

**THE 1998 WAYCROFT-WOODLAWN NEIGHBORHOOD CONSERVATION PLAN**

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October 25, 1998

## **WAYCROFT-WOODLAWN NEIGHBORHOOD CONSERVATION PLAN**

### INTRODUCTION

#### Development of This Plan Update

Since the Waycroft-Woodlawn Community Association (WWCA) published its first Neighborhood Conservation (NC) Plan in February 1984, many of the improvements outlined in that plan, most notably to Woodlawn Park, have been accomplished. Several factors led to the decision to update the NC plan in 1998, including a significant turnover in neighborhood residents, which for WWCA has meant more couples with young children. This shift in demographics led to an increased focus on issues such as safety, traffic, and overall neighborhood environment. Also, resurgence in the neighborhood conservation process at the county level provided necessary support and motivation.

At the general WWCA meeting in February 1998, a brainstorming session was held to determine what WWCA residents like and do not like about the neighborhood. These items- along with surveys from other neighborhoods, the county's generic survey, and our 1984 survey- formed the basis for the survey used to support this NC plan update. In the late spring of 1998, the new survey was developed and distributed. Results were tabulated and are referenced throughout this plan. The survey is included in Appendix E.

#### General Neighborhood Characteristics

Waycroft-Woodlawn consists of about 584 single-family homes located just northwest of the commercial center of Ballston in a beautiful, heavily wooded area of northern Arlington County. It is generally bounded by Glebe Road, I-66, 17th Street, and George Mason Drive/Frederick Street.

The brainstorming session and survey results indicate a strong desire by residents to maintain the key characteristics that make our neighborhood so desirable. Some of the more tangible ones include the abundance of trees and green space, pedestrian- and bicycle-friendly sidewalks and paths, wildlife, low crime rate, restful park, and convenient location. Intangible attributes include a quiet, friendly atmosphere and a variety of architectural styles with a prevailing sense of quality and scale.

To summarize the specific recommendations that follow, our community seeks to preserve its quiet residential side streets and park areas, minimize the subdivision of property and subsequent infill development, and properly maintain the roads and sidewalks for the safety of all its residents.

## THE WAYCROFT-WOODLAWN NEIGHBORHOOD CONSERVATION PLAN

### Key Issues

While there are no impending, potentially catastrophic issues facing the community (as when I-66 was planned and constructed through the southern part of our neighborhood) there are clearly some key concerns. These generally fall into the categories of traffic, land use and zoning, and maintaining the overall quality of the community. In the interest of easier reading, all streets are "north" unless indicated otherwise.

## LAND USE, PIPE STEMS, AND INFILLS

Waycroft-Woodlawn is made up primarily of single family homes characterized by architectural styles common to the 1920s, 1930s, and 1940s. This gives the neighborhood an interesting variety of structural designs while maintaining a consistent feel of scale and quality. The one portion of the community zoned for townhouses tends to serve as a buffer between I-66 and the single-family residential area and has organized its own community association separate from WWCA. An overwhelming majority of survey respondents (88 percent) strongly favor keeping the neighborhood single-family, detached homes.

Most neighborhood residents consider the recent county-wide trend of building new homes on inappropriate lots to be undesirable. Specifically, we oppose oversized homes that result in odd positioning and very tiny yards (shoehorning) either on existing lots or by subdividing existing lots. Commonly referred to as "infill" or "pipestem" construction, WWCA supports efforts by numerous neighborhood associations to revise zoning ordinances to allow more control of this type of development. The community association appreciates the opportunity to review proposed development, and to make suggestions and recommendations that promote compromise in the interest of both the property owner and the neighborhood. The community is not against new homes being built, but is trying to maintain the character of the neighborhood.

Another issue of concern to WWCA residents is the County's Master Transportation Plan and General Land Use Plan as they regard the development of streets through and around Woodlawn Park. The County's plans include the option of developing a currently non-existent street (Aberdeen) where the Lubber Run stream now flows through the park at the south end, and also shows plans to connect 13th Street between Abingdon and Buchanan Streets. This connection would bisect the park where a footpath and footbridge now exist and would create a cut-through for Glebe Road commuters to bypass Washington Boulevard. The community is overwhelmingly against building any roads through the park or over the creek.

Nearly half of the survey respondents favored the idea of neighborhood identification signs at strategic entrance points. WWCA will explore options and consult with the appropriate County office for more information.

More than half of the survey respondents also thought burying utility lines would improve the looks of the neighborhood. This item will also be explored.

The 1984 Neighborhood Conservation Plan stated land use and zoning categories currently applied to WWCA should remain low residential and "R-6" except for the Hospice and Mount Olivet Church. This description holds true today. The community's concerns include possible expansion of Arlington Hospital. The hospital has been very receptive to WWCA's input in the past; the community will continue to be very interested in any plans for further development, including decisions to be made regarding the buildings that house the Department of Human Services (DHS).

### Recommendations

Waycroft-Woodlawn residents strongly recommend the county take all necessary steps to vacate plans to develop streets through Woodlawn Park, including those plans that appear on the County's Land Use Plan, Master Transportation Plan, or any other plans where those streets appear.

Request the County improve communication with WWCA regarding infill development, construction of additional streets, and expansion/improvement of the hospital or DHS site.

The only commercial use property in the WWCA conservation area is Hill's Nursery. WWCA recommends confirming the County's plans not to allow commercial use of that property if it is sold or otherwise considered for a change in land use, as the current commercial usage is grandfathered from many years ago.

WWCA strongly supports the placement of utility lines underground.

#### PARKS AND RECREATION

##### Woodlawn Park

Woodlawn Park is located entirely within the bounds of the Waycroft-Woodlawn Neighborhood Conservation area, and is no more than a five- to ten-minute walk from any home in the community. A stream, the uppermost reach of Lubber Run, runs through the park. Because of its small size, limited facilities, and location in the heart of a residential area, it is a neighborhood park used primarily by WWCA residents. Throughout the year, parents take their children there to play on the equipment; dog owners walk their pets; families picnic; and walkers, joggers, skaters, and cyclists use the paths that crisscross the park. The Woodlawn Elementary School at one time occupied the north end of the park. The school play field is now part of the park, while the building and remaining grounds comprise the Hospice of Northern Virginia.

The park's athletic facilities include a 40' x 40' single-hoop basketball court and an athletic field with a backstop at one corner. The heavily used playground area includes swings, climbing equipment, and a sandbox. Picnic tables and barbecue grills are located just to the south of the playground. The stream and adjacent shrubs form a natural barrier between the playground/picnic area and the southwest section of the park. Because of its relative isolation from the most active areas of the park, the southwest section provides a tranquil setting for those who walk its gravel paths or sit at one of the two benches located there.

Nearly all survey respondents considered the park to be in good to excellent overall condition; however, some problem areas were identified. A significant number of respondents expressed dissatisfaction with the condition of the park's tables and benches, the condition of the creek, the care of aging trees, and the quality of lighting in the park. Approximately 90 percent of the respondents consider the park to be safe.

##### Recommendations

The types of recommendations residents made ranged from adding new uses and enhancing or augmenting the existing infrastructure to making minor landscaping improvements. Some concern was expressed regarding erosion on the east bank of the creek. The Association will follow up on these recommendations through further discussion with residents on specific projects they would like to see implemented.

#### NEIGHBORHOOD CRIME

More than half of the respondents to the 1998 neighborhood survey expressed concern about neighborhood crime. The three most frequently named problems were

crimes against property, crimes to the person, and public infractions (suspicious individuals, loiterers, public alcohol consumption and drug use, or being panhandled).

Thankfully, actual crime statistics do not bear out the fears of the residents. In the past year (August '97 through July '98), reports in the local newspaper show no "crime against persons" and only five property crimes within WWCA boundaries. There were fewer crimes during the last twelve months than in the period of December 1996 through July 1997.

#### Recommendations

While an increased police presence might not be necessary, a majority of survey respondents indicated they were interested in forming Crime Watch programs on their block.

Adequate street lighting may be considered a deterrent and a comfort to neighborhood residents (see section on Street Lighting). Residents are encouraged to evaluate their street light situation for possible improvements.

#### STREETS, CURBS, GUTTERS, AND SIDEWALKS

The 1984 survey and Neighborhood Conservation Plan (NCP) thoroughly outlined and illustrated some very specific problem areas and deficiencies in streets, curbs, gutters, and sidewalks throughout the Waycroft-Woodlawn Community. Many of those areas have been more than adequately addressed since then, but some (never identified in the 1984 NCP) still need to be addressed and remedied.

The 1984 WWCA Neighborhood Conservation Plan included two maps of streets, curbs, gutters, and sidewalks. A comparison of current conditions shows a great deal of work completed since the last survey. Most of the previously identified un-sidewalked areas of the community north of Washington Boulevard still do not have sidewalks, but the curbs and gutters have been completed over all but a small area of Edison Street. It was noted that several areas that have no sidewalk were not identified on the 1984 map; these are now marked correctly on the new map. Most Waycroft-Woodlawn residents strongly agree there should be a sidewalk on at least one side of each street.

There are two areas in particular need of completed sidewalks as indicated on the map. Completing the sidewalk around the corner of Evergreen Street to 11th Street would mean school buses would be able to use extra-wide Evergreen Street to pick up and drop off children. Buses have a difficult time making the right turn onto 11th Street from either Columbus or Buchanan Streets because of the narrowness of the streets and their intersections with 11th. This is even more of a problem in inclement weather. Also, completing the sidewalk around that corner to George Mason Drive would mean pedestrians going to or from George Mason would not have to walk in the street.

The other area most affected by a lack of sidewalk is Buchanan Street from 14th to 16th Streets. A lot of pedestrians end up in the street here, to and from Woodlawn Park and the Hospice, as well as kids and families walking to and from Glebe Elementary School, often in the dark. Using the Neighborhood Conservation Plan, the community association intends to approach property owners with the County's options for requesting sidewalk construction.

Several neighborhood residents expressed concern about storm drain (catch basin) openings being large enough to be dangerous. The County will inspect and safeguard any openings identified as being higher than six inches.

Another issue involving street safety brought up by neighborhood residents is pedestrian crosswalks. Residents suggested crosswalks with big white stripes and/or overhead blinking lights to bring the presence of pedestrian traffic more to the attention of drivers. Another pedestrian safety issue related to crosswalks is Metro bus stops. Some residents have expressed an interest in having covered shelters for the bus stops on Washington Boulevard within WWCA boundaries.

#### Recommendations

Discuss sidewalk, curb, and gutter options with those homeowners whose frontage would be affected. Residents from at least two affected areas have expressed a desire for completed sidewalks, curbs, and gutters. The County has supplied a list of options and costs to be considered. The most financially advantageous option is to have the installation of sidewalks subsidized using NC funds.

Organize a walk-through of the neighborhood to identify any catch basins with openings greater than six inches, and forward information to the appropriate County office.

Request pedestrian crosswalks be highlighted with broad white stripes and/or overhead blinking lights at several major crossways on Washington Boulevard, George Mason Drive, and 16th Street.

Request guidelines for requesting Metro bus shelters.

#### COUNTY SERVICES

Residents were asked to grade 15 county services on a scale of "Excellent," "Good," "Fair," "Poor," and "Not Sure." No service was considered Poor by a majority of the survey respondents.

Of the services that received any Poor ratings, "snow removal" was identified, followed by "street cleaning." There has been essentially no need for snow removal since the winter of 1995/96, so there is no data to determine whether lessons learned from that memorable winter have improved future snow removal services. Street cleaning is a service that can enhance the overall quality of a neighborhood if done often enough and effectively. WWCA supports more frequent cleaning within the bounds of fiscal constraints.

While not specifically named in the survey, neighborhood residents have identified Code Enforcement as a County service needing improvement. WWCA supports improvement in the response time from County Code Enforcement, and improved definition and publication of what constitutes a Code infraction.

"Trash collection" and "curbside recycling" received equally high ratings of satisfaction. These were followed closely by "leaf collection" and "water/sewage service." "Police protection," "park maintenance," and "street/sidewalk maintenance" also rated highly.

"Pest control," "disposal of hazardous waste," and "fire/ambulance service" were most often designated as services with which residents were "not sure" of the quality of service. It should be considered good news that the survey

respondents don't have much or any experience with hazardous waste and fire/ambulance services; but, unfortunately, too many neighborhood residents have had experience with pests in the form of rats. Not everyone agrees on the best way to handle the rat population; however, it was the consensus of the survey respondents and the NCP committee that help is needed from the County to combat the problem. No one wants to see the rats playing in the sandbox at the park or trafficking in and out of a neighbor's garage.

#### Recommendations

Keep up the good work on trash and leaf collection, curbside recycling, and water/sewage services. When it snows again, the snow removal reorganization can be assessed.

WWCA will publicize rat population control methods available through the county, and what methods residents can use on their own.

#### STREET LIGHTING

About one-fourth of those responding to the questionnaire felt more street lighting was needed on their block. The following areas were noted as having insufficient street lighting:

- A. 15th Street between George Mason and Edison
- B. Stairs leading from Washington Boulevard To Abingdon
- C. Edison between 13th Street and Washington Boulevard
- D. 11th Street between Columbus and Buchanan
- E. Columbus between 12th Street and Washington Boulevard
- F. Around park perimeter
- G. Buchanan between 16th Road and 17th Street
- H. 16th Road between Edison Street and Buchanan Street
- I. Woodstock Street south of 17th Street
- J. 15th Street between Greenbriar Street and George Mason Dr.
- K. North side of 16th Street just west of Glebe Road at the crosswalk

While residents are encouraged to petition for lights on a case-by-case basis, WWCA will support these efforts in the interest of neighborhood safety.

Trees around existing light fixtures need to be trimmed back to increase the amount of light they provide. This is particularly true along 14th Street between George Mason Dr. and Buchanan. Also, existing lights need to be properly maintained. This requires action and the cooperation of a variety of players, including homeowners, county maintenance personnel, and Virginia Power.

The coach/colonial type of fixture should be used where possible in keeping with the neighborhood's present character. WWCA considers adequate, attractive street lighting important to the safety and residential character of our neighborhood.

#### Recommendations

Encourage affected residents to request the additional street lighting required.

Encourage residents and the County (where appropriate) to trim trees and bushes from around existing lights to improve their efficiency.

#### TRAFFIC

Clearly one of the most pressing concerns facing the Waycroft-Woodlawn Community today revolves around traffic issues including volume, excessive speed, and noise/vibration. To address these issues, the community intends to actively involve the County in pursuing traffic calming measures including strategic physical changes and signage to reduce vehicle speed and decrease cut-through traffic on residential streets. The specific problems facing the neighborhood include cut-through traffic on side streets, excessive speed of both cars and heavy vehicles on 16th Street, 17th Street, and Glebe Road, and Washington Boulevard.

The Waycroft-Woodlawn conservation area is an island surrounded by rivers of traffic. Glebe Road, I-66, Washington Boulevard, George Mason Drive, and 16th Street are all avenues of approach to Ballston Metro Station. Back-ups of one block on Glebe Road and two blocks on Washington Boulevard are common during rush hour. Speed, noise, and vibrations from trucks and buses clearly have an adverse impact on homes near those major roads and their feeder side streets. Cut-through commuters and speeding traffic were identified by survey respondents as principal traffic problems.

The survey also included questions regarding parking in the neighborhood. The survey indicated that 66 percent of our residents felt they have adequate parking; however, commuter parking is becoming more of a commodity. Arlington Hospital overflow parking is tolerable since recent construction of the physician's wing included an underground garage. The principal complaint with non-resident parking occurs between Abingdon and Glebe Road (south of 16th Street) and in the streets nearest to the Ballston Metro station, between Buchanan and George Mason Drive south of Washington Boulevard. See Appendix A for more information on specific traffic problems.

#### Future Traffic Issues

Glebe Road traffic in the neighborhood will continue to rise in volume over the next ten years. More office buildings along the Rosslyn-Ballston corridor, coupled with the proximity of the Ballston Metro station and I-66 rush hours and HOV restrictions have and will continue to result in increasing traffic density. This in turn causes commuters to seek routes that cut through neighborhood streets. George Mason Drive should not suffer any dramatic increase in traffic over the next ten years, provided it is not extended to connect with Old Dominion Drive in northwest Arlington, offering a new option to Fairfax commuters. Washington Boulevard appears to have reached maximum capacity, causing lengthy backups during rush hours, alternating with traffic moving at higher speeds during non-rush hours. The high volume of traffic along Washington Boulevard makes the simple act of backing out of a driveway at rush hour or crossing the street a highly frustrating and hazardous experience for residents.

Traffic from the clients, visitors, and almost 1,500 employees of Arlington Hospital and doctors' office building complex continues to be tolerable due to their orientation toward George Mason Drive. However, heavy truck traffic between the Hospital and Glebe Road continues to cut through on 16th and 17th Streets, causing congestion and raising noise levels to unacceptably high levels.

There is considerable uncertainty about the future of the County's Department of Human Services site located along the north side of the Hospital. Future uses of the 10-acre tract will undoubtedly have major impact on traffic approaching that site via 16th Street, 16th Road, 17th Street, and Edison Street. It is strongly urged that County planning include consideration of neighborhood traffic volume.

As previously stated, the community is overwhelmingly against building any roads through the park or over the creek, and strongly recommends the County vacate any plans to develop such roads from all plans that include them.

The community is also against widening any streets including Washington Boulevard, Glebe Road, George Mason Drive, and I-66.

#### Recommendations

Most cut-through traffic is the result of drivers leaving arterial streets to avoid bottlenecks and congested intersections, attempting to save time via shortcuts through neighborhood residential areas. Many streets - especially 11th, 16th, and 17th - offer unimpeded throughways for travel parallel to the arterials. There is also significant cut-through traffic on Evergreen (and its parallels) and 11th to avoid the George Mason Drive/Washington Boulevard intersection, and Abingdon and 14th/15th to avoid the Glebe Road/16th Street intersection. The neighborhood will continue to attract speeding and hazardous cut-through traffic unless measures are implemented throughout the neighborhood to discourage such inappropriate volume and speed. Residents of Waycroft-Woodlawn support many measures now available or being contemplated by the County. Such measures include:

Neighborhood Traffic Calming Plan (formerly known as a Residential Traffic Management Plan)

An NTC Plan will be the centerpiece of the neighborhood's traffic improvement efforts. Because there are few traffic calming alternatives that don't cause traffic to divert from one street to the next, a comprehensive plan must be developed from the outset. WWCA relies on the County's traffic engineering expertise to develop the best plan; the County Staff and members of the Transportation Commission (or residential traffic calming subcommittees) must be relied upon to work with the neighborhood

#### More Aggressive Traffic Law Enforcement

Over 70 percent of survey respondents favored stronger enforcement of traffic laws. While enforcement has proven effective at reducing speeding, the effects are usually temporary. Enforcement in the past has concentrated on 16th Street; additional enforcement along Washington Boulevard, 11th Street, and 17th Street might also be effective.

#### Increased Fines for Speeding

Community support for this measure was also quite strong with nearly 60 percent of survey respondents in favor of this option. Such measures, coupled with more aggressive enforcement, could prove effective.

#### Restrictions on Trucks and Buses

Instituting a restriction of trucks on any neighborhood side street was supported by 63 percent of survey respondents. Smaller capacity Metro buses to reduce the vibration and noise problems was suggested.

#### Four-way Stop Signs

A strong majority of the residents responding to the NC survey favored use of four-way stop signs as a means to slow traffic and reduce volume.

#### Trimming Vegetation

Residents are strongly urged to trim trees and shrubs from around corners and street signs to increase visibility and make it easier for pedestrians to walk unimpeded. This may also require the cooperation of the County and Virginia Power.

## Left Turn Lanes and Signals

Many residents indicated a desire for left turn lanes and signals at several major intersections. WWCA supports this addition as it would smooth traffic flow and lessen cut-through traffic.

## CONCLUSION

In 1984 WWCA published its first plan with the hope that it would help the community avoid the widespread problem of deterioration of respectable urban residential neighborhoods as people and businesses spread further into the suburbs. Clearly, many of the plan's elements such as park upgrades and infrastructure improvements have been implemented, and we have benefited from decreasing crime. For this we are thankful. One notable exception to the success of our previous plan is the area of traffic issues. Unfortunately, many of the dangerous traffic conditions noted in the original plan have not yet been adequately addressed and have since grown worse. Traffic has increased and the need for solutions has become more urgent. We do not want to allow this to go on for another year, let alone 14 years, and are hopeful that recent efforts by the county to more aggressively attack traffic problems will get results. For this reason, we most strongly support county efforts to develop a traffic management plan, as evidenced by the pro-active participation of both our President and Vice President on the ad-hoc traffic committee.

The vision of this 1998 plan is to document the current conditions of the neighborhood and clearly put forth the community's desire to maintain these quality conditions while making smart, thoughtful improvements with the assistance of the county. Waycroft-Woodlawn is a great place to live for many good reasons, and we plan to keep it that way.

## APPENDIXES

### APPENDIX A: PRINCIPAL TRAFFIC PROBLEM AREAS

#### 17th Street between Glebe Road and Edison Street

This street suffers from excessive cut-through traffic - principally traffic taking a short cut between Glebe Road and Edison. The volume and speed of the traffic is dangerously compounded by a relatively blind intersection at 17th Street and Culpeper (shrubs) and by a steep hill at mid-street. The lack of a four-way stop and the curves/shrubs at the corner of Culpeper and 17th also pose a hazard to children crossing this intersection en route to Glebe Elementary School.

#### 16th Street between Glebe Road and George Mason Drive

As the only through-street connecting Glebe Road and George Mason Drive north of Washington Boulevard and south of Lee Highway, 16th Street carries more than 8,000 cars per day, well above the level of local traffic that would be expected on a neighborhood primary street. In addition to speeding, heavy volume, and heavy trucks, traffic turning from 16th onto Glebe Road without stopping for the red light poses a clear hazard to pedestrians crossing 16th Street at the traffic signal.

#### 15th, 14th, and 13th Streets between Edison and Buchanan Streets

All three streets are relatively narrow streets with downslopes from west to east. 15th Street also includes a curve to further complicate navigation. Each

of these streets suffers from some degree of cut-through traffic moving to or from Edison to access Washington Boulevard or George Mason Drive.

#### Washington Boulevard between Glebe Road to George Mason Drive

This heavily traveled two-lane street bisects the southern third of the neighborhood. The road narrows from four to two lanes as it enters the neighborhood from the east and temporarily widens back to four lanes as it crosses George Mason Drive to the west. It poses a major bottleneck for commuter traffic for five to six hours each weekday. During non-rush hours, the road's long straight stretch through the neighborhood tempts speeders who travel at speeds from 10 to 30 mph above the posted 30-mph speed limit. At the best of times this road is hazardous to enter by vehicle from neighborhood streets, a dangerous challenge for pedestrians to cross, and is difficult for residents who must back out of driveways.

#### 11th Street between Buchanan and George Mason

Residents report excessive speeding by cut-through traffic seeking to avoid the intersection of Washington Boulevard and George Mason Drive by turning down Buchanan, Columbus, Dinwiddie, or Evergreen Streets.

#### George Mason Drive between I-66 and 16th Street

This is a wide, well-traveled, four-lane arterial road running along the western boundary of the neighborhood. Traffic averages from five to ten mph above the speed limit. The sharp curve in the road as it approaches 15th Street has resulted in a number of accidents. In its current configuration, George Mason Drive poses few problems. However, if this street were ever built all the way through to Old Dominion Drive (well to the north), this street would become a very heavily traveled commuter route for McLean traffic commuting from North Arlington to Ballston and southern county destinations.

#### Evergreen, Dinwiddie, Columbus, and Buchanan Streets between 11th Street and Washington Boulevard

These streets parallel George Mason Drive and are accessed frequently by cut-through traffic seeking to avoid the intersection of George Mason Drive and Washington Boulevard. Several accidents have occurred at the end of Dinwiddie Street, which does not connect to 11th Street, but curves sharply to meet 12th Street before connecting to Columbus.

#### Buchanan Street between 11th Street and 17th Street

As described above, the southern portion of this street serves as a cut-through for traffic dodging the signal lights at Washington Boulevard and George Mason Drive. North of Washington Boulevard, the street's narrow cross-section, lack of consistent sidewalks (forcing pedestrians to walk along the street) and parking on one side pose navigation hazards for vehicles traveling in either direction. The uphill stretch approaching 16th Street, that street's high-speed traffic, and poor sight lines have resulted in a number of spectacular accidents. One resident on the southeast corner of the intersection has replaced crash-damaged sections of fence along 16th Street four times in the three years prior to this report.

#### Abingdon Street between I-66 and 17th Street

Abingdon Street and the cross streets connecting Abingdon with Glebe Road suffer excessive cut-through traffic from vehicles avoiding the intersection of 16th Street and Glebe Road. Additionally, due to poorly marked directions for traffic seeking to enter I-66 westbound, a large number of cars continue up Glebe Road as far as 16th Street to find a way to turn back south. These vehicles

frequently use this section of the neighborhood to reverse direction, often using residents' driveways. Abingdon Street's narrow width and parking on both sides also complicate navigation. Like Buchanan Street, Abingdon Street's intersection with 16th Street has experienced significant numbers of accidents because of poor sight lines and drivers accelerating down a significant slope westbound along 16th Street from Glebe Road. This intersection poses a significant hazard for pedestrians, especially children walking to/from Glebe Elementary School.

#### Glebe Road between 13th and 17th Streets

This major four-lane arterial defines the eastern boundary of the neighborhood area. At all times, this is a heavily traveled road, posing serious dangers from the high volume of traffic and because of the chronic high rate of speed of the vehicles.

#### APPENDIX B: A BRIEF HISTORY OF WAYCROFT-WOODLAWN

For sixty years after Captain John Smith sailed up the Potomac in 1608, becoming the first white man to set foot in Arlington, the Arlington area remained Indian Territory with only occasional white hunters and trappers visiting the area. By the latter part of the seventeenth century, grants began to be issued for land in the area that is now Arlington. Waycroft-Woodlawn was included in a 1,246-acre grant to John Colville in 1739.

Following the Revolution, Arlington remained sparsely settled and in 1800 had a population of only 978, including 297 slaves. Like the County, the area that was to become Waycroft-Woodlawn consisted of farms, scattered houses, and woods.. In the 1850s, two Waycroft-Woodlawn residents, William Marcey and John Brown, had a dispute over a parcel of land at the intersection of Glebe and Brown's Bend Rds. To resolve the matter, they both gave up their claims and the land was donated for a church site. Subsequently, Mt. Olivet Methodist Church was built there in the years 1855-1860 (The present church structure built in 1948 is the fourth building on the same site.) The Civil War saw Union troops marching up and down Glebe Road to and from several of the twenty-two forts of the Arlington Line, part of the defenses built around Washington. Mt. Olivet Church served as a hospital for wounded Union soldiers, and later the Church was a military commissary and stable.

Following the Civil War, a Union officer, Major R. S. Lacey of Ohio bought a farm in the southern part of the Waycroft-Woodlawn area and built a house, Broadview. This house stands today, still a private home, at 14th and Evergreen Streets. In the last years of the nineteenth century and the early years of the twentieth, the construction of first trolley lines and then railroads brought growth to Arlington. The Lacey Station (near the present intersection of Glebe Road and Fairfax Drive) was the closest stop to Waycroft-Woodlawn.

The Brumback firm built Woodlawn Village in the years 1934-1939. In the area named Waycroft, lots were sold and individual houses built rather than the entire development being built by one builder as was the case in Woodlawn Village. Streets and sidewalks were laid out; sewer, telephone, and power lines installed; the Waycroft-Woodlawn Civic Association (WWCA) was formed in the fall of 1937; and the Woodlawn Elementary School was built and opened in 1940. Arlington Hospital was constructed during World War II with the first patients admitted on March 15, 1944.

In the years following World War II, the remaining vacant lots in Waycroft-Woodlawn were built up with individual dwellings. In the late 1950s, I-66 was

planned through Arlington and its path cut through the southeast corner of Waycroft-Woodlawn. Long-delayed and controversial, the construction was completed in 1982. A new consolidated elementary school, the Glebe Elementary School, was built in 1970-1971 to replace several neighborhood schools, and the Woodlawn Elementary School closed. The old Woodlawn building housed the County's alternative high school in 1971-1978 and then was transformed into the Hospice of Northern Virginia. By 1970, a new generation of homeowners had moved into the area, and the Waycroft-Woodlawn Civic Association, which had become moribund during the 1950s, reemerged as a potent force in the area.

As younger families begin to inhabit WWCA, they bring with them the next generation of children who will grow up here. The convenient location, forested and flowered landscape, Woodlawn Park, and the friendly, relaxed, neighborly atmosphere of Waycroft-Woodlawn attract these families. The civic pride and spirit that typified the beginning of the Waycroft-Woodlawn neighborhood over sixty years ago remains alive and active today.

#### APPENDIX C: CREDITS

Many thanks go to the following neighborhood volunteers who selflessly gave their time, expertise, and hard work to bring this plan to fruition:

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In addition, we would like to express our appreciation to the following for their guidance and assistance:

Robert Collins (County Neighborhood Conservation Staff)  
Chris Nixon (County Neighborhood Conservation Staff)



- b) Developed into townhouses: (Yes ( Maybe ( No
- c) Developed into detached single family houses: (Yes ( Maybe ( No
- d) Developed into county-maintained parkland: (Yes ( Maybe ( No
- e) Developed into county tennis courts: (Yes ( Maybe ( No
- f) Developed into county soccer field: (Yes ( Maybe ( No
- g) Developed into a dog park (Yes ( Maybe ( No
- h)

Other \_\_\_\_\_

4. How would you describe your level of concern about too many occupants in some houses in the neighborhood (e.g. boarding houses, group houses)?  
 ( Not concerned ( Somewhat concerned ( Very concerned

5. Are there any structures, vacant lots, abandoned or inoperable vehicles on your block or elsewhere in the neighborhood that you consider eyesores or safety hazards? ( Yes ( No

If yes, please specify location(s): \_\_\_\_\_

6. Are you aware of any possible zoning violations in the neighborhood?  
 ( Yes ( No

If yes, please specify the nature of the problem and the location:  
 \_\_\_\_\_

7. If plans were proposed to widen the following streets in or adjoining the WUCA neighborhood, how would you regard such plans? (Check one box per line.)

	Strongly favor				Strongly oppose			
a) Glebe Road	1	2	3	4	5			
b) Washington Blvd.		1	2	3	4	5		
c) George Mason	1	2	3	4	5			
d) Interstate 66	1	2	3	4	5			
e) Other streets (specify) _____			1	2	3	4	5	

III. STREETS, SIDEWALKS AND LIGHTING

1. If you have a sidewalk in front of your house, please rate the condition. Otherwise, skip to the next question. (circle one)

Intact 1 2 3 4 5 Disintegrating

2. If you have a curb in front of your house, please rate the condition. (circle one)

Intact 1 2 3 4 5 Disintegrating

3. Are there problems with gutters or drainage on your street? ( Yes ( No

If yes, please specify the location and the nature of the problem:  
 \_\_\_\_\_

4. Is additional lighting needed in the neighborhood? ( Yes ( No  
 If yes, please specify the location(s):  
 \_\_\_\_\_

5. Indicate your opinion of the following statements. (circle one)





If some persons use more than one method to commute to work, please describe the combination of methods used. \_\_\_\_\_

4. Indicate your response to the following statements. I/we would be willing to use other means of transportation, instead of driving alone to work, if there were: (Check all that apply for your household.)

	No	Yes				
a) More convenient bus routes		1	2	3	4	5
b) More frequent bus service	1	2	3	4	5	
c) Easier access to bus schedules		1	2	3	4	5
d) Lower metrobus/metrorail fares		1	2	3	4	5
e) Better sidewalks		1	2	3	4	5
f) More crosswalks with lines, stop signs or lights		1	2	3	4	5
e) Carpool listings		1	2	3	4	5

VI. PARKING

1. How often is it difficult to find parking on the street near your house?

( 4-7 days/week ( 1-3 days/week ( Never

2. If you consider parking on the street near your house a problem, what do you think are the causes? (Check all that apply.)

- a) ( Commuters
- b) ( Residents do not use their driveways
- d) ( Too many parking restrictions (specify nature/location of restriction(s):\_\_\_\_\_)
- e) ( Lack of residents-only parking restrictions
- f) ( Other (specify)\_\_\_\_\_

3. a) Is there residents-only parking in front of your house? ( Yes ( No

b) If yes, how effective is it? (Very effective (Effective (Usually effective (Ineffective

4. Please indicate your opinion on the following methods for managing parking in the neighborhood.

a) During business hours, reserve areas for residential permit parking only. Strongly favor ( Favor( No Opinion( Oppose( Strongly oppose(

b) At all times, reserve areas for residential permit parking only. Strongly favor ( Favor( No Opinion( Oppose( Strongly oppose(

c) Improve parking enforcement (i.e. Arlington police should issue tickets for repeat parking offenders.) Strongly favor ( Favor( No Opinion( Oppose( Strongly oppose(

VII. PUBLIC SAFETY

1. Are there areas in the neighborhood where the lack of sidewalks, handicapped access, crosswalks, traffic lights, curbs or gutters create a safety hazard for school children or pedestrians?

( Yes ( No

If yes, please specify the nature and location of each hazard. \_\_\_\_\_

2. Have you seen any rats in the neighborhood within the last year? ( Yes ( No

If yes, please give the location \_\_\_\_\_

3. Are you aware of any fire or health hazards in the neighborhood? ( Yes ( No

If yes, please specify the nature and location of each hazard. \_\_\_\_\_

4. Do you think neighborhood crime is a problem? ( Yes ( Maybe ( No

If yes or maybe, what type of crime are you particularly concerned about? \_\_\_\_\_

5. Do you think increased police patrols are needed in the neighborhood? ( Yes ( No

6. Is there an active Neighborhood Crime Watch Program on your block? ( Yes ( No ( Not sure

7. If not, are you interested in establishing a Crime Watch on your block? ( Yes ( No (Maybe

#### VIII. PARKS AND RECREATION

1. About how many times per month do you visit or walk through Woodlawn Park?

( 0-3

( 4-8

( 9-12

( 13 or more

2. If you use Woodlawn Park, please list the reasons. (Check all that apply)

( Exercise

( Walk dog(s)

( Socialize

( Read the bulletin board

( Use the playground equipment

( Use the basketball court

( Picnic

( Use the open field

3. What is the overall condition of Woodlawn Park ? ( Excellent ( Good

( Fair ( Poor

4. How satisfied are you with the quality and conditions of the following in Woodlawn Park?

Very satisfied Satisfied Dissatisfied Very dissatisfied

- a) Playground equipment ( ( ( (
- (
- b) Lubber Run (the creek) ( ( ( (
- (
- c) Lighting ( ( ( (
- (
- d) Landscaping ( ( ( (
- (
- e) Basketball court ( ( ( (
- (
- f) Playground equipment ( ( ( (
- (
- g) Tables & benches ( ( ( (
- (
- h) Open field ( ( ( (
- (
- i) General cleanliness: ( ( ( (
- (

5. Specify any other park concerns: \_\_\_\_\_

6. In your opinion, Woodlawn Park is: (Very safe (Safe (Somewhat unsafe (Very unsafe

7. What changes to parks and recreational facilities would you like to see in the neighborhood? (check all that apply)
- ( More trails - walking jogging, biking
  - ( More picnic areas
  - ( More park benches
  - ( More athletic ball fields and/or courts
  - ( Public gardens
  - ( Dog runs
  - ( Other (specify) \_\_\_\_\_

IX. COMMUNITY SERVICES

1. Arlington County provides a wide range of services. Please rate the following county services:

- | Excellent                      | Good | Fair | Poor | Not sure |
|--------------------------------|------|------|------|----------|
| a) Police protection           | (    | (    | (    | (        |
| (                              |      |      |      |          |
| b) Speed limit enforcement     | (    | (    | (    | (        |
| (                              |      |      |      |          |
| c) Parking enforcement         | (    | (    | (    | (        |
| (                              |      |      |      |          |
| d) Fire/ambulance service      | (    | (    | (    | (        |
| (                              |      |      |      |          |
| e) Street cleaning             | (    | (    | (    | (        |
| (                              |      |      |      |          |
| f) Trash collection            | (    | (    | (    | (        |
| (                              |      |      |      |          |
| g) Curbside recycling          | (    | (    | (    | (        |
| (                              |      |      |      |          |
| h) Disposal of hazardous waste | (    | (    | (    | (        |
| (                              |      |      |      |          |

- i) Leaf collection ( ( ( ( (
- j) Water/sewage service ( ( ( ( (
- k) Street/sidewalk maintenance ( ( ( ( (
- l) Park maintenance ( ( ( ( (
- m) Snow removal ( ( ( ( (
- n) Pest control (rats, mice, etc.) ( ( ( ( (
- o) Other service (please specify) \_\_\_\_\_

X. BEAUTIFICATION

1. Indicate your opinion on how we should promote the preservation of trees and other green or open space in our neighborhood. (Circle the appropriate number.)

	Strongly support					Strongly oppose
a) Limit residential development	1	2	3	4	5	
b) Reduce the percentage of allowable lot coverage	1	2	3	4	5	
c) Ask the county to plant more trees on county land	1	2	3	4	5	
d) Ask the county to purchase undeveloped property and convert it into parkland.	1	2	3	4	5	

2. Please list any public areas in need of beautification and/or preservation that you want our conservation plan to address. \_\_\_\_\_

3. How do you feel about the following capital improvement projects designed to increase the attractiveness of our neighborhood? (Assessments for projects like these are much lower for neighborhoods with current conservation plans.) (Circle the appropriate number.)

	Strongly support					Strongly oppose
a) Installation of decorative street lights similar to those on 15th street between Buchanan and Edison.	1	2	3	4	5	
b) Elimination of streetside utility poles (i.e. bury or relocate electrical, phone, cable TV wires).	1	2	3	4	5	

4. Arlington County allows up to four (4) signs identifying a neighborhood. These signs must be located on county land. The county will pay initial purchase and installation costs up to \$12,000 (total for all signs). The neighborhood is responsible for upkeep. Would you favor installing neighborhood identification signs at entrance points to the neighborhood? ( Yes  
( No

If yes, please suggest locations: \_\_\_\_\_

XI. COMMERCIAL AND NON-RESIDENTIAL ESTABLISHMENTS

1. Check the box next to any of the local businesses or institutions listed below which give you cause for concern:

- a) ( Arlington Hospital
- b) ( Glebe Elementary
- c) ( Hill's Nursery
- d) ( Hospice of Northern Virginia
- e) ( Mobil Station and Mini-Mart
- f) ( Mt. Olivet United Methodist Church

Please describe your concerns regarding any businesses you checked above. \_\_\_\_\_

2. Are you concerned about potential expansion or development of the following properties in or adjoining the WWCA neighborhood? (check all that apply)

- a) ( Arlington Hospital building and parking lot
- b) ( Hill's Nursery (West side of Glebe just north of 17th St)
- c) ( Human Resources building/parking lot (north of hospital between Edison and George Mason)
- d) ( Undeveloped lot at George Mason and Washington Blvd
- e) ( Other (specify): \_\_\_\_\_

XII. NEIGHBORHOOD CHARACTERISTICS

1. Please list your hundred block and street name.  
 Hundred block \_\_\_\_\_ Street name \_\_\_\_\_

2. Check the box that describes your relationship to your Waycroft-Woodlawn residence.

- ( Own and occupy ( Rent and occupy
- ( Own but live outside the neighborhood (absentee landlord)

3. Please indicate the number of people in each age group in your household

- \_\_\_\_\_ Under 5
- \_\_\_\_\_ 5-12
- \_\_\_\_\_ 13-17
- \_\_\_\_\_ 18-24
- \_\_\_\_\_ 25-34
- \_\_\_\_\_ 35-54
- \_\_\_\_\_ 55-64
- \_\_\_\_\_ 65-74
- \_\_\_\_\_ 75 or older

4. How many years have you (head of household) lived in Waycroft-Woodlawn? \_\_\_\_\_

5. If you have elementary or high school-aged children, what type of school do they attend?

- \_\_\_ Public \_\_\_ Private \_\_\_\_\_ Home school \_\_\_ Other

If you marked 'public schools,' please specify which one(s) your child attends:

- \_\_\_ Glebe
- \_\_\_ McKinley
- \_\_\_ Swanson
- \_\_\_ Washington & Lee
- \_\_\_ Arlington Traditional

\_\_\_\_Other (Specify)

APPENDIX F MAPS

General Land Use Plan

Streets, Curbs, and Gutters

Street Lights

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