

Yorktown Civic Association

Neighborhood Conservation Plan

February 2006



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February 27, 2006

Mr. Christopher Zimmerman, Chairman
Arlington County Board
#1 Courthouse Plaza
Arlington, Virginia 22201

Dear Chairman Zimmerman and Board Members:

I am pleased to present to you the 2006 update to the Yorktown Civic Association's Neighborhood Conservation Plan.

Ours is a great neighborhood, and with your continued support it can become even better!

It has been 10 years since the Board approved our neighborhood's first plan. Most of the recommendations in that plan have been successfully implemented, but there are exceptions. Most notably, the appearance of the Garden City commercial strip at the very visible Lee Highway and George Mason Drive intersection has continued to deteriorate. Providing commercial revitalization funding for that area was a high priority for the neighborhood those many years ago, and it remains a high priority today.

On the positive side, the Neighborhood Conservation program has been used to make wonderful improvements to Rock Spring Park, to Chestnut Hills Park, and to several residential streets in the neighborhood.

In addition to a renewed request for improvements at Garden City and other commercial areas along Lee Highway, our new plan seeks your assistance in implementing traffic calming measures for our three arterial streets: Harrison Street, George Mason Drive, and Yorktown Boulevard.

The neighborhood also has many, many streets without sidewalks or even curb and gutters, especially in the area immediately south of Yorktown High School. Our plan identifies a number of intersections, again in the vicinity of Yorktown High and the adjoining Greenbrier Park, that we consider very dangerous and in need of safety improvements. We also reiterate the need to finally implement the longstanding plans to modify the accident-prone Lee Highway intersections at George Mason Drive and Harrison Street.

The plan covers these and other issues in detail. On behalf of our neighborhood, I look forward to working with you and your staff on implementing solutions that address these concerns.

Sincerely,

David Haring, President
Yorktown Civic Association

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I. Introduction

Most residents of Arlington's Yorktown Neighborhood already feel the neighborhood "has it all." The neighborhood, set just minutes from one of the world's most important cities, has top-rated schools, convenient shopping, active churches, and excellent parks. It is a friendly, walkable neighborhood with a low crime rate. New residents are often drawn to the neighborhood because of its great location, and quickly come to care passionately about the quality of life in their new neighborhood.

With that backdrop, the Yorktown Civic Association has developed the following Neighborhood Conservation Plan. It is a plan intended to make the neighborhood even better than it is today; not to highlight particular weaknesses.

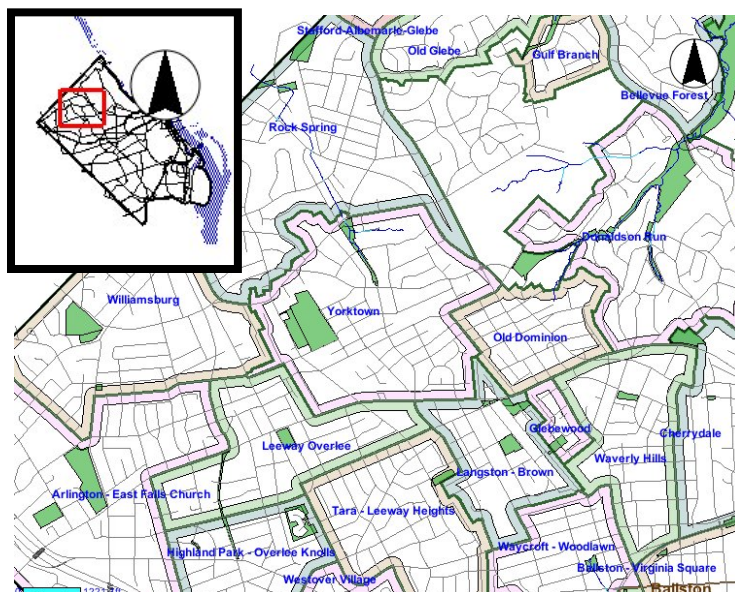
The Yorktown Civic Association is larger than many in Arlington, representing nearly 1100 mostly single-family households. Its boundaries extend from Lee Highway on the south to Little Falls Road to the north. And from Glebe Road on the east to Jefferson and Lexington Streets on the west. It is home to one of the region's top high schools, three parks, two churches and the vibrant Lee-Harrison Shopping Center.

In October 2003, the Yorktown Civic Association mailed a survey to our 1065 households. Our response was a significant 40%. Despite the neighborhood's many strengths, the neighborhood's size alone will continuously produce a significant number of challenges and demands for public services, as highlighted in our survey results

Traffic improvements are high on the list for nearly all residents. This plan identifies a number of traffic safety priorities. Notably, the neighborhood is home to three minor arterial streets – George Mason Drive, Yorktown Boulevard, and Harrison Street – that each carry at least 7500 vehicles a day, typically at unsafe (and illegal) speeds.

Several intersections are identified for safety improvements. And this plan renews the call for completion of longstanding plans to redesign the very dangerous Lee Highway intersections at George Mason Drive and at Harrison Street.

This plan also identifies a number of blocks that would benefit from pedestrian safety improvements such as sidewalks and improved crosswalks. Notably, there is



a large area immediately adjacent to Yorktown High School and Greenbrier Park that has almost no sidewalks today, despite the daily foot traffic of students to school and events at the park. Several other areas within the neighborhood would also benefit from sidewalks where there are none today. The neighborhood's current top priority funding request before the Neighborhood Conservation Advisory Committee is for a sidewalk on N. 25th Street between George Mason Drive and N. Columbus Street.

Most businesses recognize the value of the neighborhood's location and are well maintained and appropriate for the neighborhood. The clear exception is the Garden City shopping strip at the very visible Lee Highway and George Mason intersection. Commercial revitalization of this area was one of the Yorktown neighborhood's top priorities in its first plan 10 years ago. Needless to say, it is still a top priority.

The neighborhood's three parks, given their current focus, are extremely popular. Greenbrier Park is the largest and plays host to Yorktown High School's athletic fields. Funding for a complete renovation of Greenbrier Park was approved by Arlington voters in the 2004 election, and only a few Greenbrier-related issues will be discussed in this plan: parking, hours of operation and the future of the current swimming pool. The plan does discuss the future of Chestnut Hills Park in more detail.

Yorktown High School is one of the neighborhood's major defining elements. The school is currently in the midst of a multi-phase total renovation that raises both opportunities and challenges for adjacent residents. While these renovations are fully addressed by the Arlington Public School's building level planning committee process, this plan would not be complete without a section on the high school and the other neighboring schools that support these residents.

The plan also makes a number of recommendations in the areas of public safety, land use and zoning, and neighborhood preservation. Most of the discussion in those sections do not deal with specific concerns for the Yorktown neighborhood, but instead applies to Arlington as a whole.

II. Summary Table of Priorities and Recommendations

Pedestrian Safety and Sidewalks
<ol style="list-style-type: none"><li data-bbox="321 365 1373 617">1) Fund construction of continuous stretches of sidewalk on any street where the County's current 60% petition threshold is met by residents. If residents of several streets meet the petition threshold simultaneously, priority will be given to streets currently without any sidewalks and streets with the greatest current or potential pedestrian traffic. A good faith effort will be made to include all affected residents in the sidewalk project design process.<li data-bbox="321 653 1373 831">2) Support installation of sidewalks in segments involving no more than 3 properties through the County's Missing Link program in any case where 100% of the affected households support the sidewalk. If multiple requests, priority will be determined by pedestrian traffic volume and safety concerns.
Traffic Safety
<ol style="list-style-type: none"><li data-bbox="321 917 1325 1024">3) Fund the long-standing plans to re-design the intersections at Lee Highway/George Mason Drive and Lee Highway/Harrison Street. Include a left turn lane from the two side streets onto Lee Highway.<li data-bbox="321 1060 1385 1535">4) Include the full length of the neighborhood's three arterial streets -- George Mason Drive, Yorktown Boulevard, and Harrison Street -- in Arlington's new Arterial Street Traffic Calming program (Harrison Street from Lee Highway to N. 26th Street is one of the program's original selections). Possible options may include (but should not be limited to): a) reducing George Mason Drive between Lee Highway and Yorktown Boulevard to 2-lanes with wider medians and bike lanes; b) installation of a median and traffic speed indicator warning on Yorktown Boulevard and reduction of the speed limit to 25 mph; and c) installation of nubs at the Harrison Street intersections with 26th Street, 27th Street, and Little Falls Road (the Little Falls intersection is being considered for nubs as part of a Neighborhood Traffic Calming project for Little Falls Road).<li data-bbox="321 1570 1373 1890">5) The Neighborhood Traffic Calming program has been used quite successfully in this neighborhood to address traffic safety issues. This program should be given adequate funding to continue to address neighborhood traffic issues throughout Arlington. Several additional candidate streets exist in this neighborhood and should be considered for assistance, in particular: 26th Street N. west of Harrison Street; 28th Street N. between Yorktown Boulevard and Greenbrier Park; N. Greenbrier Street north of 26th Street N.; and N. Florida Street north of 26th Street. Consideration should also be given to replacement of the

existing speed humps on 26th Street N. between Harrison Street and George Mason Drive due to their deteriorating condition.

- 6) The following intersections should be evaluated for nubs, 3-way/4-way stops or other appropriate safety improvements:
 - 26th Street N. and N. Harrison Street
 - 27th Street N. at N. Harrison and at N. Greenbrier Street
 - 26th Street N. at George Mason Drive
 - N. Brandywine Street at Yorktown Boulevard
 - 28th Street N. at Yorktown Boulevard
 - N. Florida Street at Little Falls Road
 - Old Dominion Drive and 29th Street N.
- 7) Bus shelters should be considered at the following locations (trash receptacles should also be provided):
 - Yorktown Boulevard at Yorktown High School
 - George Mason Drive (south of 26th Street)
 - Additional locations on Lee Highway.
- 8) The County's zoned parking program should be continued, along with consideration of nighttime and weekend restrictions where appropriate. Possible areas for consideration within the neighborhood, based on request and approval by immediate residents, might include streets adjacent to the following:
 - Yorktown High School
 - Marymount University, including increased enforcement to encourage students not to park on neighborhood streets.
 - Lee/Harrison Shops
 - Garden City Shopping Center.

Commercial Activity

The following recommendations apply to the Garden City shopping area at the intersection of Lee Highway and George Mason Drive:

- 9) The County should undertake a comprehensive code enforcement review of the Garden City shopping area premises.
- 10) Replace existing concrete wall and sidewalk with landscaping at the front of the Center and repair and widen the sidewalk adjacent to the shops. Screen dumpsters with attractive, fenced cages and keep them closed. Remove abandoned equipment from the rear of the property. Include landscaping and screening from the adjacent neighbors at the rear of the center. County alley behind the Center and its adjoining grass strip on the north side should be cleaned, resurfaced and regularly maintained. (Also see comments under "Parking")
- 11) Re-stripe the existing parking areas, both in the front and to the rear of the Center to increase the number of spaces. Curbs or similar structures should be added to the alley, behind the Center which could then be reconfigured to accommodate additional, possibly metered, parking.
- 12) Upgrade the stores with paint, uniform signage and facades, including new awnings or similar features. Install attractive pedestrian lighting. Remove or clean up rusting pipes and chimneys.
- 13) Modify vehicle entrances into the Center to include turning lanes from Lee Highway. Reduce the multiple existing entrances from Lee Highway to one entrance at the east end and one entrance at the west end. Modifications to increase parking at the rear of the building and definition of the alley as an entry and exit method will also facilitate better access to the Center.

Parks

- 14) Sufficient buffers areas must be established and maintained at Greenbrier Park due to the close proximity of its immediate neighbors and the high level of activity at the park.
- 15) Hours of operation at Greenbrier Park should be adopted and clearly posted as follows: No sporting events or organized practices should be scheduled prior to 9 a.m. on weekends, and all games and practices should end by 10:30 p.m. 7 days per week. No P.A. system use should occur prior to Noon.
- 16) Chestnut Hills Park should continue to be focused on toddlers and younger children as an area where they can play safely and conveniently without interference from activities of older children or adults.
- 17) Recently acquired property for Chestnut Hills Park should be reserved for either (1) children's activities and recreation or (2) as passive

recreational areas (walkways, garden areas, picnic area etc.)

- 18) The designation of Chestnut Hills Park in the Open Space Master Plan should be changed from Community Open Space to Neighborhood Park.
- 19) Residential properties adjacent to Chestnut Hills Park currently identified on the County's General Land Use Plan (GLUP) as "Public" (i.e. future park land) should have their designation changed to "Residential."
- 20) A portion of Chestnuts Hill Park should continue to be made available for community gardens. Upgrading of this area should be considered in any plan to renovate Chestnut Hill Park.
- 21) The small park area at Yorktown Boulevard and Old Dominion Drive which was developed as a recent Neighborhood Conservation project should be given a name and should be given a designation as passive open space. An iron fence should be installed along Old Dominion Drive as part of a gateway treatment and to prevent dangerous cut-through pedestrian traffic.
- 22) Rock Spring Park should continue to receive adequate funding for maintenance and improvements as a nature area. Buffers should be improved in the area of new homes at the end of 30th Street North (east side of park).

Schools

- 23) "Phase II" renovations of Yorktown High School should be fully funded in the 2006 County bond election.
 - The Building Level Planning Committee must begin the design process in early 2005.
 - Construction of planned Greenbrier Park renovations should not begin until the Yorktown BLPC has begun meeting and has had an opportunity to assess the compatibility of the planned park modifications with Phase II plans for the high school.
 - Renovations at the high school should NOT result in enrollment increases above the current capacity of 1600 students.
 - Adequate buffers should be provided between the school structure and adjacent homes.
 - Sufficient off-street parking should be provided for school staff, while avoiding the construction of decked parking structures.

Policies should be adopted to discourage students from driving to school.

- 24) The current Nottingham Elementary School boundaries should be maintained to ensure continuity of education for members of the same family.

Street Lights and Power Lines

- 25) Arlington County should pursue policies that encourage the undergrounding of power lines in both commercial and residential areas. Costs for performing this work should be spread over a number of years and built into utility rates, rather than be paid through higher taxes.
- 26) Installation of Carlisle or other examples of improved street lighting should be considered at locations based on the following criteria: existing lighting that is inadequate or non-existent, high pedestrian traffic, poor or dangerous placement of existing light poles. Frequently mentioned candidates for improved lighting include these neighborhood streets:
- 26th Street North
 - N. Florida Street
 - N. Greenbrier Street
 - N. Harrison Street
 - Old Dominion Drive (access road)

Public Safety

- 27) Traffic enforcement should be increased to ensure public safety.
- 28) The Arlington Alert system has not achieved the coverage necessary to provide meaningful notice to large numbers of residents and should be supplemented.

Land Use and Zoning

- 29) Arlington County should continue to consider policies designed to reduce in-fill development, while maintaining a reasonable ability of property owners to make improvements to their homes.
- 30) The County should consider increasing setback requirements, especially on corner lots.
- 31) The "Unified Residential Development" use permit ordinance should undergo a complete review and be updated as needed based on actual results and effectiveness since the process was first established.
- 32) Greater coordination must be ensured between all county offices involved in

the various aspects of new home construction to guarantee proper application of zoning rules and regulations. A greater commitment should also be given to strong enforcement of building codes and zoning ordinances.

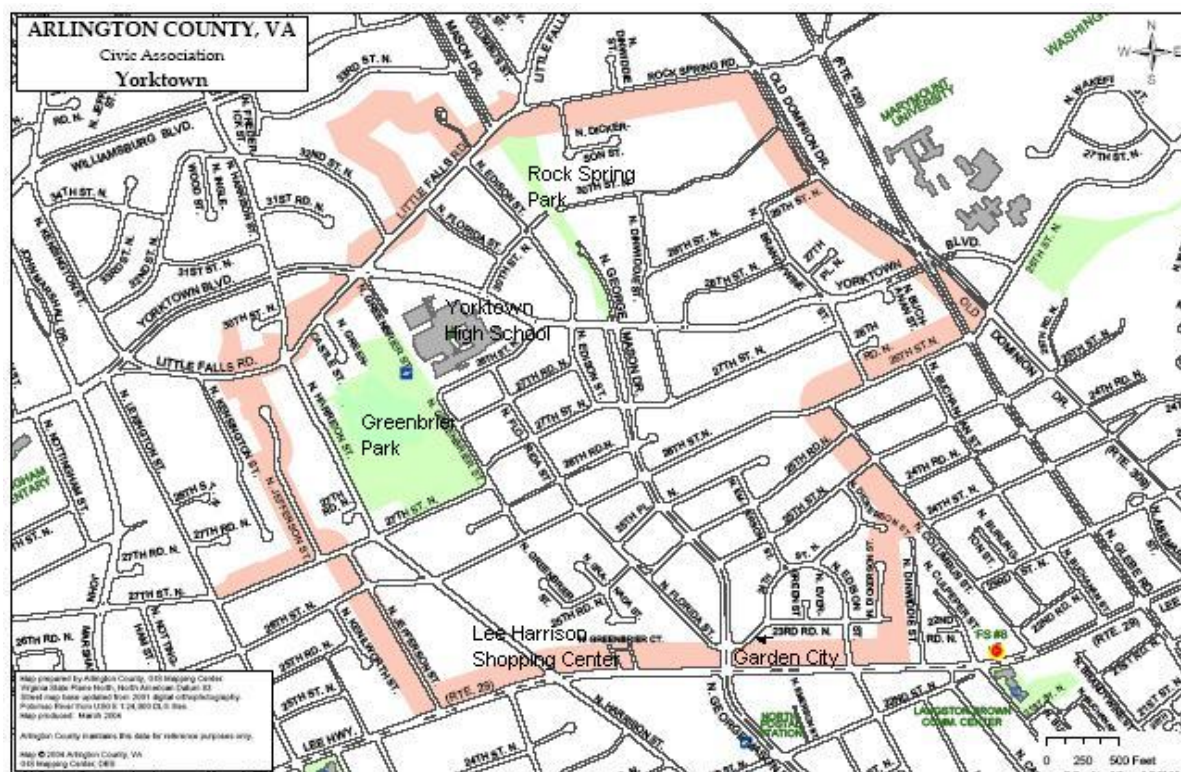
- 33) The installation of sidewalks should be required as part of new home construction consistent with the plans of existing residents.

Preservation and Neighborhood Beautification

- 34) Encourage preservation/restoration of historic mansion owned by Knights of Columbus on Little Falls Road.
- 35) Repair stone monument at corner of Rock Spring Road and Old Dominion access road.
- 36) Planning should be undertaken for the undeveloped public property at the end of N. Emerson Street between 25th Place N. and 26th Street N. to consider such options as installing a sidewalk and/or bicycle path and landscaping.
- 37) A complete neighborhood historical survey should be undertaken as soon as possible to identify historic homes.

III. Neighborhood Characteristics and Demographics¹

Arlington's Yorktown neighborhood is located north of Lee Highway in the area surrounding the intersections at N. Harrison Street and George Mason Boulevard. The neighborhood is bordered on the North by Little Falls Road and Rock Spring Road. The neighborhood consists of over 2,500 residents living in over 1000 predominately single-family homes.



Major Features

The neighborhood hosts Yorktown High School, which serves as the educational home to over 1600 of Arlington's finest young men and women. Yorktown High is a public school which has won national awards and consistently ranks among the top ten high schools in the entire Washington, D.C. area. Construction on a major addition to Yorktown High was completed in time for the start of the 2004-05 school year, with a complete renovation of the remaining building planned for the 2007-09 timeframe.

1

Source: U.S. Census Bureau, 1990 and 2000 Census of Population and Housing (SF1). Tabulated by Lisa Fowler, Arlington County CPHD - Planning Research and Analysis Team and Shirley Grant, Arlington County CPHD - Neighborhood Services.

* 1990 household data are from the 1990 sample data (SF3).

n/a indicates data are not available for 1990.

While the neighborhood is primarily residential in focus, there is no shortage of fine shopping and dining opportunities within the neighborhood -- all within walking distance for most of our residents. The Lee Harrison Shopping Center boasts a new Harris-Teeter grocery and several new restaurants and other shops. Also at the Lee/Harrison intersection, a Safeway grocery store has recently completed a major renovation.

The Yorktown neighborhood also boasts 3 parks: Greenbrier, Chestnut Hills and Rock Spring.

- Greenbrier Park is located next to Yorktown High and hosts the school's athletic fields and an indoor public swimming pool. Children from throughout Arlington come to Greenbrier Park to play games for a number of youth sports leagues. Bond funding for improvements to Greenbrier Park was approved by Arlington voters in 2004, and the fields at Greenbrier are scheduled for renovation beginning in mid-2005.
- Chestnut Hills Park, located on N. Harrison Street, is a neighborhood park that primarily caters to families with small children. The recent addition of a new playground section has made this park a favorite among north-Arlington families. The County has also acquired additional property adjacent to this park and is expected to begin a master planning process after completion of the Greenbrier Park renovations.
- Rock Spring Park, located at the north end of George Mason Boulevard, is one of the neighborhoods best kept secrets. It boasts walking trails and beautiful gardens maintained by the Rock Spring Garden Club.

The neighborhood is also home to a large chapter of the Knights of Columbus (with a swimming club that serves the entire community), St. Mary's Episcopal Church, and the Cornerstone Wesleyan Church.

The Yorktown neighborhood was featured in the Washington Post *Where We Live* column of June 5, 2004.

Population Data

The 2000 Census gives the Yorktown neighborhood a population of just over 2,500, up 371 or 17.4% from the 1990 Census. During the same period, Arlington's population increased by 10.8%

The Census data indicates that the neighborhood's population is predominately White, at 92.7%, compared to 68.9% for Arlington as a whole. In 1990, the share of Arlington's overall population that was White stood at 76.6%.

The neighborhood has both more children and elderly than Arlington as a whole. In the neighborhood, 24.0% of the population is under 18, compared to just 16.5% for

all of Arlington. Meanwhile, 15.4% of the neighborhood is 65 or older, compared to 9.3% for Arlington as a whole.

In 2000, the ratio of men to women in the neighborhood stood at 48% to 52%. For Arlington as a whole, 50.4% of the population is male.

	1990		2000		Change 1990- 2000	% Change
	Number	% of Total Population	Number	% of Total Population		
TOTAL POPULATION	2,135	100.0%	2,506	100.0%	371	17.4%
TOTAL NON- HISPANIC OR LATINO	2,005	93.9%	2,441	97.4%	436	21.7%
Population of One Race	n/a	n/a		0.0%	n/a	n/a
White alone	1,961	91.9%	2,324	92.7%	363	18.5%
Black or African- American alone	0	0.0%	19	0.8%	19	-
American Indian or Alaska Native alone	7	0.3%	3	0.1%	-4	-57.1%
Asian or Other Pacific Islander alone	37	1.7%	65	2.6%	28	75.7%
Some Other Race alone	0	0.0%	2	0.1%	2	-
Population of Two or More Races	n/a	n/a	28	1.1%	n/a	n/a
TOTAL HISPANIC OR LATINO	130	6.1%	65	2.6%	-65	-50.0%
AGE DISTRIBUTION						
Under 5 years old	147	6.9%	198	7.9%	51	34.7%
5-17 years old	332	15.6%	404	16.1%	72	21.7%
18-24 years old	173	8.1%	120	4.8%	-53	-30.6%
25-34 years old	343	16.1%	343	13.7%	0	0.0%
35-44 years old	424	19.9%	437	17.4%	13	3.1%
45-54 years old	197	9.2%	444	17.7%	247	125.4%
55-64 years old	219	10.3%	224	8.9%	5	2.3%
65-74 years old	166	7.8%	162	6.5%	-4	-2.4%
75-84 years old	118	5.5%	133	5.3%	15	12.7%

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85 years and older	16	0.7%	41	1.6%	25	156.3%
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SEX

Male	1,069	50.1%	1,202	48.0%	133	12.4%
Female	1,066	49.9%	1,304	52.0%	238	22.3%

Household Statistics

The typical Yorktown neighborhood household consists of 2.5 members, versus 2.15 members for all of Arlington.

However, the share of homes that house a traditional family unit is much higher in the neighborhood, at 71.3%, than it is for all of Arlington (45.5%).

	1990		2000		Change	
	Number	% of Total Households	Number	% of Total Households	1990-2000	% Change
TOTAL HOUSEHOLDS	827	100.0%	986	100.0%	159	19.2%
Family Households	579	70.0%	703	71.3%	124	21.4%
Married Couples with Children	263	31.8%	300	30.4%	37	14.1%
Married Couples without Children	233	28.2%	319	32.4%	86	36.9%
Female Single Parent Households	31	3.7%	30	3.0%	-1	-3.2%
Other Family Households	52	6.3%	54	5.5%	2	3.8%
Non-Family Households	248	30.0%	283	28.7%	35	14.1%
HOUSEHOLD SIZE*						
1-Person Households	193	23.3%	214	21.7%	21	10.9%
2-Person Households	261	31.4%	357	36.2%	96	36.8%
3-Person Households	164	19.8%	183	18.6%	19	11.6%
4+ Person Households	212	25.5%	232	23.5%	20	9.4%

Housing Unit Makeup

In the Yorktown neighborhood, 88.4% of the housing units are owner-occupied. That share increased by about one-third, from the 76.7% share of owner-occupied housing in the 1990 Census.

For Arlington as a whole, the share of owner-occupied housing is just 43.3%, down just slightly from the share of owner-occupied housing in 1990 (44.6%).

	1990		2000		Change 1990- 2000	% Change
	Number	% of Total Housing Units	Number	% of Total Housing Units		
TOTAL HOUSING UNITS*	878	100.0%	1,007	100.0%	129	14.7%
Occupied Housing Units	830	94.5%	986	97.9%	156	18.8%
Owner- Occupied	673	76.7%	890	88.4%	217	32.2%
Renter- Occupied	157	17.9%	96	9.5%	-61	- 38.9%
Vacant Housing Units	48	5.5%	21	2.1%	-27	- 56.3%

Number of Residential Properties by Range of Assessed Valuation

According to Arlington County property tax records for 2005, all but one residential property in the Yorktown neighborhood is now valued at over \$400,000, with the highest valuation at just under \$2-million. The number of properties now valued at over \$1-million is 72, compared to just 5 only two years ago. In 2003, just over 50% of the neighborhood's properties were valued at less than \$400,000.

Assessed Valuation		Number of Properties		
From	To	2005	2004	2003
0	300,000	0	1	5
300,000	400,000	1	180	542
400,000	500,000	261	581	306
500,000	600,000	431	136	84
600,000	700,000	162	55	42
700,000	800,000	63	44	51
800,000	900,000	41	34	22
900,000	1,000,000	34	22	8
1,000,000	1,200,000	44	9	3
1,200,000	1,500,000	25	1	1
1,500,000	2,000,000	3	2	1
Total		1,065	1,065	1,065

2005 Assessed Valuation Summary

The total dollar valuation of residential property in the neighborhood now stands at \$659-million, of which \$410-million represents the value of the land and \$249-million represents the value of the structures and other improvements to the property.

The average residential property in the neighborhood is now valued at \$618,600, with the land at \$384,800 and the structures at \$233,840.

However, the greatest number of properties in the neighborhood fall within the range of \$500,000 to 600,000. Therefore, the median assessed valuation is less than the average and stands at \$547,700.

Assessed Valuation		Value of Property - 2005		
From	To	Land	Improvements	Total
0	300,000	0	0	0
300,000	400,000	352,500	37,100	389,600
400,000	500,000	96,081,700	28,082,300	124,164,000
500,000	600,000	156,713,200	76,405,900	233,119,100
600,000	700,000	61,249,900	41,966,000	103,215,900
700,000	800,000	27,985,800	19,047,000	47,032,800

800,000	900,000	17,279,300	17,135,200	34,414,500
900,000	1,000,000	16,130,600	16,118,400	32,249,000
1,000,000	1,200,000	20,564,100	26,774,200	47,338,300
1,200,000	1,500,000	11,238,200	20,162,600	31,400,800
1,500,000	2,000,000	2,171,400	3,311,400	5,482,800
Total		409,766,700	249,040,100	658,806,800
Average		384,758	233,840	618,598
Median		382,500	165,200	547,700
Minimum		240,000	37,100	389,600
Maximum		788,100	1,369,200	1,990,200

2005 Assessed Valuation Increases

The total value of residential property in the neighborhood increased by more than \$128-million for 2005. Every property in the neighborhood contributed to this increase, with the average assessment up a staggering \$120,000 over the 2004 valuation of \$498,000 per property.

The smallest increase felt by any homeowner was \$64,800, while the largest increase came in at \$822,700.

Assessed Valuation		Increase in Valuations from 2004 to 2005					
From	To	Land		Improvements		Total	
		\$	%	\$	%	\$	%
300,000	400,000	61,100	21.0%	5,700	18.2%	66,800	20.7%
400,000	500,000	16,597,200	20.9%	4,996,900	21.6%	21,594,100	21.1%
500,000	600,000	27,252,100	21.1%	15,773,300	26.0%	43,025,400	22.6%
600,000	700,000	10,755,000	21.3%	10,157,000	31.9%	20,912,000	25.4%
700,000	800,000	5,048,400	22.0%	5,366,600	39.2%	10,415,000	28.4%
800,000	900,000	3,085,300	21.7%	3,432,900	25.1%	6,518,200	23.4%
900,000	1,000,000	2,963,800	22.5%	3,951,600	32.5%	6,915,400	27.3%
1,000,000	1,200,000	3,821,900	22.8%	7,243,800	37.1%	11,065,700	30.5%
1,200,000	1,500,000	2,074,700	22.6%	4,835,600	31.5%	6,910,300	28.2%
1,500,000	2,000,000	424,800	24.3%	239,200	7.8%	664,000	13.8%
Total		72,084,300	21.3%	56,002,600	29.0%	128,086,900	24.1%
Average		67,685	21.3%	52,584	29.0%	120,269	24.1%

Residential Property Valuations by Zoning Classification

Sixty-two percent of the residential properties in the neighborhood are zoned R-6 (i.e. lot sizes of at least 6,000 square feet). While properties falling within the R-10 zoning category appear to be more likely to have higher valuations, the following table indicates a wide range of valuations for R-6 properties as well.

Assessed Valuation		Zoning Classification - Number of Properties			
From	To	R-6	R-8	R-10	C-O
0	300,000	0	0	0	0
300,000	400,000	1	0	0	0
400,000	500,000	249	3	9	0
500,000	600,000	305	28	69	29
600,000	700,000	54	13	95	0
700,000	800,000	16	5	42	0
800,000	900,000	15	4	22	0
900,000	1,000,000	6	3	25	0
1,000,000	1,200,000	10	5	29	0
1,200,000	1,500,000	5	0	20	0
1,500,000	2,000,000	0	0	3	0
	Total	661	61	314	29

IV. Neighborhood History

The groundwork for the establishment of the Yorktown Civic Association was first laid in the year 1649 when the exiled King Charles II granted 5,282,000 acres of land in Virginia to Thomas, Lord Culpepper, a charter which was confirmed after the Restoration.

When Culpepper died in 1689, five-sixths of the property was inherited by his daughter Catherine. In 1690, Catherine married Thomas, 5th Lord Fairfax. In 1724 Fairfax sold 662 acres to James Robertson, and it appears that most, if not all, of the civic association was in this tract. Robertson, like most of the original owners, was an absentee landowner. Settlement was sparse with tenants and yeomen farming small tracts.

Little Falls Road was originally a trail from the Indian villages at the head of Four Mile Run to the Potomac River fisheries just below the Little Falls. Later it was developed as a wagon road from the settlement at the Falls Church to Thomas Lee's landing and warehouse at the mouth of Pimmit Run (near George Mason & Old Dominion Drives). The impressive stone mansion at 5115 Little Falls Road (presently, the Knights of Columbus) is built on what is believed to be the site of an Indian village and burial ground. Numerous artifacts have been found in the vicinity.

The original house was built in 1855 by Gilbert Vandenberg (also Vandenberg), who traveled to Virginia from Wisconsin to visit his brother and sister and decided to stay. During the Civil War, the Vandenberg named the homestead "Reserve Hill" because of the Union Army Reserve Units stationed at nearby Minor's Hill (near current day Williamsburg and Powhatan).

Mrs. Vandenberg took in a few select boarders, one of whom was George Nicholas Saegmuller (1847-1934), a native of Germany, who came to America in 1870 at the age of 23. In 1874, Saegmuller married her daughter, Maria Jane. They remained at the homestead after their marriage, and in the 1880s, Saegmuller purchased his father-in-law's 150 acre farm, as well as adjoining land to enlarge it. Saegmuller was a scientist, manufacturer, farmer and civic-minded citizen. Saegmuller was a brilliant inventor and secured 39 patents for his inventions in optical instruments during his career. He was, however, unsuccessful in making Reserve Hill a self-sustaining farm.

In the 1890s, George Saegmuller was elected to the Board of Supervisors and later became its chairman. He found the County finances were depleted, and that often the County paid premium prices for work, because the contractors knew they would have to wait for their pay. He determined from the Treasurer, Mr. Wibirt, how much money was required to make all accounts current. He then went to the National Bank of Alexandria and gave his personal note to restore the county's credit. He also personally financed the construction of what is now the James Madison School.

His efforts were key in the planning and construction of the new Alexandria County courthouse in 1898 on the site of the present Arlington County courthouse complex.

After the frame house burned in 1892, Saegmuller built a large stone residence with a two-story portico and a stone water tower which is an exact replica of a gate tower of the Nürnberg city wall. The Knights of Columbus purchased the homestead in 1950 to serve as their meeting hall and headquarters.

The Yorktown Civic Association was founded in January 1945 when a group of residents joined forces and were successful in having the builders of the Milburn Terrace subdivision replace unsatisfactory furnaces. Subsequently, the Milburn Terrace Civic Association was formed with Major S. F. Selfing as President; he was succeeded by L. Ratlike in July 1945.

In February 1946, a group of residents of the Garden City subdivision met and discussed the need for a similar organization. After several meetings and consideration of several projects of common interest, the two groups merged to form the Milburn Terrace-Garden City Civic Association. Joe Camden was elected President in June 1946.

Early in 1947, there was the need to change the name since a half dozen new subdivisions had developed. A committee was formed to come up with a new name and recommended George Mason Civic Association. However, at the April 1947 meeting, the name "Northwest Arlington" was adopted. It was selected because the area constituted the northwest segment of Arlington County at the time with the remainder of the quadrant still undeveloped. Subsequently, other neighborhoods developed and the name caused confusion concerning our boundaries. In 1992, the members changed the name to the Yorktown Civic Association.

The association's history has been chronicled in its newsletter, "Civic Pride," published continuously for over 49 years. For many years, the civic association met at the Rock Spring Congregational Church on the second Tuesday of the month, and its Pastor, Rev. Paul R. Hunter was an active member. A directory in 1949 listed 523 members and contained a map of the association boundaries, its Constitution and By-Laws and advertisements from nearby businesses with the legend "The Advertisers are your neighbors - Let's patronize them."

Early association projects were to obtain mail delivery door-to-door instead of a row of rural mailboxes on Lee Highway, street lights, improved roads and bus service. The association worked with County staff to cover the stream that once ran the length of George Mason Drive from Lee Highway to the present Rock Spring Park. Thanks to nearly 20 years of advocacy by the civic association the median strip was improved and landscaped.

The broad expanse of land now occupied by the Yorktown High School track and playing fields was saved for future use when President Joe Camden's testimony persuaded the County Board to reverse a tentative decision to declare it surplus.

The civic association campaigned successfully for better street lighting, and on two occasions, some 25 years apart, it sponsored the sign-up of property owners for a community-wide chemical application giving long-lasting protection against the Japanese beetle.

Outstanding leaders during the middle and later years of the association's history include Ruth Camden, Ruby Smith and Vernon Davis who continued its record of vigilance against undesirable zoning and use permit proposals. As demographics of the neighborhood changed and critical issues requiring a unified community response arose less frequently, the general level of participation in civic activities declined. Nonetheless, its officers faithfully maintained the association's structure. In January 1992, new leadership -- including Ted Weihe, Tom Klose, Barbara Rovin, Jennifer Downs, Bill Nary and Michael Weber -- revitalized the association. Issues such as Marymount student parking, in-fill development and proposed commercial development into the neighborhood along Lee Highway surfaced and generated more community activism. As part of strengthening the civic association, its leadership completed its first neighborhood conservation plan in 1994 which was accepted by the County Board in February 1995. The civic association was rebuilt based on the NC planning process and engaging all parts of the neighborhood in identifying issues and potential improvements. The 1995 NC plan was systematically implemented and is one of the few to achieve near total completion of its recommendations. It resulted in over \$1.3 million in neighborhood improvements over ten years.

V. Pedestrian Safety and Sidewalks

Arlington County officials recognize that safe and decent pedestrian movement has many benefits: it is cheap, healthful, and non-polluting. The County also recognizes that such transportation should be readily available to all of its citizens and visitors. Therefore, an integral part of Arlington County policy is the requirement that there be sidewalks on all of its streets, if not on both sides, at least on one side.

The Yorktown Civic Association's neighborhood survey reveals widespread support for this policy requirement. The survey results indicate that 90% of respondents favor having sidewalks on most streets (56% on at least one side, 34% favored having sidewalks on both sides).

The results also indicate that 74% of respondents already have a sidewalk on at least one side of their street; that 77% have sidewalks that are not in need of repair; that 34% have sidewalks with hazards that make walking difficult; and that 82% do not want to have shade trees planted in the utility service strips between their sidewalks and the street or in medians.

The majority of respondents favoring sidewalks so indicated that pedestrian safety was their primary reason.

Those opposed to sidewalks expressed concern about losing yard frontage, experiencing damage to trees, and losing parking spaces; some cited a preference to retain narrow streets, reminiscent of country lanes. In this connection, it may be noted that the County has been installing some sidewalks, that do not use yard frontages, but rather are constructed on existing street surface to narrow the street and further calm traffic..

The 18% of respondents who say that their sidewalks or curbs and gutters need repair speak of poor drainage, cracks, and heaving, some of it caused by tree roots.

Comments from the 34% who identified walking hazards cited the absence of sidewalks, overgrown and overhanging trees and shrubs, cracks and uplifts in the sidewalks; also obstruction by trash cans, basketball basket supports, skateboards and scooters, leaves, cars in the way, and snow.

The pedestrian hazards cited most frequently were speeding traffic and the failure to yield the right of way to

Recommendations:

- 1) Fund construction of continuous stretches of sidewalk on any street where the County's current 60% petition threshold is met by residents. If residents of several streets meet the petition threshold simultaneously, priority will be given to streets currently without any sidewalks and streets with the greatest current or potential pedestrian traffic. A good faith effort will be made to include all affected residents in the sidewalk project design process.
- 2) Support installation of sidewalks in segments involving no more than 3 properties through the County's Missing Link program in any case where 100% of the affected households support the sidewalk. If multiple requests, priority will be determined by pedestrian traffic volume and safety concerns.

pedestrians. Intersections cited as examples include (but not limited to): Yorktown Boulevard at George Mason Drive; Lee Highway at George Mason Drive; and Lee Highway at N. Harrison Street. Many respondents requested more crosswalks, notably on N. Harrison Street at the Lee-Harrison Shopping Center and at Chestnut Hills Park.

Regarding service strips and medians, 82% of respondents answered “No” to the question, “Are there service strips between your sidewalk and the street or medians where you would like to have shade trees planted?” Examples of the comments to this question include: “No, too narrow and we have enough trees.” “Yes to service strips, no to trees.” “Very emphatically no! Blocks visibility.” “Do not want more trees.” There was little



indication of the need for trees, at least in these locations. Also, it should be noted that the neighborhood survey was taken just after Hurricane Isabel hit the area and felled many trees on November 13, 2003, which quite possibly heightened the perceived drawback of trees.

The neighborhood has many blocks that do not have sidewalks today, particularly in a large area south of Yorktown High School from George Mason Drive west to N. Greenbrier Street and Greenbrier Park, as well as several streets on the east side of George Mason Drive. Each of the following specific streets were identified by survey respondents as locations where pedestrian improvements should be considered:

- N. 25th Street between N. Columbus Street and George Mason Drive – no sidewalks on either side; street is 36’ wide.
- N. 25th Road between N. Columbus Street and George Mason Drive – no sidewalks on either side; street is 36’ wide.
- N. 25th Road between George Mason Drive and N. Florida Street – no sidewalk on either side; street is 36’ wide.
- N. 25th Road between N. Florida Street and N. Granada Street – no sidewalk on either side of eastern half; street is 36’ wide.
- N. 25th Place from George Mason Drive east past N. Emerson Street – no sidewalk on either side; street is 36’ wide.

- N. 26th Road between George Mason Drive and N. Florida Street – no sidewalk on either side; street is 36' wide.
- N. 26th Street between N. Columbus Street and George Mason Drive – no sidewalk on south side of street; street is 36' wide.
- N. 26th Road between N. Florida Street and N. Greenbrier Street – no sidewalk on either side and no curb from the middle of the block west; street varying between 20' and 30' wide.
- N. 27th Street between N. Brandywine Street and George Mason Drive – sidewalk missing on the south side from #4860 to #5054; street is 36' wide.
- N. 27th Street between George Mason Drive and N. Greenbrier Street – no sidewalk on either side; most of street is 36' wide (except for last 100' by N. Greenbrier Street which also has no curb).
- N. 27th Road between N. Edison Street and N. Greenbrier Street – no sidewalk on either side; street is 36' wide.
- N. 28th Street between Yorktown Boulevard and N. Greenbrier Street – no sidewalk on south side; street is 36' wide.
- N. Columbus Street between N. 25th Street and N. 26th Street – no sidewalk on either side; street is 24' wide.
- N. Dickerson Street at intersection with Rock Spring Road -- no sidewalk on west side and none on either side at intersection.
- N. Edison Street between N. 27th Street and N. 28th Street – no sidewalk on either side; street is 36' wide.
- N. Edison Street between Yorktown Boulevard and N. 30th Street – no sidewalk on east side; street is 36' wide.
- N. Edison Street between N. 30th Street and Little Falls Road – no sidewalk on west side; street is 36' wide.
- N. Emerson Street between N. 24th Street and N. 25th Place – no sidewalk on either side from 100' north of 24th Street; street is 36' wide.
- N. Florida Street between N. 26th Street and N. 28th Street – no sidewalk on east side (except for a few properties); street is 36' wide.
- N. Greenbrier Street between N. 26th Street and N. 27th Street – no sidewalk on west side and no curb or sidewalk on east side; street is 36' wide.

- N. Greenbrier Street between N. 27th Street and N. 28th Street – no sidewalk or curb on east side; street is 30' wide to N. 27th Road and 36' wide to N. 28th Street.
- N. Harrison Street between Little Falls Road and Williamsburg Boulevard – no sidewalk on east side; street is over 36' wide. Partly in Rock Spring Civic Association area.
- N. Kensington Street south from Little Falls Road – no sidewalk north from 2813 except at 2901 and no curb north from 2820; street 36' wide except for narrowing at Little Falls Road. This is in Williamsburg Civic Association area.

VI. Traffic Safety

The Yorktown neighborhood survey indicates that there is widespread concern about traffic safety issues and speeding among neighborhood residents.

61% of the survey respondents answered “Yes” when asked “Can you identify any traffic hazards or other traffic problems that need attention in the neighborhood?”

The survey also indicates strong neighborhood support for traffic calming measures (57%).

When asked “Is parking a problem on your street?” 21% answered “Yes” while 77% answered “No”.

When asked if additional bus shelters in the neighborhood would encourage residents to ride the bus, 14% answered “Yes.”

Sixty-four percent of respondents indicated that the number of bike lanes in the neighborhood is “about right,” while 16% favor more bike lanes and 8% think the number of bike lanes should be reduced.

Based on the many, many written comments and specific examples provided by the survey respondents, improving safety at the major Lee Highway intersections is a neighborhood priority. The focus of other comments can be divided into the following areas: traffic calming on arterial streets, traffic calming and safety improvements on neighborhood streets, improving safety at problem intersections, and encouraging use of alternate modes of transportation.

Improving Safety at the Major Lee Highway Intersections

Two major Lee Highway intersections – at George Mason Drive and at

Recommendations:

- 3) Fund the long-standing plans to re-design the intersections at Lee Highway/George Mason Drive and Lee Highway/Harrison Street. Include a left turn lane from the two side streets onto Lee Highway.
- 4) Include the full length of the neighborhood’s three arterial streets – George Mason Drive, Yorktown Boulevard, and Harrison Street -- in Arlington’s new Arterial Street Traffic Calming program (Harrison Street from Lee Highway to N. 26th Street is one of the program’s original selections). Possible options may include (but should not be limited to): a) reducing George Mason Drive between Lee Highway and Yorktown Boulevard to 2-lanes with wider medians and bike lanes; b) installation of a median and traffic speed indicator warning on Yorktown Boulevard and reduction of the speed limit to 25 mph; and c) installation of nubs at the Harrison Street intersections with 26th Street, 27th Street, and Little Falls Road (the Little Falls intersection will be considered for nubs as part of a Neighborhood Traffic Calming project for Little Falls Road).
- 5) The Neighborhood Traffic Calming program has been used quite successfully in this neighborhood to address traffic safety issues. This program should be given adequate funding to continue to address neighborhood traffic issues throughout Arlington. Several additional candidate streets exist in this neighborhood and should be considered for assistance, in particular: 26th Street N. west of Harrison Street; 28th Street N. between Yorktown Boulevard and Greenbrier Park; N. Greenbrier Street north of 26th Street N.; and N. Florida Street north of 26th Street. Consideration should also be given to replacement of the existing speed humps on 26th Street N. between Harrison Street and George Mason Drive due to their deteriorating condition.

Harrison Street – have long been slated for re-design due to high numbers of accidents (including a pedestrian fatality) and safety concerns. The neighborhood survey confirms that neighborhood interest remains high in improvements at these intersections. A need for left turn lanes from the two side streets onto Lee Highway was mentioned by many survey respondents. The need for a stop light at Lee Highway/Edison Street intersection was also mentioned.

Traffic Calming on Arterial Streets

In addition to Lee Highway, the neighborhood hosts three arterial streets each carrying about 7500 vehicles per day: George Mason Drive, Yorktown Boulevard, and N. Harrison Street. Of these, George Mason Drive has 4 traffic lanes, while the others have two. All three also support a significant amount of pedestrian traffic. Yorktown Boulevard goes past Yorktown High School, and Harrison Street goes past Chestnut Hills Park.

All three were cited by many survey respondents as having speeding and safety problems, with repeated identification of the following major concerns:

- The intersection of George Mason Drive and Yorktown Boulevard (where George Mason terminates at the entrance to Rock Spring Park) has a stop sign for traffic entering from George Mason Drive. It is dangerous due to speeding traffic on Yorktown Boulevard and the limited visibility caused by the hilly nature of Yorktown Boulevard both west and east of the intersection.
- Entering onto George Mason Drive from side streets is dangerous due to high speed of traffic on George Mason and the narrow median. The curve of the road also results in limited visibility for traffic entering, especially from the east side of N. 26th St.. It is also difficult for pedestrians to cross George Mason (there are no crosswalks between Lee Highway and Yorktown Boulevard on George Mason Drive).
- Access to and from Yorktown High School, for both vehicles and pedestrians, from Yorktown Boulevard is difficult either directly at the school entrance or at 28th Street North due to high speeds on Yorktown Boulevard and poor visibility due to curves.
- Pedestrian safety is a major concern on Harrison Street, especially in the area of the Lee/Harrison shops and near Chestnut Hills Park. Pedestrians also have difficulty crossing Harrison St. at the intersections at 26th Street, 27th Street and Little Falls Road.

Traffic Calming and Safety Improvements on Neighborhood Streets

Many survey respondents identified speeding and safety concerns on several neighborhood streets that have since been included in Arlington's Neighborhood Traffic Calming Program. Those streets include:

- 25th Street N. between George Mason Drive and Glebe Road
- 26th Street N. between George Mason Drive and Glebe Road
- 27th Street N. between N. Harrison Street and N. Lexington Street
- Little Falls Road between N. Harrison Street and Yorktown Boulevard.
- N. Florida Street between Lee Highway and 26th Street N.

Implementation of the planned traffic calming measures on these streets is currently at varying stages of completion.

The following additional problem locations were cited repeatedly by survey respondents on neighborhood streets and intersections:

- N. Greenbrier Street from 26th Street N. to Yorktown High School – especially dangerous intersection at Greenbrier and 27th Street N.
- 26th Street N. at Harrison Street – very difficult to enter onto Harrison Street.
- Speeding on side streets near Yorktown High School – specifically on N. Florida Street south of the school and 28th Street N. along the south side of the school.
- Cut-through traffic on N. Edison Street between Little Falls Road and Yorktown Boulevard.
- Spillover traffic on 26th Street N., which runs parallel to Lee Highway, especially west of N. Harrison Street.
- Safety at the skewed intersection of Yorktown Boulevard and N. Brandywine Street.
- Unsafe access out of N. Greenbrier Street at the intersection of Little Falls Road and Yorktown Boulevard.
- 24th Street N. at intersection with N. Edison Street – stop sign needed.
- N. Florida Street intersection with Little Falls Road very

Recommendations:

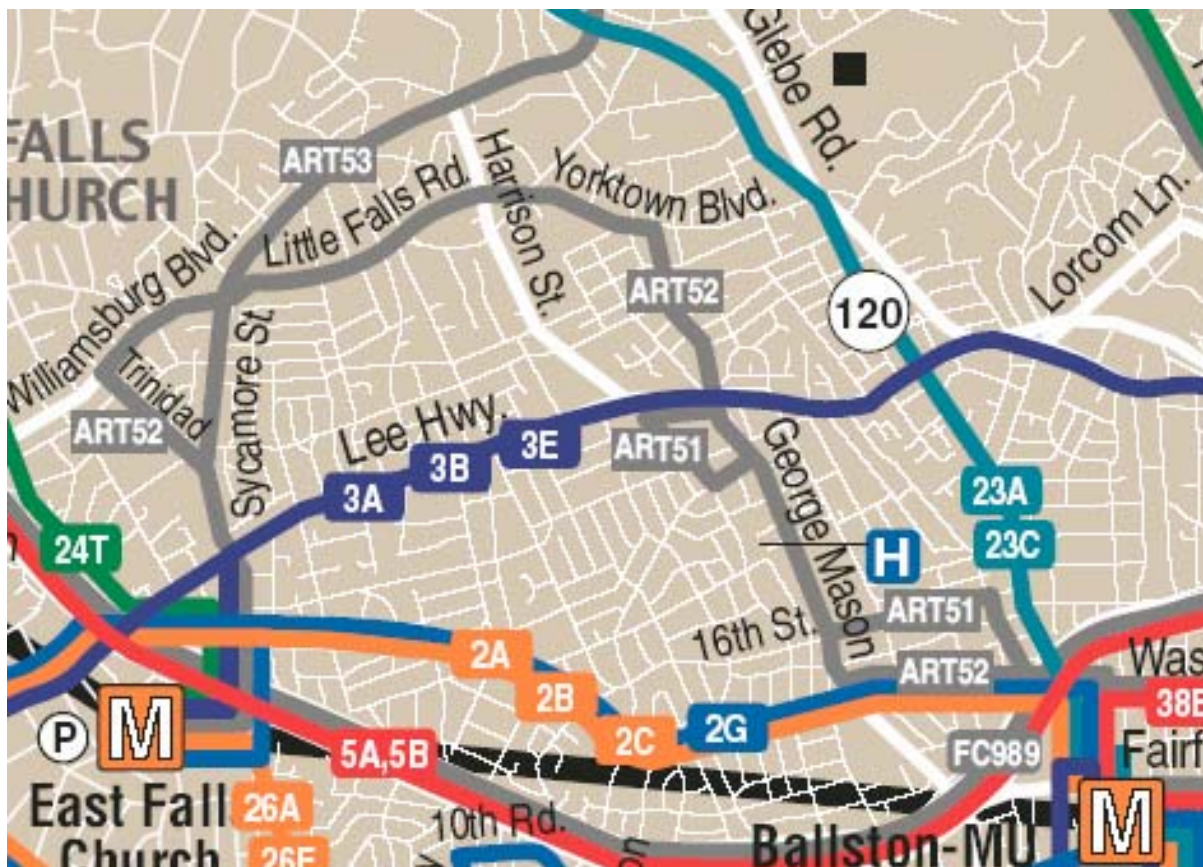
- 6) The following intersections should be evaluated for nubs, 3-way/4-way stops or other appropriate safety improvements:
- 26th Street N. and N. Harrison Street
 - 27th Street N. at N. Harrison and at N. Greenbrier Street
 - 26th Street N. at George Mason Drive
 - N. Brandywine Street at Yorktown Boulevard
 - 28th Street N. at Yorktown Boulevard
 - N. Florida Street at Little Falls Road
 - Old Dominion Drive and 29th Street N.

dangerous due to speed and hill on Little Falls.

- Intersection of 29th Street N. and Old Dominion Drive (at access road entrance) dangerous and poorly lighted.
- Intersection of 26th Street N. and Glebe Road has poor visibility – difficult to enter onto or cross Glebe Road from 26th.Street.

Encouraging Use of Alternate Modes of Transportation

The Yorktown neighborhood currently receives service from the following Arlington Transit (ART) bus routes and Metrobus routes:



- ART route 51 – service from Lee Highway, between the George Mason Dr. and Harrison Street intersections only, to the Ballston Metro station.
- ART route 52 – service along Yorktown Boulevard and N. George Mason Drive between the East Falls Church and Ballston Metro stations.
- Metrobus route 3 – service along Lee Highway to the East Falls Church and Rosslyn Metro stations.

- Metrobus route 23 – service along Glebe Road to the Ballston metro station. This route continues west to McLean and east to Crystal City.

The only street containing a marked bicycle route in the neighborhood is Yorktown Boulevard.

In the neighborhood survey, several respondents expressed a desire for more frequent busses on the ART 52 and Metrobus 3 routes, especially during morning and evening rush hours. Others commented that schedules currently are not posted at every stop – and obviously should be – and that busses do not run according to schedules.

Overall, 14% of the survey respondents indicated they would be more likely to take the bus if bus shelters were installed in the neighborhood. The most commonly suggested locations for shelters were along George Mason Drive, especially near Lee Highway; at Yorktown High School (on Yorktown Boulevard); and along Lee Highway.

Recommendations:

- 7) Bus shelters should be considered at the following locations (trash receptacles should also be provided):
 - Yorktown Boulevard at Yorktown High School
 - George Mason Drive (south of 26th Street)
 - Additional locations on Lee Highway

Sixteen percent of survey respondents answered that the number of bike lanes in the neighborhood should be increased, while 8% said the number should be decreased. The majority, at 64%, said the number of bike lanes is about right.

The most frequently suggested location for additional bike lanes is George Mason Drive, north of Lee Highway. N. Harrison Street was also mentioned as a possible candidate for bike lanes.

Several respondents, however, commented that current bike lanes on Yorktown Boulevard and Williamsburg Boulevard (in neighboring civic associations) are unsafe, suggesting a need for an education campaign on bicycle/auto interaction and safety.

Addressing Parking Concerns

In the neighborhood survey, 21% of respondents indicated that parking is a problem on their street.

By far, the most significant area of concern identified in the comments is in the vicinity of Yorktown High School. The school provides no off-street parking for students, and very few spots for school visitors.

Other areas in the neighborhood that have problems with inadequate parking according to survey comments are:

- near Marymount University where students continue to park on neighborhood streets rather than use the parking garage and lots.
- along Lee Highway near the following business areas: Garden City shopping center, near Dominion Electric, and the Jefferson Street intersection.
- Harrison Street at Chestnut Hills Park.
- At the Lee/Harrison shops.

Recommendations:

- 8) The County's zoned parking program should be continued, along with consideration of nighttime and weekend restrictions were appropriate. Possible areas for consideration within the neighborhood based request and approval by immediate residents might include streets adjacent to the following:
- Yorktown High School
 - Marymount University including increased enforcement to encourage students not to park on neighborhood streets.
 - Lee/Harrison Shops
 - Garden City Shopping Center.

VII. Commercial Activity

The Yorktown Civic Association (YCA) Neighborhood Survey results overwhelmingly supported commercial revitalization of businesses fronting on Lee Highway, with particular emphasis of the Garden City Shopping Center (GCSC). The community also expressed concern about pedestrian and traffic safety in existing commercial areas, including the intersections of Lee-Harrison and Lee-George Mason Drive, and street crossing between commercial areas on Harrison Street north of Lee Highway, which are addressed elsewhere in this Plan.

The renovation of the Garden City Shopping Center was a top priority in Yorktown Neighborhood Conservation Plan in 1995; since that time, it has continued, with few exceptions, to deteriorate. The Yorktown Civic Association submitted a proposal for GCSC to the Arlington County Commercial Revitalization Program in June 2004, which outlines specific planning and design elements.

GCSC is located at the intersection of Lee Highway and North George Mason Drive, one of the most prominent intersections in North Arlington and a major gateway into the Yorktown neighborhood. This collection of small shops was constructed on approximately 2 acres in the late 1950s. Ownership is fragmented, with twelve owners of the 17 properties housing 29 separate businesses. The fragmented ownership has resulted in a general neglect of the appearance and lack of maintenance. Community issues regarding GCSC include the shabby appearance of the Center, excessive litter and trash, vermin, poor repair of the parking lot and sidewalks, inadequate parking with difficult entry and egress, and the noise and probable gang activity emanating from the nightclubs. YCA's

Recommendations:

The following recommendations apply to the Garden City shopping area at the intersection of Lee Highway and George Mason Drive:

- 9) The County should undertake a comprehensive code enforcement review of the Garden City shopping area premises.
- 10) Replace existing concrete wall and sidewalk with landscaping at the front of the Center and repair and widen the sidewalk adjacent to the shops. Screen dumpsters with attractive, fenced cages and keep them closed. Remove abandoned equipment from the rear of the property. Include landscaping and screening from the adjacent neighbors at the rear of the center. County alley behind the Center and its adjoining grass strip on the north side should be cleaned, resurfaced and regularly maintained. (Also see comments under "Parking")
- 11) Re-stripe the existing parking areas, both in the front and to the rear of the Center to increase the number of spaces. Curbs or similar structures should be added to the alley, behind the Center which could then be reconfigured to accommodate additional parking.
- 12) Upgrade the stores with paint, uniform signage and facades, including new awnings or similar features. Install attractive pedestrian lighting. Remove or clean up rusting pipes and chimneys.
- 13) Modify entrances into the Center to include turning lanes from Lee Highway. Reduce the multiple existing entrances from Lee Highway to one entrance at the east end and one entrance at the west end. Modifications to increase parking at the rear of the building and define the alley as an entry and exit method will also facilitate better access to the Center.

Neighborhood Survey results showed that less than half (43%) of the respondents patronize the shops at Garden City; however, more than two-thirds (68%) said they would patronize the shopping area if improvements were made.



Recommendations for Commercial Revitalization of Garden City Shopping Center:

1. Code Violations-Arlington County should undertake a concentrated and continuous effort to enforce code violations related to the trash, vermin and noise. There are single family homes immediately across the alley from the rear of the Center. There are repeated violations of noise ordinances, with dumpster trash pick-up regularly occurring as early as 5:00 a.m. and with noisy late night activity apparently related to those leaving the nightclubs which close at 2:00 a.m. which disturbs the residents living behind the Center. The dumpsters are located behind the Center; many of these dumpsters are open and surrounded by trash, food scraps and broken glass. Rats are frequently observed in this area, in the alley immediately behind the Center and in the surrounding neighborhood. The front of the property is littered with trash, broken glass, bricks, and chunks of concrete. Several of the businesses sell food and groceries; from appearances, there is some concern that there may be health code violations as well.

2. Landscaping & Grounds-In addition to the trash littering the premises, weeds, dirt, gravel and broken sidewalks and pavements appear in both the front and rear of the premises. A crumbling concrete wall runs parallel to the sidewalk which fronts Lee Highway and there are no plantings or other greenery between Lee Highway and the store fronts. Dumpsters and trash cans are randomly placed behind the Center and are clearly visible not only from the alley, but from George Mason Drive and the surrounding residential streets. The back of the Center is also littered with abandoned equipment and industrial metal barrels. The alley and the small grass strip on the north side of the alley immediately behind the Center are not well maintained by the County which further contributes to the slum-like nature of the rear area.



3. Parking-The parking lot requires repair and resurfacing, as does much of the space in the rear of the Center. There are large potholes in the pavement, resulting in chunks of concrete and bricks strewn about the parking lot. The number of parking spaces needs to be increased to encourage more commerce. Presently there are reported to be parking violations in the surrounding neighborhood during lunch and dinner hours with cars parked illegally on street corners, apparently as a result of inadequate parking in the Center's parking lot.



4. Facades- The buildings are dated and in poor repair. Several have broken windows and doors, peeling paint and faded awnings. There are rusting vents, pipes and other structures attached to the rear of the building. Air conditioning units hang above the entry doors of many establishments, constantly dripping water. In short, the strip is an eyesore.

5. Access- There are multiple entries into the Center from Lee

Highway which creates traffic difficulty both on Lee Highway and in the parking lot. The center is at the corner of one of the busiest intersections in North

Arlington, with roughly 45,000 vehicles a day traveling through the intersection from Lee Highway and from George Mason Drive.

VIII. Parks

Parks, Recreation, and Open Space

There are three major park facilities within the Yorktown Civic Association, each with a distinct and different orientation and use. The three park facilities are Greenbrier Park, Chestnut Hill Park, and Rock Spring Park. Greenbrier Park provides a major county wide recreational facility and is also used as the athletic fields for Yorktown High School. Chestnut Hill Park provides an extremely popular play area for toddlers and young children along with an area for community gardens. Rock Spring Park provides a passive, nature area with walkways and paths.

Greenbrier Park

Greenbrier Park, adjacent to Yorktown High School, and bounded by N Greenbrier St. on the east, N 27th St. on the south and Chestnut Hill Park on the west is the major community recreational facility for the Yorktown neighborhood as well as being a county wide facility. Very importantly, Greenbrier Park also serves as the athletic fields for Yorktown High School. Current

facilities include 2 softball fields, regulation high school baseball field, competition field with bleachers (used for football, soccer, lacrosse, field hockey and band), 2 outdoor basketball courts, 6 outdoor tennis courts, hard surfaced running track, and indoor swimming pool. All outdoor facilities are lighted with the exception of the tennis courts. The YCA has long supported major renovation, upgrading, and improvement for Greenbrier Park primarily to provide high quality athletic facilities for YHS as well as recreational space and facilities for the Yorktown neighborhood and the larger Arlington community. Greenbrier Park has been the subject of a lengthy process working to define, plan, and implement renovations for the entire facility. The Master Plan for the park was completed by County Staff and approved by the County Board in 2002 and a contract for detail design was awarded in Spring 2004. The 2004 bond issue includes \$8.6 million for construction. Because the process for renovations at Greenbrier is underway, major recommendations are not addressed in the NC plan, except as noted below.

Recommendations:

- 14) Sufficient buffers areas must be established and maintained at Greenbrier Park due to the close proximity of its immediate neighbors and the high level of activity at the park

- 15) Hours of operation at Greenbrier Park should be adopted and clearly posted as follows: No sporting events or organized practices should be scheduled prior to 9 a.m. on weekends, and all games and practices should end by 10:30 p.m. 7 days per week. No P.A. system use should occur prior to Noon.

One area of the Greenbrier Park renovation that is recommended for inclusion in the YCA NC plan is that sufficient buffer areas are established and maintained between the park and nearby neighbors. Approximately 25 homes are within a distance of 100 feet of the park, 50 homes within 200 feet and more than 150 homes are within 1 block (500') of Greenbrier Park. Greenbrier Park has a very high level of activity,



operating from early morning (pre-dawn) to late at night (most outdoor facilities are lighted and used until 10 or 11 PM).

Chestnut Hills Park

Chestnut Hills Park is located at 2800 N. Harrison St. and immediately adjacent to (west of) Greenbrier Park. At the recommendation of YCA and with assistance of NC funding, Chestnut Hills Park focuses on providing facilities and recreational activities for toddlers and younger children. As such, it has become one of the most heavily used facilities of its kind in Arlington County.

Neighborhood Conservation funds have contributed greatly to the facilities of the park, including the tot lot area developed in the mid-1990s and the playground equipment added in 1999. Major additions to Chestnut Hill Park were completed by Arlington County in 1996 and 1998 at the north and south ends of



the park that resulted in approximately one and a half acres being added to the park. The YCA membership strongly supports the continued use and focus of Chestnut Hills Park and its expanded areas for young children.

In the 1994 Open Space Master Plan, Chestnut Hills Park is designated as a County "Community Open Space" even though it does not meet most of the criteria for Community Open Space, including size, parking or facilities.

The far northern end of Chestnut Hills Park is used for community gardens. This is one of only 3 community garden areas in north Arlington and the only community garden area north of Lee Highway (Route 29). The YCA supports this continued use of Chestnut Hills Park.

Rock Spring Park

Rock Spring Park is located at Little Falls/North George Mason Drive and is designated as a natural resource open space in the Open Space Master Plan. Major recommendations for Rock Spring Park were contained in the February 1995 NC Plan and for most part, have been carried out. These included reconfiguration of entrances at both the north and south end of the park.

Park Maintenance

In general, recent years have seen a continual deterioration in Arlington County park facilities and maintenance. For instance, irrigation and drainage systems at Greenbrier Park have been inoperative for years and the track at Greenbrier Park deteriorated to the point of being unsafe before it was

Recommendations:

- 16) Chestnut Hills Park should continue to be focused on toddlers and younger children as an area where they can play safely and conveniently without interference from activities of older children or adults.
- 17) Recently acquired property for Chestnut Hills Park be reserved for either (1) children's activities and recreation or (2) as passive recreational areas (walkways, garden areas, picnic area etc.)
- 18) The designation of Chestnut Hills Park in the Open Space Master Plan be changed from Community Open Space to Neighborhood Park.
- 19) Residential properties adjacent to Chestnut Hills Park currently identified on the County's General Land Use Plan (GLUP) as "Public" (i.e. future park land) should have their designation changed to "Residential."
- 20) A portion of Chestnuts Hill Park should continue to be made available for community gardens. Upgrading of this area should be considered in any plan to renovate Chestnut Hill Park.

Recommendations:

- 21) The small park area at Yorktown Boulevard and Old Dominion Drive which was developed as a recent Neighborhood Conservation project should be given a name and should be given a designation as passive open space. An iron fence should be installed along Old Dominion Drive as part of a gateway treatment and to prevent dangerous cut-through pedestrian traffic.
- 22) Rock Spring Park should continue to receive adequate funding for maintenance and improvements as a nature area. Buffers should be improved in the area of new homes at the end of 30th Street North (east side of park).

repaired. YCA believes that Arlington County must put more resources into maintenance of recreation, park and open space facilities to provide safe, attractive, and usable community facilities.

Yorktown High School

According to the Arlington County Open Space Master Plan, school facilities and property make up a major component of community open space. Given the limited amount of open space in the Yorktown Civic Association, Yorktown High School represents a significant area of our community open space. However, landscaping and outdoor maintenance, in general, have been largely neglected around Yorktown High School.

IX. Schools

Families in the Yorktown neighborhood are served by the following public schools:

- Nottingham Elementary and Jamestown Elementary (north of Yorktown Boulevard only) Schools
- Williamsburg Middle School
- Yorktown High School.

The Yorktown High School is located within the boundaries of the Yorktown Civic Association.

Roughly 40% of the families in the neighborhood have children living at home at any point in time, with many of those currently sending their children to one of these schools.

The enrollment of each of the schools serving the neighborhood is (enrollment at the start of each school year):

School	2003-04 Enrollment	2004-05 Enrollment
Nottingham Elementary	411	403
Jamestown Elementary	543	578
Williamsburg Middle	915	925
Yorktown High	1618	1619

Major capital improvement projects have been completed, are currently underway, or are planned in the near future at each of the schools serving the neighborhood. These projects include:

- An \$8.3 million expansion and renewal of Nottingham Elementary, approved in the 2002 Bond (construction to begin in early-2005).
- An \$5.3 million expansion and renovation of Jamestown Elementary, approved in the 2002 Bond (completed).
- A classroom addition and renovation of the media center at Williamsburg Middle School costing \$1.3 million, approved in the 2002 Bond (completed). The 2000 Bond also contained \$1.6 million for Williamsburg.



- A 31-classroom addition at Yorktown High School costing \$10.7 million, approved in the 2002 Bond (completed). \$2.2 million in design funds for the renovation of the remainder of Yorktown High School were approved in the 2004 Bond. That “Phase II” renovation is currently expected to be funded in the 2006 Bond.

While the neighborhood survey did not address attitudes of neighborhood residents about the public schools serving the neighborhood, two areas of concern will be addressed.

First, the Yorktown High School Phase II design process should be started as soon as possible, and should have adequate representation from neighborhood residents. The major areas of neighborhood concern are provision of adequate off-street parking, sufficient buffers, and coordination with plans to renovate Greenbrier Park (which contain the High School’s athletic fields).

Second, neighborhood residents have voiced strong opposition to changing the boundaries for Nottingham Elementary School.

Recommendations:

- 23) “Phase II” renovations of Yorktown High School should be fully funded in the 2006 County bond election.
 - The Building Level Planning Committee must begin the design process in early 2005.
 - Construction of planned Greenbrier Park renovations should not begin until the Yorktown BLPC has begun meeting and has had an opportunity to assess the compatibility of the planned park modifications with Phase II plans for the high school.
 - Renovations at the high school should NOT result in enrollment increases above the current capacity of 1600 students.
 - Adequate buffers should be provided between the school structure and adjacent homes.
 - Sufficient off-street parking should be provided for school staff, while avoiding the construction of decked parking structures. Policies should be adopted to discourage students from driving to school.
- 24) The current Nottingham Elementary School boundaries should be maintained to ensure continuity of education for members of the same family.

X. Street Lights and Power Lines

The Yorktown neighborhood survey was completed in late-2003, just after Hurricane Isabel struck the area, and several questions were included in the survey that addressed the response to the hurricane as well as the interest in burying utility lines.

Almost every household in the neighborhood lost its electricity during that storm, with 37% of neighborhood households losing power for four or more days.

Eighty-four percent of the survey respondents indicated that they believed burying power lines would help to prevent power outages in severe storms, and 81% indicated that to do so would help to beautify the neighborhood.

Sixty-two percent indicated that they would be willing to pay to have utility lines buried on their street, with that number being broken down as follows: 24% would be willing to pay through special assessments and 38% through adjustments in electric bills.

While the majority of respondents indicated that Dominion Power was responsive after the storm, a high 24% of the households responding indicated that they lose power “frequently and/or often without explanation.



Seventy-five percent of the respondents indicated that street lighting is adequate on their street, while 25% answered that it is not. A majority of the respondents indicated that they would favor replacing existing street lighting with Carlyle or Colonial-style street lights, and adding more poles.

Recommendations:

- 25) Arlington County should pursue policies that encourage the undergrounding of power lines in both commercial and residential areas. Costs for performing this work should be spread over a number of years and built into utility rates, rather than be paid through higher taxes.

- 26) Installation of Carlisle or other examples of improved street lighting should be considered at locations based on the following criteria: existing lighting that is inadequate or non-existent, high pedestrian traffic, poor or dangerous placement of existing light poles. Frequently mentioned candidates for improved lighting include these neighborhood streets:
 - 26th Street North
 - N. Florida Street
 - N. Greenbrier Street
 - N. Harrison Street
 - Old Dominion Drive (access road)

XI. Public Safety

The Yorktown neighborhood is perceived by residents as being fairly safe. Just 7% of households responding indicated that they thought there were areas of the neighborhood experiencing vandalism or other safety issues.

In their written comments, respondents identified the neighborhood parks and the high school as areas of concern citing graffiti, vandalism and drugs. Other locations mentioned included the back of the Lee/Harrison shops and Garden City Shopping Center.

While just 5% of the respondents indicated that they currently participate in a Neighborhood Watch program, 59% said they would like to participate in Neighborhood Watch.

Recommendations:

- 27) Traffic enforcement should be increased to ensure public safety.
- 28) The Arlington Alert system has not achieved the coverage necessary to provide meaningful notice to large numbers of residents and should be supplemented.

On questions of emergency notification and alerts, residents felt that more should be done. Just 28% answered that they “feel that adequate safeguards are in place for notification of residents in the event of an emergency.”

Just 11% of the respondents had signed up for the County’s Arlington Alert program, while a significant 64% indicated that they did not know anything about the program.

XII. Land Use and Zoning

Like many Arlington neighborhoods, the Yorktown area has seen its share of older homes torn down and replaced by new, much larger housing. Often times, one house is replaced by two or more larger homes on the same property.

The Yorktown neighborhood has experienced 3 projects under the County's relatively new Unified Residential Use Permit process that allows developers to bypass an expensive and time consuming site plan process in exchange for a process that involves more community input and negotiated conditions on the development. In one of those projects, the developer first carried out a by-right subdivision to carve out one lot and only then filed for a Unified permit on the balance of the property, an approach that proved quite controversial for nearby neighbors.

Recommendations:

- 29) Arlington County should continue to consider policies designed to reduce in-fill development, while maintaining a reasonable ability of property owners to make improvements to their homes.
- 30) The County should consider increasing setback requirements, especially on corner lots.
- 31) The "Unified Residential Development" use permit ordinance should undergo a complete review and be updated as needed based on actual results and effectiveness since the process was first established.
- 32) Greater coordination must be ensured between all county offices involved in the various aspects of new home construction to guarantee proper application of zoning rules and regulations. A greater commitment should also be given to strong enforcement of building codes and zoning ordinances.
- 33) The installation of sidewalks should be required as part of new home construction consistent with the plans of existing residents.



Another case of residential development resulting in complaints by nearby neighbors involved a tear down on a corner lot. Building permits were issued for a new house that would have exactly hit the height maximum as well as multiple setback restrictions. Only after concrete was poured for the basement did building inspectors determine that the house would be several

feet closer to the corner of the property than setbacks allowed.

The neighborhood survey confirmed support for adopting additional measures to limit in-fill development and reduce lot coverage. Some of the experiences in the neighborhood also argue for preventative measures that ensure that permits are not issued unless it is clear that all zoning limits will be adhered to during the construction process.

XIII. Historic Preservation and Neighborhood Beautification

The Yorktown neighborhood is home to one of Arlington's many listings in the National Register of Historic Places. The John Saegmuller House at 5115 North Little Falls Road, the current home to the Knights of Columbus Edward Douglass White Council, was added to the Register in March 2003. The home dates back to the early 1900's.

The neighborhood survey indicates there is strong support for preserving the Saegmuller House and the extensive grounds maintained by the Knights of Columbus.

Several survey respondents cited the need to repair a stone marker at the corner of Old Dominion Drive and Rock Springs Road which may have been part of the train station for the Great Falls & Old Dominion Railroad.

Locations within the neighborhood frequently cited for beautification include the business area at the Lee Highway and George Mason intersection; the George



Mason Drive median near that intersection; and a "paper street" that is undeveloped on N. Emerson Street between 25th Place N. and 26th Street N.

Recommendations:

- 34) Encourage preservation/restoration of historic mansion owned by Knights of Columbus on Little Falls Road.
- 35) Repair stone monument at corner of Rock Spring Road and Old Dominion access road.
- 36) Planning should be undertaken for the undeveloped public property at the end of N. Emerson Street between 25th Place N. and 26th Street N. to consider such options as installing a sidewalk and/or bicycle path and landscaping.
- 37) A complete neighborhood historical survey should be undertaken as soon as possible to identify historic homes.

Appendix I. Neighborhood Survey Results

Yorktown Neighborhood Conservation Survey

Instructions

Please answer the following questions about your neighborhood and return this survey by Oct. 31, 2003, to Yorktown Civic Association, 2827 N. Harrison St., Arlington, VA 22207. Please feel free to offer additional comments or suggestions beside each question. Your comments are important!

Street Lighting & Electrical Service

1. After Hurricane Isabel, did you find Dominion Power responsive to your requests to restore power?

(Select only one.)

- | | |
|-------------------------------------|-----|
| <input type="checkbox"/> Yes | 44% |
| <input type="checkbox"/> Somewhat | 30% |
| <input type="checkbox"/> Not at all | 14% |
| Didn't lose power | 2% |
| Didn't call | 4% |
| No answer | 6% |

2. How many days did you lack electricity after the hurricane?

(Select only one.)

- | | |
|---|-----|
| <input type="checkbox"/> None | 3% |
| <input type="checkbox"/> 1-3 days | 58% |
| <input type="checkbox"/> 4-5 days | 23% |
| <input type="checkbox"/> More than 5 days | 14% |
| No answer | 2% |

3. Do you believe that burying power lines would be an improvement in any of the following ways?

(Select all that apply.)

- | | |
|--|-----|
| <input type="checkbox"/> Help to prevent power outages in severe storms | 84% |
| <input type="checkbox"/> Help to beautify the neighborhood | 81% |
| <input type="checkbox"/> Help to reduce vehicle and pedestrian accidents because of fewer electric poles | 32% |
| <input type="checkbox"/> No help/not necessary | 9% |

4. Would you be willing to pay to have utility cables and wires buried on your street?

(Select only one.)

- | | |
|---|-----|
| <input type="checkbox"/> Yes, I would be willing to pay through special assessments | 24% |
| <input type="checkbox"/> Yes, I would be willing to pay as an adjustment to monthly electric bill | 38% |
| <input type="checkbox"/> No, I would not pay for any of it | 34% |
| Depends on the cost | 4% |
| Already paid | 2% |

5. How often do you lose power at your house?

(Select only one.)

- | | |
|--|-----|
| <input type="checkbox"/> Frequently and/or often without explanation | 24% |
| <input type="checkbox"/> Occasionally or only during severe storms | 60% |
| <input type="checkbox"/> Rarely or not at all | 16% |

6. Do you have adequate street lighting on your street?

(Select only one.)

- Yes 75%
- No 25%

7. Would you favor installing Carlyle or Colonial-style streetlights with shorter, more attractive poles on your street or other streets nearby?

(Select only one.)

- Yes (please indicate location) 54%
- No 35%
- No answer 11%

Sidewalks, Curbs and Pedestrian Safety

8. Generally, do you favor having sidewalks on most streets in the neighborhood?

(Select only one.)

- Yes, on at least one side 56%
- Yes, on both sides 34%
- No (please explain) 9%
- No answer 1%

9. Do you have a sidewalk on at least one side of your street today?

(Select only one.)

- Yes 74%
- No, but would like to have one put in 13%
- No, but not interested in a sidewalk in front of my house 13%
- No answer 1%

10. Are the sidewalks or curbs and gutters on your street in need of repair?

(Select only one.)

- Yes (please comment further) 18%
- No 77%
- No sidewalks on my street 1%
- No answer 4%

11. Are there any pedestrian hazards that make walking difficult in your neighborhood?

(Select only one.)

- Yes (please identify) 34%
- No 64%
- No answer 2%

12. Are there service strips between your sidewalk and the street or medians where you would like to have shade trees planted?

(Select only one.)

- Yes 11%
- No 82%
- No service strips 2%
- No answer 5%

Transportation and Traffic

13. Can you identify any traffic hazards or other traffic problems that need attention in the neighborhood?

(Select only one.)

- Yes (please identify) 61%
- No 34%
- No answer 5%

14. If your street was found to have excessive speed and volume, would you consider traffic calming measures which might include flashing signs, traffic circles, parking lines, etc.?

(Select only one.)

- Yes (please identify) 57%
- No 35%
- No answer 7%

15. What improvements would you like to see in the bus routes and bus schedules in the neighborhood?

16. Would you be more likely to take the bus if bus shelters were installed in the neighborhood?

(Select only one.)

- Yes (please indicate location) 14%
- No 77%
- No answer 9%

17. What is your impression of the bike lanes in the neighborhood?

(Select only one.)

- Number of streets having bike lanes should be increased (indicate location) 16%
- Number of bike lanes is about right 64%
- Number of bike lanes should be reduced (indicate location) 8%
- Don't have bike lanes 2%
- No answer 11%

18. Is parking a problem on your street?

(Select only one.)

- Yes (please provide location and time of day of problem) 21%
- No 77%
- No answer 3%

Parks

19. In 2002, a Master Plan was adopted by the County Board which established general principles for the redevelopment of Greenbrier Park (includes the Yorktown High athletic fields). Next year, the county Parks Dept. will go through the design phase and produce detailed construction plans based on that adopted Master Plan. **Please list any improvements that are most important to you and the neighborhood in the redevelopment of Greenbrier Park?**

20. Chestnut Hills Park, on Harrison Street, has been largely designed as a park for young children, with emphasis on activities and equipment for ages up to 10 years and passive green-space uses. Do you support continuing this as the primary focus for Chestnut Hills park?

(Select only one.)

- | | |
|------------------------------|-----|
| <input type="checkbox"/> Yes | 91% |
| <input type="checkbox"/> No | 4% |
| No answer | 5% |

21. If not, what other kinds of activities and/or equipment would you like to see in Chestnut Hills Park?

22. How do you usually travel to Chestnut Hills Park?

(Select all that apply.)

- | | |
|--|-----|
| <input type="checkbox"/> Walk | 60% |
| <input type="checkbox"/> Automobile | 29% |
| <input type="checkbox"/> Bicycle | 4% |
| <input type="checkbox"/> Other (specify) | 1% |
| Don't go there | 10% |

23. Would you like to see the community garden plots at Chestnut Hills Park expanded?

(Select only one.)

- | | |
|------------------------------|-----|
| <input type="checkbox"/> Yes | 31% |
| <input type="checkbox"/> No | 41% |
| No answer | 26% |

24. Rock Spring Park (between Yorktown Blvd. and Little Falls Rd. at George Mason Blvd) is designed as a natural resource open space. It provides a natural environment, including several flower beds for visitors to enjoy. What improvements, if any, would you suggest for Rock Spring Park?

Commercial and Business Areas

25. Which of the following local shopping areas do you frequent?

(Select all that apply.)

- | | |
|--|-----|
| <input type="checkbox"/> Lee-Harrison Shopping Center | 96% |
| <input type="checkbox"/> Other stores at Lee/Harrison intersection (e.g. Safeway, CVS, etc.) | 87% |
| <input type="checkbox"/> Garden City shops (at Lee/George Mason) | 43% |
| <input type="checkbox"/> Other stores and shops on Lee Highway | 62% |

26. What improvements, if any, would you recommend to the appearance, traffic flow, services or stores provided by the commercial buildings and shopping areas in the neighborhood?

27. What additional types of businesses would you like to see in our neighborhood?

28. Would you patronize the Garden City shopping area, on Lee Highway at George Mason, more often if it was improved?

(Select only one.)

- | | | |
|---|-----|-----|
| <input type="checkbox"/> Yes (please explain) | 68% | |
| <input type="checkbox"/> No (please explain) | | 18% |
| No answer | | 14% |

29. Please identify any specific improvements you would like to see at the Garden City shopping area?

Neighborhood Beautification and Trees

30. What ideas or suggestions do you have for beautifying your neighborhood?

31. Can you identify any sites in the neighborhood that would be good locations for public art work such as murals or sculptures?

(Select only one.)

- | | | |
|--|-----|-----|
| <input type="checkbox"/> Yes (please identify) | 16% | |
| <input type="checkbox"/> No | | 65% |
| No answer | | 20% |

32. Can you identify any areas where there is overgrown vegetation or a need to improve plantings, particularly on public property?

(Select only one.)

- | | | |
|--|-----|-----|
| <input type="checkbox"/> Yes (please identify) | 22% | |
| <input type="checkbox"/> No | | 58% |
| No answer | | 20% |

33. Do you think that the neighborhood has a problem with any of the following?

(Select all that apply and note location of problem(s).)

- | | | |
|---|-----|-----|
| <input type="checkbox"/> Trash | | 24% |
| <input type="checkbox"/> Vermin | 25% | |
| <input type="checkbox"/> Signs | | 5% |
| <input type="checkbox"/> Maintenance of public areas | 8% | |
| <input type="checkbox"/> Graffiti | | 5% |
| <input type="checkbox"/> Weeds and/or invasive plants | 13% | |
| <input type="checkbox"/> Deer | | 1% |
| <input type="checkbox"/> Other (please specify) | 8% | |

34. Is there a problem with noise on your street?

(Select only one.)

- | | | |
|--|-----|-----|
| <input type="checkbox"/> Yes (please identify) | 25% | |
| <input type="checkbox"/> No | | 69% |
| No answer | | 5% |

35. Are there any structures, abandoned vehicles, or areas in the neighborhood that you consider eyesores or safety hazards?

(Select only one.)

- | | | |
|--|-----|-----|
| <input type="checkbox"/> Yes (please identify source of noise) | 19% | |
| <input type="checkbox"/> No | | 72% |
| No answer | | 9% |

Public Safety

36. Are you aware of any areas in the neighborhood that have a problem with vandalism or could be improved from a standpoint of public safety?

(Select only one.)

- | | | |
|--|----|-----|
| <input type="checkbox"/> Yes (please identify) | 7% | |
| <input type="checkbox"/> No | | 83% |
| No answer | 9% | |

37. Would you participate in a Neighborhood Watch program?

(Select only one.)

- | | | |
|--|----|-----|
| <input type="checkbox"/> Already participate in Neighborhood Watch | 5% | |
| <input type="checkbox"/> Yes | | 59% |
| <input type="checkbox"/> No | | 27% |
| No answer | | 9% |

38. Do you feel that adequate safeguards are in place for notification of residents in the event of an emergency?

(Select only one.)

- | | | |
|--|-----|-----|
| <input type="checkbox"/> Yes (please identify) | 28% | |
| <input type="checkbox"/> No | | 46% |
| Don't have enough information to answer/not sure | 6% | |
| No answer | | 21% |

39. Have you signed up for Arlington County's new e-mail/digital emergency alert system (see <http://www.arlingtonalert.com>)?

(Select only one.)

- | | | |
|--|-----|-----|
| <input type="checkbox"/> Yes | | 11% |
| <input type="checkbox"/> No, not yet | | 22% |
| <input type="checkbox"/> Don't know anything about the program | 64% | |
| No answer | | 4% |

Land Use and Zoning

40. Are there problems with code violations in your neighborhood?

(Select only one.)

- | | | |
|--|-----|-----|
| <input type="checkbox"/> Yes (please identify) | 12% | |
| <input type="checkbox"/> No | | 70% |
| Don't know/Not sure | 4% | |
| No answer | | 15% |

41. In-fill development can be defined as development of single family homes in between or behind existing homes or replacing existing homes with much larger houses. Please tell us your opinion of this practice?

(Select only one.)

- | | | |
|--|-----|-----|
| <input type="checkbox"/> Support it (please explain) | 21% | |
| <input type="checkbox"/> Don't support it (please explain) | 51% | |
| <input type="checkbox"/> No opinion | | 22% |
| No answer | | 6% |

42. The County has adopted changes in residential zoning provisions to clarify height measurements at 35 feet, back lot line measurements and restrictions on pipe-stems (houses in back of houses). The major remaining issue is lot coverage. Currently, residential houses can cover 56% of a lot's surface. Would you support further limiting coverage as a means of reducing the bulk of new houses?

(Select only one.)

- | | |
|------------------------------|-----|
| <input type="checkbox"/> Yes | 59% |
| <input type="checkbox"/> No | 32% |
| No answer | 9% |

43. Would you favor the establishment of any other additional guidelines for new housing development or improvements in the neighborhood?

(Select only one.)

- | | | |
|---|-----|-----|
| <input type="checkbox"/> Yes (please explain) | 34% | |
| <input type="checkbox"/> No | | 38% |
| No answer | | 27% |

Historic Preservation

44. Are you aware of any properties/structures/locations in our neighborhood that you think should be considered historic due to age, architecture, previous owner, or usage?

(Select only one.)

- | | | |
|--|----|-----|
| <input type="checkbox"/> Yes (please identify) | 8% | |
| <input type="checkbox"/> No | | 87% |
| No answer | | 5% |

45. Should the Yorktown Civic Association (YCA) undertake a project of providing markers for significant and/or historic properties in our neighborhood?

(Select only one.)

- | | | |
|--|-----|-----|
| <input type="checkbox"/> Yes (please identify) | 33% | |
| <input type="checkbox"/> No | | 47% |
| Not sure | | 1% |
| No answer | | 20% |

General Neighborhood Conditions and Characteristics

46. How many years have you lived at your current location?

(Select only one.)

- | | | |
|--|-----|-----|
| <input type="checkbox"/> less than 3 years | 18% | |
| <input type="checkbox"/> 3 to 6 years | | 17% |
| <input type="checkbox"/> 7 to 12 years | | 20% |
| <input type="checkbox"/> 13 to 20 years | 15% | |
| <input type="checkbox"/> over 20 years | 30% | |
| No answer | | 1% |

47. What are the three things you like most about this neighborhood?

48. What are three things about this neighborhood that need improvement?

49. Do you rent or own your home?

(Select only one.)

- | | | |
|-------------------------------|-----|----|
| <input type="checkbox"/> Rent | 5% | |
| <input type="checkbox"/> Own | 93% | |
| No answer | | 1% |

50. How many children are living in your home?

(Select only one.)

- | | | |
|---|----|-----|
| <input type="checkbox"/> None | | 57% |
| <input type="checkbox"/> One | | 18% |
| <input type="checkbox"/> Two | | 17% |
| <input type="checkbox"/> Three | | 5% |
| <input type="checkbox"/> Four | | 1% |
| <input type="checkbox"/> More than four | 1% | |
| No answer | | 2% |

51. Please provide any additional comments or suggestions not covered by the other questions.

52. Please list the street and block you live on or the closest intersection (e.g. 2600 N. Columbus or Columbus and 26th Street)?

(Provide one response only.)

Appendix II. Plan Development and Acknowledgements

The Yorktown Civic Association voted in April 2003 to initiate a major update to the Yorktown Neighborhood Conservation Plan. The timeline of major actions taken for completion of the plan is as follows:

- April 2003 – Yorktown Civic Association votes to begin plan update.
- May to June 2003 – conducted review of status of recommendations in original 1995 plan.
- July 2003 – executive committee meets with Shirley Grant, Neighborhood Conservation Planner, to kick-off survey development.
- October 2003 – neighborhood survey mailed to 1065 households in neighborhood.
- November 2003 – preliminary survey results presented at civic association's Fall 2003 meeting. Neighborhood Conservation Planner Adam Denton makes presentation on process for plan development.
- December 2003 to January 2004 – tabulation of detailed survey results.
- February 2004 – final survey results presented at civic association's Winter 2004 meeting.
- May 2004 – planning session held with neighborhood residents to identify possible priorities and recommendations for plan.
- June – December 2004 – executive committee prepares draft of neighborhood plan.
- February 2005 – civic association membership adopts neighborhood plan update and approves submission to Neighborhood Conservation program.

Primary responsibility for development of the neighborhood survey and neighborhood plan rests with the Yorktown Civic Association's executive committee members:

David Haring, President
Sandi Berenbaum, Vice President (past)
David Friedman, Vice President (present)
Cate Mueller, Secretary
Bob Littell, Treasurer

At large members: Ted Weihe, Sally Lopez, Bill Nary, Eileen Colton, Margaret Eubank, Claudia Volk, and Bob Gatewood.

Special thanks go to Jinling and Kim Elliot for their very able and professional assistance in tabulating the neighborhood survey results. They really helped to get this effort off on the right foot!

On behalf of the Yorktown neighborhood, the Yorktown Civic Association thanks Chris Nixon, Neighborhood Conservation program manager, for her dedication and energy in leading a very successful program that has done much to improve the quality of life in this and other Arlington neighborhoods. Thanks also goes to Adam Denton from the Neighborhood Conservation staff for his guidance and patience in keeping the process of development of this plan moving steadily along to completion.

Appendix III. Staff Comments

Pedestrian Safety and Sidewalks			
Recommendation No.	Location In Plan	Civic Association Recommendation	Comment (Department)
1	Page 22	Fund construction of continuous stretches of sidewalk on any street where the County's current 60% petition threshold is met by residents. If residents of several streets meet the petition threshold simultaneously, priority will be given to streets currently without any sidewalks and streets with the greatest current or potential pedestrian traffic. A good faith effort will be made to include all affected residents in the sidewalk project design process.	There is a sidewalk inventory which identifies the locations of missing sidewalks for every street in the neighborhood as part of these recommendations. Of the streets identified, only North Harrison Street is a minor-arterial street, and any potential sidewalk project would be funded through WalkArlington. Sidewalk projects on neighborhood streets would likely be funded through the NC program. – Department of Environmental Services (DES)

Traffic Safety			
Recommendation No.	Location In Plan	Civic Association Recommendation	Comment (Department)
3	Page 26	Fund the long-standing plans to re-design the intersections at Lee Highway/George Mason Drive and Lee Highway/Harrison Street. Include a left turn lane from the two side streets onto Lee Highway.	The projects for improvements at both of these intersections are currently in design. We anticipate construction to take place this year at the George Mason Drive intersection, and construction next year at the Harrison Street intersection. - DES
4	Page 26	Include the full length of the neighborhood's three arterial streets – George Mason Drive, Yorktown Boulevard, and Harrison Street -- in Arlington's new Arterial Street Traffic Calming program (Harrison Street from Lee Highway to N. 26 th Street is one of the program's original selections). Possible options may include (but should not be limited to): a) reducing George Mason Drive between Lee Highway and Yorktown Boulevard to 2-lanes with wider medians and bike lanes; b) installation of a median and traffic speed indicator warning on Yorktown Boulevard and reduction of the speed limit to 25 mph; and c) installation of nubs at the Harrison Street intersections with 26 th Street, 27 th Street, and Little Falls Road (the	Concerning an "arterial traffic calming program", such a program does not currently exist. The County is moving forward with at least partial implementation of the initial three pilot street projects. Additional projects are not envisioned until funding is available. Some measures such as nubs and speed indicators can be implemented prior to undertaking more comprehensive projects. There is a recommendation to reduce North George Mason Drive north of Lee Highway to one lane in each direction. This does not appear to be a cost-effective change. Although the traffic volume is less than that on some of our other two-laned divided roads, to remove pavement and curb and to replace curb on two roadways each about 2100 feet long would be expensive. An adequate transition would be needed north of Lee Highway. Concerning reducing the speed limit on Yorktown

		Little Falls intersection is being considered for nubs as part of a Neighborhood Traffic Calming project for Little Falls Road.	Boulevard, the prevailing speeds would not support a reduction in the speed limit from 30 mph to 25 mph. - DES
5	Page 26	The Neighborhood Traffic Calming program has been used quite successfully in this neighborhood to address traffic safety issues. This program should be given adequate funding to continue to address neighborhood traffic issues throughout Arlington. Several additional candidate streets exist in this neighborhood and should be considered for assistance, in particular: 26 th Street N. west of Harrison Street; 28 th Street N. between Yorktown Boulevard and Greenbrier Park; N. Greenbrier Street north of 26 th Street N.; and N. Florida Street north of 26 th Street. Consideration should also be given to replacement of the existing speed humps on 26 th Street N. between Harrison Street and George Mason Drive due to their deteriorating condition.	County staff will collect traffic data and evaluate the streets identified for potential future Neighborhood Traffic Calming (NTC) projects. - DES
7	Page 30	<p>Bus shelters should be considered at the following locations (trash receptacles should also be provided):</p> <ul style="list-style-type: none"> ○ Yorktown Boulevard at Yorktown High School ○ George Mason Drive (south of 26th Street) <p>Additional locations on Lee Highway.</p>	If requesting bus shelters, then County staff can evaluate these locations to determine if adequate public right of way exists to install bus shelters.

Commercial Activity			
Recommendation No.	Location In Plan	Civic Association Recommendation	Comment (Department)
10	Page 32	Replace existing concrete wall and sidewalk with landscaping at the front of the Garden City Shopping Center and repair and widen the sidewalk adjacent to the shops. Screen dumpsters with attractive, fenced cages and keep them closed. Remove abandoned equipment from the rear of the property. Include landscaping and screening from the adjacent neighbors at the rear of the center. County alley behind the Center and its adjoining grass strip on the north side should be cleaned, resurfaced and regularly maintained. (Also see comments under "Parking")	A sidewalk along Lee Highway in front of the Garden City Shopping Center is necessary for access to bus stops. The County should not give up a sidewalk within the existing public right of way to enhance those on private property. - DES
11	Page 32	Re-stripe the existing parking areas, both in the front and to the rear of the Center to increase the number of spaces. Curbs or similar structures should be added to the alley, behind the Center which could then be reconfigured to accommodate additional, possibly metered, parking.	The size of parking spaces must conform to Zoning Ordinance requirements for parking spaces. When spaces are made too narrow, there is the likelihood of some vehicles taking up two spaces resulting in a net loss of spaces. The parking layout that maximizes the number of spaces is usually the one that conforms to the maximum space size specified in the Zoning Ordinance. - DES
13	Page 32	Modify vehicle entrances into the Center to include turning lanes from Lee Highway. Reduce the multiple existing entrances from Lee Highway to one entrance at the east end and one entrance at the west end. Modifications to increase parking at the rear of the building and definition of the alley as an entry and exit method will also facilitate better access to the Center.	A left turn lane on Lee Highway is to be provided as part of intersection upgrade at George Mason Drive. Any additional turn lanes will require the acquisition right of way for Lee Highway. Staff would support reducing the number of driveways from Lee Highway. VDOT is the agency that controls access on Rt. 29 and they must approve such changes. - DES

Parks			
Recommendation No.	Location In Plan	Civic Association Recommendation	Comment (Department)
14	Page 36	Sufficient buffer areas must be established and maintained at Greenbrier Park due to the close proximity of its immediate neighbors and the high level of activity at the park.	Additional evergreens for screening will likely be provide within existing vegetated buffers as part of the renovation of Greenbrier Park. -Parks, Recreation, and Cultural Resources (PRCR)

15	Page 36	Hours of operation at Greenbrier Park should be adopted and clearly posted as follows: No sporting events or organized practices should be scheduled prior to 9 a.m. on weekends, and all games and practices should end by 10:30 p.m. 7 days per week. No P.A. system use should occur prior to Noon.	PRCR will work with the community to put an operation plan into writing. It is not feasible to restrict public address system usage while organized events are taking place. – PRCR
16	Page 38	Chestnut Hills Park should continue to be focused on toddlers and younger children as an area where they can play safely and conveniently without interference from activities of older children or adults.	Future master planning efforts could possibly add activities for other age groups, but functional separation of age-appropriate activities is an important factor to be considered in a master plan. - PRCR
17	Page 38	Recently acquired property for Chestnut Hills Park should be reserved for either (1) children's activities and recreation or (2) as passive recreational areas (walkways, garden areas, picnic area etc.)	This recommendation will be considered in a possible future master plan for Chestnut Hills Park. - PRCR
19	Page 38	Residential properties adjacent to Chestnut Hills Park currently identified on the County's General Land Use Plan (GLUP) as "Public" (i.e. future park land) should have their designation changed to "Residential."	This will be addressed in a future planning process for this park to be initiated by the Department of Parks, Recreation and Cultural Resources. The exact date of the initiation of the study has not been set. – Community Planning, Housing, and Development (CPHD)
21	Page 38	The small park area at Yorktown Boulevard and Old Dominion Drive which was developed as a recent Neighborhood Conservation project should be given a name and should be given a designation as passive open space. An iron fence should be installed along Old Dominion Drive as part of a gateway treatment and to prevent dangerous cut-through pedestrian traffic.	Currently, the department is disinclined to designate small, disconnected spaces as parks, as they impose a maintenance burden on the department while providing little return in terms of recreation value. - PRCR

Street Lights and Power Lines

Recommendation No.	Location In Plan	Civic Association Recommendation	Comment (Department)
25	Page 43	Arlington County should pursue policies that encourage the undergrounding of power lines in both commercial and residential areas.	Concerning the undergrounding of power lines in commercial and residential areas and building the cost into utility rates, we believe this is not financially feasible. Utility rates are the same

		Costs for performing this work should be spread over a number of years and built into utility rates, rather than be paid through higher taxes.	system wide. We would impose extra costs on many who receive no benefit. - DES
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Land Use and Zoning

Recommendation No.	Location In Plan	Civic Association Recommendation	Comment (Department)
29	Page 45	Arlington County should continue to consider policies designed to reduce in-fill development, while maintaining a reasonable ability of property owners to make improvements to their homes.	The County Manager is recommending policies that would attempt to reduce the negative impact of new infill development while allowing the owners of older homes to make reasonable expansions. - CPHD
30	Page 45	The County should consider increasing setback requirements, especially on corner lots.	Increasing the setback requirements for corner lots could reduce the viability of a lot for home building. - CPHD
31	Page 45	The "Unified Residential Development" use permit ordinance should undergo a complete review and be updated as needed based on actual results and effectiveness since the process was first established.	The Planning Commission has expressed an interest in initiating such a review. - CPHD