehicle drivers to see each other when vehicles parked in a parking lane would otherwise block visibility. Such improvements can also slow and calm traffic. We recommend the construction of curb extensions at the intersections of Trinidad and North 27th Streets, where student drivers typically park so as to obstruct visibility and also frequently use excessive speed when exiting the O'Connell parking lots.

5. **Opposition to Lighting:** The increased use and associated increased noise, parking problems, litter, and student speeding associated with the newly-renovated athletic fields confirm the fears expressed by the neighbors in their opposition to field lighting. The extension of these problems into the night-time would increase both their duration and intensity and greatly diminish neighborhood quality of life. The Williamsburg and East Falls Church Civic Associations will continue to oppose efforts by O'Connell to install lights on the athletic fields and to preserve neighborhood peace and quiet in the evening hours.

6. **Beautification/Landscaping:** The Civic Association cannot easily urge a private institution such as Bishop O'Connell to beautify its campus. Nevertheless, to many neighbors, the grounds of the school are badly in need of a facelift. We understand that O'Connell may undertake major school renovation projects during the next several years. Among other projects, it may demolish the sister's housing wing and create new administrative and classroom space. As part of any permit that may be needed from Arlington County, we urge the County to include – if feasible – reasonable landscaping/beautification measures as permit conditions.

7. **Reducing Vehicular Traffic.** The County has been a strong advocate of multi-modal transportation and has developed and implemented modern traffic management plans at the public high schools to reduce vehicular traffic. At O'Connell, in contrast, virtually all students drive to or are driven to school and the school has not made efforts to encourage other modes of transportation. We recommend that the County transportation staff meet with O'Connell to help promote multi-modal transportation, including ways to encourage use of the Metrorail and Metrobus. In addition, the installation of a BikeShare station on Trinidad adjacent to O'Connell may help to encourage students to bike to and from the East Falls Church Metro, as well as encourage local residents to commute to their workplaces by bike.

### **Neighborhood Complete Streets Project for Streets Surrounding O'Connell:**

The results of the survey demonstrate considerable concern within the neighborhood about activities and conditions at Bishop O'Connell. As discussed above, those

concerns run the gamut, from litter to traffic and pedestrian safety to beautification/landscaping.

During 2015, Arlington developed a program – the Neighborhood Complete Streets Program – to address many of these problems in an integrated and comprehensive way. The Complete Streets Program is intended to identify areas of Arlington that could benefit from walking connectivity (particularly within school walking areas), better management of vehicular speeds, minimization of vehicle/pedestrian conflicts, enhancement of neighborhood aesthetics, and general integration of modern transportation infrastructure with Arlington’s streetscape standards.

In preliminary discussions with Arlington County and with Bishop O’Connell’s administration, the neighbors have proposed (in outline) a Complete Streets project that would include such elements as wider sidewalks and medians and narrower streets to calm traffic on Trinidad and Little Falls; planting of shade trees and ornamental benches to beautify the school/neighborhood boundaries and provide a buffer between the school and the neighborhood; installation of curb extensions at the intersection of North Trinidad and North 27th and 28th streets to slow traffic exiting the school and to ensure better visibility for pedestrians and drivers at those intersections; placement of a BikeShare station on North Trinidad adjacent to O’Connell to encourage students to bike to and from the East Falls Church Metro and to encourage resident commuters to do the same; as well as other measures to enhance civic life.

The County has expressed preliminary interest in such a proposal, particularly because – if achieved – it would represent an agreement and working partnership between civic bodies (O’Connell and the Williamsburg and East Falls Church Civic Associations) that have been very much at odds over the years. O’Connell officials have expressed tentative informal interest, but have not discussed the issue with the Diocese. The neighbors, for their part, are hopeful that such a project could defuse tensions that have simmered in recent years and help bridge a growing school/neighborhood divide.

Our survey informed residents of the informal discussions with O’Connell and the County regarding potential future neighborhood improvements on the streets surrounding O’Connell. The survey also asked whether respondents supported such improvements. Nearly all respondents answered the question (178 respondents) and nearly 2/3rds (65%) expressed support for the proposal; 23% had no opinion; and only 12% opposed it.

### Recommendation

Initiate discussions with the County and with Bishop O’Connell to prepare and submit a Neighborhood Complete Streets application to enhance walkability and civic life on the residential streets surrounding the high school.

## 9. Traffic and Pedestrian Safety

Residents of the Williamsburg Civic Association (WCA) clearly value and cherish their community, as evidenced by survey responses. Survey results captured consistent themes related to positive characteristics of the community, including the quality of schools, a high quality of life, and convenience and proximity to work and community. The community continues to be an attractive place to live and raise a family. With this popularity and the influx of residents attracted by Arlington’s strengths, however, comes transportation, traffic, and pedestrian safety challenges.

Survey revealed a relatively high proportion of residents who drive alone to work. More than three-quarters of survey respondents drive alone; approximately 6 carpool; 25% use Metrorail; about 12% of the respondents use Metro or ART bus service; nearly 7% walk to work; approximately 9% bike; and over 14% of the respondents telework.

<b>Commuting Methods of Respondents</b>	
<b>Drive Alone</b>	79.39%
<b>Carpool</b>	6.25%
<b>Metrorail</b>	25.00%
<b>MetroBus/ART</b>	11.81%
<b>Bike</b>	9.03%
<b>Walk</b>	6.94%
<b>Telework</b>	14.58%
<b>Other</b>	6.25%

The survey results also captured consistent themes related to negative impacts of traffic and pedestrian safety. Respondents repeatedly highlighted the community’s persistent concerns related to traffic and the safety of pedestrians in our community. It highlighted the communities’ persistent concerns related to traffic and the safety of pedestrians in our community. The remainder of this section describes those issues and recommendations to address or mitigate these concerns. The WCA has worked closely with Arlington County staff to implement traffic calming measures through the

WCA. These measures have addressed several particularly challenging traffic and safety issues, including the intersections of North 26<sup>th</sup> Street and Sycamore Street, the intersection of North 26<sup>th</sup> Street and North Trinidad Street, and the intersection of Little Falls Road and North 26<sup>th</sup> Street. In addition, the construction of the Williamsburg Boulevard median resulted in substantial reduction in traffic speeds and improvements to pedestrian safety. The WCA also commissioned a Traffic and Pedestrian Safety (T&PS) Committee to conduct surveys of the community and solicit input from the residents on current issues related to traffic and pedestrian safety.

### **Williamsburg Civic Association Traffic and Pedestrian Safety (T&PS) Committee**

The Williamsburg Civic Association Traffic and Pedestrian Safety (T&PS) Committee, commissioned in Spring 2011, conducted the first WCA Traffic and Pedestrian Survey in 2011 and reported the results at the December 2011 WCA Membership Meeting. The Committee used the survey results, in conjunction with details from community conversations, to develop several recommendations and options to address the highest priority issues. The T&PS Committee approached each recommendation with a focus on simple and cost-effective solutions. Its recommendations were provided to the Arlington County Police Department, as well as to the Deputy County Manager and several County staff members.

Many of the recommendations were adopted and the measures were implemented by the County in 2012 or were added to traffic and pedestrian safety improvements work in our community in the spring of 2013. In 2012, the County implemented the following traffic and pedestrian safety improvements:

1. Intersection of North Trinidad Street and 26<sup>th</sup> Street North - Installed crosswalk pavement markings across North Trinidad Street and across 26<sup>th</sup> Street North
2. Intersection of North Underwood Street and 26<sup>th</sup> Street North - Installed crosswalk pavement markings across 26<sup>th</sup> Street North
3. Intersection of North Underwood Street and Little Falls Road - Installed laddered crosswalk pavement markings across North Underwood Street and Little Falls Road, as well as signs at the existing raised crosswalk
4. Intersection of Williamsburg Boulevard and Little Falls Road - Installed crosswalk warning signs with down pointing arrows on both sides of a crosswalk on the right turn exit lane from northbound Williamsburg Boulevard/Sycamore Street to eastbound Little Falls Road
5. Intersection of Williamsburg Boulevard and Little Falls Road - Installed crosswalk warning signs with down pointing arrows on both sides of a crosswalk on northbound Williamsburg Boulevard north of Little Falls Road (northbound side only)

6. Intersection of Williamsburg Boulevard and Little Falls Road - Installed crosswalk warning signs with down pointing arrows on both sides of a crosswalk on right turn lane from westbound Little Falls Road onto Williamsburg Boulevard
7. Intersection of Little Falls Road and North John Marshall Drive - Installed back to back school crossing warning signs with down pointing arrows in median on east and west sides of the intersection
8. Intersection of Williamsburg Boulevard at North Ohio Street - Installed two school crossing warning signs with down pointing arrows on east side of the crosswalk on Williamsburg Boulevard at North Ohio Street
9. Intersection of Little Falls Road and North Trinidad Street - Updated signage on the traffic circle
10. Intersection of Little Falls Road and North Trinidad Street - Installed in-street pedestrian bollards on both sides of intersection
11. Intersection of North Trinidad Street and 26<sup>th</sup> Street North - Installed school crossing signs with down pointing arrows on both sides of the crosswalk on east leg of the intersection
12. Intersection of North Trinidad Street and 26<sup>th</sup> Street North - Relocated a speed limit sign from west of intersection closer to Sycamore Street. Relocated a speed hump warning sign west of the intersection.

The County implemented the following traffic and pedestrian safety improvement measures in the spring of 2013:

1. Intersection of Williamsburg Boulevard and North John Marshall Drive - A laddered crosswalk was installed across Williamsburg Boulevard between existing curb ramps. In addition to that, a 30-foot long concrete refuge island (approximately 8' wide) was built.
2. Intersection of Yorktown Boulevard and North Kensington Street - An ADA accessible curb ramp was built in the south-east corner of this intersection. Crosswalk pavement markings were installed across Yorktown Boulevard after the ramp is completed.
3. Restriping project for Little Falls Road (from Williamsburg Boulevard to Yorktown Boulevard) - This project includes reinstallation of the existing pavement markings (centerline, bike lanes, parking lanes, crosswalks) with minor adjustments to the existing on-street parking around transit stops and fire hydrants.

The successes summarized above exemplify how citizen involvement makes our community a safer place for all of our residents. Recognizing that traffic and pedestrian safety continue to be a problem, however, the WCA T&PS Committee continued to engage with the County on numerous traffic and safety issues. Following the tragic accident that took the life of a WCA resident in 2014, the WCA T&PS Committee focused on the traffic and safety issues relevant to Nottingham Elementary School. Working with County staff and the Arlington Police Department, the committee identified numerous issues that required immediate action, including broken school flashing beacons, malfunctioning pedestrian push buttons, obstructed signage, and clear crosswalk markings. All of these issues were resolved in March 2014.

Several key traffic operations studies were initiated to assess speed, parking, restrictions on commercial and construction vehicles, all-way stop signs, and raised crosswalks. Immediate remedies were implemented, as well as longer term projects. For example, the traffic study to address Little Falls Road & North Ohio Street speeding concerns resulted in a commitment by the Arlington County Police Department to enhance police enforcement of speeding in this area, especially during key school hours. Also, the T&PS Committee, Nottingham Elementary School personnel, and Arlington Public Schools (APS) staff requested additional parking restrictions along the east side of North Ohio Street during arrival and dismissal times.

The WCA T&PS Committee planned for a 2014 Traffic & Pedestrian Safety Survey, which was incorporated into the 2015 WCA NCP survey.

### Recommendations:

Long term policy recommendations include the following:

- **Reduce Posted Speed Limit to 15 MPH Near Schools** - According to guidelines adopted by the Federal Highway Administration and the Commonwealth of Virginia, speed limits can be reduced after a detailed engineering study has evaluated existing conditions and determined that the speed limit needs to be lowered. The WCA recommends that the County amend the school zone speed limit requirements to 15 mph in the vicinity of schools.
  
- **Change Criteria for Stop Sign near Schools** - The current all-way stop sign criteria are based on engineering studies, industry expertise and Federal guidelines. Two of the six criteria consider the increased pedestrian volumes and increased potential for conflicts between motorized and non-motorized modes common to school zones, and specific considerations for schools are included within the Crossing Safety warrant. The recommendation to change the criteria for stop sign criteria is also noted in the 2001 WCA NCP.

- **Nottingham School Zone Signage and Raised Crosswalk** - The WCA T&PS Committee requested raised crosswalks on Little Falls Road. The County is investigating the availability of alternative funding sources, such as a Safe Routes to School grant, to underwrite that work.

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## Traffic Management

Despite the close cooperation between the County and the Civic Association to improve traffic and pedestrian safety throughout the neighborhood, the Civic Association remained concerned that improvements were still needed. To identify and prioritize these needs, the WCA T&PS Committee developed a second Traffic & Pedestrian Safety Survey, which was incorporated into the 2015 WCA NCP survey. Survey results reveal that the largest number of survey respondents cited poor “walkability” as the most important aspect of the community they would like to change. Over 80% of the respondents cited walkability as a significant challenge for our community. The respondents also commented that the County is not doing enough to improve the walkability of the community, which directly and negatively impacts pedestrian safety and traffic related concerns.

The second largest number of responses related to excessive traffic speeds on the arterial, as well as on the residential streets. Over 63% of the respondents cited issues related to speeding. These problems have persisted in the community and were the highest priority traffic-related issue in the 2001 WCA NCP (over 75% of the respondents cited speeding as serious problem). Several trends exacerbate this issue at the present time. These include: 1) increased commuter traffic; 2) increased cut through traffic; and 3) a significant increase in commercial traffic. The problems related to excessive speeds are more prevalent on the arterial street (Williamsburg Blvd, Little Falls Road, Sycamore Street, and North Powhatan Street) at all hours of the day. The problems related to excessive speeds are cited also on the streets that surrounding Bishop O’Connell High School (North 26<sup>th</sup> Street, North 27<sup>th</sup> Street Little Falls Road, North Underwood Street, and North Trinidad Street) during morning and afternoon arrivals and departures.

The survey results indicate that for general traffic calming topics across the Civic Association as a whole, the majority of residents are not always supportive of additional measures to further mitigate traffic challenges. Thus, many WCA residents do not like such measures such as reduction in speed limits, electronic speed displays, one-way streets, traffic lights, street narrowing, traffic circles, and bicycle lanes. For example, nearly half of the respondents do not support the installation of additional turn lane restrictions. Nevertheless, residents do report problems with traffic lanes and recommend specific lane restrictions at particular locations, e.g., North Lexington Street and Little Falls Road, the intersection of North Ohio Street and Little Falls Road, and the intersection of Sycamore Street and North 26<sup>th</sup> Street. The

recommendation to add a turn lane at the intersection of Sycamore Street and North 26<sup>th</sup> Street was approved by the County and included in the traffic calming measures implemented in 2015.

While many respondents do not favor general traffic calming measures in the abstract, respondents do support traffic calming in specific areas of the WCA . Traffic and pedestrian safety issues around the schools (Tuckahoe Elementary School, Nottingham Elementary School, Bishop O’Connell High School, Discovery Elementary School, and Williamsburg Middle School) in or adjacent to the WCA present critical concerns for the community. For example, the majority of respondents advocate for instituting student pick-up and drop off systems that reduce street crossings for children for all school locations.

Respondents indicated that Little Falls Road, between North Sycamore Street and Yorktown Blvd. presents significant safety issues, especially for students, staff, and parents at Nottingham Elementary School. Over 40% of the respondents support reducing speed limits on Little Falls Road, as well as the streets around the school. Over 28% of the respondents support the modification of the parking restrictions to improve traffic flow and pedestrian safety in this area. Over 50% support the installation of signage (permanent and flashing) to warn drivers to reduce their speed. Over 32% of the respondents support an increase police presence, especially during drop off and pick up periods.

Similarly, the respondents indicated that the streets in the areas of Tuckahoe Elementary School and Bishop O’Connell High School (Little Falls Road, North 26<sup>th</sup> Street, North 27<sup>th</sup> Street, North Trinidad Street, and North Underwood Street) present significant safety issues. Over 23% support the installation of signage (permanent and flashing) to warn drivers to reduce their speed. The majority of the respondents, however, were not supportive of reducing speed limits, modification of the parking restrictions to improve traffic flow and pedestrian safety, or an increase police presence during drop off and pick up periods. In light of their experience with the traffic safety issue and familiarity with the neighborhoods in the WCA, however, the WCA NCP Working Group strongly suspects that residents living near the school overwhelmingly favor all of the traffic calming measures mentioned on their streets. The problems with traffic congestion, speeding, and disregard for stop signs were cited in the WCA NCP 2001, and continue to be problematic for the residents in the vicinity of the school. The increasing presence of commuter traffic compounds the problem and is only expected to worsen in the future. This necessitates innovative solutions to accommodate the residents, the students and staff, as well as the commuter populations.

Generally speaking, the respondents favored reduced speed limits for several specific locations, electric speed displays, increased police surveillance, and better crosswalks. Although common themes are evident from the survey responses, the respondents cite differences in mitigation measures and the responses also differed

based on the specific location. For all locations, the majority of the respondents dislike speed bumps, additional traffic signals, or additional four-way stop signs. In contrast, the WCA NCP of 2001 indicated that installation of four-way stop signs as a general traffic control measure was unanimously supported by the respondents.

Over 40% of the respondents, however, anticipate significant traffic and pedestrian safety issues resulting from the Williamsburg Middle School and Discovery Elementary School construction projects. Although the Discovery project is complete, respondents cited concerns related to an increase in traffic volume, worsening problems with speeding, inadequate parking, and pedestrian crossings on Williamsburg Blvd. The respondents overwhelmingly support evaluation of options for drop off and pick up times that offer relief from the congestion and safety hazards for pedestrians. The respondents' concerns echo the recommendations from the WCA T&PS Committee 2014 traffic and safety efforts. These include traffic calming measures for North Kensington Street, between Yorktown Blvd and Williamsburg Boulevard, which will be recommended for the Neighborhood Complete Streets program, since it is considered high-priority corridor and near and within school zones.

The WCA T&PS Committee also recommended submission of a traffic signal request for the intersection of Williamsburg Boulevard & North Kensington Street. The intersection was evaluated by the County for a traffic signal as part of an existing conditions analysis of the area near Williamsburg Middle School, but it did not meet the warrants for a traffic signal. Other traffic calming and safety measures have been included in Sycamore Street Median Project.

Although only 34% of the respondents cited the disregard for stop signs as a problem, these problems are noted in very specific locations. The principal locations of traffic volume problems include the streets that converge at the traffic circles (Williamsburg Blvd, North Powhatan Street, Little Falls Road, Sycamore Street), and the streets that surround Bishop O'Connell High School (North 26<sup>th</sup> Street, North 27<sup>th</sup> Street, Little Falls Road, North Underwood Street, and North Trinidad Street).

Although only 43% of the respondents cited traffic volume as a problem, these problems are also noted in very specific locations. The principle locations of traffic volume problems include Williamsburg Blvd, Little Falls Road, Sycamore Street, and streets that surrounding Bishop O'Connell High School (North 26<sup>th</sup> Street, Little Falls Road, North 27<sup>th</sup> Street, North Underwood Street, and North Trinidad Street). Cut-through traffic is a major problem for Williamsburg Blvd, Little Falls Road, and Sycamore Street.

#### Recommendations:

- Install signage (permanent and flashing) to warn drivers to reduce their speed in the vicinity of Tuckahoe Elementary School and Bishop O'Connell High School

(Little Falls Road, North 26<sup>th</sup> Street, North 27<sup>th</sup> Street, North Trinidad Street, and North Underwood Street) during school pick-up and drop-off.

- Reduce speed limits on Little Falls Road, between North Sycamore Street and Yorktown Blvd., as well as the streets around the school. Request increased police presence on streets surrounding Nottingham Elementary, Tuckahoe Elementary, and Bishop O'Connell during student pick-up and drop-off.
- Modify the parking restrictions to improve traffic flow and pedestrian safety on Little Falls Road, between North Sycamore Street and Yorktown Blvd., as well as the streets around the school.
- Install signage (permanent and flashing) to warn drivers to reduce their speed on Little Falls Road, between North Sycamore Street and Yorktown Blvd.
- Reduce Posted Speed Limit to 15 MPH Near Schools -According to guidelines adopted by the Federal Highway Administration and the Commonwealth of Virginia, speed limits can be reduced after a detailed engineering study has evaluated existing conditions and determined that the speed limit needs to be lowered. The WCA recommends that the County amend the school zone speed limit requirements to 15 mph in the vicinity of schools.
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- Change Criteria for Locating Stop Signs near Schools - The current all-way stop sign criteria are based on engineering studies, industry expertise and Federal guidelines. Two of the six criteria consider the increased pedestrian volumes and increased potential for conflicts between motorized and non-motorized modes common to school zones, and specific considerations for schools are included within the Crossing Safety requirements. This recommendation is also noted in the 2001 WCA NCP.
- Nottingham School Zone Signage and Raised Crosswalk - The WCA T&PS Committee requested raised crosswalks on Little Falls Road. The County is investigating the availability of alternative funding sources, such as a Safe Routes to School grant.

## **Pedestrian Safety**

Approximately 63% of the respondents indicate there are areas in the neighborhood that present a safety hazard to pedestrians. These result often from lack of sidewalks, inadequate handicap access, poorly designed crosswalks, missing traffic lights, deteriorated or missing curbs or other infrastructure issues, but respondents

overwhelming cite speeding and inadequate traffic calming measures as the principal hazard to pedestrians. Crossing the arterials in our community (Sycamore Street, Williamsburg Blvd, Little Falls Road, and John Marshall Road) continue to be risky for pedestrians. Over 43% of the respondents indicate problems crossing Sycamore Street; approximately 40% of the respondents indicate problems crossing Williamsburg Blvd; approximately 30% indicate problems crossing Little Falls Road; and approximately 8% indicate problems crossing John Marshall Road.

The Sycamore Street Median Project – a pending traffic calming measure – promises to significantly reduce the speeds on Sycamore Street and provide critically needed pedestrian safety measures. The project involves reducing the lanes of traffic from two lanes to one each way from the Williamsburg Circle and North 26th Street, providing bike lanes, and enhancing safety for pedestrians. The project will help to achieve slower traffic speeds and improving the walkability characteristics within the community. It also will assist with storm water management and provide native plants and trees to achieve an aesthetically pleasing attribute to Sycamore Street. The Arlington County Board approved \$1.2 million in funding for the median in October 2013, and WCA members participated in the design phase. The WCA looks forward to its completion, which has been delayed until 2017.

Other pedestrian safety issues do not appear to represent major concerns for our residents. For example, over 58% of the respondents did not feel that additional lighting or different lighting is necessary to improve pedestrian safety in the community. The respondents that supported additional or different lighting in specific locations also cited concerns with the installation of lighting that is too bright.

Approximately 95% of the respondents indicated that there are sidewalks at their properties. Of the 5% that do not have sidewalks, 63% of the respondents indicate they do not want sidewalks installed at the properties. For the 21% of respondents that indicated the desire for sidewalks, the following recommendations are provided:

- Install sidewalk at 30th Street North and North Ohio Street.
- Install sidewalk at Little Falls Road and North Trinidad Street.

Over 36% of the respondents indicate that no additional curb cuts, ramps or other modifications are needed to accommodate handicapped persons. Of the 4% percent of the respondents that support additional modifications, North Kensington Street and North Rochester Street were cited.

## **10. Commercial Establishments**

The Williamsburg Civic Association hosts two small shopping centers – both named the Williamsburg Shopping Center. Although identically named, each is owned and managed separately. One is located on the 2900 block of North Sycamore Street and the second is located across the street, with an address on Little Falls. Each is a 1950s-era single-floor retail establishment of brick construction.

The Williamsburg Shopping Center located on Sycamore Street contains several restaurants (Peking Pavilion, Deli Italiano, Backyard Barbecue, Williamsburg Deli), a Seven-Eleven convenience store, a Zinga frozen yogurt store, a dry cleaner's, several hair salons and barber shops, a United Bank, a gift shop (Two the Moon), and – most recently – a water/electric vapor retail store selling e-cigarettes and inhaled flavored nicotine products. The second establishment houses a large CVS drug store, Calico Corners (fabric store), a Cardinal bank, and a martial arts studio.



In general, respondents to our survey felt that the stores “met their needs” for neighborhood commercial establishments. Sixty per cent of respondents agreed that the stores met their needs; 34% said they did not; and 6% expressed no opinion. Among respondents who said that the stores met their needs, many noted that the larger and more varied Lee-Harrison Shopping Center on Harrison Street was sufficiently nearby to easily supplement the more limited selection of retail stores within the Civic Association.

Despite expressing general satisfaction with the mix of stores in the Williamsburg Shopping Centers, nearly half of respondents included suggestions for “kinds of commercial establishments” they would like to see added. The most commonly expressed suggestion (38 respondents) was for a coffee shop/bakery. Another 30 respondents sought a better mix of restaurants, including a bistro, cafe, gourmet sandwich shop, fast casual restaurant, or a delicatessen. A few respondents

complained that the two Centers provided duplicative services – 2 banks, 2 dry cleaners, multiple barber/hair salons. Other respondents wanted to see a variety of additional services – an ice cream store, card shop, bookstore, neighborhood tavern, small hardware store, or yoga studio, among many other suggestions.

Some respondents felt that both Shopping Centers were unsightly and needed improvements and beautification.

Recommendations:

1. The survey was distributed and completed before retail space was leased to an electric cigarette/vapor store. Given the substantial controversy in recent months about significant adverse health effects arising from e-cigarettes and battery-operated inhalers producing flavored nicotine, it is possible that the neighborhood feels that the store is an unwelcome addition.
2. The Civic Association may wish to communicate with the landlords of each shopping center about the types of retail establishments survey respondents said they would like to see at the shopping centers so that the landlords could better meet the neighborhood's needs.



Many survey respondents express a desire for a coffee shop, cafe, bakery – both for fresh morning coffee and as a neighborhood meeting place. Although parking at both shopping centers may make such a coffee shop impracticable, the Civic Association

may wish to meet with the proprietors to discuss the possibility for such a change – in the event of future space availability and an interested tenant.

3. Both shopping centers were constructed in a simple 1950s utilitarian design that – to some respondents – has not aged well. Both centers were renovated in the late 1990s, with awnings, updated signage and some landscaping. Nevertheless, landscaping of both shopping centers is minimal and often poorly maintained. The Civic Association may wish to provide specific recommendations about face-lifts, aesthetic improvements, and landscaping to soften and beautify the aging centers – particularly given their prominent siting at the top of Sycamore Street and at the junction of neighborhood arterial streets. In particular, the Civic Association might wish to express its support for efforts by the property owners and tenants to improve the overall appearance of the two centers.

## 11. Parks

As documented in the respondents' identification of "Things We Like About The Neighborhood" discussed earlier, residents of the Williamsburg Civic Association (WCA) value the quiet leafy streets and express concern about over-development and diminution in the tree canopy. Not surprisingly, respondents also express disappointment in the relative scarcity of parklands and open spaces in the neighborhood. Parks and open spaces provide valuable habitat for wildlife, opportunities for active and passive recreation, and a buffer from street noise and traffic and the hard-edged built environment generally. Unfortunately, the two parks located in the WCA (described below) are very small, difficult to access, and could benefit substantially from beautification efforts and improvements designed to further a sense of safety and quiet enjoyment. In addition to the two Arlington parks, the WCA also has several small open grassy areas that, given their very small size and difficult locations, present some of the same problems and could be better used.

### Minor Hill:

Minor Hill Park, with an elevation of 460 feet, is the highest point in Arlington. It lies on the northwest side of Little Falls Road near the intersection of North Powhatan Street. During the 1940s and 1950s, Minor Hill was chosen by Arlington County as the site of a reservoir to provide drinking water to residents in north Arlington. The original two storage tanks each hold 5 million gallons of water and are covered by about 18 inches of soil and grass. A newer tank, installed in the early 1970s, contains two cells holding 12 million gallons and is only partially buried. The supporting wall for the two cells extends out of the side of Minor Hill Park on the East side of the Site above adjacent Sharp Park.



With the urging of the WCA and with the involvement of County agencies, landscaping was installed at the site during the 1980s and the underground reservoirs were covered with asphalt so that the reservoir surface could be used as tennis and basketball courts. The addition of the recreation facilities was viewed, by many in the WCA, as a significant community enhancement and represented the only dedicated active recreation center within the Civic Association. The tennis courts and associated recreational facilities were abandoned during the 1990s when repairs were made to the concrete/asphalt surface of the tanks. The County concluded that chronic maintenance problems (ponding of water on the courts, surface water leaking into the subsurface tanks, the dangerous condition of expansion joints exposed on the courts) were no longer manageable.

During the mid-1990s, Arlington Department of Public Works, Arlington Department of Parks and Recreation, and other departments explored potential future uses of the storage reservoir site. Among possible uses identified were soccer fields to be installed on a new grass cover of the tanks, re-engineered tennis and basketball courts, a tower for scenic overlook of Arlington, a windmill for power generation, and solar panels. Ultimately, the County decided that active recreation above the water tanks presented significant risks to critical water infrastructure and presented continual and largely intractable maintenance and structural problems. The tennis courts and recreation areas were removed and the top of the storage tanks restricted to public access. The County installed some modest landscaping elsewhere on the parcel, with small benches, a paved trail, ornamental trees, and birdhouses.

More recently, as concerns for energy independence and global warming began taking on greater urgency nation-wide, Arlington County began to re-examine the potential for solar power arrays on the asphalt reservoir surface. Although Arlington County apparently has abandoned a proposal to partner with Dominion Power for the installation of solar panels on Minor Hill Park, it continues to explore the possibility of a small County-owned solar array.

Recently, much of the Minor Hill Park was disturbed by a major construction project underway to improve water quality in the reservoir. In general, the goal of the project is to improve water transmission and storage and minimize the levels of disinfection byproducts delivered to residents throughout the north Arlington service area. The \$5 million construction contract was awarded in April 2015 and the work is scheduled to be completed in the summer of 2016. Much of the surface of the parcel has been disturbed by the construction and plans for restoration of the landscaping and amenities are unclear.

#### Neighbor Concerns:

During recent years (following the closure of the tennis courts), Minor Hill received relatively little use from community residents. Only a slight majority (52%) of WCA residents have ever visited Minor Hill. Of those who have visited Minor Hill Park most (60%) visit it fewer than 5 times annually. Survey residents are generally critical of its accessibility and visibility (many residents who have never visited it report that they were unaware of its existence). As the highest point in Arlington, it presents an obstacle to casual walkers. Because it is located at the confluence of several major roads with heavy traffic and limited pedestrian infrastructure, access is doubly difficult.

In general, survey respondents are critical of the amenities at Minor Hill Park. Among words and phrases commonly used to describe the park are “ugly,” “uninviting,” “unshaded and very hot,” and “dominated by unsightly concrete/asphalt pads.” Following the removal of the tennis courts and prior to the ongoing construction, Minor Hill Park provided a small grassy area for visitors, together with benches for resting near small ornamental trees. Absent shade trees or other protected amenities (pavilion, covered park structure), visitors in the summer are exposed to unmitigated heat. In addition, much of the site is dominated by the massive concrete walls of the reservoirs and little effort has been made to screen or reduce their bulk.

Some respondents regret the loss of the tennis courts and urge their restoration or the introduction of other active recreation such as a soccer field or mini-golf (15 respondents). The majority of respondents, however, acknowledge the site’s limitations and express their’s and the County’s strong preference for continued passive use. In general, respondents appear to understand the special nature of the site, the need for infrastructure security for critical water supplies, and the limitations placed on the site by the four large water storage tanks located near the ground surface. They recommend efforts to make the site more inviting and attractive

through landscaping that encourages a pause during neighborhood walks, provides a modicum of shade, disguises the concrete/asphalt pad and other large structures, and encourages quiet contemplation at a high point in Arlington. A substantial majority (68% of respondents overall and more than 81% of those expressing an opinion) also support efforts to install a solar array on Minor Hill, both to provide a use for the unsightly reservoir surface, and an educational focus to the park supporting clean energy generation.

### Recommendations:

1. That the County continue to explore opportunities for the installation of a solar array on Minor Hill, together with educational placards and displays explaining the array and its place in fulfilling Arlington's community energy needs;
2. That the County work with Arlington's urban forester to develop a landscape plan for Minor Hill Park, taking into consideration the need to preserve the subsurface from excessive disturbance, with trees and shrubs that provide shade to users/visitors and also adequately screen the reservoir/pumping station;
3. That the County make efforts to tie Minor Hill Park and Sharp Park together, both visually and in terms of access, to create a more user-friendly contiguous park. Efforts could be made to widen the sidewalk along Powhatan Street to connect the two contiguous parcels, together with decorative lighting (Carlyle fixtures) at the park periphery to increase park visibility to residents, invite use, and establish a clear, noticeable Park entrance. Tree planting and landscaping efforts at Minor Hill, to the extent possible, could incorporate some of the specimens and varieties found at contiguous Sharp Park, to further define the two small spaces as a single park.
4. That the County explore ways to improve pedestrian access to Minor Hill Park (and Sharp Park) through traffic calming measures at the foot of Minor Hill (the confluence of Sycamore, Little Falls, and Williamsburg Boulevard) and the Williamsburg Circle;
5. That the County consider installing a Bike Share station on Minor Hill, together with a water fountain and air hose station to encourage bicycle access and to promote bicycle commuting to the East Falls Church Metro;
6. That the County consider installing (see Sharp Park below) decorative fencing and railing along Powhatan Street, connecting Sharp Park and Minor Hill to improve safety and accessibility, particularly to children, elderly and the disabled; and
7. That the County consider constructing a small shelter (covered picnic table, small gazebo) to provide some relief from the intense sun, from rain, and to encourage use of the area.

## Sharp Park:

Sharp Park was originally part of Minor Hill. It is located on the eastern side of Minor Hill and bounded by Little Falls Road and North Powhatan Street. In the early 1980s, the Sharp family approached Arlington County and requested that it dedicate a portion of Minor Hill in the name of Emily Sharp, an azalea lover and prominent Arlingtonian. Arlington agreed and the Sharp family donated 600 azaleas to beautify the small (approximately 1.5 acres) parcel. The Sharp family also provided a modest trust fund, which has since been exhausted, to maintain the azaleas. The park provides a welcome quiet refuge at a very busy intersection of north Arlington. The heavily wooded acre provides a small haven for wildlife and passive use. For visitor use, it has a few benches, and some gravel pathways.

## Neighbor Concerns:

As is the case with Minor Hill Park, relatively few WCA residents have visited Sharp Park. Fewer than half of WCA survey respondents (48%) report ever visiting the Park and few of those (about 32% of visitors) visit more than 5 times annually. This usage seems quite low in light of the relative stability of the WCA – many residents have lived in the neighborhood for 30 years or more – and the Park's prominent location at the Williamsburg Circle.

As with Minor Hill, the reasons for the relative low levels of use of the Park are fairly obvious. Like Minor Hill Park, pedestrian access to Sharp Park is very difficult. The Park has no off-street or on-street parking and interested visitors must navigate the very difficult crossings at North Sycamore, Williamsburg Boulevard and Little Falls. Once in Sharp Park, users have no sense of separation from the busy arterial roads. For mothers with children, in particular, the park does not provide an adequate sense of place or personal safety because of the proximity of heavy vehicular traffic. Survey respondents complain that the site is unsafe and uninviting and entirely surrounded by busy streets.

Although the Park does provide some public green space in a civic association with virtually no such space elsewhere, respondents also complain that there is no reason



to stop at the Park, because “there is nothing there.” Many of the pathways are underlain with deteriorated filter fabric mixed with gravel, and the current condition of the paths makes walking difficult – particularly for less able walkers. The upper boundary of Sharp Park consists of a large concrete retaining wall serving as one of the supports for the Minor Hill reservoir. It is unsightly, heavily marred with graffiti, and periodically surrounded by trash and debris left, apparently, by trespassers during the late evening and early morning hours. Much of the Park’s ornamental shrubs are surrounded by invasive plants (particularly English Ivy) and no longer further the vision of its original sponsor and namesake.



### Recommendations:

1. That the County explore ways to provide a “sense of place” and separateness from the busy surrounding roadways. An ornamental fence surrounding the Park, together with decorative lighting, could provide a welcome aesthetic enhancement and also identify the park as a safe suburban haven for mothers and children to rest while visiting the two nearby shopping centers;
2. That the WCA, with the support of the County, schedule a Work Day at the Park to remove graffiti, trash and debris, and invasive plants;
3. That the County improve the pathways at the Park to make access and movement less hazardous, by replacing filter fabric, regrading walkways, replacing deteriorating wooden steps, and renewing gravel walks;

4. That the County, as discussed above, develop a plan to integrate Minor Hill and Sharp Park more closely, visually and in its landscaping and passive use;
5. That the County devote additional police resources to reduce the late night and early morning trespassing, carousing and underage drinking along the reservoir retaining wall in the back of Sharp Park.

**Birch-Payne Cemetery:**

Although listed by the County as a Park, the Birch-Payne Cemetery is a privately owned family cemetery that is maintained by Arlington County. The cemetery is located at the southeast corner of North Sycamore and north 28th Streets. It was established during the 19th Century as a cemetery for members of the Birch and Payne families. Originally, the graves included those of Colonel Samuel Birch (who fought in the War of 1812), his two wives, their children and grandchildren, and other members of several generations. In addition, five or six of the Birch family’s slaves (referred to as colored servants in some of the more “Southern-sympathetic” histories of the day) were buried in one corner of the graveyard.

For many years, the cemetery was attractively landscaped with firs, holly, boxwood and other trees and shrubs. The last burial reportedly took place in 1930 and, with the increasingly dense residential development of north Arlington, the acreage restricted for cemetery purposes has been reduced to less than one-third acre. Many of the headstones have been vandalized or stolen over the decades. The cemetery is privately-owned, although maintained by Arlington County.



### Neighbors' Concerns:

Many residents of the WCA appear to be unaware of the existence of this County-maintained grassy area, or of its history. Half of respondents, however, favor beautification of the area (35% had no opinion, which likely represents their lack of awareness of this tiny site). Residents generally have no understanding of the site's history and are unclear whether the site is accessible to the public. Currently, the parcel appears abandoned, with an old and poorly maintained chain link fence separating the parcel from sidewalks and passers-by. The fence contains a single worn sign, installed by DPRCR, stating "No Dogs Allowed in this Area."

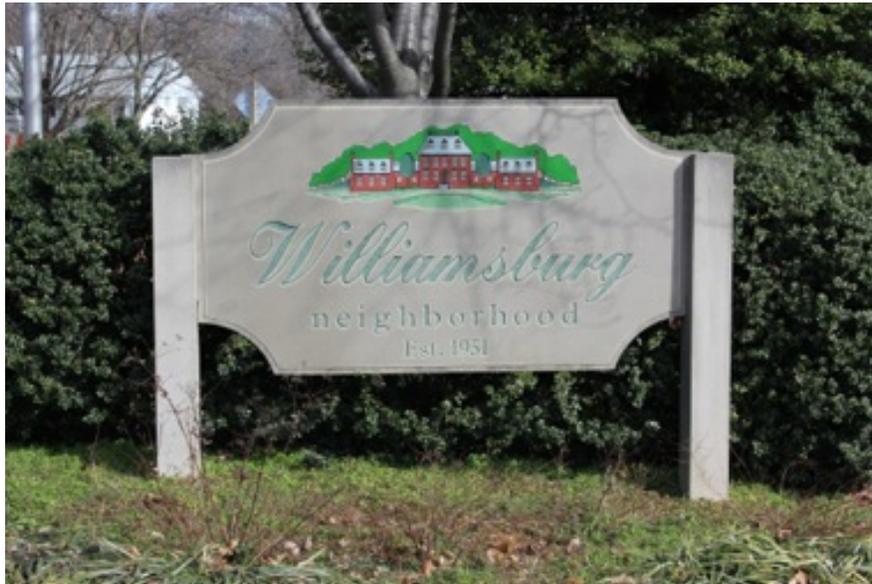
### Recommendations:

1. Work with Arlington County's Historic Affairs and Landmark Review Board to historic preservation options; consider ways to better preserve the cemetery, including erection of a historical marker; consider requesting Arlington County to purchase the cemetery and fund improvements;
2. Identify and mark the locations of the known graves and consider construction of a serenity garden to encourage respectful use of the site;
3. Install appropriate landscaping and seating. Given the County's on-going and increasingly difficult search for County-owned parcels in which to improve the tree canopy, this site provides a valuable opportunity to install shade trees and other landscaping to soften the now-barren site and invite visitors. Shade trees would greatly improve the appearance of the parcel, particularly if specimens chosen mirror those to be planted as part of the adjacent Sycamore Street median project;
4. Remove the old chain link fence and replace with a decorative fence and appropriate signage indicating permissible uses of the site, and times of use.

### Williamsburg Traffic Circle:

Although not designated as an Arlington park, the Williamsburg Traffic Circle at the junction of Williamsburg Boulevard and Sycamore Street represents one highly visible grassy area within the WCA. (This parcel has been designated as the Street Island Park in some of Arlington's early historical documents). Arlington County has invested resources in beautifying and maintaining the Williamsburg Circle. The Circle now contains a sign designating the Williamsburg Civic Association and large flag pole and flag. Over the years, the Circle has been landscaped and contains several large mature American hollies, and numerous ornamental trees and shrubs. In past decades, the two holly trees at the ends of the Circle were lighted for the winter

holidays and provided a welcome and cheerful greeting to residents and visitors at



this high point of the WCA.



As part of its 2001 Neighborhood Conservation Plan, residents recommended that the County work with the WCA to improve the Circle by (1) providing more harmonious and thoughtful plantings; (2) restoring the electrical supply that had been severed; and (3) providing a water source to allow residents easy access to water to help maintain the plantings. The County has made these improvements and the Circle is, as a result, more attractive and useful.

## Recommendations:

1. Work with the County to consider the practicality of resuming the winter holiday lighting of the large American hollies on the Circle, with seasonal decorations that do not raise Constitutional Establishment Clause issues. Based on preliminary conversations with the Urban Forester and the Department of Parks and Recreation, Arlington County does allow trees on County land to be lighted for the holidays and believes that these trees – in particular – could be safely lighted. The location of the trees, however – close to busy arterial streets – could make tree lighting difficult, and may require traffic controls during lighting and removal of lights.
2. That the County consider additional traffic calming measures, consistent with those planned during the Sycamore Street median project and that may be possible at Sharp Park and Minor Hill Park, to promote walkability and biking at this busy intersection of Sycamore, Williamsburg, and Little Falls.

## **12. Urban Forestry**

As noted elsewhere in this NCP, residents of the Williamsburg Civic Association generally praise the leafy suburban feel of the neighborhood. They are also aware of the significant environmental benefits of a healthy and diverse tree canopy – lower carbon dioxide, nitrogen dioxide, and ozone levels with a consequent reduction in global warming; storm water runoff protection and reduction in stream channel erosion; energy savings through shading of homes and yards; and preservation of habitat for wildlife. Trees also represent a significant aesthetic improvement in the neighborhood and markedly increase property values.

Survey residents do, however, also express concern about growing urbanization and loss of trees. In responding to the general question about “things that you would change about the neighborhood,” 35 residents mentioned loss of trees and green space. The “trees-green space” issue represented the second largest “negative” category of responses, second only to increased traffic and pedestrian safety issues on neighborhood streets.

Based on the most recent (2011) data on tree canopy coverage, the Williamsburg Civic Association has approximately 39% coverage – one of the lowest rates of tree coverage among north Arlington civic associations. (Total tree coverage in the Civic Association is, however, only slightly below the County-wide average of 40%). Between 2008-2011, tree coverage in the Civic Association declined modestly – by about 0.8%

Some Civic Association members are concerned that the tree canopy declined more rapidly in recent years, particularly given the increase in residential “tear-downs,” where developers routinely remove all trees from a targeted lot.



Tear-down in cul-de-sac at Pocomoke St and N 35<sup>th</sup> Street

County data indicate, for example, that — during 2015 — residential demolition permits were issued at a rate much higher than recorded since development tracking was first introduced in 2000. (As reported by one local historian in September, 2015, demolition permits rose from 91 applications in the first half of 2013 to 129 in the same period in 2014) . Residents’ observations of neighborhood streets reinforce the data — tear-downs have become commonplace and the loss of tree canopy has accelerated.

Unlike some neighboring jurisdictions, Arlington does not have an ordinance requiring the preservation of mature trees during development. Accordingly, the least expensive and most convenient course of action for developers of residential properties — particularly tear-downs — is the removal of all vegetation. Even where tree replacement is required for certain properties pursuant to the Chesapeake Bay Preservation Ordinance (site disturbance affecting greater than 2,500 square feet), the replacement trees are invariably small and will not reach mature size for decades. In addition, the soil compaction and removal of top soil common to renovation activities typically degrades soil quality and makes plant survival less likely. Young trees also provide a tiny percentage of the environmental benefits formerly provided by large mature specimens. And many long-time homeowners find themselves living next to denuded lots hosting large tract mansions.



Arlington has introduced some programs intended to enhance, at least in modest respects, the existing tree canopy. Concerned about the declining tree canopy on private property, the County Board approved in 2009 the establishment of the Tree Canopy Fund. Arlington's Tree Canopy Fund, managed by Arlingtonians for a Clean Environment (ACE), provides grants to individuals and community groups to plant and maintain trees on private property. Funding is provided by developers who pay into the fund to compensate for trees lost or destroyed through development. Since its inception, the fund has assisted with the planting of more than 1,200 trees. The Williamsburg Civic Association has, in the past, secured funding for the planting of a number of trees on private property within Association boundaries.

Arlington also has enacted a tree preservation ordinance that helps to safeguard trees designated by homeowners as Heritage, Memorial, and Specimen trees. Chapter 67 of the County Ordinances provide that such trees cannot be removed or damaged absent a showing of severe hardship in pursuit of reasonable uses. Arlington also works with the Civic Associations by distributing hundreds of trees on designated Neighborhood Days, for planting on private property. Arlington is also actively managing trees on public lands, particularly in its public parks, and the Department of Parks, Recreation and Cultural Resources seeks to plant more than 1,000 trees annually on County property, although these trees largely replace those lost yearly to storms, disease, and other causes.

In spite of these County programs, the number of trees lost exceeds the number being planted. Given that County land is primarily residential, survey respondents suggest that should be done to preserve neighborhood trees. The County's Urban Forestry Commission currently is exploring ways to better protect trees. For example, developers in Arlington must submit plans demonstrating 20% tree canopy coverage will be achieved within 20 years. Other jurisdictions require a 30% canopy within 10 years. Similarly, while in Arlington developers can achieve tree canopy through any

mix of existing or new trees, laws in other jurisdictions require that the canopy be achieved using a set percentage of existing, mature trees.

Recommendations:

1. Work with the County urban foresters to identify possible planting locations in the Civic Association. Preliminarily, respondents have recommended the County consider planting shade trees on Minor Hill, within the Birch-Payne Cemetery, within the planned Sycamore Street median, and at Nottingham Elementary School. Survey respondents also recommended tree planting within the public medians on Trinidad Street, adjacent to O'Connell High School, although such planting may be more profitably performed as part of a broader Neighborhood Complete Streets program.
2. Promote Urban Forestry Commission efforts to strengthen the County ordinance on preservation of tree canopy on residential lots. Help bring Arlington's ordinance in line with more progressive ordinances in neighboring jurisdictions.
3. Work with the County to educate Williamsburg Civic Association residents about the Tree Canopy fund, Heritage Tree program, and Neighborhood Day plant giveaways, to increase participation.
4. Urge the County to work closely with Dominion Power and other energy providers, as well as with telecommunications companies, to promote pruning practices that preserves the urban canopy and the overall health of trees.
5. Urge the County and its urban foresters to work closely, during early review of development plans, to promote tree preservation rather than tree replacement, where feasible. Urge the County to consider adopting additional incentives to encourage developers to preserve and protect trees during "by-right" development, where site denudation is common. Support the Urban Forestry Commission's efforts to enact ordinance revisions to better preserve the tree canopy.
6. Because the great majority of Arlington's urban forest is on private property in low-density residential neighborhoods, the County should continue to work with ACE and the Arlington Tree Stewards to promote the preservation and planting of trees on private property. In addition, campaigns to raise awareness remain urgently needed to encourage planting native species and to control invasive plants throughout the County.
7. Ensure that the update of the County's Urban Forest Master Plan, now under development, fully considers how to better balance the oft-competing goal of tree preservation and protection with that of sensible and cost-effective

development of residential property. Encourage attention to connecting wildlife corridors throughout the County (as done in Boston with its “Emerald Necklace Conservancy”).

8. Work with the County to encourage the mapping and removal of invasives, particularly in Sharp Park. Urge the planting of native species, instead of exotics, on County lands.

## 13. Urban Agriculture

Many members of the Williamsburg Civic Association are active, or have been active, in such County-wide groups as the Arlington Master Gardeners, Arlington Master Naturalists, Arlington Tree Stewards, and Arlingtonians for a Clean Environment. They are interested in plants and plant husbandry, including efforts to enhance sustainable urban agriculture in the County. Members have monitored the activities of the Arlington Urban Agriculture Task Force and many express support for its recommendations into ways to expand the availability of low cost, nutritious food and reduce both hunger and obesity in our community.

Although survey respondents were not asked to opine on each of the recommendations of the Task Force, they were asked whether they supported a revision to Arlington’s zoning ordinance that would allow “backyard chickens” or other animal husbandry. Currently, that ordinance largely prohibits backyard chickens because of the generous set-back requirements. In its report, the Task Force generally supported amending Arlington’s zoning ordinance to permit the housing of small numbers of hens, subject to specific standards for husbandry and permitting.

Respondents were quite clear in their reaction to that question — 73% of respondents opposed backyard chickens as well as other agricultural animal husbandry; 14% favored backyard chickens; and 12% had no opinion. In opposing backyard chickens by a margin of more than 6 to 1, respondents expressed such concerns as the small size of the typical Civic Association lot; the odor, noise, animal waste and overall sanitation concerns presented by chickens; the difficulty of regulating backyard chickens and coops effectively; and the contentiousness and incivility likely to be prompted when neighbors hold very different views of the propriety of hens in an urban setting. Those favoring backyard chickens praise the better taste and higher quality of locavore foods; their freedom from industrial produced eggs and commercial agriculture; and the successful introduction of backyard chickens in other jurisdictions.

Respondents opposing backyard chickens also expressed caution about the “external costs” of such a zoning change. Many believe that regulation will be expensive and difficult, and will require additional full-time County inspectors in a time of fiscal strain. In addition, the manure created daily by hens will need to be composted or otherwise managed to prevent significant storm water concerns. Compliance with proper waste management techniques requires care, training, and diligence. Given the ever-increasing legal obligations imposed under the Chesapeake Bay Ordinance, some respondents feel that the County should be very hesitant to add yet another potential source of e-coli to County waterways, particularly where Four Mile Run has been listed, by environmental agencies, as an “impaired stream” resulting, in large part, from e coli from wildlife.

Finally, some residents are also concerned about the cost of managing abandoned birds. Novice chicken farmers are often surprised to learn that hens are no longer productive after 2 years or less, but may live an additional decade or more. It is for that reason that a number of shelters nation-wide are experiencing large increases in the numbers of abandoned hens brought to the shelters. Prince William County, which approved a measure allowing the raising of hens on residential properties several years ago, has seen a marked increase in the number of chickens deposited at its Animal Shelter. (Arlington’s Animal Welfare League does not have the capability to manage abandoned hens).

#### Recommendations:

1. The WCA opposes backyard chickens. Survey respondents overwhelmingly oppose an amendment of the current zoning ordinance to allow backyard chickens. They believe that backyard chickens will create numerous health and sanitation problems, raise difficult permitting and regulatory challenges, and impose significant costs on the County taxpayers.
2. Work with the County to inventory potential sites for the establishment of a community garden. All of Arlington’s seven community gardens are located south of Route 66. Although spaces in North Arlington, and particularly within the WCA, are in high demand for use by multiple constituencies and user-groups, there may be under-utilized spaces that could accommodate — particularly when in a transition stage to new development — small community gardens.
3. Consider extending an invitation to staff members of the Arlington County’s Urban Agriculture Program (Parks and Recreation), to talk to the Civic Association members about how to extend urban agriculture into everyday Civic Association life and the activities of the newly-formed Friends of Arlington Urban Agriculture.

## 14. Aging in Place

Available survey data show a relatively stable aging population within the Williamsburg Civic Association. Census data from 1990 report 797 persons in the 55+ category in our Civic Association (31% of the total population). Census data from 2000 show a slight decline to 731 persons (28%) of the total Civic Association population. Most recent census tract data (2010) show a continuing slight decline in the overall percentage of aging Civic Association residents – 27% of the total Civic Association population. Of our survey respondents, about 27% of the Civic Association population was reported to be in the 55+ category.

Although the 55 and older category has declined slightly within our Civic Association over the past 25 years (as a percentage of the Civic Association population), the absolute number of residents in that category has remained relatively constant because of the growth in Arlington’s population overall. In addition, the percentage of residents in the 55+ category has consistently remained higher than the Arlington average overall in that category – measured at 18.7% in the 2010 census.

In response to our survey question asking whether respondents “plan to stay in the neighborhood after they retire (age in place),” 42% said that they did, 13% said they did not, and the largest percentage (45%) had no opinion. The large number of those expressing no opinion is not surprising, as many Arlingtonians are young, starting careers, uncertain about future job prospects, or anticipating career moves in the military, government, or private sector. “Aging in place” is likely not something to which they give much thought. Nevertheless, it is likely that the Civic Association houses a significant block of Baby Boomers, who have lived in the neighborhood for decades and plan to stay here and “age in place.”

Beginning in 2014, Arlington Neighborhood Villages has been helping older Arlington residents continue to live in their own homes – safely, independently, and with an enhanced quality of life. The Neighborhood Villages are a network of neighbors helping neighbors by providing support services, resources, and social and educational programs. The Neighborhood Villages offer members transportation and shopping assistance, access to social and cultural activities, household and home maintenance, and information on a host of professional and social services. Specifically, volunteers at the Neighborhood Villages organize rides to grocery stores or doctor’s appointments, provide emergency care during storms and outages, provide help with snow shoveling and lawn maintenance, and assistance with professional services. Our survey asked respondents whether they supported the Neighborhood Villages concept and, not surprisingly, nearly 3/4ths of respondents said they did. Less than 3% opposed the concept, with the remaining 23% expressing no opinion. (Because the Villages program had been implemented in the year prior to our survey, many of the “no opinion” respondents likely were unaware of it).

Our survey also asked respondents whether the neighborhood provides “adequate support for those intending to age in place (e.g. walkable streets, accessible transportation, affordable housing, and handicap accessible services)?” Responses were evenly divided. Approximately 31% reported that services were adequate; 33% said they were not; 35% had no opinion. If we can assume that the “no opinion” group is disproportionately younger and with little interest in aging services, then the responses could be characterized as divided almost evenly between those who feel services are adequate and those who feel they are not.

Among those who feel that services are inadequate, two principal themes emerge – (1) the high cost of housing in Arlington and (2) poor walkability. A number of respondents expressed concerns about their ability to walk around the neighborhood easily, and access other parts of Arlington through the transportation network. They did not feel that the neighborhood is pedestrian-friendly and complained about growing traffic congestion and transportation hazards. Some expressed concern that the transportation system did not adequately facilitate mobility within and outside the neighborhood.

A second group of respondents expressed concern about the growing cost of housing in Arlington, the need for mortgage and property tax assistance, and their fears about being priced out of the neighborhood in the future.

#### Recommendations:

1. Invite representatives from Arlington Neighborhood Villages to attend a meeting of the Civic Association to determine whether and how the WCA can participate in the program, either as clients or volunteers. Consider joining with other neighboring Civic Associations (East Falls Church, Rock Spring, Yorktown) to explore cooperation in providing assistance to the elderly within a broader geographical region.
2. Work with the County to ensure that WCA streets, sidewalks and parklands are in compliance with the Americans with Disability Act. Consider ways in which to make Sharp Park and Minor Hill more elder-friendly, with toilet facilities and walking trails. The Traffic and Pedestrian Safety section of this NCP provides further guidance on recommendations to increase neighborhood safety.
3. Consider ways in which to work with the County to encourage greater “walkability” in the neighborhood, through canopied bus stops, wider sidewalks, benches for relaxation and resting, and shade trees for comfortable passive recreation.
4. Consider working with Arlington planning authorities to explore ways to ease the limitations on accessory dwellings or granny flats – i.e., separate living space in homes or buildings on the same property – to enhance the likelihood

that “equity-rich” but “cash-poor” elderly homeowners can continue to live in their homes.

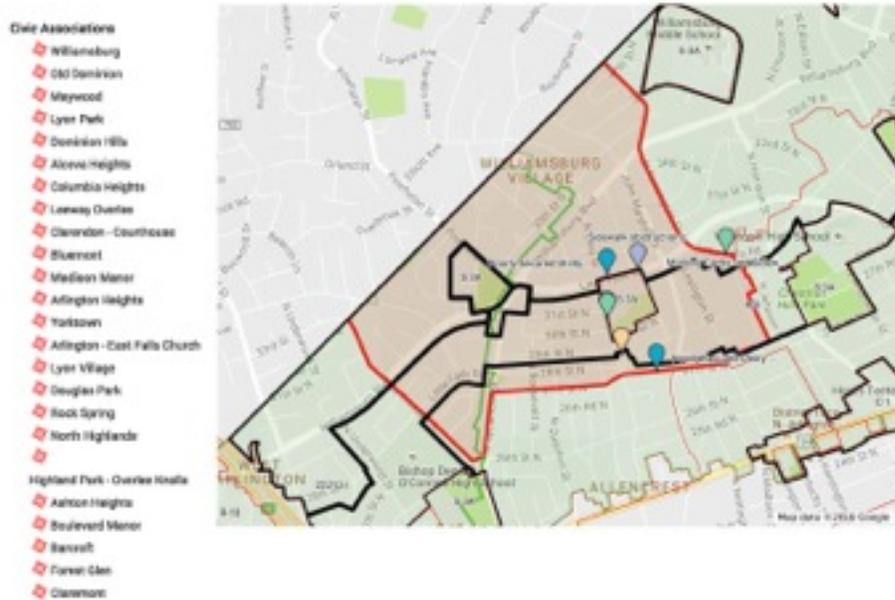
## Appendix 1

The General Land Use Plan (GLUP), with amendments through December 31, 2015, is Arlington County's primary policy guide for future development. It allows the following land use and zoning within the Williamsburg civic association (CA):

- Residential low density of 1-10 units per acre with zoning R -20, R -10, R -10T , R -8, R -6, R -5
- Commercial and Industrial of service commercial for personal and business services with zoning C-1-R , C-1, C-1-O , C-2, C-O -1.0

The map below shows the current zoning for the Williamsburg CA. (Editor note - add text box with zoning)

## Williamsburg CA Zoning Boundaries



It consists of six zoning boundaries, three residential, one commercial, and two special districts. The density and dimensional standards are shown the in table below, as defined in the [Arlington County Zoning ordinance](#).

[Arlington County Zoning ordinance](#).

Zoning	Description\Purpose	Minimum lot area: lot area and lot area per dwelling unit	Minimum Lot width average (ft)	Maximum Height (ft)
R-6	One-family dwelling district	6,000 6,000	60	35
R-8	One-family dwelling district	8,000 8,000	70	35
R-10	One-family dwelling district	10,000 10,000	80	35

<p><b>S-3A</b></p>	<p>Special District\The purpose of the S-3A, Special District is to encourage the retention of certain properties in a relatively undeveloped state. Land so designated may include publicly or privately owned properties which have distinct and unique site advantages or other features so as to make them desirable to retain as active or passive recreation or for a scenic vista. Also stream valley floodplains could be included in this district.</p>	<p>3 acres for one-family dwelling, 6,000 ft<sup>2</sup> for all other uses</p>	<p>60</p>	<p>35 45 for all other uses</p>
<p><b>C-1</b></p>	<p>Local Commercial District \The purpose of the C-1, Local Commercial District is to provide locations for low intensity development where retail and personal service uses predominate and where there is also limited opportunity for office uses and business service uses. C-1 district should be located and developed as unified shopping centers consisting primarily of small individual shops of a linear or cluster design. Furthermore, development of C-1 district should result in commercial centers which are compatible with the surrounding development in terms of scale and character.</p>	<p>6,000 One-family dwelling No minimum for all other uses</p>	<p>60 for One-family dwelling No minimum for all other uses</p>	<p>35</p>

The two special districts are Nottingham Elementary School and Sharps Park. The C-1 zoning boundary is the Williamsburg Shopping Center and the strip of commercial spaces.

## Appendix 2 - Section 6 Infrastructure Issues Details

The table below lists the specific infrastructure issues summarized in the map in section 6 Infrastructure Issues. Issues are associated with nine categories, listed below. All category issues are listed together in the table. Each issue is identified by map coordinates, a short description providing additional details, and the closest address or relative address to the issue.

1. Damaged Curbs\Sidewalks - 25 identified issues
2. Poorly Secured Utility Wires - 24 identified issues
3. Sidewalk Obstructions - 22 identified issues
4. Missing Curbs & Sidewalks - 16 identified issues
5. Miscellaneous Infrastructure Issues - 9 identified issues
6. Missing\Damaged Street Signs - 8 identified issues
7. Crosswalk Re-stripping - 5 identified issues
8. Inadequate Storm Drainage - 5 identified issues
9. Tree Maintenance on County Property - 1 identified issue

Issue	Coordinates (Latitude, Longitude)	Issues	Description	Address
1	38.895173, -77.158399	Damaged Curbs \Sidewalks	two sidewalk segments cracked	6516 N. 26th Road, Arlington, VA 22213
2	38.894941, -77.157572	Damaged Curbs \Sidewalks	sidewalk lifted by tree roots creating a pedestrian hazard	2604 N. Sycamore Street, Arlington, VA 22213
3	38.898974, -77.158042	Damaged Curbs \Sidewalks	hole in concrete curbing near driveway	6522 N. 29th Street, Arlington, VA 22213
4	38.899611, -77.159421	Damaged Curbs \Sidewalks	broken sidewalk segment	6547 Williamsburg Blvd., Arlington, VA 22213
5	38.899331, -77.159580	Damaged Curbs \Sidewalks	cracked and broken sidewalk	6554 Williamsburg Blvd., Arlington, VA 22213
6	38.898496, -77.160753	Damaged Curbs \Sidewalks	broken sidewalk and curbing	6568 Williamsburg Blvd., Arlington, VA 22213
7	38.896872, -77.158246	Damaged Curbs \Sidewalks	sidewalk uneven & protruding 2 inches above level	NW corner N. 28th St. and N. Somerset St., Arlington, VA 22213

Issue	Coordinates (Latitude, Longitude)	Issues	Description	Address
8	38.902222, -77.160047	Damaged Curbs \Sidewalks	tree roots raising sidewalk, difficult passage for wheelchairs and strollers	6519 N. 36th St., Arlington, VA 22213
9	38.897464, -77.158188	Damaged Curbs \Sidewalks	deterioration in sidewalk presents hazard to pedestrians, should be evaluated by county	6492 Little Falls Road, Arlington, VA 22213
10	38.897373, -77.155391	Damaged Curbs \Sidewalks	Tree roots cracking sidewalk in multiple areas	N Roosevelt St before 27th and 28 St, Arlington, VA 22207
11	38.898135, -77.151408	Damaged Curbs \Sidewalks	Tree roots cracking sidewalk	N 28th St & N Ohio St, Arlington, VA 22207
12	38.897857, -77.152734	Damaged Curbs \Sidewalks	Tree roots cracking sidewalk	6207 N 28th St, Arlington, VA 22207
13	38.899633, -77.155684	Damaged Curbs \Sidewalks	Buckled sidewalk on inside of curve	N 31st St, Arlington, VA 22207 curve by back of CVS
14	38.898167, -77.156902	Damaged Curbs \Sidewalks	Buckled sidewalk	N 29th St & Sycamore St, Arlington, VA 22207
15	38.898227, -77.151291	Damaged Curbs \Sidewalks	Root structure causes damage in sidewalk. Repair done with asphalt is uneven.	East side of N Ohio between N 28th St and N 29th St, Arlington, VA 22207
16	38.899554, -77.149758	Damaged Curbs \Sidewalks	Root structure causes damage in sidewalk and planting encroaches in width of sidewalk.	To the left of the drive way on N 29th St for 2900 N Nottingham St, Arlington, VA 2220
17	38.898800, -77.149065	Damaged Curbs \Sidewalks	Uneven sidewalk surface due to root structure.	6008 28th S, Arlington, VA 22207
18	38.898492, -77.144809	Damaged Curbs \Sidewalks	Path between N Kensington and 27th Street is cracked and warped. Repair done with asphalt is uneven.	Path between N Kensington and N 27th St
19	38.898343, -77.147741	Damaged Curbs \Sidewalks	Uneven sidewalk levels. Abrupt 2-3 inch drop in sidewalk elevation. Sidewalk is also cracked in adjacent areas.	Between 6000 and 6006 N 27th Rd, Arlington, VA 22207
20	38.902941, -77.155484	Damaged Curbs \Sidewalks	Sidewalk cracked at water meter	6207 N 35th Street, Arlington, VA 22213
21	38.903586, -77.155762	Damaged Curbs \Sidewalks	Uneven sidewalk and hole at driveway	3514 N Potomac St, Arlington, VA 22213

Issue	Coordinates (Latitude, Longitude)	Issues	Description	Address
22	38.906039, -77.155063	Damaged Curbs \Sidewalks	Crumbled pavement to left of driveway	3548 N Nottingham, Arlington, VA 22207
23	38.900914, -77.156465	Damaged Curbs \Sidewalks	Damaged curb on island at Williamsburg and Powhatan, SW side	Island on Powhatan near traffic circle
24	38.904945, -77.154530	Damaged Curbs \Sidewalks	Cracked sidewalk and chewed-up curbing	3525 N Ohio, Arlington, VA 22213
25	38.906484, -77.153533	Damaged Curbs \Sidewalks	Three large cracks in front sidewalk	3612 John Marshall, Arlington, VA 22207
26	38.896648, -77.157328	Poorly Secured Utility Wires	Unsecured lines on utility pole	2644 Sycamore St., Arlington, VA 22213
27	38.899870, -77.157446	Poorly Secured Utility Wires	Unsecured lines on utility pole	Williamsburg Blvd exit from Shopping Center, Arlington, VA 22213
28	38.899796, -77.158042	Poorly Secured Utility Wires	Unsecured lines on utility pole	6524 Williamsburg Blvd., Arlington, VA 22213
29	38.898124, -77.161243	Poorly Secured Utility Wires	Unsecured lines on utility pole	6576 Williamsburg Blvd., Arlington, VA 22213
30	38.897065, -77.159983	Poorly Secured Utility Wires	Unsecured lines on utility pole	6581 Little Falls Road, Arlington, VA 22213
31	38.896860, -77.158899	Poorly Secured Utility Wires	Unsecured lines on utility pole	6527 N. 28th St., Arlington, VA 22213
32	38.898344, -77.159255	Poorly Secured Utility Wires	wires at base of pole not secured	2843 N. Rochester St., Arlington, VA 22213
33	38.896142, -77.158350	Poorly Secured Utility Wires	wires wrapped loosely	6524 N. 27th St., Arlington, VA 22213
34	38.898535, -77.162115	Poorly Secured Utility Wires	group of wires on pole 3 ft. above ground	3014 N. Toronto St., Arlington, VA 22213
35	38.898528, -77.162114	Poorly Secured Utility Wires	loose wires extend into pedestrian sidewalk	3008 N. Toronto St., Arlington, VA 22213
36	38.900490, -77.160510	Poorly Secured Utility Wires	cord wrapped loosely 3 ft. from ground	3538 N. Somerset St., Arlington, VA 22213
37	38.899797, -77.153302	Poorly Secured Utility Wires	Unsecured lines on utility pole	6206 N 31st St, Arlington, VA 22207
38	38.899137, -77.154411	Poorly Secured Utility Wires	Unsecured lines on utility pole	6301 N 30st St, Arlington, VA 22207
39	38.899160, -77.153914	Poorly Secured Utility Wires	Unsecured lines on utility pole	6225 N 30st St, Arlington, VA 22207
40	38.901157, -77.151748	Poorly Secured Utility Wires	Exposed wires on utility pole	5931 Little Falls Rd, Arlington, VA 22207

Issue	Coordinates (Latitude, Longitude)	Issues	Description	Address
41	38.898983, -77.146195	Poorly Secured Utility Wires	Unsecured wires on utility pole	Near driveway to 5721 N 27th Rd, Arlington, VA 22207
42	38.899760, -77.146951	Poorly Secured Utility Wires	Unsecured wires on utility pole	Near NE corner of N Lexington St and N 28th St, Arlington, VA 22207
43	38.900026, -77.148304	Poorly Secured Utility Wires	Unsecured wires on utility pole	2813 John Marshall Dr, Arlington, VA 22207
44	38.897685, -77.149471	Poorly Secured Utility Wires	Unsecured wires on utility pole	6021 27th St N, Arlington, VA 22207
45	38.904279, -77.150449	Poorly Secured Utility Wires	wires are not secured	3201 John Marshall Dr, Arlington, VA 22207
46	38.903521, -77.149906	Poorly Secured Utility Wires	wires are not secured	3107 John Marshall Dr, Arlington, VA 22207
47	38.903119, -77.149721	Poorly Secured Utility Wires	wires not secured and box is dangling from pole	3027 John Marshall Dr, Arlington, VA 22207
48	38.902504, -77.148243	Poorly Secured Utility Wires	wires are not secured	Little Falls Rd and N Kensington St
49	38.902860, -77.148487	Poorly Secured Utility Wires	wires not secured and laying in the road	3106 N Kensington St, Arlington, VA 22207
50	38.897012, -77.155753	Sidewalk Obstructions	Hedges impede sidewalk access	6405 N 27th St, Arlington, VA 22207
51	38.897645, -77.154485	Sidewalk Obstructions	Plants and trees impede sidewalk	6300 N 28th St, Arlington, VA 22207 NW corner of N 28th St and N Quantico St, Arlington, VA 22207
52	38.897120, -77.154182	Sidewalk Obstructions	Hedges impede sidewalk access	6245 N 27 St, Arlington, VA 22207 SE corner of N 27th St & N Quantico St, Arlington, VA 22207
53	38.897032, -77.151730	Sidewalk Obstructions	Hedges impede sidewalk access	N side of N Powhatan before 27th & 28th St S side of N Powhatan St, Arlington, VA 22207
54	38.896992, -77.154004	Sidewalk Obstructions	Flowers around street light impedes sidewalk	N 27th St before N Quantico and N Powhatan St, Arlington, VA 22207
55	38.897712, -77.153255	Sidewalk Obstructions	Hedges impede sidewalk access	6216 N 28th St, Arlington, VA 22207

Issue	Coordinates (Latitude, Longitude)	Issues	Description	Address
56	38.898348, -77.151482	Sidewalk Obstructions	Hedges impede sidewalk access	6100 N 29th St St, Arlington, VA 22207 on Ohio St side before N 29th & N 28th St
57	38.899824, -77.152754	Sidewalk Obstructions	Hedges impede sidewalk access	6112 N 31 St, Arlington, VA 22207
58	38.899763, -77.155742	Sidewalk Obstructions	Hedges impede sidewalk access	N 31st St, Arlington, VA 22207 curve by back of CVS
59	38.899105, -77.155702	Sidewalk Obstructions	Hedges impede sidewalk access	6331 N 30 St, Arlington, VA 22207
60	38.901786, -77.149905	Sidewalk Obstructions	Uneven sidewalk. Abrupt 2-3 inch drop in sidewalk elevation.	5823 Little Falls Rd, Arlington, VA 22207
61	38.899616, -77.151832	Sidewalk Obstructions	Planting on both sides of sidewalk. Passage narrows to approx. 1.5ft.	West side of N Ohio between N 30th St and N 31st St, Arlington, VA 22207
62	38.898109, -77.151241	Sidewalk Obstructions	Power pole set in width of sidewalk, narrows passage	NE corner of N Ohio and N 28th St, Arlington, VA 22207
63	38.901324, -77.150335	Sidewalk Obstructions	Fire hydrant set in width of sidewalk, narrows passage.	SW corner of N Nottingham St and Little Falls Rd, Arlington, VA 22207
64	38.900788, -77.150002	Sidewalk Obstructions	Attachments to power pole reduces passage at sidewalk.	West side of N Nottingham between N 29th St and Little Falls, Arlington, VA 22207
65	38.899324, -77.150373	Sidewalk Obstructions	Sidewalk curves around planting bed of the house	6027 N 29th St, Arlington, VA 22207
66	38.898876, -77.148850	Sidewalk Obstructions	Very steep ramp onto crosswalk	Ramp from sidewalk, south side between 6000 and 6008 N 28th St, Arlington, VA 22207
67	38.898440, -77.146196	Sidewalk Obstructions	Utility pole obstructs sidewalk	2700 block of N Lexington St, Arlington, VA 22207
68	38.898653, -77.146314	Sidewalk Obstructions	Utility pole obstructs sidewalk	2700 block of N Lexington St, Arlington, VA 22207
69	38.900766, -77.147623	Sidewalk Obstructions	Utility pole obstructs sidewalk	2900 bloc of N Lexington St, Arlington, VA 22207
70	38.901237, -77.147907	Sidewalk Obstructions	Utility pole obstructs sidewalk	2900 bloc of N Lexington St, Arlington, VA 22207

Issue	Coordinates (Latitude, Longitude)	Issues	Description	Address
71	38.901649, -77.148156	Sidewalk Obstructions	Utility pole obstructs sidewalk	2900 bloc of N Lexington St, Arlington, VA 22207
72	38.895452, -77.159278	Misc. Infrastructure Issues	tel pole/wires within sidewalk/street median	6548 N. 27th St., Arlington, VA 22213
73	38.898832, -77.160700	Misc. Infrastructure Issues	metal supports & cross-pieces att. Utility pole	6563 Williamsburg Blvd., Arlington, VA 22213
74	38.899860, -77.158803	Misc. Infrastructure Issues	metal support post not attached to pole & extends 6 nches above ground within median	Corner North Somerset & Williamsburg Blvd., Arlington, VA 22212
75	38.898181, -77.156940	Misc. Infrastructure Issues	Wide and rounded corners promote fast turns. Square corners to slow traffic	Sycamore St & intersections at N 28th and N 29th Streets, Arlington, VA 22207
76	38.899187, -77.153375	Misc. Infrastructure Issues	Utility pole leans	6213 N 30st St, Arlington, VA 22207
77	38.901310, -77.150543	Misc. Infrastructure Issues	Very steep ramp on the south side of the crosswalk	Intersection at the 3000 block of N Nottingham St and Little Falls Rd, Arlington, VA 22207
78	38.903360, -77.150059	Misc. Infrastructure Issues	Island is very unkempt and overgrown	3101 John Marshall Dr, Arlington, VA 22207
79	38.900571, -77.156450	Misc. Infrastructure Issues	Island is very unkempt and overgrown	
80	38.906965, -77.152102	Misc. Infrastructure Issues	Scrambled wires on telephone pole	5601-5607 N 36th St, Arlington, VA 22207
81	38.897781, -77.160088	Missing Curbs & Sidewalks	Missing sidewalk	2845 N. Tacoma St., Arlington, VA 22213
82	38.897781, -77.160088	Missing Curbs & Sidewalks	Missing sidewalk	2839 N. Tacoma St., Arlington, VA 22213
83	38.897721, -77.159009	Missing Curbs & Sidewalks	Missing sidewalk from 2838 N. Rochester St to 2825 N. Tacoma St	Corner Little Falls Road & N. Rochester St., Arlington, VA 22213
84	38.900385, -77.162892	Missing Curbs & Sidewalks	Missing sidewalk	2216 N. Toronto St., Arlington, VA 22213

Issue	Coordinates (Latitude, Longitude)	Issues	Description	Address
85	38.896966, -77.157089	Missing Curbs & Sidewalks	Curbs on both sides of N 27th St & Sycamore St point at no parking lane	N 27th St & Sycamore St, Arlington, VA 22207
86	38.897751, -77.156987	Missing Curbs & Sidewalks	Curbs on both sides of N 27th St & Sycamore St point at no parking lane	SE corner of N 28th St & Sycamore St, Arlington, VA 22207
87	38.899543, -77.151819	Missing Curbs & Sidewalks	Sidewalk terminates in mid street. Pavers set in lawn at property.	West side of N Ohio between 30th and 31st, Arlington, VA 22207
88	38.9019534, -77.1461768	Missing Curbs & Sidewalks	No sidewalk, curb or gutter	East side of 2900 block of N Kensington St 2907 N Kensington St  West side of 2900 and 2800 block of N Kensington St until 2812 N Kensington St when sidewalk, curb and gutter continue
89	38.897721, -77.148117	Missing Curbs & Sidewalks	No sidewalk, curb or gutter	South side of the 5800-6000 block of N 27th St, Arlington, VA 22207
90	38.901191, -77.152308	Missing Curbs & Sidewalks	no sidewalk	3200 N Ohio St, Arlington, VA 22207 to 3316 N Ohio St, Arlington, VA 22207
91	38.902649, -77.151253	Missing Curbs & Sidewalks	no sidewalk	3010 N Nottingham St, Arlington, VA 22207 to 3032 N Nottingham St, Arlington, VA 22207
92	38.902864, -77.151345	Missing Curbs & Sidewalks	no sidewalk	3036 N Nottingham St, Arlington, VA 22207 to 3100 N Nottingham St, Arlington, VA 22207
93	38.903390, -77.150326	Missing Curbs & Sidewalks	no sidewalk	3022 John Marshall Dr, Arlington, VA 22207 to 3106 John Marshall Dr, Arlington, VA 22207
94	38.902436, -77.157281	Missing Curbs & Sidewalks	Broken sidewalk and curb	6303 N 36th St, Arlington, VA 22013
95	38.905965, -77.154463	Missing Curbs & Sidewalks	Missing sidewalk segment	Between 3535 - 3551 N Nottingham St, Arlington, VA 22207
96	38.906088, -77.155407	Missing Curbs & Sidewalks	Missing sidewalk segment	Between 3554 - 3560 N Nottingham St, Arlington, VA 22207

Issue	Coordinates (Latitude, Longitude)	Issues	Description	Address
97	38.899961, -77.156831	Missing\Damaged St. Signs	pedestrian crossing signal is broken - no button to push	Sycamore St. and Williamsburg Blvd., Arlington, VA 22213
98	38.900091, -77.157127	Missing\Damaged St. Signs	Yield traffic sign has fallen and on ground	Sycamore St. and Williamsburg Blvd. (shopping center), Arlington, VA 22213
99	38.899021, -77.162514	Missing\Damaged St. Signs	Foliage/branches extend into sidewalk, restricting walkability	3025 N. Toronto St., Arlington, VA 22212
100	38.897313, -77.159728	Missing\Damaged St. Signs	missing street sign	Corner N. Tacoma and Little Falls Road, Arlington, VA 22213
101	38.897750, -77.158812	Missing\Damaged St. Signs	crooked/leaning street sign	Corner N. Rochester St. and Little Falls Road, Arlington, VA 22213
102	38.896799, -77.157138	Missing\Damaged St. Signs	Bent No Parking\Handicap sign	Sycamore St & N 27th St, Arlington, VA 22207
103	38.896893, -77.155356	Missing\Damaged St. Signs	27th Street sign bent	N 27th St and N Roosevelt St, Arlington, VA 22207
104	38.897613, -77.151018	Missing\Damaged St. Signs	Missing street sign	Corner of N 27th St & N Ohio St, Arlington, VA 22207
105	38.900001, -77.156738	Crosswalk Re-striping	various locations close to shopping center	Corner Williamsburg Blvd. and Sycamore St., Arlington, VA 22213
106	38.899222, -77.151775	Crosswalk Re-striping	Faded cross-walk striping	Intersection of N 30th St & N Ohio St, Arlington, VA 22207
107	38.901425, -77.150692	Crosswalk Re-striping	missing crosswalks	5901 Little Falls Rd, Arlington, VA 22207 to 3001 N Nottingham St, Arlington, VA 22207
108	38.905162, -77.151071	Crosswalk Re-striping	missing crosswalks	3306 John Marshall Drive, Arlington, VA 22207 to 3313 John Marshall Drive, Arlington, VA 22207
109	38.900914, -77.156465	Crosswalk Re-striping	crosswalk needs repainting	Powhatan at Williamsburg
110	38.895839, -77.160048	Inadequate Storm Drainage	Depression in road collects water and doesn't drain	Corner N. 28th St., and N. Trinidad St., Arlington, VA 22213

<b>Issue</b>	<b>Coordinates (Latitude, Longitude)</b>	<b>Issues</b>	<b>Description</b>	<b>Address</b>
111	38.895607, -77.159101	Inadequate Storm Drainage	low spot collects water and fails to drain to storm drain	6543 N. 27th St., Arlington, VA 22213
112	38.902535, -77.152650	Inadequate Storm Drainage	drainage hazard	3260 N Ohio St, Arlington, VA 22207
113	38.901584, -77.150703	Inadequate Storm Drainage	drainage hazard	3001 N Nottingham St, Arlington, VA 22207
114	38.906887, -77.150214	Inadequate Storm Drainage	Handmade dam at drain, broken pavement	NE corner of N 35th St and Kensington
115	38.902575, -77.154146	Tree Maint. on Co. Property	evergreen hanging over sidewalk enough to inhibit pedestrians	6201 Williamsburg Blvd, Arlington, VA 22207