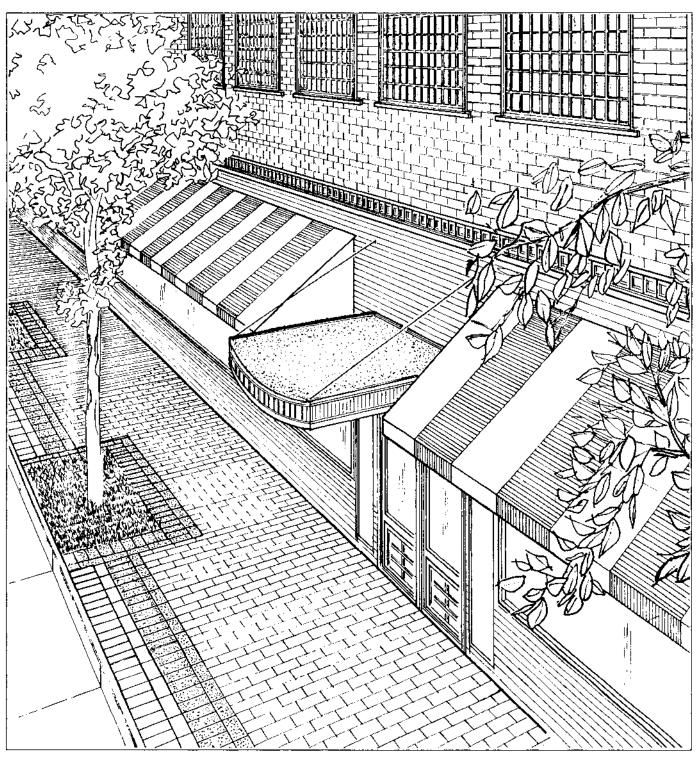


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Revitalization Through Community Design

Adopted June 7, 1994 Arlington County, Virginia



ARLINGTON COUNTY, VIRGINIA DEPARTMENT OF COMMUNITY PLANNING, HOUSING & DEVELOPMENT PLANNING DIVISION

September 1, 1996

To:

The Citizens of Arlington County

Subject:

Lee Highway/Cherrydale Revitalization Plan: Revitalization through Community Design

Attached is a copy of the Lee Highway/Cherrydale Revitalization Plan which was adopted by the Arlington County Board on June 7, 1994. The purpose of this Plan is to provide an urban design framework to guide public and private investment in the physical revitalization of Cherrydale. The Plan will serve as a guide to the revitalization of Lee Highway much as Sector Plans serve to guide the development of the Rosslyn-Ballston Corridor. The Plan is organized into seven sections: Executive Summary, Background, Demographic Profile, Land Use Analysis, Transportation, Urban Design Analysis, and Urban Design Guidelines. The Executive Summary outlines key components of the study including goals, key findings, concept plan, and the recommended action plan.

We would like to take this opportunity to thank all those who contributed to the development of this Plan. Special thanks are extended to the Lee Highway/Cherrydale Revitalization Task Force, and its chairman, Maury Flagg, to the Cherrydale Civic Association and to the Maywood Community Association for their active participation in this planning process.

Please contact Gabriela Acurio or Douglas J. Woods, in the Planning Division, at 358-3525 for more information.

Robert E. Brosnan

Planning Division Chief

LEE HIGHWAY/CHERRYDALE REVITALIZATION PLAN: REVITALIZATION THROUGH COMMUNITY DESIGN

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I. EXECUTIVE SUMMARY

Introduction

As part of the County's continuing effort to plan for the preservation and orderly revitalization of small business areas, the County Board directed staff to undertake a comprehensive study of the Lee Highway/ Cherrydale commercial area. The purpose of the study is to provide an urban design framework to guide public and private investment in the physical revitalization of Cherrydale.

The Lee Highway/Cherrydale commercial area plays a key role in the future of the surrounding neighborhoods. Like traditional village centers, the Lee Highway/Cherrydale area has both a commercial and residential character that includes vital neighborhood retail and community facilities. The image of the commercial area, however, is that of an aging, functionally obsolete, pre-1950s strip commercial center that does not complement the surrounding residential neighborhoods. The deteriorating streetscape, lack of building maintenance, traffic congestion, poorly demarcated pedestrian areas, lack of adequate and accessible parking, and lack of open space, often detract from people walking, shopping, and crossing Lee Highway. The successful retail activity indicates, however, that in essence, the detracting factor is not the mix of retail uses available, but rather, the lack of special design elements that could provide cohesiveness to the commercial area and contribute to the quality of life in the adjacent neighborhoods.

This Plan, therefore, recommends developing a "village center" on Lee Highway that balances its residential and neighborhood shopping functions with its role as a major east-west arterial. The goal is to create a lively and attractive neighborhood commercial area, as envisioned by the Lee Highway/Cherrydale Task Force, through public and private efforts.

The revitalization plan is organized into seven sections: Executive Summary, Background, Demographic Profile, Land Use Analysis, Transportation, Urban Design Analysis, and Urban Design Guidelines. The Executive Summary outlines key components of the study including goals; key findings; concept plan and suggested actions; a review of existing conditions; an analysis of issues related to urban design, traffic management and existing land use and zoning patterns; and, a set of recommendations for solving urban design issues that will support and encourage the enhancement of Cherrydale as a neighborhood commercial area. The Background section gives an overview of the history of development in the study area and summarizes key recommendations in existing plans and studies of the Lee Highway/Cherrydale area including the Community Improvement Plans, and the Lee Highway/Cherrydale Revitalization Task Force Report. The Demographic Profile section gives a brief description of the Lee Highway/Cherrydale market area population

characteristics and is intended to serve as a basis for analyzing the overall market potential of the commercial area. The Land Use Analysis section includes a description of existing land use and zoning patterns in the study area and analyzes land use and development issues. The Transportation section outlines traffic related findings and addresses road improvement proposals. The Urban Design Analysis section describes existing physical conditions in the area and analyzes sense of place, building relationships, open space and other urban design issues. Finally, the Urban Design Guidelines section provides the framework for the coherent translation of the urban design concept plan into the envisioned physical form and architectural character for the Lee Highway/Cherrydale area.

In addition, this document includes in the appendices, the Lee Highway/Cherrydale Revitalization Task Force Report, the Lee Highway Study Area: Historic Resources Study, the text for the "C-2" Zoning District, a glossary of planning terms, and a list of businesses in the Cherrydale commercial area.

Revitalization Goals

At the onset of the Lee Highway/Cherrydale Revitalization Study, a set of preliminary goals was established to guide staff in developing a comprehensive approach that recognized the need to revitalize the commercial area's image and encourage the continuance of existing businesses in a manner that is compatible with the overall character of the surrounding residential neighborhoods. These goals also address key concerns expressed by the Lee Highway/Cherrydale Revitalization Task Force as well as major objectives outlined in the Cherrydale Neighborhood Conservation Plan. Specifically the goals are to:

- Preserve the neighborhood retail character and vitality of the Lee Highway/Cherrydale commercial corridor by retaining existing businesses, and by implementing traffic improvements;
- Establish a sense of place and positive image for the Lee Highway/Cherrydale area by preserving buildings which contribute significantly to the character of Cherrydale, by preserving existing landscaped medians and by providing a better streetscape which would bring about visual and functional cohesiveness between both sides of Lee Highway;
- Preserve the integrity of residential neighborhoods by not allowing expansion of commercial uses into residential areas and by visually and functionally improving transitions between both uses;
- Provide for a pleasant, safe and diverse pedestrian experience by visually and physically connecting
 activities throughout Cherrydale and facilitating pedestrian flow between the north and south sides of
 Lee Highway;
- Provide for a safe and efficient flow of vehicular traffic to and from the Cherrydale commercial area on major thoroughfares that are well-designed and landscaped, and that promote safe pedestrian movement; and,
- Encourage and facilitate the use of public transportation by providing adequate, safe and attractive pedestrian facilities.

Key Findings

The following summarizes the primary conclusions of the analysis phase of this study. The findings are organized into five categories: background, demographics, land use and zoning, transportation, and urban design. These categories correspond to the analysis sections of this Plan.

Background

- The Lee Highway/Cherrydale area has experienced limited construction in recent years. The largest single commercial site in the study area was redeveloped in 1987 for a new Safeway grocery store.
- Five buildings along Lee Highway including the Ivey Welding/ Cherrydale Auto Parts complex, the Philippine Market and Regal Shoe Repair, the Cherrydale Hardware, the Fire Station, and the Rudolph House have been identified as potential historic sites.
- The study area is served by nearby parks, including the Cherry Valley Nature Area, Oak Grove Park, Cherrydale Park, and Cherrydale Playfield adjacent to the H. B. Woodlawn School.
- Great variety of housing types and community resources are found in the study area, including the Cherrydale Library, Fire Station #3, and Camelot Hall which provides housing for the elderly.
- A number of neighborhood and community plans have been adopted for the Lee Highway/Cherrydale study area over the past years. The Lee Highway/Cherrydale Revitalization Task Force established in September 1988, forwarded its recommendations to the County Board in April 1990.
 Recommendations included in these plans and studies provide the basis for the revitalization action plan.

Land Use and Zoning

- Within the study area there are approximately 24 areas where the General Land Use Plan does not accurately reflect existing uses and zoning.
- Commercial zoning along Lee Highway is predominantly "C-2", Service Commercial Community Business District, a by-right development district that provides limited flexibility in terms of site design and parking requirements, which may constrain the revitalization or expansion of shopping areas along Lee Highway.

- Of 253,329 square feet of commercial space only two percent is dedicated to office uses.
- Most of the commercial properties in the study area are developed at well under the maximum allowable density and it is unlikely that any major redevelopment will occur in the near future.
- The commercial core of the study area is dominated by auto-related uses which cover over seven acres of the study area and are developed at an average density of 0.3 floor/area ratio (FAR). In addition, parking lots for commercial uses cover almost two acres of the study area.
- The shallow depth of commercial lots prohibits, in many cases, the ability to develop a functional and economically viable commercial building with adequate parking.
 - Transitional parking lots are located on land zoned for low-density residential development; therefore, many are controlled by use permit.
- There are approximately 9.07 acres on seven vacant or underdeveloped sites in the study area that have been identified as having redevelopment potential. Approximately 5.93 acres are zoned for commercial development (5.49 acres zoned "C-2"). If these sites were redeveloped to the allowable density of 1.5 FAR approximately 358,717 square feet of gross floor area could be built.
- If much of the commercial land were to redevelop in non-retail uses, the loss of neighborhood serving businesses could result in a significant loss of amenities for the study area residents and, therefore, affect the community's quality of life.
- Absence of transitions between commercial and residential uses due to lack of adequate screening and buffering most frequently occurs with Special Exception uses in the "C-2" and "R-6" zoning districts.

Transportation

- By the year 2010, Lee Highway is expected to shoulder a significant portion of the forecast growth traveling to and beyond the Rosslyn-Ballston Corridor.
- The Long-Range Master Transportation Plan Part I (MTP) recommends that Lee Highway be reconstructed to six lanes between North Kenmore Street and Military Road/North Quincy Street.

- According to the Lee Highway Traffic Operations Study, the five-points intersection presently
 operates and will continue operating at a level of service (LOS) F during peak periods.
- The uncertainty regarding the timing and alignment of the planned widening of Lee Highway has led to limited re-investment in existing and new commercial development.

Urban Design

- Entry points to the commercial area lack special elements that could identify the area as a unique place.
- Although buildings within the commercial core generally fall into different architectural styles, the study area has a cohesive identity with buildings similar in scale, height, age and materials. Many of the buildings contribute to the character of the area, however, some of the commercial buildings are in poor condition and have deteriorated facades and unattractive retail window displays.
- Although there are some freestanding buildings and parking lots which fragment the street wall, the continuous exterior walls of most of the commercial buildings located directly on the street and the topographic changes occurring on both sides of the Lee Highway corridor serve to provide spatial definition and a strong sense of enclosure.
- The five-points intersection has the potential to be a major focal point within the study area, but the lack of spatial definition and a place maker detracts from this potential.
- In an attempt to compete with one another for attention, signs tend to be large and garish, creating visual confusion.
- The existing street lights within the commercial area are designed for vehicles rather than for people and do not provide appropriate lighting for the pedestrian.
- The study area has a unique element in its attractively landscaped residential neighborhoods, parks, and wide medians. These nodes of green space add beauty, enhance the character of the area, and are a vital part of the streetscape. Within the commercial core, however, attractive and useable open space is virtually non-existent. Access to Cherrydale Park, which is directly adjacent to the commercial area, is confusing and uninviting.
- Benches and other street furnishings are almost non-existent.

- Overhead utilities, found along Lee Highway, interfere with the creation of an attractive streetscape by adding to the visual clutter.
- When walking or driving along Lee Highway, different vistas emerge at very short intervals because
 of the significant topographic changes and the curving character of Lee Highway.
- Concrete sidewalks within the study area are generally in good condition and clear of obstructions, such as telephone and sign poles. However, most sidewalks are very narrow and there is no provision for planting/utility strips separating pedestrians and vehicles. In addition, numerous curb cuts and the lack of sidewalks, in some areas, exacerbate pedestrian and vehicular conflicts.
- The "five points" intersection favors the automobile to such an extent that potential pedestrian use is discouraged. In addition, designated pedestrian crossing points are widely spaced and poorly marked.
- Parking areas along Lee Highway are often inefficient and unattractive. They often lack landscaping and clearly defined entrances. In addition, parking lots are often situated in front of buildings, creating a barrier between the street-side walkway and the entrance to the building.
- While most of the residential areas are well maintained, the commercial areas are often physically deteriorated and unkempt, especially where commercial uses directly adjoin residential development.

Urban Design Concept Plan

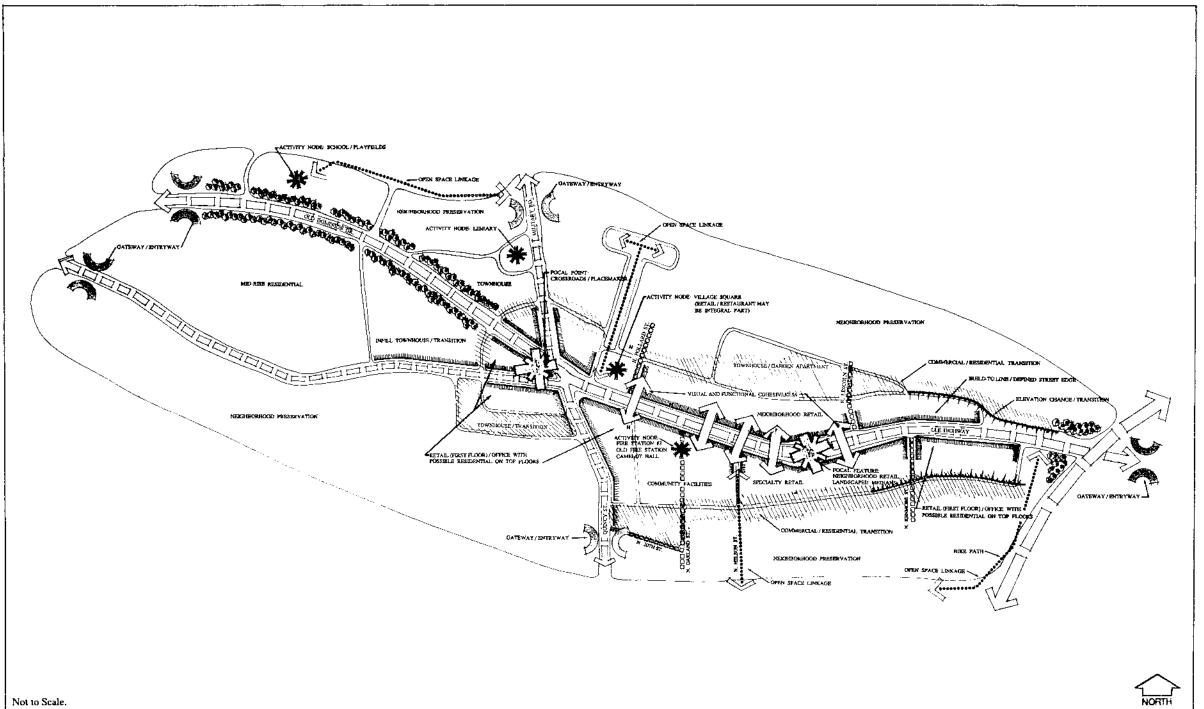
The Lee Highway/Cherrydale Revitalization Plan recognizes and preserves the character of the Lee Highway/Cherrydale area as a neighborhood commercial corridor. The concept plan for the revitalization of Lee Highway (Illustration 1) strives to create a vital neighborhood village center for Cherrydale and provides for safer and more comfortable vehicular and pedestrian movement through public and private actions.

Providing a sense of cohesiveness is important to the Lee Highway/Cherrydale area. The purpose of the Lee Highway/Cherrydale Concept Plan is to convey a vision of what this area can be and how that vision can be achieved. The General Land Use Plan, the revitalization goals, and the "C-2" zoning pattern establish the basis for the revitalization of Cherrydale as a neighborhood village center. This character can be created through business revitalization, urban design strategies and public improvement programs. To achieve the concept plan, County investment is needed in streetscape and related public improvements. However, business and property owners will also need to play a major role in improving the area's image and expanding the neighborhood serving retail uses. Renovated commercial buildings offering a variety of goods and services, and the implementation of appropriate and effective transitions between commercial and residential areas can improve the quality of life in the surrounding apartment and single-family residential areas. Urban design improvements, including special gateway treatments, distinct streetscape features, utility undergrounding, and selective infill development can reinforce Cherrydale's identity as a special place in Arlington.

Elements of the Urban Design Concept Plan

- Village Center
 - neighborhood retail
 - community facilities
 - village square
 - preservation of historic buildings
- Diverse Housing Opportunities
 - preservation of single family residential neighborhoods
 - new townhouse development
 - mid-rise apartments
 - housing for the elderly
 - housing over commercial uses
- Lee Highway Traffic Improvements
 - improvement project adding bike lane
 - five-points intersection improvements
 - on-street parking lane (non-peak hours)

- Lee Highway Boulevard Concept
 - enhanced landscaped medians
 - provision of street trees
- Innovative Urban Design
 - adequate and innovative parking alternatives
 - renovation of auto related facilities
 - build-to-line and defined street edges
 - distinct entryways
- Special Open Space Linkages
 - distinct streetscape
 - completion of sidewalk system
 - establishment of pedestrian connectors to link area parks
- Improved Commercial/Residential Transitions
 - extensive landscaped buffers
 - townhouse development





Revitalization Strategies

Many of the elements necessary for a successful revitalization program are in place along Lee Highway. The commercial area remains viable with a stable core of long-established businesses, a low vacancy rate, and an economically strong trade area. The County Board, by appropriating funds for capital improvements, has demonstrated its commitment to revitalization. This effort, however, requires an equal commitment from property owners, merchants, and civic leaders, to further invest time and resources into the revitalization of Lee Highway. The following strategies present an opportunity to refine the image and create a unique commercial environment along Lee Highway in Cherrydale. This unique image consists of a "village center" for the surrounding residential neighborhoods that provides a wide variety of neighborhood retail opportunities within an attractive community.

- 1. Adopt the Lee Highway/Cherrydale Concept Plan to encourage and guide the revitalization of this area.
- 2. Reinforce the "Village Center" character of the Lee Highway/Cherrydale area through the implementation of the recommended urban design and streetscape guidelines.
- 3. Implement capital improvements to help provide the setting for a strong neighborhood retail core, by building upon existing businesses and creating a safe, attractive, and lively pedestrian environment.
- 4. Work with property owners to physically revitalize their buildings and redesign their parking lots by using the Business Conservation Program, the "C-2" site plan option or other appropriate tools.
- 5. Improve public transit and auto access and provide adequate parking adjacent to commercial areas.
- 6. Implement an integrated streetscape and open space system to create a pleasant, safe, and attractive pedestrian environment.
- 7. Develop an attractive walkway system to link residential and commercial areas.
- 8. Improve maintenance standards in the public right-of-way and on private properties through public/private cooperation.
- 9. Minimize neighborhood traffic impact from commercial development.
- 10. Promote neighborhood identity, neighborhood conservation, historic preservation, apartment and housing preservation programs and appropriate infill development.

- 11. Develop appropriate techniques to address a variety of problems in areas where commercial uses abut residential uses.
- 12. Explore forming a merchant's organization to establish uniform business hours, coordinate advertising, promote special events, and strengthen the viability of small entrepreneurs.

Action Plan

Suggested actions included in the Action Plan, are recommended to implement a "village center" on Lee Highway that balances its residential and neighborhood shopping functions with its role as a major east-west arterial street. The Action Plan is based on the findings of the land use and zoning, transportation, and urban design analyses which comprise the body of this report. The Action Plan lists each recommended action, and assigns each task to the agency (public or private) responsible for its implementation, with the primary agency listed first. Funding sources and recommended timing are also included.

Suggested actions are organized into three categories: land use and zoning, transportation, and urban design. The land use recommendations are intended to address inconsistencies between land use designations and existing zoning; transitions between different types of development; the predominant by-right "C-2" zoning pattern and the potential for redevelopment on underdeveloped sites; use permit conditions and auto related facilities; and, the revitalization and retention of neighborhood-oriented retail.

The transportation recommendations include proposed road improvements for Lee Highway consisting of a five-lane road section and improvements to the "five points" intersection. This alignment would preserve historic structures; would not preclude the realization of the revitalization goals; and, would address many of the concerns expressed by the Lee Highway/Cherrydale Revitalization Task Force.

The urban design recommendations and guidelines are intended to build upon existing positive elements within the area, by creating a strong identity and positive image for Lee Highway's commercial and residential neighborhoods. Two illustrative plans (Illustrations 2 and 3) and a streetscape and public improvements plan (Illustration 4) have been developed. The short-term illustrative plan provides the framework for the revitalization of the area through the implementation of simple urban design solutions. This plan focuses on streetscape improvements, facade renovations, and improved transitions between commercial and residential areas. The long-term illustrative plan provides the framework for the revitalization of the area if key sites along Lee Highway were to redevelop. This plan is intended to illustrate building placement, character, and spatial relationships for new and existing buildings. "Short-term" and "long-term" are not intended to identify a particular time frame, but rather, the relative complexity with which design solutions can be implemented. The recommended "short-term" improvements could likely be implemented in a ten year time frame, however, implementation of the suggested "long-term" solutions (improvements with redevelopment), would largely depend upon market driven forces.

Implementing Agencies

The following list of agencies would play a key role in the implementation of this Plan:

- Private Sector Achievement of much of the vision outlined in this document will depend upon the
 cooperation and investment of the private sector including: business owners, property owners, and
 private developers. Their investments, not only in the redevelopment and renovation of existing
 properties, but also in the creation and expansion of existing businesses are essential to the successful
 implementation of the design concept for the Lee Highway/Cherrydale area.
- County Agencies A number of County agencies will need to be involved in the implementation of
 this Revitalization Plan. These will include the Department of Community Planning, Housing and
 Development, The Department of Parks, Recreation and Community Resources, the Department of
 Public Works, the Fire Department, and the Office of Support Services. In order to coordinate the
 efforts of the various departments, it is recommended that an interdepartmental working group be
 established.
- Other Agencies Close coordination with the Virginia Department of Transportation would be
 necessary given that Lee Highway is under State jurisdiction. In addition, Virginia Power would also
 need to be involved in the implementation of many of the recommendations forwarded in this Plan.

The implementing agencies are noted in the action plan matrix by the following abbreviations:

PO Property Owners PD Private Developers BO **Business Owners** DCPHD Department of Community Planning Housing and Development DPRCR Department of Parks, Recreation and Community Resources DPW Department of Public Works FD Fire Department OSS Office of Support Services VDOT Virginia Department of Transportation VP Virginia Power

Funding Sources

Funding mechanisms from both the private and public sector will be needed to implement this Revitalization Plan. Following is a list of potential and probable sources of financing:

- Private Capital (PC) Redevelopment of key sites and interim physical improvements to private
 properties, as recommended in the Plan, can be achieved through the County's Site Plan Review and
 Use Permit process. Thus, implementation of this type of recommended actions necessary to
 accomplish the design concept for the Lee Highway/Cherrydale revitalization area, will result from the
 infusion of private capital.
- County Capital Funds Arlington County's Capital Improvement Program (CIP) will be needed for
 public improvements including the implementation of recommended pedestrian walkways. While some
 of the recommendations included in the Action Plan can be achieved through private investment, there
 will continue to be a need for the County to undertake improvements in areas unlikely to redevelop in
 the near future, and to supplement private financing of public amenities.
- County Operating Funds (COF) This type of funds are used to pay for ongoing programs such as
 maintenance of parks, open spaces, and streetscape improvements. In addition, Operating Funds are
 used for personnel expenses relating to planning and economic development activities necessary for the
 implementation of this Plan.
- Other Funding Sources (OFS) This category includes State and Federal financing mechanisms available to local governments through programs such as ISTEA, etc.

Timing

An estimated time-frame for the implementation of the recommendations included in the Action Plan. The categories are as follows:

- Short-Term (ST) Those recommendations which can be implemented within three years after the adoption of this Plan.
- Mid-Term (MT) Those recommendations which can be implemented within three to seven years after the adoption of this Plan.

- Long-Term (LT) Those recommendations which, due to the complexity of the project and/or market conditions, may not be implemented prior to seven years after the adoption of this Plan.
- Ongoing (OG) Those recommendation which are part of on-going efforts. In addition, this category includes recommendations that could be implemented as part of a Site Plan or Use Permit proposal, for which the review process is an existing and ongoing implementation tool.

Action Plan Matrix

Land Use and Zoning

Suggested Action		Implementing Agencies	Funding	Timing
1.	Explore amending the General Land Use Plan as shown in Table 1 and Map 1, to recognize existing uses and zoning. (Approved as shown on Table 1.)	DCPHD	COF	ST
2.	Explore designating the commercial core and adjacent transition areas (Map 1) as a "Special Revitalization District" so that the "C-2" site plan option could be used to provide more flexibility in site design and parking requirements and bring site plan control to key sites in the commercial core. (Approved 4/1/95)	DCPHD	COF	ST
3.	Explore Zoning Ordinance amendments to allow appropriate levels of convenience retail with mid-rise residential development.	DCPHD	COF	ST
4.	Explore Zoning Ordinance amendments to encourage the provision of housing above commercial development.	DCPHD	COF	ST
5.	Enforce the Zoning Ordinance landscape and parking requirements and include these as standard conditions for use permits to ensure appropriate transitions between commercial and residential uses and to adequately protect residential areas.	DCPHD	COF, PC	OG
6.	Enforce the design guidelines as presented in this Plan by including them as use permits/site plan conditions.	DCPHD	COF, PC	OG
7.	Explore requiring that within "Special Revitalization Districts", all use permit applications submit a landscaping plan, in accordance with Section 32A of the Zoning Ordinance.	DCPHD, PO, PD, BO	COF	ST
8.	Work with the owners of the auto dealerships at the five-points intersection to encourage the upgrading, modernization and redesign of their facilities.	DCPHD, PO, BO	COF, PC	0G
9.	Explore rezoning Cherrydale Park to "S-3A".	DCPHD	COF	ST

Transportation

Sug	gested Action	Implementing Agencies	Funding	Timing
1.	Develop a traffic improvement plan which includes the following features:	DPW, VDOT, DCPHD	CIP, COF	ST-MT
	 a. Realignment of traffic medians and curbs in the area of the five-points intersection to facilitate better traffic flow. Improvements should include: improving left turn movements within the intersection; installation of crosswalks and pedestrian signals; completion of the sidewalk system; modifications to traffic islands; re-phasing signals controlling peak hour vehicular traffic through the intersection to accomodate pedestrian crossing and to provide a separate westbound left turn phase; addition of a third approach lane on Old Dominion Drive. b. Realignment of curbs, gutter and sidewalks along Lee Highway from N. Quincy Street to N. Kenmore Street. c. Provision of eastbound left-turn lane at N. Pollard St. and westbound 			
	left turn lane at N. Monroe St.			
	d. Addition of traffic signals at N. Oakland and N. Monroe Streets with pedestrian actuated phasing.			
	e. Completion of the sidewalk system with pavers and pavers crosswalks.			
	f. Realignment and landscaping of traffic medians throughout Cherrydale.			
	g. Elimination of the existing median cross-over at N. Lincoln Street.			
	h. Provision of parking lane on the south side of Lee Highway during non-peak hours.			

Transportation (Cont.)

Sug	gested Action	Implementing Agencies	Funding	Timing
	i. An eastbound on-street bicycle lane, a westbound shared bicycle lane, and on-street parking during non-peak hours.	FD, OSS, DPW	CIP	ST
2.	In planning for Fire Station #3, explore the possibility of providing a rear access to the firehouse for returning equipment.			
3.	Realign the portion of "old" Lee Highway between N. Randolph St. and N. Utah St. by generally moving the center line northward, in order to ensure safe vehicular and pedestrian movement.	DPW, VDOT, DCPHD	CIP	MT
4.	Improve the sidewalk system along "old" Lee Highway by constructing new sidewalks where currently missing and by improving existing substandard sidewalks.	DPW, VDOT, DCPHD	CIP, PC	ST
5.	Retain the neighborhood principal street designation for "old" Lee Highway on the County's Master Transportation Plan.	DPW, VDOT	COF	ST
6.	Explore neighborhood traffic management techniques acceptable to the neighborhood that would minimize cut-through traffic on residential streets.	DPW, DCPHD	COF	ST
7.	Improve bicycle access and jogging trails by upgrading existing facilities, and expanding them, where possible.	DPW	СІР	OG

Urban Design1:

Sug	gested Action	Implementing Agencies	Funding	Timing
1.	Implement an integrated pathway/open space system that will visually and functionally connect activity nodes by linking plazas, parks and focal points.	DPRCR, DCPHD	CIP	МТ
2.	Implement the recommended streetscape plan designed to foster the creation of unified, pedestrian scale, streetscape improvements throughout the Lee Highway/Cherrydale area.	DCPHD, DPW	CIP	МТ
3.	Use the recommended standards for street furniture, street trees and other streetscape elements, which have been selected to provide a visual link and complement the characteristics of existing buildings.	DCPHD, DPW, DCPHD, VDOT, VP	CIP, PC	OG
4.	Through the Business Conservation Program, encourage the appropriate renovation of buildings that significantly contribute to the overall character of the Lee Highway/Cherrydale "Village Center", where functionally and economically feasible.	DCPHD, PO, BO	PC	OG
5.	Through the use permit and site plan process require property/business owners to comply with the recommended urban design guidelines for commercial properties.	DCPHD, PO, BO	PC	OG
6.	Enhance existing focal buildings by working with property owners to improve their sites through streetscape and landscaping improvements and, when appropriate, facade renovations.	DCPHD, PO, BO	PC	OG
7.	Create new visual focal points in conjunction with the redevelopment of key sites by encouraging the development of "place makers" that may include public art, fountains or other features.	DCPHD, DPRCR, PO, PD	PC	OG
8.	Review new development proposals for architectural compatibility with the surrounding residential areas and adjacent commercial development. Special attention should be paid to compatibility with the Maywood Historic District.	DCPHD	COF	OG

¹ Illustrations 2-4 show short- and long-term urban design improvements and streetscape recommendations. Additional illustrations of urban design recommendations and guidelines can be found in the Urban Design Guidelines Section.

Urban Design (Cont.)

Suggested Action	Implementing Agencies	Funding	Timing
 Strengthen the sense of enclosure by encouraging infill development and/or redevelopment on appropriate sites; constructing low masonry walls; and, providing landscaping adjacent to surface parking lots. 	DCPHD, PO, PD, BO	PC	OG
10. Establish gateways by improving the appearance of major entry points to the "village center" through landscaping, signage, and other mechanisms.	DPRCR, PO, PD, DCPHD	CIP, PC	LT
11. Reinforce the neighborhood village concept by preserving existing and/or constructing new landscaped medians.	DPRCR, DPW, DCPHD	CIP	МТ
12. Foster the creation of a centrally located plaza to act as a major focal point and space organizer for the Lee Highway/Cherrydale area.	DCPHD, PO, DPRCR, PD	PC	LT
13. Implement recommended solutions to address a variety of transition problems, such as improving the functioning of loading and service areas and enhancing the back of commercial buildings.	DCPHD, PO, PD, BO	PC	OG
14. On the south side of Lee Highway, enhance the appearance of alleys located between commercial and residential development by renovating the buildings, and improving the lighting, landscaping, and paving.	DCPHD, DPW, PO, BO	PC	MT
15. Develop guidelines, which comply for the proper installation and inspection of all paver sidewalks to enhance ensure pedestrian safety, durability and attractiveness.	DPW, DCPHD	COF	ST
Provide adequate sidewalks to serve as pedestrian connectors between residential and commercial development.	DPW, DCPHD	CIP	OG
17. Construct distinctive crosswalks at major intersections to encourage pedestrians to cross at appropriate locations and to increase driver attentiveness.	DPW, VDOT, DCPHD	CIP	ST - MT
18. Construct and/or modify sidewalks to include curb cuts and ramps for the physically disabled persons.	DPW, VDOT	CIP	ST - MT
19. Create a pedestrian barrier between pedestrian and vehicular traffic through the placement of streetscape elements such as bollards, street trees, planters, flower boxes, etc.	DPW, DCPHD, VDOT	CIP	ST - MT

Urban Design (Cont.)

Suggested Action		Implementing Agencies	Funding	Timing
20.	Work with property owners to redesign, pave, restripe, screen and landscape existing parking facilities.	DCPHD, PO, BO	PC	OG
21.	Use the site plan review process to ensure that revitalized or redeveloped sites include adequate parking that is well designed and extensively landscaped.	DCPHD	COF, PC	OG
22.	Encourage the location of parking lots at the back of commercial buildings in new development.	DCPHD	COF, PC	OG
23.	Limit and control parking and vehicular access points to commercial uses to foster more efficient circulation for drivers and pedestrians alike.	DPW, VDOT, DCPHD	COF	OG
24.	Coordinate the undergrounding of overhead utilities along Lee Highway; encourage the undergrounding of transformers, or their placement behind property lines with adequate screening; explore alternatives for the proper screening of the electrical substation.	DPW, VP, C&P, METRO CABLE	CIP, OF	ST - MT
25.	Convert overhead traffic signals to a mast arm system.	DPW, VDOT	CIP	МТ
26.	Consider the development and adoption of a "sign overlay district" to provide consistent design regulations for business, information and identification signs.	DCPHD	COF	LT
27.	Increase maintenance standards in the public right-of-way by increasing street sweeping and litter collection and by installing trash receptacles at frequent intervals and at high activity areas.	DES	COF, CIP	ST
28.	Include maintenance considerations for both new and existing elements when upgrading public improvements.	DPW, DPRCR, DCPHD, VDOT	CIP	OG
29.	Improve maintenance on private property by encouraging property owners to upgrade, clean, and/or paint storefronts, window displays and signs; screen and place dumpsters in appropriate locations; and maintain existing plant materials.	DCPHD, PO, BO	PC	OG



PROPOSED

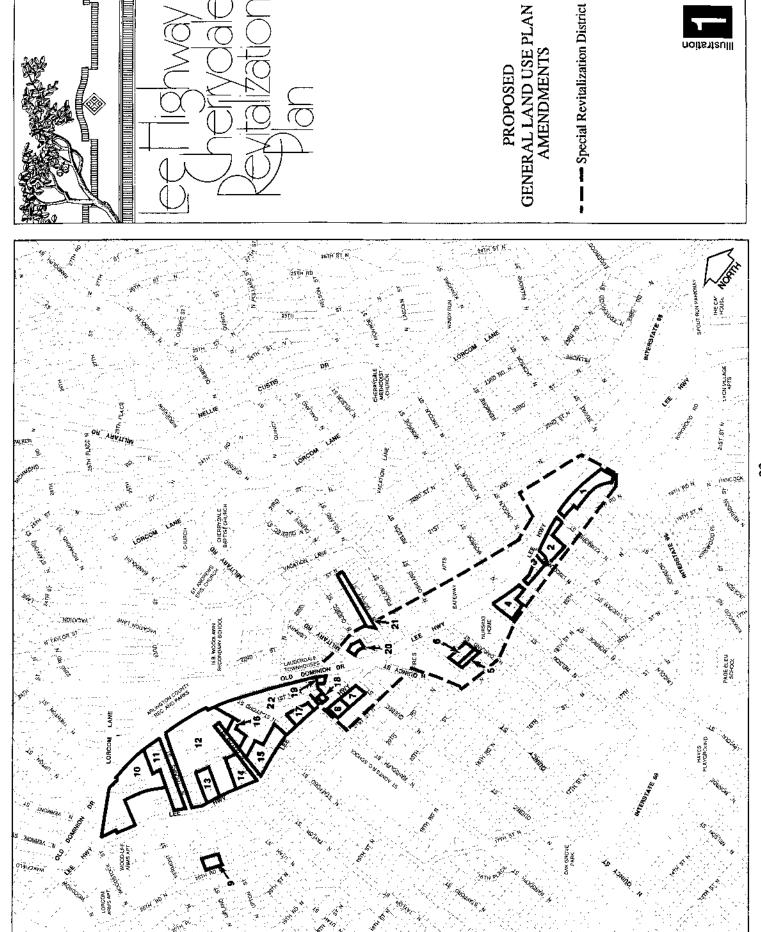
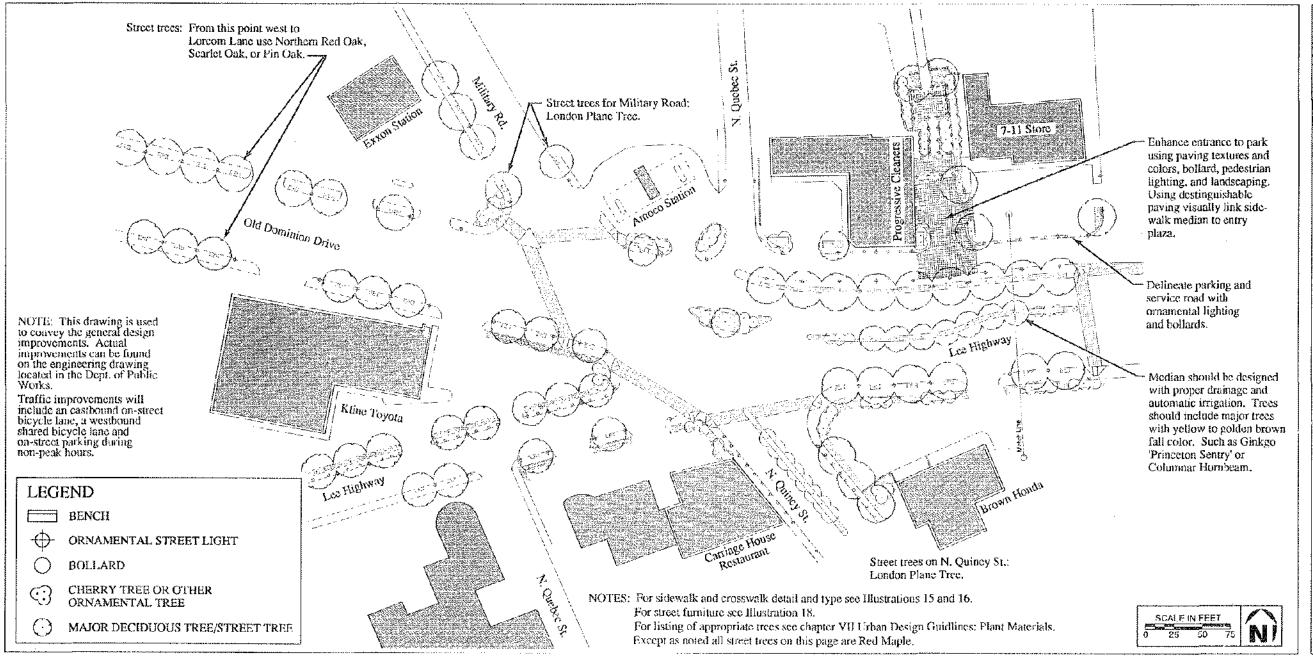
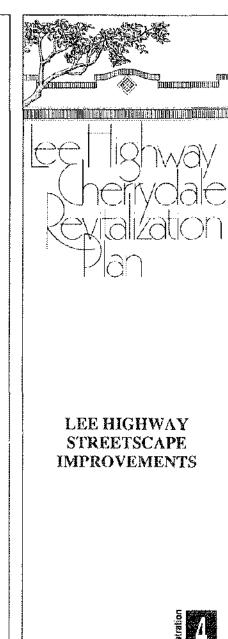
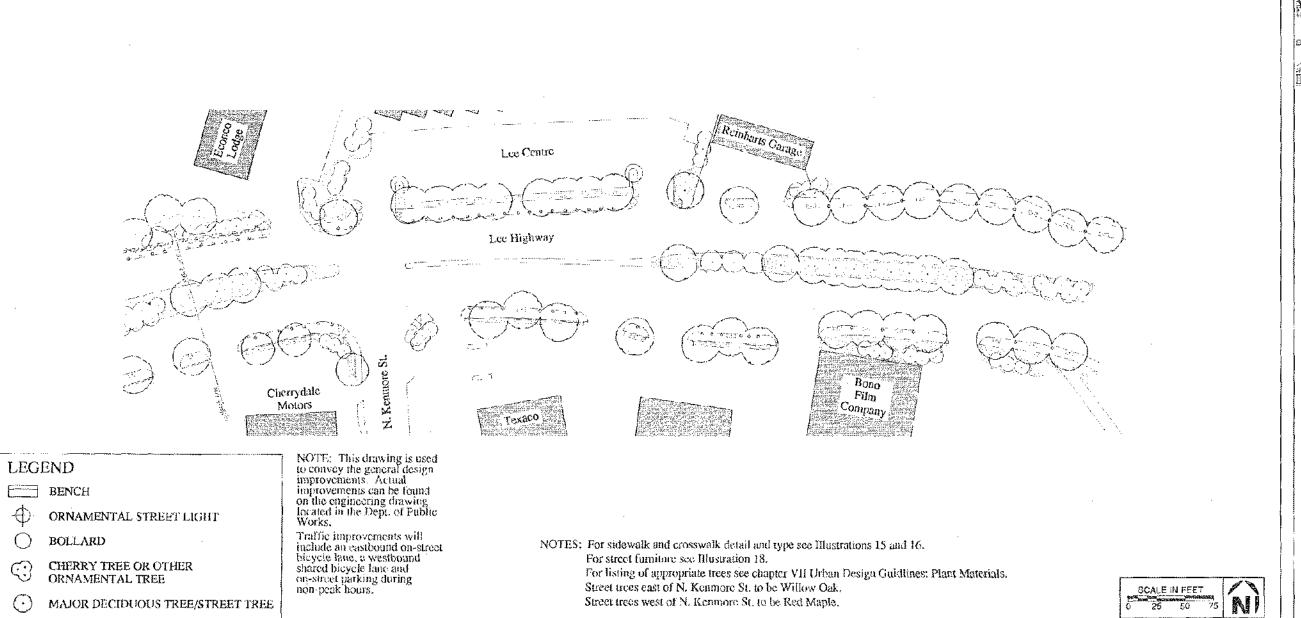


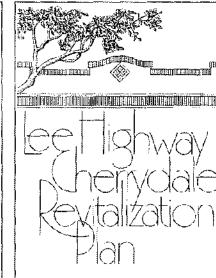
Table 1
General Land Use Plan Recommendations

Map #	Trade/Use	Existing Zoning	Existing GLUP	Recommended GLUP Action
1	Texaco Service Station, Bono Film, The Car Store (Approved 4/1/95)	C-2	Low Res (1-10)	Service Commercial
2	Lincoln Arm Garden Apartments	C-2	Low Res (1-10)	Take No Action
	Cherrydale Auto Parts, Cherrydale Garage (Approved 4/1/95)	C-2	Low Res (1-10)	Service Commercial
3	Mediterraneo Restaurant, retail, Potomac Marine & Aviation Inc. (Approved 4/1/95)	C-2	Low Res (1-10)	Service Commercial
4	Parking, Arlington Electronics, Le Neon, VEPCO (SCC) (Approved 4/1/95)	C-2	Low Res (1-10)	Service Commercial
. 5	Single family dwellings, vacant land	R-5	Low-Med Res	Take No Action
6	Single family dwellings, vacant land	R-5	Service Comm	Take No Action
7	Cherrydale Glass, Tachibana Japanese Restaurant (Approved 4/1/95)	C-2	Low Res (1-10)	Service Commercial
8	Townhouses	RA14-26	Low Res (1-10)	Low-Med Residential
9	Portion of apartment building site	RA8-18	Low Res (1-10)	Take No Action
10	Lorcom House Condominium, Carlyn Towers	RA6-15	Low-Med Res	Take No Action
11	Single family and duplex dwellings, vacant land	R-5_	Low-Med Res	Take No Action
12	Horizon Apts., Loreom Towers, Yorktown & Stone Ridge Condos, single family dwellings, vacant land	RA6-15	Low-Med Res	Take No Action
13	Single family dwellings	R-5	Low-Med Res	Take No Action
14	Single family dwellings, vacant land	R-5	Low-Med Res	Take No Action
15	Condominium apartment dwellings	RA6-15	Low-Med Res	Take No Action
16	Single family dwellings, vacant land	R-5	Low-Med Res	Take No Action
17	Law offices, vacant land (Approved 4/1/95)	C-1-O	Low Res (1-10)	Low-Med Residential
18	Single family dwellings	C-1	Low Res (1-10)	Low-Med Residential
19	Toyota Kline parking (Approved 4/1/95)	C-2	Low Res (1-10)	Service Commercial
20	Single family dwellings	R-6	Service Comm	Low Residential (1-10)
21	Cherrydale Park	R-6	Public	Take No Action
22	Single family and duplex dwellings	R-5	Low Res (1-10)	Low-Med Residential



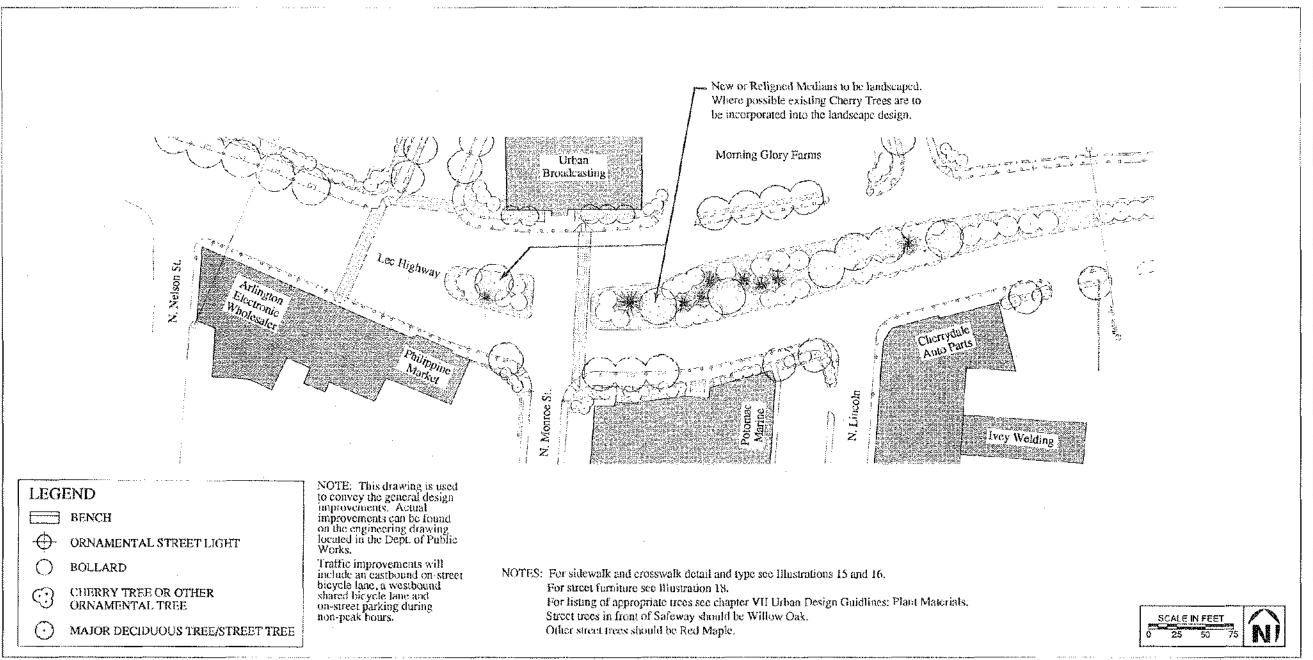


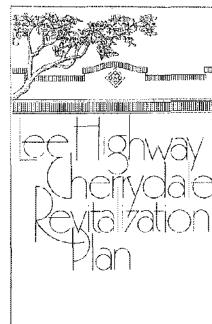




LEE HIGHWAY STREETSCAPE IMPROVEMENTS

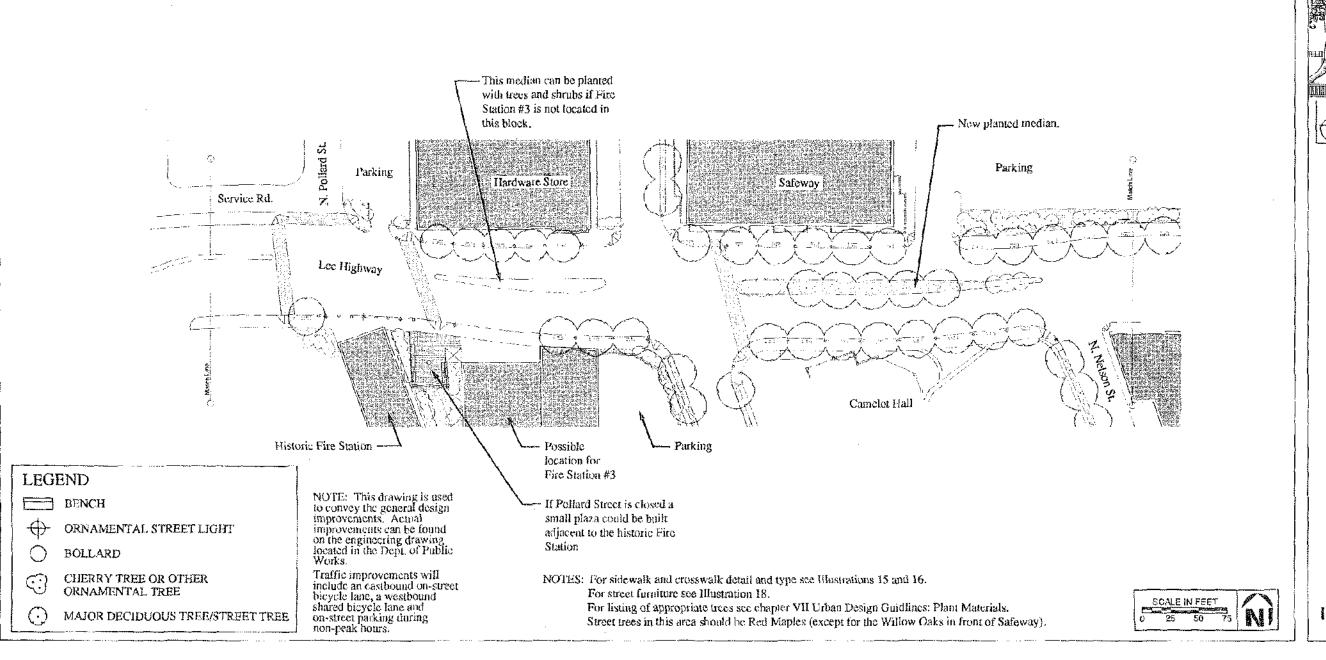
Illustration 4 continued

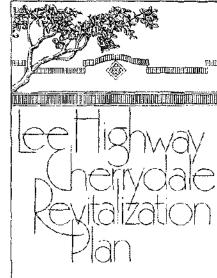




LEE HIGHWAY STREETSCAPE IMPROVEMENTS

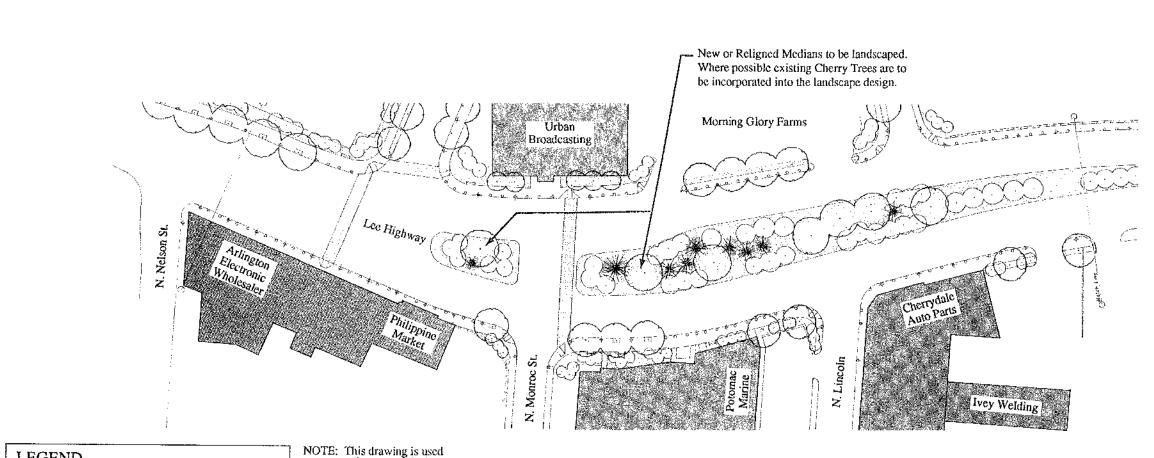
Illustration 4 continued





LEE HIGHWAY STREETSCAPE IMPROVEMENTS

Illustration 4 continued



LEGEND

BENCH

ORNAMENTAL STREET LIGHT

BOLLARD

CHERRY TREE OR OTHER ORNAMENTAL TREE

MAJOR DECIDUOUS TREE/STREET TREE

NOTE: This drawing is used to convey the general design improvements. Actual improvements can be found on the engineering drawing located in the Dept. of Public Works.

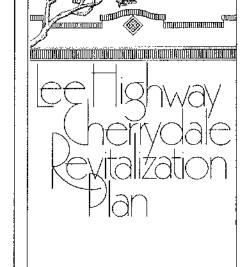
Traffic improvements will include an eastbound on-street bicycle lane, a westbound shared bicycle lane and on-street parking during non-peak hours.

NOTES: For sidewalk and crosswalk detail and type see Illustrations 15 and 16.

For street furniture see Illustration 18,

For listing of appropriate trees see chapter VII Urban Design Guidlines: Plant Materials. Street trees in front of Safeway should be Willow Oak.

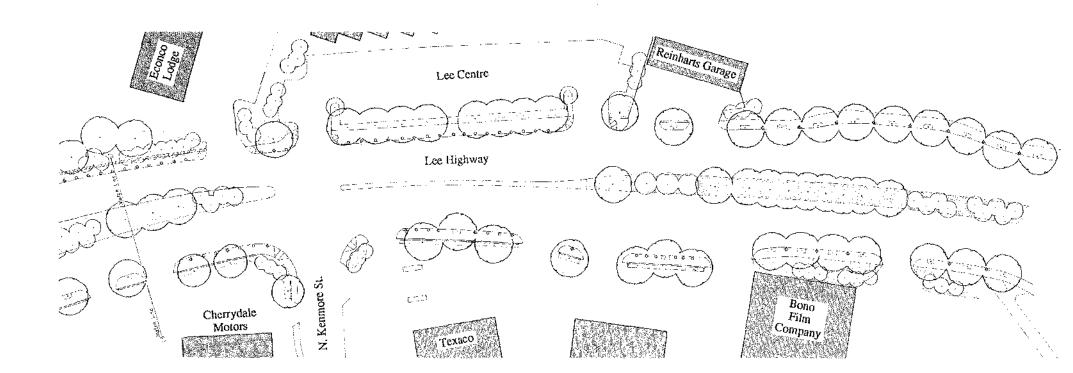
Other street trees should be Red Maple.



LEE HIGHWAY STREETSCAPE **IMPROVEMENTS**

Illustration 4 continued

SCALE IN FEET



LEGEND

BENCH

ORNAMENTAL STREET LIGHT

O BOLLARD

CHERRY TREE OR OTHER ORNAMENTAL TREE

MAJOR DECIDUOUS TREE/STREET TREE

NOTE: This drawing is used to convey the general design improvements. Actual improvements can be found on the engineering drawing located in the Dept. of Public Works.

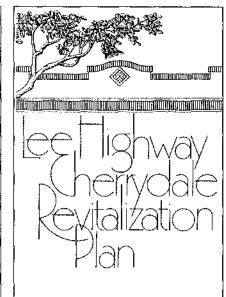
Traffic improvements will include an eastbound on-street bicycle lane, a westbound shared bicycle lane and on-street parking during non-peak hours.

NOTES: For sidewalk and crosswalk detail and type see Illustrations 15 and 16. For street furniture see Illustration 18.

For listing of appropriate trees see chapter VII Urban Design Guidlines: Plant Materials. Street trees east of N. Kenmore St. to be Willow Oak.

Street trees west of N. Kenmore St. to be Red Maple.





LEE HIGHWAY STREETSCAPE IMPROVEMENTS

Illustration 4 continued

II. BACKGROUND

As part of the County's continuing effort to plan for the preservation and orderly revitalization of small business areas, the County Board directed staff to undertake a comprehensive study of the Lee Highway/Cherrydale commercial area. Key components of the study include:

- a review of existing conditions in the Lee Highway/Cherrydale area;
- an analysis of issues related to urban design, traffic management and existing land use and zoning patterns; and,
- a set of recommendations for resolving issues related to the transition between commercial and residential areas, transportation, and other urban design recommendations that will support and encourage the enhancement of Cherrydale as a neighborhood commercial area.

The Lee Highway/Cherrydale study area is located in North Arlington approximately three and one-half miles from Washington, D.C. The study area is slightly over one mile long and is generally bounded by 22nd Street North and 21st Avenue North to the north; by 20th Road North and 20th Street North to the south; by Lorcom Lane to the west; and by Interstate Route 66 to the east (Map 2).

History of Development

Prior to European settlement, the north Arlington area was home to Native Americans of the Algonquin tribe. Recorded history of the Cherrydale area begins with the first land grants which were issued in the early 1700s. The first known settler, Andrew Donaldson, began farming in the area in the 1780s. The 1800s brought change to the wilderness as more farmers acquired land for cultivation and paths were widened into country roads. The Civil War had a major and permanent impact on the area including the construction of Military Road, which was built in three days and connects several military forts with Chain Bridge.

Easy access to the Washington and Georgetown markets made Cherrydale an ideal location for fruit orchards and truck farms. It is alleged that Cherrydale received its present name when Dorsey Donaldson, one of the area's first settlers who planted a cherry orchard on his farm, used the word "Cherrydale" in his 1893 application for a post office. Only a few remnants of the original cherry orchards survive. Early residential

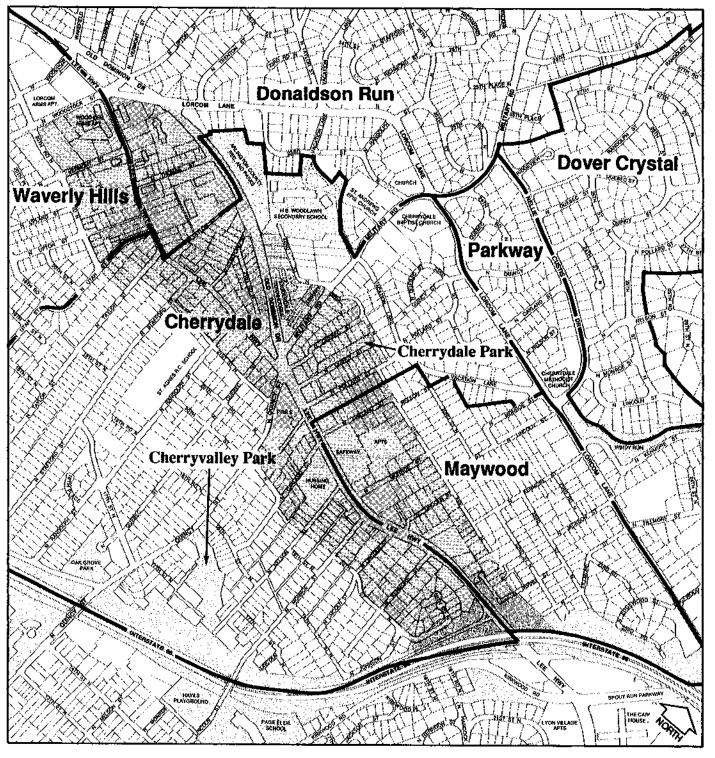
development was encouraged by the provision of public transportation to the major employment center in downtown Washington. The Great Falls and Old Dominion Railroad reached Cherrydale in 1904 and continued operating until the early 1930s, sparking an era of rapid economic growth and residential development. The Cherrydale Volunteer Fire Department was also organized during this period.

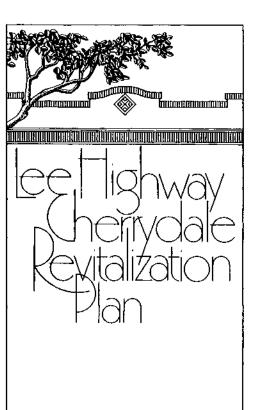
Lee Highway remained a dirt road well into the 1920s when it was paved. The development of Cherrydale from a single general store to a community shopping area took place between 1910 and the early 1950s. Many of the old commercial buildings on the south side of Lee Highway were constructed between 1910 and 1930.

A 1958 analysis of the Cherrydale commercial area found that over 50 businesses were located in the Cherrydale commercial corridor between North Randolph Street and North Lincoln Street. The study noted that the effectiveness of Cherrydale as a retail area was weakened by poor traffic circulation and by the variety of non-retail uses allowed under the existing "C-2" zoning. The 1958 study also found that there was a major distinction between the character of businesses on the north side, which were primarily neighborhood-serving retail, and those businesses located on the south side, which were primarily office and service uses. This distinction was in part generated by the greater lot depth on the north side of Lee Highway, allowing for off-street parking. A follow-up study was completed in 1961 after the relocation of North Quincy Street and improvements to the Five Points intersection. The 1961 study noted several changes that had taken place in the Cherrydale area, specifically the rezoning of what is now the Brown Honda site from "R-5" to "C-2" to accommodate development of a motel, later purchased for a major grocery store site. Neither use was actually built.

Construction along Lee Highway in the 1960s and 1970s included a number of small businesses such as the Carriage House (1960), Cherrydale Motors Garage (1962), United Virginia Bank building (1962), Brown Honda (1965) and the Econolodge motel (1979). In 1963, a new 28,000 square foot Safeway store replaced the earlier 11,000 square foot building. Residential construction was generally limited to mid-rise residential development, such as the Horizon Apartments (1963), Lorcom Towers (1966), Waverly Village apartments (1966) and Vermont Place Condominiums (1979).

The Lee Highway/Cherrydale area has experienced limited construction in recent years. The Camelot Hall Nursing Home, a 240 bed elderly care facility, was built in 1980. Recent residential development includes the Taylor Street Condominiums (1980), Maywood Townhouses and Condominiums (1981) and conversion of the Balmoral Apartments to condominiums in 1985. A new, expanded Cherrydale Safeway (40,723 square feet) opened in 1987. The Lee Centre, a one-story, 10 bay, strip retail building was completed in 1988; approximately two-thirds of its store units are occupied.





STUDY AREA BOUNDARIES &

NEIGHBORHOOD CONSERVATION AREAS

Study Area

Map No.:

Existing Plans

Maywood Neighborhood Conservation Plan: In 1965, the County Board approved in principle the Maywood Neighborhood Conservation Plan (Map 5). The Plan offers the following guidelines which are applicable to the Lee Highway/Cherrydale Revitalization study area.

- Retain single family uses in neighborhoods.
- Retain older, mature specimen trees.
- Underground power and telephone lines.
- Provide public recreation and play facilities on land between Belmont TV and the Safeway.
- Study general beautification of area.

<u>Cherrydale Neighborhood Conservation Plan</u>: In September 1987, the Arlington County Board approved in principle the Cherrydale Neighborhood Conservation Plan (Map 5). The Plan provided detailed recommendations concerning land use, urban design, business development and traffic management. The following is a list of major concerns and recommendations expressed in the Plan:

- Large buffer areas should be maintained between commercial and residential properties. No
 construction should be approved that would increase the existing density in the area. Neighborhoodoriented businesses should be maintained along Lee Highway.
- The existing fire station and library should not be closed.
- The landscaping around the new Safeway and the renovation of Cherrydale Hardware should be used as models for business redevelopment projects. Problems for commercial revitalization include existing parking requirements which limit the use of commercial buildings, the future widening of Lee Highway, and the apathy of owners of auto-related businesses toward landscaping.
- The following areas could be improved by coordinated redevelopment:
 - 3800 block of Lee Highway (south side);
 - Lee Highway and Quincy Street intersection (southwest corner); and,
 - South side of Lee Highway between 1-66 and Monroe Auto Sales lots.
- Two recommendations for new construction include:
 - 1) parking should be placed at the rear of commercial uses; and,
 - 2) heights should be kept lower than Camelot Hall.

Lee Highway Study Area - Historic Resources Survey (Appendix E): In conjunction with the review and analysis of the Lee Highway/Cherrydale study area, a historic resources survey of the Cherrydale area was initiated. The intent of this survey was to identify historic and cultural resources within the study area that could be integrated into the County's revitalization strategy for Cherrydale. The report, completed in July 1989, indicates that both the Maywood and Cherrydale residential neighborhoods are highly representative of the area's primary period of development, between 1900 and 1930. Both neighborhoods were found to convey a strong sense of an early 20th century, lower middle class trolley suburb.

The report also noted that the historic and architectural integrity of the commercial area had been eroded by street improvements and redevelopment. Although the linear orientation of the early commercial district has been retained, there is no concentration of period buildings. Five properties were identified as potential historic resources. These include:

- Ivey Welding/Cherrydale Auto Parts complex (3436-3442 Lee Highway);
- Philippine Market and Regal Shoe Repair (3612 Lee Highway);
- Rudolph House (2103 North Lincoln Street);
- Cherrydale Fire Station (3900 Lee Highway); and,
- Cherrydale Hardware (3805 Lee Highway).

Maywood - Homeowner's Handbook: Design Guidelines: On July 7, 1990, the County Board designated the Maywood neighborhood as a Neighborhood Historic District to be effective in two phases. The first portion of the adopted Neighborhood Historic District designation went into effect on July 7, 1990, with the second portion designated a year later, on July 7, 1991. In addition, the County Board adopted the Homeowner's Handbook: Design Guidelines for the Maywood Neighborhood Historic District which provides guidance to property owners in Maywood who are planning exterior changes to their homes. The Handbook identifies a range of design options and guidelines for preservation, new construction and additions that will help define the overall character of Maywood and contribute to its distinctive appearance.

Lee Highway/Cherrydale Task Force Report: In September 1988, the County Board established the Lee Highway/Cherrydale Revitalization Task Force to develop a comprehensive approach to encourage the revitalization of the Cherrydale area. The Task Force was organized in November 1988 and began meeting in January 1989. The Task Force completed its discussions in April 1990 and forwarded its recommendations to the County Board (See Appendix A). Since no definitive schedule could be determined for the planned widening of Lee Highway, the Task Force recommendations focus on an interim ten year plan for private renovations and public investment. Most of the Task Force recommendations have been included in the Action Plan.

Community Improvement Plans: In order to stimulate reinvestment in the Cherrydale area, a number of capital improvement projects have been approved for the Cherrydale area in recent years. In 1987, in conjunction with the construction of the Cherrydale Safeway, streetscape improvements were completed on Lee Highway between North Monroe and North Oakland Streets through the Business Conservation program. Funds have been allocated for the continuation of streetscape improvements on the north side of Lee Highway from North Oakland Street to Military Road. Neighborhood Conservation funds also have been allocated for improvements to Cherrydale Park.

In 1988, the County Board selected the area bounded by the Fairfax County line, George Washington Memorial Parkway, I-66, Old Dominion Drive and North Glebe Road (Area 3) as the third study area in the County's Comprehensive Community Improvement Program (CCIP). This area, which includes the Cherrydale area, was chosen to build upon previous and on-going planning efforts with the Lee Highway/Cherrydale Revitalization Study. In August 1989, the County Board approved a proposal to fund a number of capital improvement projects in the Lee Highway/Cherrydale study area in conjunction with CCIP. These include street improvements and landscaping on the North Quincy Street right-of-way leading to Cherrydale Park; curb, gutter, and sidewalk construction on "old" Lee Highway from Lorcom Lane to North Quincy Street; and. a reserve contingency for Lee Highway revitalization efforts. The following lists the approved capital projects for the Lee Highway/Cherrydale area:

Streetscape Improvements	Lee Highway from N. Oakland St. to N. Polland St. Lee Highway from N. Quebec St. to Military Rd. N. Quincy Street right-of-way	\$ 225,000 \$ 50,000 \$ 50,000
Sidewalk Improvements	Old Lee Highway from N. Quincy St. to N. Randolph St. Old Lee Highway from N. Randolph St. to N. Thomas St. Lee Highway: Econo Lodge frontage	\$ 155,000 \$ 200,000 \$ 70,000
Intersection Improvements	"Five Points" intersection	\$ 165,000
Roadway Improvements	Lee Highway	\$ 480,000
Community Facilities	Fire Station #3	\$2,500,000

In addition, future funding proposed in the CIP FY 95 includes: \$75,000 for streetscape improvements (FY 97); \$2,570,000 for utilities undergrounding (FY 95 and FY 97); and \$2,850,000 for roadway improvements (FY 95, FY 97 and FY 98).

Arlington County Draft Utility Undergrounding Plan: Enhancing the visual appeal and image of an area has a beneficial impact on the County's physical and economic climate. No single change in the streetscape has a greater aesthetic impact than the undergrounding of overhead utility wires, yet it is one of the most complicated and expensive components of efforts to improve an area's visual appeal. The portion of Lee Highway in Cherrydale is designated with other similar neighborhood commercial areas as a 15 year utility undergrounding distribution area (UUDA), and as such is among the areas in the County which should receive priority in having overhead wires put underground or relocated. Improvements to Lee Highway and development along Lee Highway may accelerate the rate at which the utilities are undergrounded.

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III. DEMOGRAPHIC PROFILE

The following demographic profile is intended to be used as a foundation for analyzing the overall market potential of the Lee Highway/Cherrydale commercial area by providing the necessary background material. This profile should not be considered as a market study although the demographic information has been compiled from what is considered the market area for the Cherrydale commercial area.

A market area is the geographic area that provides the customers necessary to support a business. The boundaries are determined by a number of factors including the type of business, accessibility, physical barriers, location of competing facilities, and limitations of driving times and distance. Accessibility by public transportation and the availability of parking will also affect the ability to attract customers from outside the immediate area. An area that includes five census tracts (3-7) has been estimated as the trade or market area for the Cherrydale commercial district (Map 3). While this market area is larger than what is required for most businesses in Cherrydale, businesses such as the Safeway store, Arlington Electronics, and automobile dealers and related services draw customers from an even larger market area. These businesses also serve as anchors for the Cherrydale area.

The following tables provide demographic information about the Cherrydale market area. All of the data provided are based on the 1990 Census of Population and Housing, the most recent data available.

Population

In 1990, the market area population was 20,671, comprising 12.1 percent of the total County population. This represented a 3.7 percent increase over 1980. Table 2 lists population in the five census tracts that comprise the market area. Population is expected to remain stable over the next 20 years in this area.

Race, Education and Age Composition

In general the Cherrydale market area can be characterized as less racially diverse, older, and wealthier than the County as a whole. Only 2.9 percent of the study area population is black, compared to 10.5 percent County-wide (Table 3). The percentages of other racial minority groups in the study area are closer to County-wide totals; however, all minorities combined make up only 8.9 percent of the population.

Table 2 Market Area Population

Census Tract	1990 Population
3	6,008
4	3,245
5	3,785
6	2,674
7	4,959
TOTAL	20,671

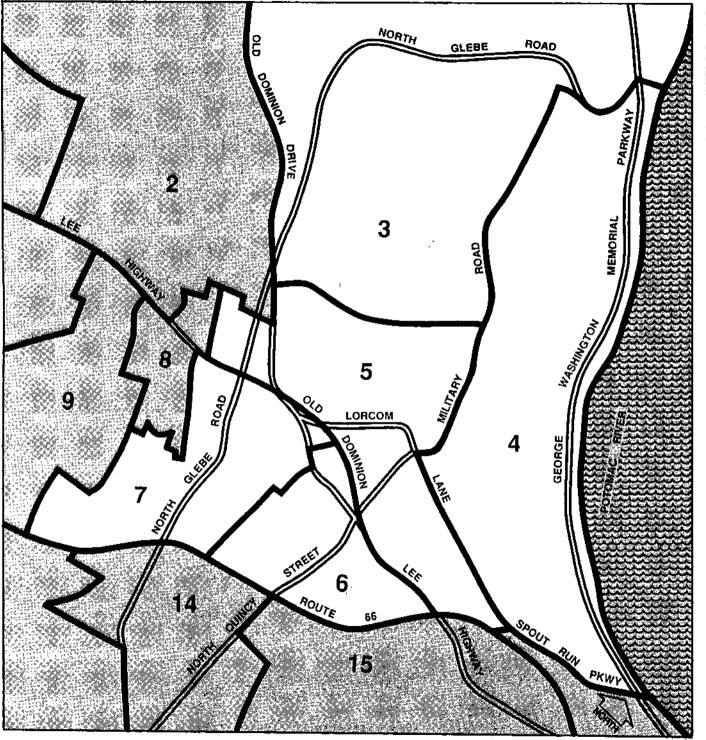
Source: U.S. Bureau of the Census, Census of Population and Housing, 1990, PL94-191

Table 3

Number of Persons by Race and Hispanic Origin

Race	Study Area Total	Study Area Percent	County Total	County Percent
White	18,835	91.1%	130,873	76.6%
Black	607	2.9%	17,940	10.5%
Native American & Pacific Islander	39	0.2%	537	0.3%
Asian	851	4.1%	11,560	6.8%
Other	339	1.6%	10,026	5. <u>9%</u>
Total	20,671_	100.0%	170,936	100.0%
Hispanic Origin	1,246	6.0%	23,089	13.5%

Notes: Hispanic origin is not a separate race. Totals may not add exactly due to rounding. Source: U.S. Bureau of the Census, Census of Population and Housing, 1990, PL94-171.



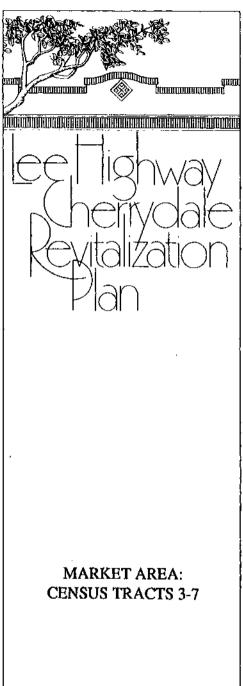


Table 4 shows that in 1990 more than 17 percent of the market area population was 65 years of age or older compared to 11.4 percent for the County as a whole. In 1990, the study area percentage of population age 25 years of age or older with 4 or more years of college education was approximately 10 percent higher than the percentage of the county-wide population (Table 5).

Table 4
Total Population by Age

Age Range	Study Area Total	Study Area Percent	County Total	County Percent	Study Area % of County
0 - 4	1,169	5.7%	9,426	4.5%	12.4%
5 - 17	2,376	11.5%	16,452	11.8%	14.4%
18 - 36	5,275	25.5%	64,398	38.8%	8.2%
35 - 64	8,302	40.2%	61,251	11.6%	13.6%
65 +	3,549	17.2%	19,049	11.4%	18.3%
TOTAL	20,671	100.0%	170,936	100.0%	12.1%

Source: U.S. Bureau of the Census, Census of Population and Housing, 1990, STF 1-A.

Table 5
Years of School Completed - Age 25 and Over - 1990

	Study Area Total	Study Area Percent	County Total	County Percent
Elementary/HS (1-3 years)	974	6.4%	15,697	12.5%
High School Graduates	1,750	11.7%	18,579	14.8%
Some College	2,961	19.6%	25,723	20.4%
Bachelor's Degree	4,774	31.5%	35,629	28.3%
Grad/Professional Degree	4,665	30.8%	30,148	24.0%
TOTAL	15,124	100.0%	125,776	100.0%

Source: U.S. Bureau of the Census, Census of Population and Housing, 1990, STF 1-A.

Households

In 1980, there were 7,868 households in the market area. Total households increased by approximately 4 percent to a total of 8,174 in 1990 (Table 6). Total households in the County increased by 10 percent during the same period. Household size in the market area is slightly larger than the County figure, with 37 percent of households in Cherrydale containing three or more persons, compared to 27 percent County-wide (Table 7). The average Arlington household currently has over two persons per household (2.12). The number of households in the market area is expected to remain approximately level for the next 20 years.

Table 6 Total Households, 1980-1990

Census Tract	1980 Н.Н.	1990 H.H.
3	2,049	2,087
4	1,196	1,284
5	1,378	1,476
6	1,102	1,109
7	2,144	2,218
TOTAL	7,868	8,174

Source: U.S. Bureau of the Census, Census of Population and Housing, 1980, STF 1-A; 1990, STF 1-A.

The Cherrydale market area has a larger proportion of single-family dwellings and owner-occupied housing units than the County as a whole. Nearly 75 percent of occupied housing units are owner-occupied, compared to approximately 45 percent for the entire County (Table 8). In 1988, the average sale price of a single-family detached house in the market area was \$267,739, compared to the County average of \$213,679.

Table 7
Households by Number of Persons

Number in Household	Area Total	Area Percent	County Total	County Percent
1 Person	1,979	24.2%	30,834	39.3%
2 Persons	3,205	39.2%	26,112	33.3%
3 Persons	1,390	17.0%	10,491	13.4%
4 Persons	1,070	13.1%	6,609	8.4%
5 Persons	365	4.5%	2,590	3.3%
6 or More	165	2.0%	1,884	2.4%
TOTAL	8,174	100%	78,520	100%

Source: U.S. Bureau of the Census, Census of Population and Housing, 1990, STF 1-A.

Table 8
Tenure of Occupied Housing Units - 1990

	Area Total	Area Percent	County Total	County Percent
Renter Occupied	2,049	25.1%	43,511	55.4%
Owner Occupied	6,125	74.9%	53,009	44.6%
TOTAL UNITS	8,174	100.0%	78,520	100.0%

Source: U.S. Bureau of the Census, Census of Population and Housing, 1990, STF 1-A

Income

The 1988 estimated per-capita income for the market area is \$38,253 compared to the County figure of \$30,248 (Table 9). The total market area aggregated income is estimated to be \$790,719,364.

Table 9
Estimated Aggregate Household Income

Tract	1990 Population	1989 Per Capita Income	Total Estimated Aggregate Income
3	6,008	\$40,376	\$242,579,008
4	3,245	\$46,599	\$151,213,755
5	3,785	\$33,165	\$125,529,525
6	2,674	\$26,523	\$70,922,502
7	4,959	\$24,157	\$119,794,563
TOTAL	20,671	\$38,253 average	\$710,039,353

Source: U.S. Bureau of the Census, Census of Population and Housing, 1990, PL94-171

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IV. LAND USE ANALYSIS

The County's General Land Use Plan and existing zoning for the study area are shown in Maps 4 and 5. The General Land Use Plan indicates the adopted policy for future development by setting the general character, extent and location of land use types throughout the County. The Plan guides the County Board in its decisions about future development and communicates adopted policy to citizens, business owners and developers. The Zoning Ordinance and Map establish legal rights and constraints regarding land use, including permitted uses, placement, height, bulk and coverage of structures for each zoning district.

The study area includes approximately 107 acres of land (Table 10), 83 percent of which is zoned for residential uses and 17 percent for commercial uses. Within the residential zoning categories, almost 63 acres of land, or 72 percent, are zoned for low density ("R-5", "R-6", "R2-7" and "R-10T") uses, and 24 acres, or 27 percent, are zoned for higher density townhouse and apartment categories ("RA6-15" and "RA8-18"). Almost 96 percent of the commercially zoned land in the area is zoned "C-2".

The General Land Use Plan designates the north side of Lee Highway from Interstate 66 to Military Road as "Service Commercial" (personal and business services of one to four stories with a maximum 1.5 FAR). This strip is primarily zoned "C-2", Service Commercial - Community Business District, and contains the Lee Centre retail center, Safeway, Cherrydale Station retail center and the 7-11 shopping area. Directly north of the "Service Commercial" frontage, the area is designated as "Low" Residential (1-10 units per acre) and "Low Medium" Residential (16-36 units per acre). The zoning in this area is primarily "R-6", One-Family Dwelling District, and "RA8-18", Apartment Dwelling District. It is developed with single-family dwellings and the Cherry Hill Garden Apartments.

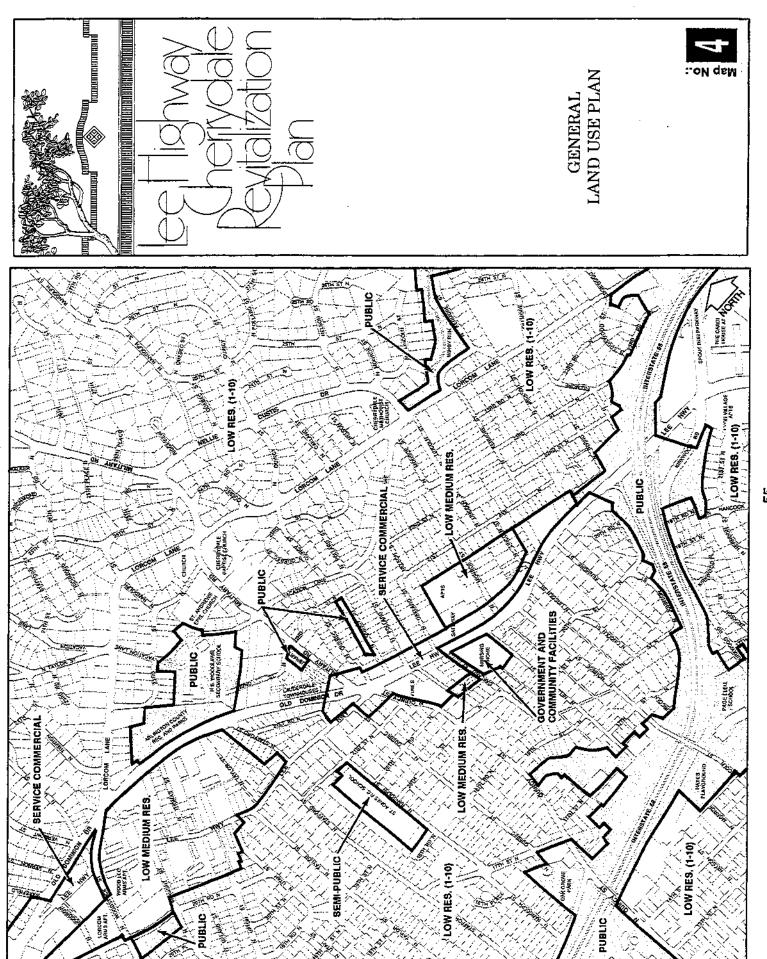
The south side of Lee Highway from Interstate 66 to North Nelson Street is designated as "Low" Residential (1-10 units per acre). Although the majority of this land is zoned "R-6" and developed with single-family dwellings, the Lee Highway frontage is zoned "C-2" and developed with auto-related uses, such as Cherrydale Motors and the Car Store, and service retail businesses such as the Phillipine Market and Pasquale's Restaurant.

The block between North Nelson and North Oakland Streets on the south side is designated "Government and Community Facilities" and is zoned "C-O-1.0", Commercial Office Building, Hotel and Apartment District. The Camelot Hall Nursing Home is located on this land. Adjacent to the nursing home is land zoned "R-5", One-Family, Restricted Two-Family Dwelling District and designated as "Low" Residential (1-10 units per acre).

TABLE 10 Land Use by Zoning District

Z District	Test A (G)		Powerst of Total
Zoning District	Total Area (sq.ft.)	Total Area (Acres)	Percent of Total
C-1	4,073	09	0.09%
C-1-O	28,563	66	0.61%
C-2	754,024	17.31	16.15%
R2-7	50,512	1.16	1.08%
RA6-15	433,860	9.96	9.29%
RA8-18	615,899	14.14	13.19%
R-10T	112,117	2.57	2.40%
R-5	557,582	12.80	11.94%
R-6	2,019,186	46.35	43.25%
C-O-1.0	93,088	2.14	1.99%
TOTAL	4,668,904	107.18	100.00%
Commercial			
C-1	4,073	.09	0.52%
C-1-O	28,563	.66	3.63%
C-2	754,024	17.31	95.85%
TOTAL	786,660	18.06 (16.85%)	.100.00%
Residential	<u>,</u>	, , , , , , , , , , , , , , , , , , , 	
R2-7	50,512	1.16	1.30%
RA6-15	433,860	9.96	11.18%
RA8~18	615,899	14.14	15.86%
R-10T	112,117	2.57	2.89%
R-5	557,582	12,80	14.36%
R-6	2,019,186	46.35	52.01%
C-O-L0*	93,088		2.40%
TOTAL	3,882,244	89.13 (83.15%	100.00%

^{*} Uses permitted under "C-O-1.0" depend upon the GLUP designation. The Camelot Hall site is designated "Government and Community Facilities" and is used as elderly housing, therefore, this is considered a residential site.



The south side of Lee Highway from North Oakland Street to just beyond North Quincy Street/Military Road is designated as "Service Commercial" and zoned "C-2". This area is developed primarily with auto-related uses, including Brown Honda. The rear of these auto uses borders residentially zoned land.

The remainder of the Lee Highway frontage from Military Road to Lorcom Lane is designated "Low" Residential (1-10 units per acre) and "Low Medium" Residential (16-36 units per acre). Zoning is a mixture of "R-5", "R-6", "RA8-18", "R2-7", Two-Family and Town House Dwelling District and "RA6-15", Apartment Dwelling District. Development of this area includes single-family dwellings, apartments and condominiums.

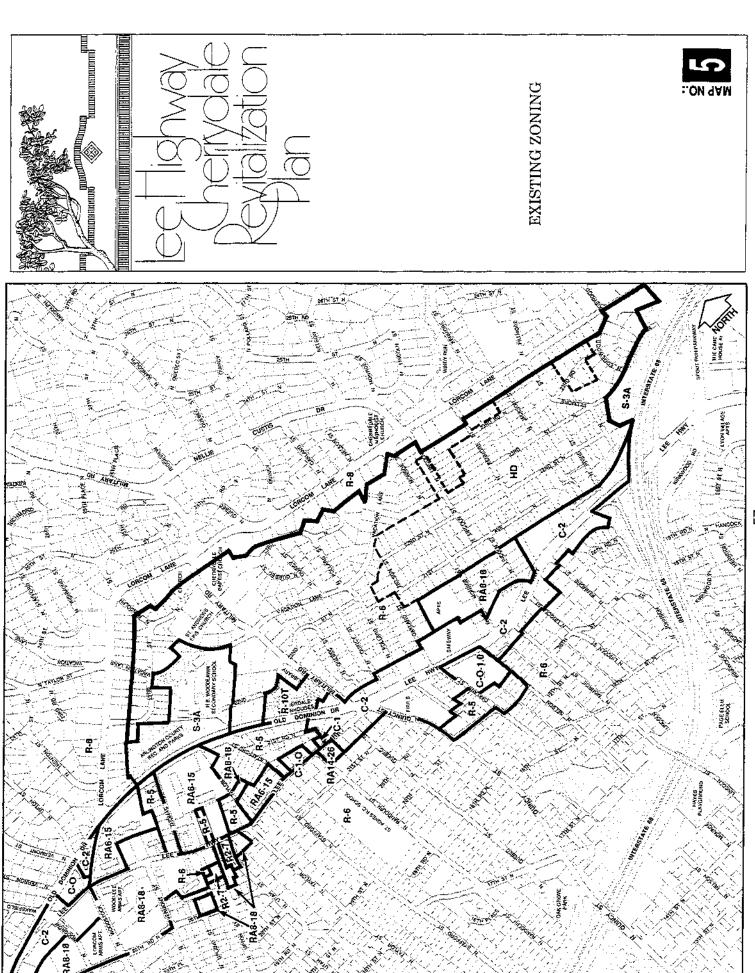
Commercial Uses

Located midway between the Rosslyn and the Fairfax County line, Lee Highway serves as a major commercial corridor in north Arlington. While commercial development is found along virtually the entire length of Lee Highway from Rosslyn to the Falls Church City line, the Lee Highway/Cherrydale commercial area, extending from I-66 to North Randolph Street, contains one of the more concentrated areas of retail use.

Although the study area is close to Washington, D.C. and to the office markets of the Rosslyn-Ballston Corridor, there has been limited office development. The Lee Highway/Cherrydale study area has 253,329 square feet of existing commercial space. With only two small professional offices and no large office buildings within the study area, only 2 percent (4,092 square feet) of the total commercial space is office. Most of the commercial property in the study area is developed at well under the maximum allowable density, and it is unlikely that there will be an increase in commercial density in the near future. Auto-related uses comprise approximately 38 percent of the commercial space in the study area with most of the auto-related space located on the south side of Lee Highway.

Retail space comprises 135,233 square feet or half of all commercial uses. The commercial area does not have a central shopping area or shopping district but the new 40,000 square-feet Safeway grocery store functions as such. Other than the Safeway, retail space is generally grouped in the 7-11 Shopping Center, the Cherrydale Station Shops, and Lee Centre, the newest commercial development located at 3301-3321 Lee Highway.

Over 786,000 square feet (18 acres) of land in the study area is zoned for commercial use: "C-1", "C-1-0", or "C-2". Almost 96 percent of this land is zoned "C-2", which allows a maximum density of 1.5 FAR. The overall density of existing commercial development is 0.31 FAR, with no properties developed at maximum density. If all of the existing commercial property were redeveloped at 1.5 FAR, five times the amount of commercial development (1.18 million square feet) could be built. Such massive redevelopment in



the Lee Highway/Cherrydale area, however, is unlikely, and in many cases limited by parking and setback requirements and small site areas.

The largest single commercial site in the study area was redeveloped in 1987 for a new Safeway grocery. The only other large, commercially zoned sites are the Brown Honda, Kline Toyota, and Nichols sites. (For a listing of business addresses see Appendix B.)

Auto-Related Uses: The Lee Highway/Cherrydale corridor contains a variety of commercial uses including personal services, a major grocery store, one motel, and several restaurants. The corridor is dominated, however, by auto-related uses. These uses cover over seven acres of the study area and are developed at an average density of 0.30 FAR. All of these uses are zoned "C-2" except for Miles Glass, which is zoned "RA8-18". Although the Miles Glass property was originally zoned "C-2", in 1959 the property was rezoned to "RA8-18", along with several surrounding parcels that continue as non-conforming commercial uses. A nonconforming use may continue as long as the building is occupied or not vacant for more than one year; however, no expansion of the use may occur. In the event the non-conforming use status on the site is discontinued, the existing zoning and General Land Use Plan designation would support redevelopment for residential use.

In addition to these auto sales and service establishments, parking lots for auto-related uses cover almost two acres of the study area. Almost all of these are transitional parking lots on land zoned for low-density residential development, and, therefore, many are controlled by use permit. One such use permit lot is located behind Cherrydale Motors on land zoned "R-6". This permit was granted in 1986 with yearly reviews. A use permit for parking of customer and employee cars on "R-5" land adjacent to what is now Brown Honda was granted in 1965 with no review required. A similar use permit for the European Service Center has been in effect since 1971.

The Cherrydale Civic Association has opposed some use permit applications in an effort to halt any expansion of auto-related uses in the corridor. The neighborhood has also raised concerns regarding poor transitions including storage of junk cars and car parts, between auto-related uses and abutting residential property.

Residential Uses

Eighty-three percent of the study area is zoned for residential development. Of the 89 acres zoned residential, 66 percent is zoned for single-family development, 4.3 percent for two-family and townhouse development, and approximately 29 percent for apartment development. The area contains 1,042 multi-family residential units (including garden apartments, townhouses and mid- and high-rise apartments and condominiums).

Public Uses

Three sites, the Cherrydale Library, Thifton Hill Park, and Cherrydale Park, are designated on the General Land Use Plan as "Public". Although there are no active recreation areas for public use within the study area, the Cherrydale and Maywood neighborhoods are served by nearby parks, including Cherry Valley Nature Area, Oak Grove Park and Cherrydale Playfield adjacent to the H. B. Woodlawn School.

Land Use and Development Issues

Land Use and development issues in the Lee Highway/Cherrydale area include:

- General Land Use Plan and Zoning issues: The predominant by-right zoning pattern; and inconsistencies between the General Land Use Plan and zoning districts.
- Commercial development issues: The revitalization and retention of neighborhood-oriented businesses; potential for redevelopment on commercially zoned underdeveloped sites; and impact of planned widening of Lee Highway on existing and new commercial development.
- Residential development issues: Impacts of commercial development in terms of noise, traffic, heights and densities; and need for appropriate transition from commercial to residential development.

General Land Use Plan and Zoning Issues

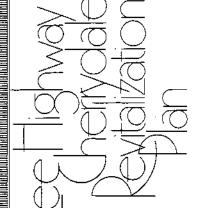
By-Right Zoning Pattern: In the study area, the predominant commercial zoning category is "C-2", a "by-right" district. The "C-2" zoning category allows a maximum density of 1.5 FAR and maximum building heights of four stories or 45 feet (See Appendix C). The maximum allowable density, however, is virtually impossible to realize due to parking requirements, site area, and the shallow depth of some lots. The general uses permitted are neighborhood and community retail uses although residential/hotel development at 36 units per acre and office development at 1.5 FAR are also allowed. Parking requirements vary with each use. Because the Cherrydale area is not in a "Special Revitalization District" (SRD) the site plan option of the "C-2" zoning district cannot be used and, therefore, developers must meet the parking, setback, bulk and other requirements specified in the Ordinance before renovating or redeveloping their properties. In some cases, property owners are constrained from expanding or revitalizing retail uses due to the inflexibility of the "C-2" zoning category, particularly parking requirements.

- Inconsistencies between the General Land Use Plan and Zoning: Within the Lee Highway/Cherrydale study area, there are several areas where the General Land Use Plan and zoning are inconsistent (Map 6 and Table 11). These include:
 - The area located along the southern frontage of Lee Highway between I-66 and North Nelson Street, designated "Low" Residential (1-10 units per acre) on the General Land Use Plan, and zoned "C-2". This area consists of a variety of service commercial uses including three auto repair facilities, a shoe repair shop, an electronics retail store, a restaurant, a VEPCO substation, and a 14-unit apartment building. Amending the General Land Use Plan to "Service Commercial" would be consistent with existing uses and the "C-2" zoning.
 - The area located on North Oakland Street to the rear of McLean Motors is designated "Low Medium" Residential on the General Land Use Plan and is zoned "R-5". This area includes four single-family dwellings and two vacant lots, and is being considered, along with the remainder of the McLean Motors, International Automobiles, and the European Service Center properties, as the future site of the new Fire Station #3. General Land Use Plan amendments to the existing designations should be considered when a final recommendation regarding the location of the Fire Station is made.
 - The area located on the south side of "old" Lee Highway between North Quebec Street and North Randolph Street is designated "Low" Residential (1-10 units per acre) on the General Land Use Plan and is zoned "C-2" and "RA14-26". This area includes the Tachibana Restaurant, Cherrydale Glass, and new townhouse development. Amending the General Land Use Plan to "Service Commercial" for the "C-2" zoned parcels is recommended to recognize existing commercial uses. However, the "RA14-26" zoned portion of this area should remain designated as "Low" Residential (1-10 units per acre) on the General Land Use Plan to protect the area from further encroachment of higher density residential uses.
 - Most of the area bounded by Old Dominion Drive, "old" Lee Highway, Lorcom Lane, and Stafford Street is designated "Low-Medium" Residential (16-36 units per acre) on the General Land Use Plan and is zoned "RA6-15" and "R-5". This area includes a number of condominium and apartment buildings, and single-family homes. The "RA6-15" zoning district allows densities higher than what is recommended under the "Low-Medium" Residential designation. However, because the existing General Land Use Plan reflects the desired level of residential development in this area, no action should be taken to amend the existing land use designation.



GENERAL LAND USE PLAN AND ZONING INCONSISTENCIES

*Site Numbers 1, 2, 3, 4, 7, 17, and 19 were amended on 4/1/95.



- Five lots within the area bounded by Old Dominion Drive, "old" Lee Highway, and North Stafford Street, are designated "Low" Residential (1-10 units per acre) and "Low-Medium" Residential on the General Land Use Plan and are zoned "C-1", "C-2", and "C-1-0". These properties include law offices, vacant land, and a single-family dwelling. The existing zoning pattern allows commercial development which is not allowed under the General Land Use Plan designations for these lots. To avoid further encroachment of commercial uses into this area, the "Low-Medium" Residential designation should be kept. However, to promote land consolidation for townhouse infill development, the "Low" Residential (1-10 units per acre) designation should be amended to "Low-Medium" Residential.
- The property located north of Lee Highway between North Military Road and North Quebec Street is designated "Service Commercial" on the General Land Use Plan and is zoned "R-6". The property includes a single-family dwelling. To be consistent with neighborhood conservation goals and avoid potential encroachment of commercial uses into the single-family neighborhood, the existing General Land Use Plan designation should be amended to "Low" Residential (1-10 units per acre).
- Cherrydale Park is designated "Public" on the General Land Use Plan and is zoned "R-6". This area should be rezoned to "S-3A", a more appropriate zoning category for this type of use.

In most cases these properties are unlikely to redevelop. Therefore, amending the General Land Use Plan or rezoning the properties to recognize the existing development, in these instances, would serve primarily to "clean-up" the County's land use policy documents.

Commercial Development Issues

Retention and Revitalization of Neighborhood-Oriented Businesses: One major objective of this study is to preserve and revitalize existing service and retail businesses in the Lee Highway/Cherrydale area. Revitalization or expansion of shopping areas along Lee Highway may be constrained under the existing "C-2" zoning, due, in part, to the parking requirements. On March 2, 1991, the County Board adopted a Zoning Ordinance amendment to "C-2" Districts to permit a site plan process in areas designated on the General Land Use Plan as "Special Revitalization District". This new tool is designed to provide more flexibility in site design and parking requirements and to offer limited incentives to spur revitalization in areas such as Lee Highway.

Table 11
General Land Use Plan and Zoning Inconsistencies

Мар #	Trade/Use	Address	Existing Zoning	Existing GLUP
1*	Texaco Service Station Bono Film The Car Store	3332 Lee Highway 3200 Lee Highway 3206 & 3212 Lee Highway	C-2 C-2 C-2	Low Residential (1-10 v/a) Low Residential (1-10 v/a) Low Residential (1-10 v/a)
2*	Lincoln Arm Garden Apartments Cherrydale Auto Parts Cherrydale Garage	2025 N. Lincoln Street 3436 Lee Highway 3412 Lee Highway	C-2 C-2 C-2	Low Residential (1-10 u/a) Low Residential (1-10 u/a) Low Residential (1-10 u/a)
3*	Mediterraneo Restaurant Retail Furniture Repair Shop Potomac Marine & Aviation Inc.	3520 Lee Highway 3514 Lee Highway 3510 Lee Highway 3508 Lee Highway	C-2 C-2 C-2 C-2	Low Residential (1-10 u/a) Low Residential (1-10 u/a) Low Residential (1-10 u/a) Low Residential (1-10 u/a)
4*	Parking adjacent to retail Arlington Electronics Wholesalers Le Neon Doudaklian Leather VEPCO (SCC)	N. Nelson Street 3620 - 3630 Lee Highway 3614 Lee Highway 3612 Lee Highway 3600 Lee Highway	C-2 C-2 C-2 C-2 C-2	Low Residential (1-10 u/a)
5	Single family dwelling Single family dwelling Single family dwelling Vacant land - buildable	2026 N. Oakland Street 2022 N. Oakland Street 2018 N. Oakland Street 2018 N. Pollard Street	R-5 R-5 R-5 R-5	Service Commercial (1.5 FAR) Service Commercial (1.5 FAR) Service Commercial (1.5 FAR) Service Commercial (1.5 FAR)
6	Single family dwelling Vacant land - buildable	2015 N. Pollard Street 2012 N. Pollard Street	R-5 R-5	Low-Med Residential (16-36 u/a) Low-Med Residential (16-36 u/a)
7*	Cherrydale Glass Tachibana Japanese Restaurant	4060 Lee Highway 4050 Lee Highway	C-2 C-2	Low Residential (1-10 u/a) Low Residential (1-10 u/a)
8	Townhouses	Lee Highway	RA14-26	Low Residential (1-10 u/a)
9	Portion of apt. bldg. site	Lee Highway	RA8-18	Low Residential (1-10 u/a)
10	Lorcom House Condominium Carlyn Towers	4401 Lee Highway 4390 Lorcom Lane	RA6-15 RA6-15	Low-Med Residential (16-36 u/a) Low-Med Residential (16-36 u/a)

Table 11 (Cont.)

Map #	Trade/Use	Address	Existing Zoning	Existing GLUP
11	Single family dwelling Vacant land - buildable	4344 Old Dominion Drive 4330 Old Dominion Drive	R-5 R-5	Low-Med Residential (16-36 u/a) Low-Med Residential (16-36 u/a)
	Single family dwellings Duplex dwelling Single family dwellings Single family dwelling	2152 & 2156 N. Thomas Street 2146 N. Thomas Street 2122 - 2140 N. Thomas Street 4359 Lee Highway	R-5 R-5 R-5 R-5	Low-Med Residential (16-36 u/a) Low-Med Residential (16-36 u/a) Low-Med Residential (16-36 u/a) Low-Med Residential (16-36 u/a)
12	Horizon mid-rise Apts. Loreom Towers Single family dwelling Vacant land - encumbered Yorktown Condos Stone Ridge Knoll Condos	4320 Old Dominion Drive 4300 Old Dominion Drive 4301 Lee Highway	RA6-15 RA6-15 RA6-15 RA6-15 RA6-15 RA6-15	Low-Med Residential (16-36 u/a)
13	Single family dwellings	4339 & 4335 Lee Highway	R-5	Low-Med Residential (16-36 u/a)
14	Single family dwelling Vacant land - buildable Vacant land - buildable Single family dwellings Vacant land - encumbered	2134 N. Taylor Street N. Taylor Street 4301 Lee Highway 4313 & 4317 Lee Highway Lee Highway	R-5 R-5 R-5 R-5 R-5	Low-Med Residential (16-36 u/a)
15	Condominium Apartment building	Lee Highway	RA6-15	Low-Med Residential (16-36 u/a)
16	Vacant land - buildable Single family dwelling	N. Taylor Street 2153 N. Taylor Street	R-5 R-5	Low-Med Residential (16-36 u/a) Low-Med Residential (16-36 u/a)
17*	Law offices Vacant land	4113 Lee Highway	C-1-0 C-1-0	Low Residential (1-10 u/a) Low Residential (1-10 u/a)
18	Single family dwellings	4101 Lee Highway	C-1	Low Residential (1-10 u/a)
19*	Toyota Kline parking		C-2	Low Residential (1-10 u/a)
20	Single family dwellings	2120 N. Quebec Street	R-6	Service Commercial (1.5 FAR)
21	Cherrydale Park	N. Quincy Street	R-6	Public

^{*} indicates that General Land Use Plan was amended on 4/1/95

Sites With Potential for Redevelopment: There are approximately 9.07 acres on six vacant or underdeveloped sites in the study area that have been identified as having redevelopment potential based on the existing ownership pattern, site area, underutilized sites and/or functionally obsolete structures (Map 7). Of this total approximately 3.14 acres are zoned residential and, under current zoning densities, could be developed with 59 new dwelling units. Almost half of the residentially zoned acreage is located in transitional areas between commercial and low-density residential land uses and are under the same ownership as contiguous commercially zoned parcels fronting on Lee Highway (Table 12). These properties represent opportunities to enhance existing low-density residential areas by buffering them from the commercial uses along Lee Highway.

Within the Lee Highway/Cherrydale area potential redevelopment sites zoned for commercial development comprise approximately 5.93 acres are zoned for commercial development with 5.49 acres zoned "C-2" and .44 acres zoned "C-1-0". The two parcels zoned "C-1-0" are adjacent to Cavalier Motors and could be developed by-right at a maximum 0.60 FAR for 11,629 S.F. of new office space. The properties zoned "C-2" are located along Lee Highway and have a maximum FAR of 1.5. By-right development of these parcels could result in approximately 358,717 square feet of new commercial/office space at a maximum height of 45 feet. Redevelopment at maximum FAR is highly unlikely due to current parking requirements and the low demand for office space in the study area.

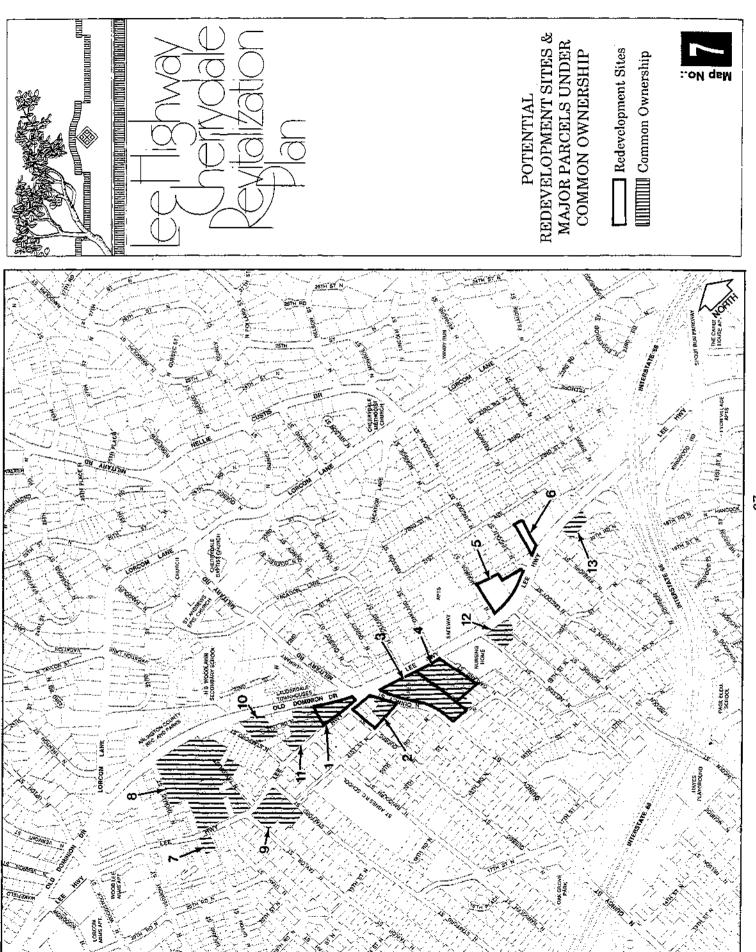
Impact of Planned Widening of Lee Highway on Existing and New Development: The Master Transportation Plan - Part 1, adopted by the County Board in the spring of 1986, recommends the widening of Lee Highway to six lanes for the area between North Kenmore Street and Military Road/North Quincy Street. The Department of Public Works has developed a 5-lane improvement alternative (Map 11) which is discussed in the Transportation section of this document.

Residential Development Issues

Impacts of Commercial Development: The existing commercial density along Lee Highway is significantly less than that allowable under the "C-2" existing zoning pattern. If key commercial sites were redeveloped to the allowable density of 1.5 FAR, additional commercial development could be built which could have significant impacts on the surrounding residential neighborhoods. New taller buildings could have a visual impact on the adjacent single-family development. Greater densities would also generate more traffic from new employees and consumers. Increased traffic volumes and noise would occur on Lee Highway itself and possibly on neighborhood side streets. Off-street parking could become an issue, particularly if the on-site parking was inadequate and/or poorly designed. If existing shopping areas would redevelop to non-retail uses, the loss of neighborhood-serving business could result in a significant loss of amenities for study area residents and affect the quality of life.

Table 12
Major Contiguous Parcels under Common Ownership and Major Redevelopment Sites

Site	Owner Name	Trade	Zoning	GLUP Designation	Lot Area
1	Stowe Steele	Kline Toyota Kline Toyota Parking Single Family	C-2 R-5 C-1	Service Commercial (1.5 FAR) Low Residential (1-10 u/a) Low Residential (1-10 u/a)	40,832 26,531 4.073
2	Beek Brown/Fitzwater Koumas Steele Stowe	Home Equipment Veterinarian, other retail Carriage House Parking Carriage House Realtor Kline Toyota Parking Kline Toyota Parking	C-2 C-2 R-6 C-2 C-2 R-6 C-2	Service Commercial (1.5 FAR) Service Commercial (1.5 FAR) Low Residential (1-10 u/a) Service Commercial (1.5 FAR) Service Commercial (1.5 FAR) Low Residential (1-10 u/a) Service Commercial (1.5 FAR)	3,135 12,197 15,170 2,099 6,419 12,700 12,700
3	Rohall	Brown Honda Brown Honda Parking	C-2 R-5	Service Commercial (1.5 FAR) Low Residential (1-10 u/a)	99,149 23,432
4	Nichols	Auto sales/repair Businnesses Single Family Single Family, Vacant Land Vacant Land	C-2 R-5 R-5 R-5	Service Commercial (1.5 FAR) Low Residential (1-10 u/a) Low-Med Residential (37-72) u/a) Service Commercial (1.5 FAR)	58,519 7,811 17,957 3,666
5	Bari Gray Invest.	Morning Glory Farms WTMW Television	C-2 C-2 RA8-18	Service Commercial (1.5 FAR) Service Commercial (1.5 FAR) Low-Med Residential (37-72) u/a	17,001 31,010 8,887
_6	Lewis	Econo Lodge	C-2	Service Commercial (1.5 FAR)	34,811
7	Miles Glass	Single Family Miles Glass	R-6 RA8-18	Low-Med Residential (37-72) u/a Low-Med Residential (37-72) u/a	14,377 13,074
8	Courembis -	Lorcom Towers, Horizon Apartments Vacant Land, Single Family Vacant Land, Single Family Single Family, Vacant Land	RA6-15 R-5 RA6-15 R-5	Low-Med Residential (37-72) u/a Low-Med Residential (37-72) u/a Low-Med Residential (37-72) u/a Low-Med Residential (37-72) u/a	222,669 53,831 47,088 9,792
9	Wilson-Riggs Corp.	Single Family	R-6	Low Residential (1-10 u/a)	80,414
10	<u>Kapusta</u>	Duplexes, Single Family	R-5	Low Residential (1-10 u/a)	24,295
Ħ	Dailey	Vacant Land, Single Family Vacant Land	R-5 C-1-O	Low Residential (1-10 u/a) Low Residential (1-10 u/a)	17,082 19,382
12	Arlington Elect. Wholesalers	Arlington Electronic Wholesalers Single Family	C-2 R-6	Low Residential (1-10 u/a) Low Residential (1-10 u/a)	21,520 6,500
13	Remimpour	The Car Store	C-2	Low Residential (1-10 u/a)	27,830



Transitions Between Residential and Commercial Development: Within the study area, the absence of a transition due to inadequate screening and buffering most frequently occurs with Special Exception uses in the "C-2" and "R-6" zoning districts. Many of these uses were approved at a time when the zoning ordinance was less restrictive and in some cases may have been approved with no review. These problems could be partially eliminated if more stringent conditions were incorporated into use permits for transitional uses. According to the Zoning Ordinance, use permits may be issued provided that "the use will not (1) affect adversely the safety of persons residing or working in the neighborhood of the proposed use; (2) be detrimental to the public welfare or injurious to property or improvements in the neighborhood; (3) be in conflict with the purpose of the master plans of the county."

V. TRANSPORTATION

Lee Highway is a principal arterial street owned and maintained by the Virginia Department of Transportation (VDOT). In recent years, Arlington County has undertaken some streetscape improvements which because of the use of special materials, will be maintained by Arlington County. In addition, Arlington maintains the traffic signals along Lee Highway. Old Dominion Drive is another principal arterial owned and maintained by VDOT. North Quincy Street and Military Road are classified as minor arterial streets and "old" Lee Highway is considered a neighborhood-principal street.

According to the Lee Highway-Traffic Operations Study, the traffic congestion encountered in the study area is a function of the total number of streets, lanes and volume of vehicles. The predominant flow of traffic during the AM peak period is eastbound, with substantial flows on both Military Road and North Quincy Street. Old Dominion Drive, "old" Lee Highway and Lee Highway are heavily traveled commuting routes linking the western portion of Arlington County, Falls Church and Fairfax County to the Rosslyn-Ballston Corridor and the District of Columbia. Old Dominion Drive from Lorcom Lane to Military Road is four lanes wide with two lanes in each direction, divided by a raised concrete median. "Old" Lee Highway widens from two lanes to three lanes approaching the five-points intersection, with two lanes eastbound and one lane westbound. Military Road also widens from two to three lanes approaching the five-points intersection, two lanes southbound and one lane northbound. Approaching Lee Highway, North Quincy Street has four lanes with two lanes in each direction divided by a raised concrete median.

East of Military Road, Lee Highway has a relatively uniform, four-lane cross section with two travel lanes in each direction divided by raised or painted medians. Traffic signals along Lee Highway are located at Military Road/North Quincy Street, North Pollard Street, and North Monroe Street. Only three intersections have left turn only lanes: westbound Lee Highway to "old" Lee Highway and North Quincy Street, eastbound Lee Highway to North Monroe Street, and westbound Lee Highway to North Kenmore Street.

Lee Highway is an important east/west principal arterial street serving the northern portion of Arlington County, Falls Church, central Fairfax County and the District of Columbia. With I-66 and Arlington Boulevard closed to trucks, Lee Highway is a regionally important truck transportation route providing local access from the Capital Beltway to the Rosslyn-Ballston Corridor. Two important north-south streets, North Woodstock Street-Lorcom Lane and North Quincy Street-Military Road, cross the study area. Two other north-south roads, North Monroe Street and Pollard Street, constitute other less important local accesses.

North Quincy-Military Road and Woodstock Street-Lorcom Lane are classified as minor arterial streets, defined as the complement of principal arterials to complete a network providing access to and from significant traffic generators in Arlington County. They carry a mix of both local and through traffic. Route 309 "old" Lee Highway between North Quincy Street and Woodrow Street is classified as a neighborhood-principal street, defined as a street that provides convenient consolidated community access to the arterial street network or within the community. The number of lanes should be directly related to the size of, and intensity of land use in the area they serve. Their use as links between streets in the arterial network should not be accommodated where it is disruptive to the neighborhood.

The Metropolitan Washington Council of Governments (MWCOG) forecasts employment in the inner core jurisdictions of Arlington, Alexandria and Washington D.C. to increase by 288,000 jobs by the year 2010. Of that total, 47,000 employees are expected to work in Arlington. MWCOG also forecasts vehicular traffic to increase substantially during the same time period. Lee Highway and Arlington Boulevard are expected to shoulder a significant portion of the forecast growth traveling to and beyond the Rosslyn-Ballston Corridor. Wilson and Washington Boulevards east of North Glebe Road are estimated to provide a level of service similar to a downtown street system with numerous traffic signals and turning vehicles. Traffic volumes in the Lee Highway and Military Road/Quincy Street corridors currently operate at or near capacity during the AM and PM peak periods. Queues of waiting vehicles may take several signal cycles to clear intersections.

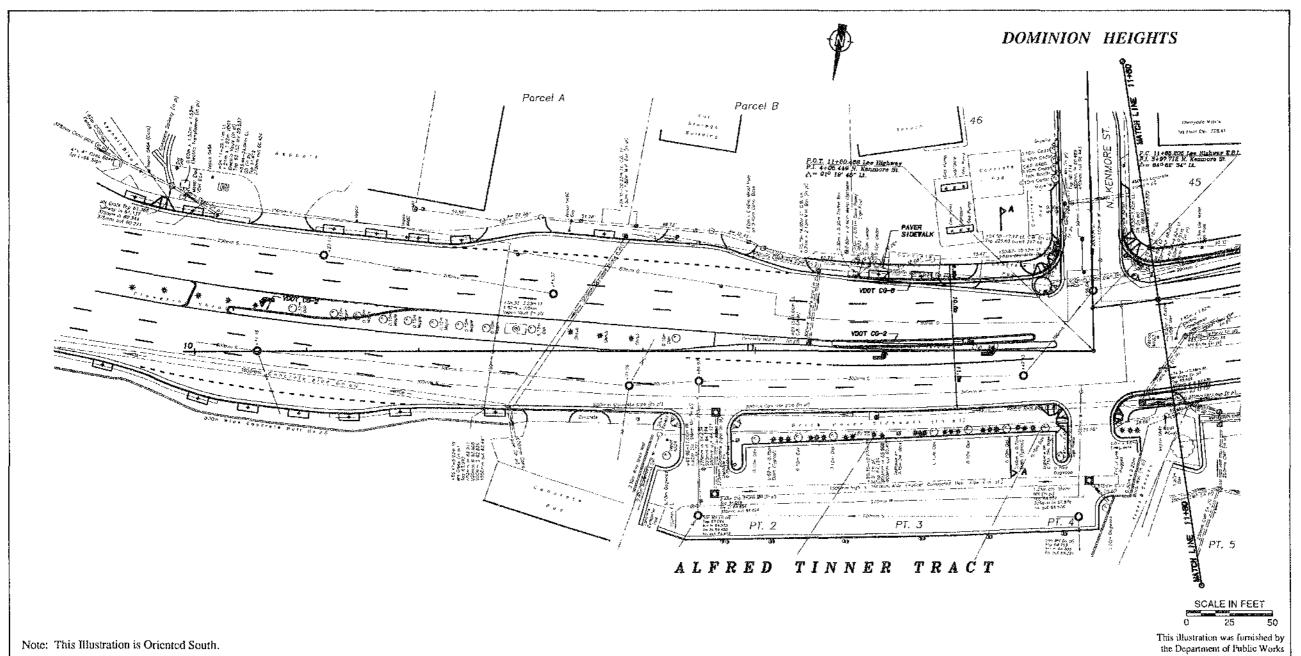
In 1986, the County Board adopted the Master Transportation Plan-Part I, which contained a number of recommendations for the Lee Highway/Cherrydale area. According to the Master Transportation Plan, Lee Highway is designated for six lanes between North Kenmore Street and Military Road/North Quincy Street. The Master Transportation Plan emphasized the need for citizen involvement in project planning to develop a broad range of options to improve traffic flow and safety in the area. Pedestrian travel along and across Lee Highway would be improved in conjunction with road widening.

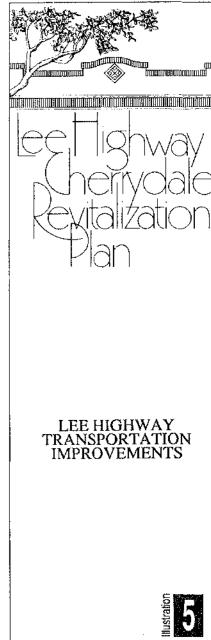
In 1988, the Department of Public Works completed the Lee Highway Traffic Operations Study, to assess existing conditions, forecast future travel and determine the ability of the corridor to serve that demand. This study, as well as more recent data developed to assess existing and projected traffic conditions along Lee Highway, found that the five-points intersection acts as a bottleneck during peak AM and PM travel periods, with demand nearing or exceeding capacity on several of the approaches. The five-points intersection presently operates at a level of service (LOS) F during peak periods. The five-points intersection is forecasted to continue operating at LOS F with increasing delays.

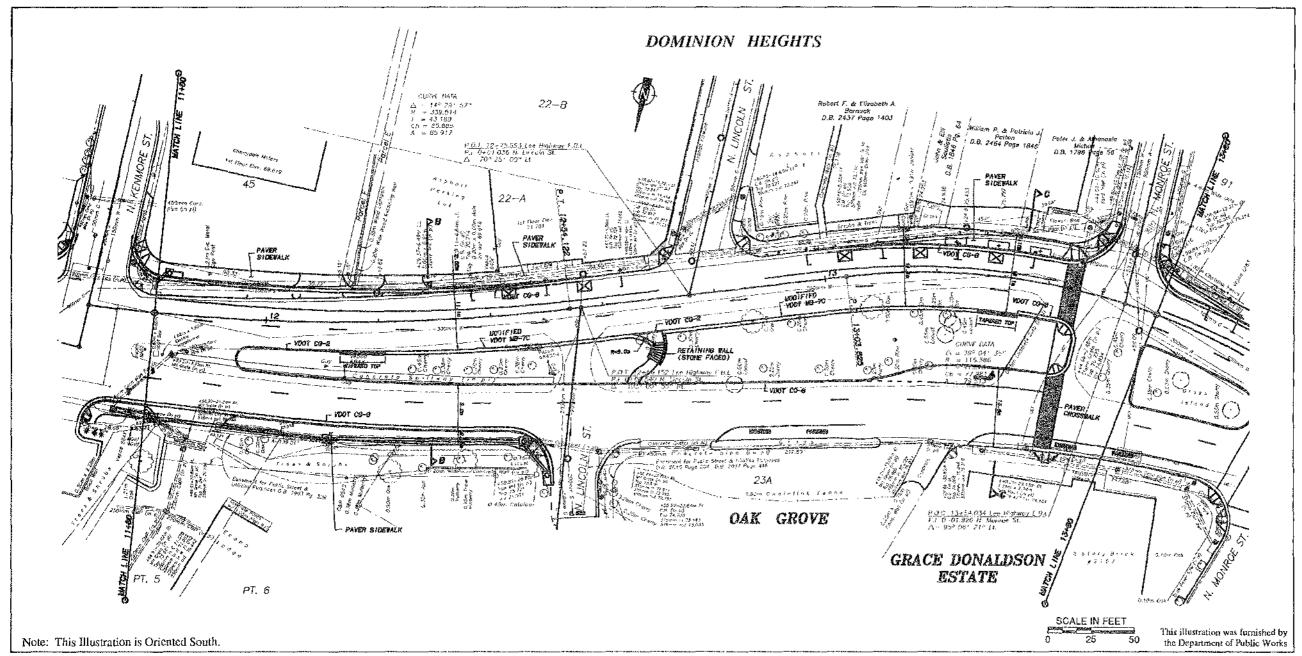
The 1988 study also identified several intersections in the study area as the priority elements for improving the road network. The intersections of Lee Highway at North Pollard and North Monroe Streets were estimated to operate at LOS D. Future traffic volume increases in the study corridor, including site generated traffic (through redevelopment), can be expected to lengthen the congested peak periods and increase the amount of traffic diverting to local, non-arterial streets to bypass congested intersections.

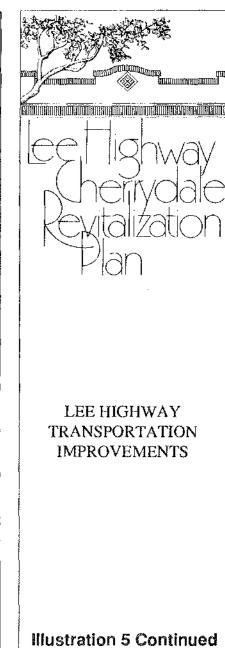
Bicycle Routes Adjacent to Lee Highway

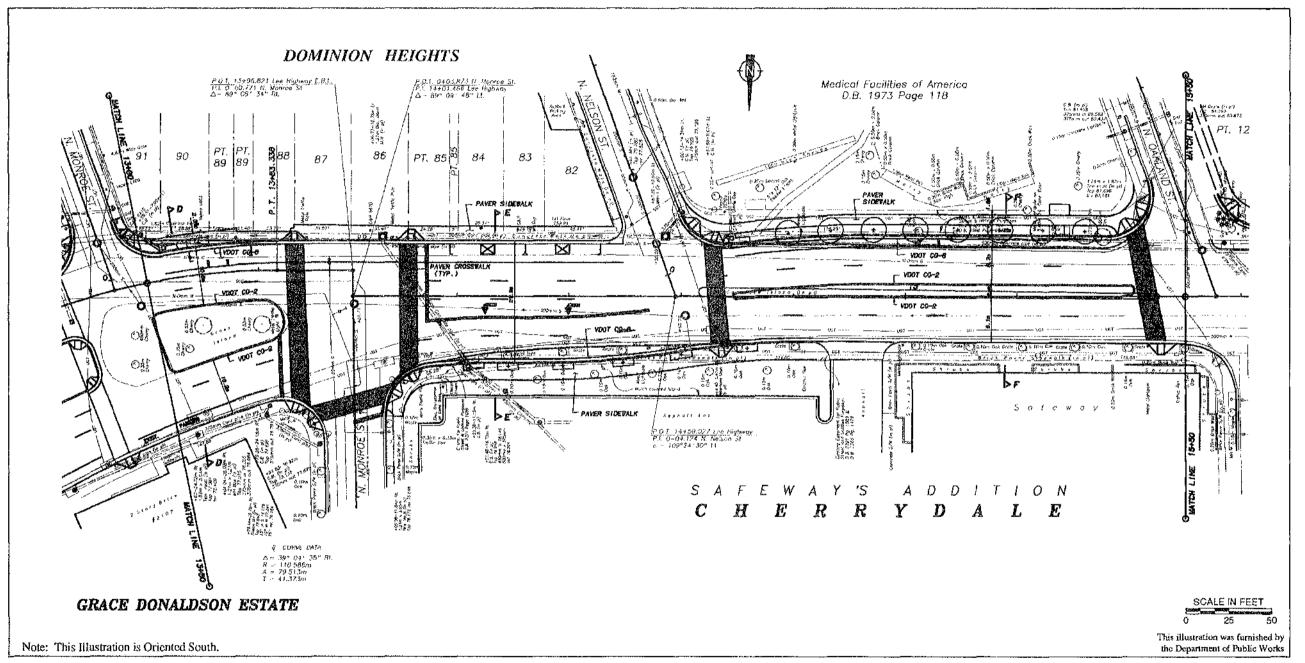
There are several existing and planned County bikeways in the immediate vicinity of the Lee Highway-Cherrydale project. The Custis (I-66) Trail, which is Arlington's principle commuting route, follows I-66 and crosses Lee Highway near the Lyon Village shopping center. A designated on-street bicycle route runs north-south on Taylor Street and links the Cherrydale and Waverly Hills neighborhoods to "old" Lee Highway, Lorcom Lane and the commercial and residential areas to the north and west of Cherrydale. An on-street bike route is planned for North Quincy Street which would intersect the Lee Highway bike lanes at Five Points and provide access via Quincy Street and Military Road to Virginia Square and Chain Bridge.

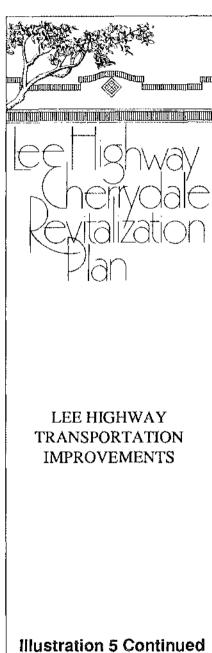


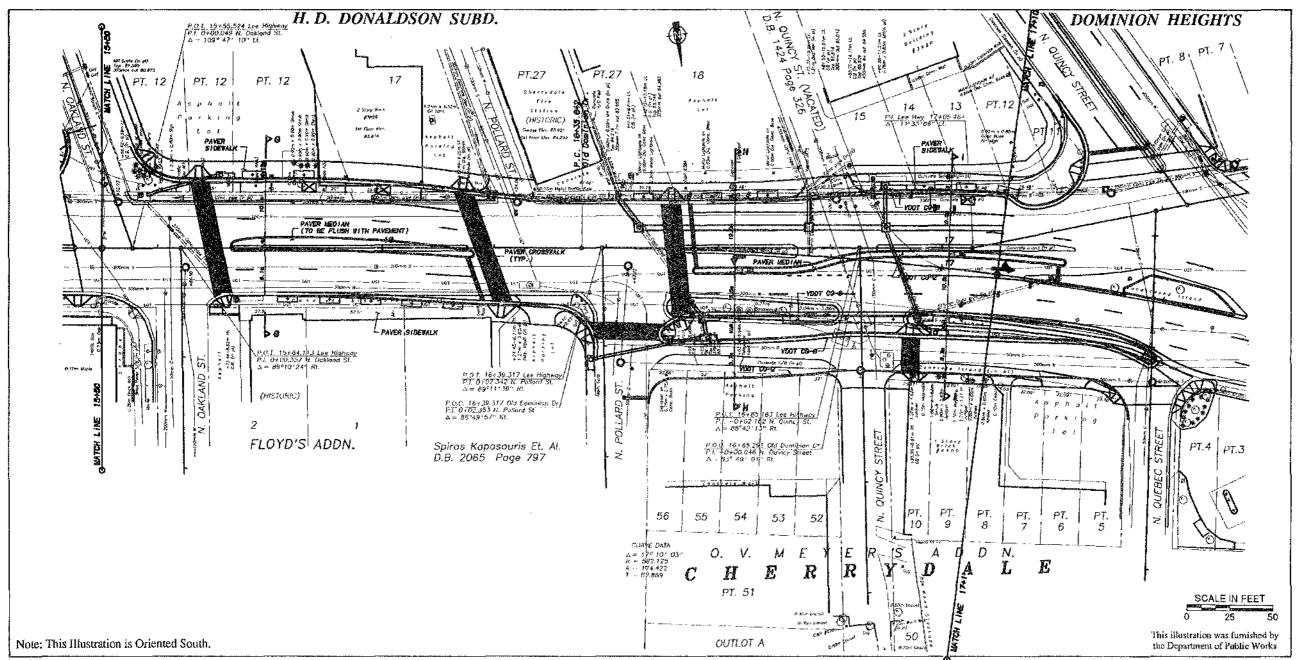


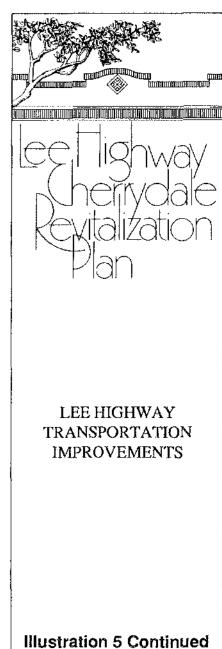


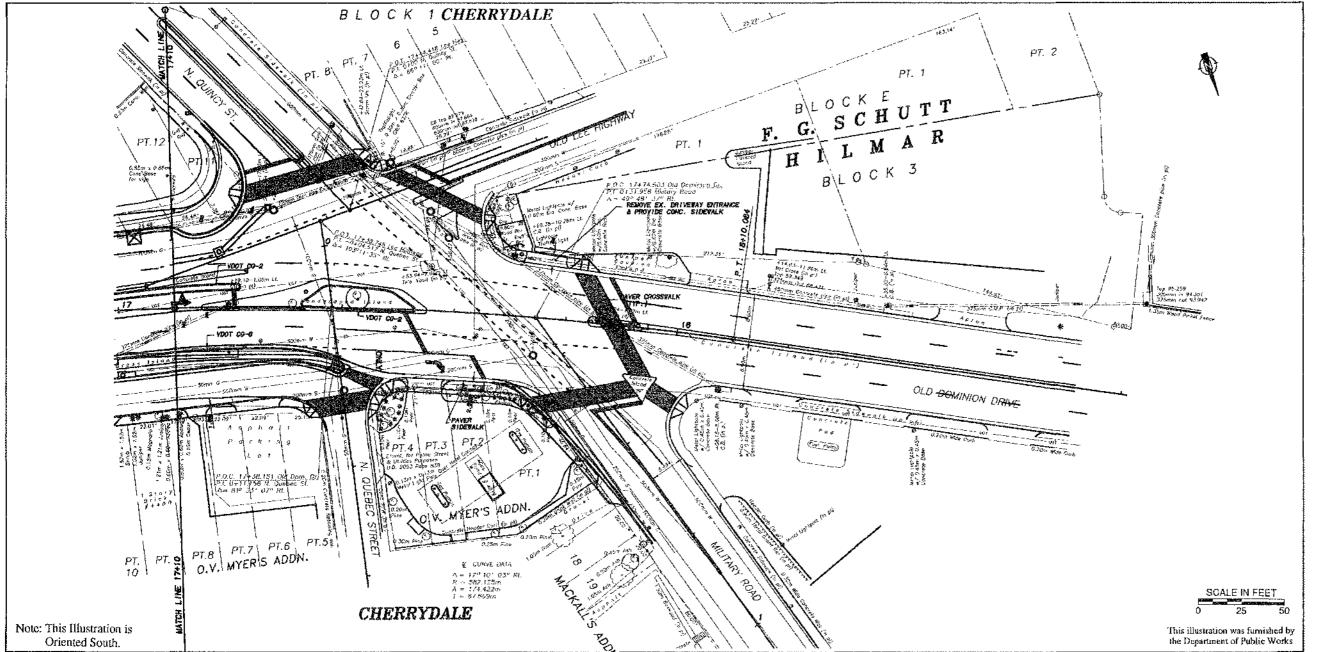


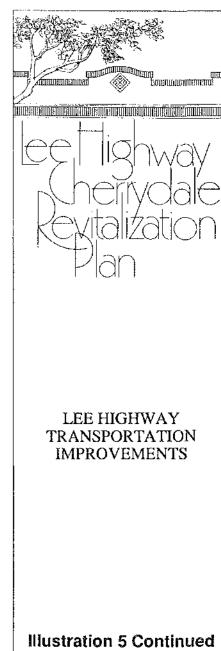












VI. URBAN DESIGN ANALYSIS

The following urban design analysis (including Illustration 6) examines the existing built environment and the visual and psychological effect that it has on residents, pedestrians and motorists. In many cases the analysis simply lists existing conditions such as an area that has no trees or an area where there is no sidewalk. In other situations, the collective effect of a number of physical conditions may give a feeling of confusion or uneasiness, or may create a barrier to enjoying amenities within the area. In addition to focusing attention on those areas that may need improvements, the analysis also acknowledges the positive elements within Cherrydale that provide the basis upon which future improvements can build.

Character of the Study Area

Entryways: Access to an area should not only be inviting but also well-defined. Buildings and other amenities located at the entry points of an area have the potential to create "gateways" by defining the area's boundaries and creating a sense of arrival and/or discovery. Although there are many entryways to the Lee Highway/Cherrydale commercial area there is no clear indication that these are gateways to a special place. The main entrance to the study area from Rosslyn and from Washington D.C. is the overpass of Interstate 66 on Lee Highway. Although, the overpass creates a sense of arrival, the lack of special elements such as distinctive streetscape, signs, special landscaping, public art, repetition of an architectural style, etc., that could identify the area as a particular place fails to indicate where this entrance is leading. Another important entrance to the Lee Highway/Cherrydale commercial area from Fairfax County, and North, South and West Arlington is the intersection of Lee Highway, Old Dominion Drive, Quincy Street and Military Road, known as the "five points" intersection. The configuration of this intersection creates a sense of arrival but lacks special elements, characteristic of Cherrydale, that would provide a sense of place.

Architectural Identity: To a great extent, the architectural styles found in an urban setting determine the character of an area. Architectural identity results from architectural elements and buildings which are similar in style, age, scale, height and materials. Although buildings within the Lee Highway/Cherrydale commercial corridor generally fall into different architectural styles, the study area in general has a cohesive architectural identity: buildings are generally similar in scale, height, age and materials. Within the Neighborhood Conservation Areas of Cherrydale and Maywood there are several historically significant buildings, and the Maywood neighborhood has been designated as a historic district. Most of the existing commercial buildings within the study area were built between 1910 and 1950. Residential construction in Cherrydale is extremely diverse and includes small frame houses built just after the Civil War, Craftsmandetailed American foursquares, 1920s prefabricated Sears houses, 1930s bungalows, 1940s minimal traditional

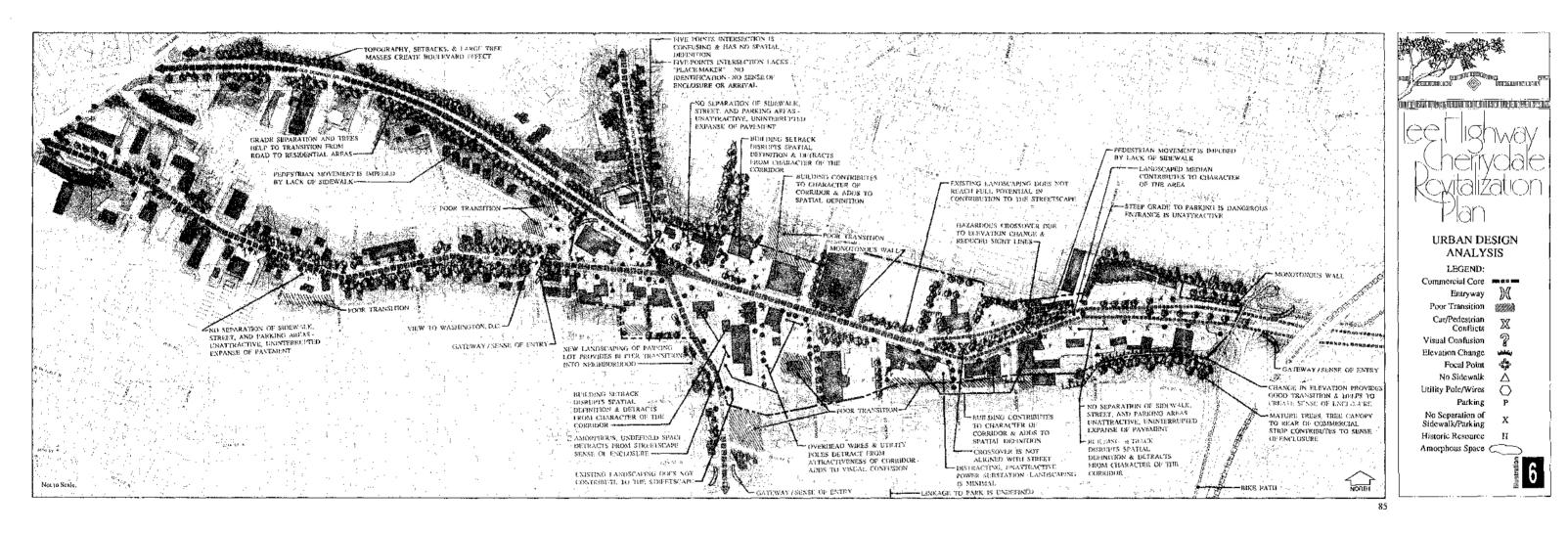
houses and neo-Victorian and colonial style in-fill homes. About 56 percent of the existing buildings within the study area were built before 1940. The oldest buildings are located at 3713 North 20th Street built in 1880 and 4118 N. Lee Highway built in 1895, both of which are single-family residences. Within the commercial area, historic resources include: the Cherrydale Volunteer Fire Station built in 1919, Cherrydale Hardware built in 1929 and the Shreve house, built in 1900.

Type of Development: To understand what the character of an area is, it is important not only to study the architecture and the history of the area but also how the area is currently developed. The study area has been identified in the Master Transportation Plan as a neighborhood retail center. In general, development in the study area can be summarized as a series of mid-rise and garden apartment buildings along "old" Lee Highway, mid-rise apartment buildings and town houses along Old Dominion Drive, and low-density strip commercial development along Lee Highway extending from Military Road to Interstate 66. Single-family dwellings are scattered along "old" Lee Highway and Old Dominion Drive.

Commercial development in the Cherrydale Area is a mixture of neighborhood, specialty and destination retail facilities, and a large number of auto-related facilities. Commercial development also includes the Cherrydale Hardware and Progressive Cleaners, long established businesses that contribute to the character of the area.

Sense of Enclosure: A sense of enclosure within public spaces is an important element in creating an active pedestrian environment and defining the character of an urban setting. A sense of enclosure is produced by continuous exterior walls of buildings extending to the property line and framing the street space to form a kind of interior wall of the streetscape. When these walls are fragmented, there is no continuity, and the space lacks definition. Thus the urban character of the area is lost and a sense of "place" and comfort for the pedestrian cannot be created. Although there are some free standing buildings and parking lots which fragment the "street wall", the continuous exterior walls of most of the commercial buildings located directly on the street and the topographic changes occurring on both sides of the Lee Highway corridor serve to provide the commercial area with a "sense of enclosure".

Topography: Within the study area there are significant topographic changes. The central portion of the Lee Highway/Cherrydale study area is level with significant grade changes to the north and south of Lee Highway. When walking or driving along Lee Highway, different vistas emerge at very short intervals because of the significant topographic changes and the curving character of Lee Highway. At one point heading east on "old" Lee Highway, there is a vista of the Washington Monument. On the eastern end of Lee Highway between I-66 and North Monroe Street the higher elevations to the north and south of Lee Highway help to frame the road and provide a sense of enclosure that is not provided by the existing buildings.



Public Gathering/Stopping Places

Open Space: Urban open spaces are the public and private outdoor areas that people use, walk through, or view. These spaces can create or enhance a view or vista, complement the shape of a building, provide visual relief from the size and mass of buildings by providing pedestrian connections, serve as a gateway to an area, and most importantly, offer people a place to rest and socialize. There are several parks serving the Lee Highway/Cherrydale Area, however, within the commercial corridor attractive and/or adequate open space areas and plazas are virtually nonexistent. There is a wide landscaped median in a portion of Lee Highway but it is not usable as open space and only serves a visual function. Adjacent to the commercial strip is a small open space area in front of Camelot Hall and Cherrydale Park which is located behind the Shreve house. Secluded from the commercial strip, the Cherrydale Park offers an escape from the traffic and noise of Lee Highway. Access to the park from Lee Highway, however, is very confusing because of the current siting of parking and service areas, and the existing service road. The entrance has no definition and is not pedestrian friendly.

Focal Points/Activity Nodes: Focal points are visual organizers which can create a sense of place and enhance the character of an area. In urban areas, focal points can be major buildings, landmarks, or gathering places, such as a park, a community facility or a commercial establishment. The study area contains several buildings, businesses and community facilities that could serve as focal points. These include: the Camelot Hall Nursing Home, which plays an important role in Cherrydale as a meeting place for the community; the Fire Station; the Cherrydale Hardware store; the Cherrydale Library located on Military Road; and, the Safeway store.

In addition, the five-points intersection has the potential to be a major focal point within the study area, but the lack of spatial definition and the abscence of a place maker, a unifying and identifiable building, space, or other special feature, detracts from this potential.

Streetscape Elements

Streetscape is the collective image and character of a variety of elements that make up the street or public environment. The streetscape is composed of the street, sidewalks, lighting, trees, public art, and street furniture such as benches, trash containers and planters. It also includes building facades, utility poles and lines, and signs. These elements, which dominate the street scene, can enhance or detract from the character of an area.

Building Facades: The image of a retail street is projected by its buildings and facades, level of maintenance, and retail window displays. Although the Lee Highway/Cherrydale study area has some historically significant buildings, many of the commercial buildings are in poor condition, facades are

deteriorated and retail window displays are unkempt. The Business Conservation Program has identified the north side of Lee Highway between Oakland Street and Pollard Street as a FY 1988 Capital project. Staff has been developing design alternatives to upgrade the facades of buildings located in this block.

Sidewalks: Pedestrian access to public transportation and to commercial development within the study area was reviewed in the Lee Highway-Traffic Operations Study to determine where vehicular/pedestrian conflicts occur. One of the key findings was the lack of sidewalks along the north side of Old Lee Highway from North Quincy Street to North Thomas Street (DPW project in CIP FY 1993), along the south side of Old Dominion Drive from Lorcom Lane to North Quincy Street (CCIP project FY 1993), along the east side of Military Road from Lee Highway to Vacation Lane, and along the north side of Lee Highway from North Kenmore to North Lincoln Streets. Another important finding is that concrete sidewalks within the study area are generally in good condition and clear of obstructions, such as telephone and sign poles. However, sidewalks are very narrow and there is no provision for planting/utility strips separating pedestrians and vehicles. Sidewalk improvements have been implemented along the north side of Lee Highway between North Oakland Street and North Monroe Street in front of the new Safeway store in conjunction with the Business Conservation Program. In addition, new sidewalks have been implemented in front of the Lee Centre shopping development located at 3301-3321 Lee Highway.

Signs: Signs are a major part of the streetscape. Signs on buildings and in shopping centers serve as business advertisements to draw customers' attention while roadway signs provide information to motorists. In general, signs may be categorized according to their functions: business signs, regulatory signs (including vehicular and pedestrian control signs), and identification/informational signs (including entryway, neighborhood and directional signs). The Lee Highway/Cherrydale study area has several freestanding business signs as well as those attached to buildings and utility poles. In an attempt to compete with one another for attention, signs tend to be large and garish, creating visual confusion. Not only are business facades made unattractive by the resultant visual clutter of signs but the ultimate profusion of messages becomes so great and so confusing that the communication they try to create is lost. The same problem applies to traffic and roadway signs, which often compete directly with commercial signs, and over the years have tended to accumulate with no regard given to their visual impact. Within the study area, informational signs are virtually non-existent.

<u>Lighting</u>: Lighting is an important element in the streetscape of an area. In addition to making an area more attractive, lighting is necessary because it plays an important role in the safety of an area. The existing street lights within the Lee Highway/Cherrydale study area, which are designed for vehicles rather than for people, do not provide adequate lighting for the pedestrian. Along Lee Highway there are entire blocks that lack any kind of lighting fixtures. In addition, much of the existing light comes from the lights located on parking areas of auto-related businesses.

Landscaping: The use of landscape elements in an urban setting not only affects the appearance of an area but effectively contributes to the processes of air purification, oxygen regeneration, noise absorption and heat abatement. The study area has a unique element in its attractively landscaped residential neighborhoods, parks, and landscaped medians located along Lee Highway between North Monroe Street and North Kenmore Street. These nodes of green space add beauty and enhance the character of the area and are a vital part of the streetscape. However, within the commercial uses of the study area, street trees are generally located only in those areas where they have been planted in conjunction with Business Conservation or streetscape projects.

<u>Street Furniture</u>: The term street furniture refers to a range of elements such as benches, trash receptacles, planters, street lights, bollards, etc., which are furnished for the convenience of the pedestrian; to provide an edge between vehicular and pedestrian space; and, to enhance the character of the urban setting. Within the Lee Highway/Cherrydale study area, benches and other street furnishings are almost non-existent.

<u>Utilities</u>: Overhead utilities interfere with the creation of an attractive streetscape by adding to the visual clutter. Within the study area, overhead utilities can be found along Lee Highway between Lorcom Lane and Interstate 66 except for the block of Lee Highway between N. Oakland Street and N. Monroe Street fronting the new Safeway store where utilities were placed underground with the cost shared between Safeway and the County.

Pedestrian and Vehicular Circulation

The speed and volume of traffic, narrow sidewalks and lack of convenient crosswalks generally discourage people from walking and shopping in a business area. The highway-oriented design and the strip commercial character of Lee Highway foster pedestrian and vehicular conflicts. Lee Highway is wide and designated pedestrian crossing points are widely spaced and poorly marked.

Commercial establishments and community services are located on both sides of Lee Highway. Allowing people to cross the street as freely as possible is important because there are usually businesses and shops on both sides of the street that rely on "walk-in" trade and impulse buying for at least a portion of their sales. Street intersections are important elements of the circulation system since they serve as major decision points for the motorists and pedestrians who enter them. Within the study area, the intersection of Old Dominion Drive & Lorcom Lane and the "five points" intersection favor the automobile to such an extent that potential pedestrian use is discouraged.

Pedestrian and vehicular conflicts are also exacerbated by the numerous curb cuts along Lee Highway, and by narrow or missing sidewalks along Old Dominion Drive and portions of Lee Highway. In addition, several side street walkways are missing, aggravating the problem of pedestrian access between the residential neighborhoods and the commercial corridor.

Bus service is very important within the study area. The Washington Metropolitan Area Transit Authority (WMATA) operates two Metrobus routes through the commercial portion of the study area with transfers between routes available near the "five points" intersection. Bus stops often become the origin of high volumes of pedestrian movement. Bus shelters provide for the comfort and protection of bus riders needing a place to wait or rest. The few bus shelters that are provided are the only existing amenities for bus riders within the study area.

Parking: Pedestrians and drivers are attracted to a commercial area if it is inviting, easily accessible, and provides and adequate parking. The strategic location of the Lee Highway/Cherrydale study area makes the area easily accessible by car and bus. Parking lots, however, are often inefficient and unattractive. They often lack landscaping and clearly defined entrances. Many lots do not have clearly marked spaces, leading to confusion for the driver and inefficient use of the available area. Many of the parking lots are situated in front of buildings, creating a barrier between the street-side walkway and the facade of the building. Arlington Electronic Wholesalers, Cherrydale Auto Parts, Miles Glass and Tachibana Restaurant are examples of businesses with inadequate parking facilities.

On street parking is very limited. Along eastbound Lee Highway, parking is allowed from mid-block between Monroe and Lincoln Streets to mid-block between Lincoln and Kenmore Streets. Along westbound Lee Highway, parking is allowed from mid-block between Lincoln and Monroe Streets to the corner of Lee Highway and Monroe Street.

Transitions

The visual image and functioning of an area is often affected by the way in which different types of development relate to each other. Areas where different types of land use, and/or buildings with different heights, bulk and densities abut each other, are generally called "transition areas".

Within the study area, the physical conditions of commercial development significantly affect the visual image and the quality of life of the surrounding neighborhoods. While most of the residential areas are well-maintained, the commercial areas are often physically deteriorated and unkempt, especially where commercial uses directly adjoin residential development. Maintenance of the rear of commercial buildings and appropriate screening of commercial uses and parking lots are either non-existent or poorly handled. In many cases the encroachment of commercial uses is aggravated by the removal of existing mature trees thereby

reducing the tree canopy and exposing the adjoining residential lot to commercial uses. In addition, the lack of clear and safe pedestrian connections from residential neighborhoods to the commercial area undermines the functioning of the area. Many streets leading from Lee Highway into the neighborhoods pass along the side of automobile related uses which afford the neighborhood resident with views of wire fencing, concrete and asphalt, and randomly parked, seemingly junked cars. This disarray and lack of screening and landscaped buffers further threatens the stability of the neighborhood, especially those residential lots adjacent to the commercial use.

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VII. URBAN DESIGN GUIDELINES

The design of Lee Highway's visual and physical character should be organized and coordinated to encourage revitalization and the development of active, lively public space while also maintaining appropriate space for vehicle deliveries, parking, local access and through movement. The design goal is to create a strong identity and positive image for Lee Highway's commercial and residential neighborhoods by effectively integrating the physical and visual aspects of new development with existing buildings and uses to create public and private spaces that will be aesthetically pleasing, functional, comfortable and inviting. To achieve this goal and to ensure consistency and coordination of street treatment throughout the revitalization process, the following guidelines are recommended for the design of the physical features and systems along Lee Highway.

The guidelines have been organized into the following categories:

- Architectural Elements
- Streetscape
- Open Space System
- Circulation System
- Transition Areas
- Site Specific Urban Design Improvements Without Redevelopment
- Concepts and Guidelines for Key Sites Within the Commercial Core

Architectural Elements

Architectural elements include storefront renovations, new structures and also items which dominate the urban scene, such as signs, awnings and walls. The following guidelines aim toward ensuring a coordinated and unified urban environment.

Storefront Renovations (See Illustration 7)

- 1. Renovation of existing storefronts should fit within the context of the village concept of the Lee Highway/Cherrydale commercial area.
- 2. Facade improvements should retain or achieve as much of the original storefront as possible. Elements added to the storefront over the years, including signs, siding, false facades, etc. should be removed, as appropriate.
- For projects that contain several stores within a block, compatible design for all the stores is
 recommended. Color, similar sign types, awnings, similar window sizes and shapes should be used to
 unify blocks and storefronts.
- 4. New building materials should match the original building materials as closely as possible in size, color and texture. For example, when repointing brick, the original color mortar and pointing should be used.
- 5. The use of several contrasting, bright and/or unrelated colors for buildings should be avoided.
- 6. Mechanical equipment and other elements located on the roof of a building should be effectively screened from the public right-of-way and residential neighborhoods.

New Structures (See Illustrations 8, 9 and 10)

- New structures, particularly those adjacent to residential development, should be coordinated with the surrounding environment by considering style, architectural detailing, building location, color coordination, plant materials, street furniture and signs.
- New structures should attempt to create a pedestrian scale at street level through the use of urban design elements such as storefront windows, strong cornice lines; awnings, etc. Along Lee Highway, ground level retail uses should be incorporated.

- 3. To strengthen the street wall, new structures should be sited respecting a "build-to" line.
- 4. Commercial projects adjacent to residential areas should provide effective transition by using plant materials, open space, tapering of building heights, walls and fencing.
- 5. Architectural elements which are added to revitalize or renovate a structure should be compatible with the character of the structure, adjacent structures, and the character of the area.
- 6. Mechanical equipment, both public and private, should be screened and placed where it will not disrupt the sidewalk area or visually detract from the appearance of the streetscape.
- 7. Blank, monotonous, or uninterrupted walls or facades should be discouraged along public rights-of-way.
- 8. Surface parking facilities should be screened from adjacent residential areas and public rights-of-way by use of dense plant materials and walls.
- 9. Signs, lighting, windows, paving and plant materials should be coordinated along an entire block face.
- Commercial building facades, along Lee Highway, should be designed with storefront windows or similar glass treatment.
- 11. In new development, building facades and entrances should be oriented to street frontages. Building height and massing should be compatible with existing development.

Signs For Commercial Buildings (See Illustration 11)

- 1. Signs should not obscure architectural elements. They should fit within and compliment the storefront.
- 2. Sign materials, style and colors should be compatible with the building and should reflect the village character of Cherrydale. Within a block, the same color, size and style of signs should be encouraged.
- 3. High intensity lighting should be discouraged.
- 4. Where freestanding signs are allowed a monument sign should be used.
- 5. Commercial advertising signs within the public right-of-way should be prohibited.

6. Public informational and directional signs should be coordinated and consolidated if possible.

Awnings (See Illustration 12)

- 1. Along Lee Highway, the use of awnings should be encouraged for first floor uses.
- 2. Awnings should be designed to be in proportion with the building, appropriately applied to the building, and compatible with the character of the building.
- 3. Aluminum and metal type awnings should be avoided.

Walls and Fences (See Illustrations 13 and 14)

- 1. Walls or appropriate fencing should be compatible with the building(s) on the property and other elements of the streetscape.
- 2. Walls or appropriate fencing should be used to provide continuity where there is irregular spacing between buildings or where the space between buildings is used for parking or any other auto-related use.
- 3. Attractive walls or appropriate fencing should be used to screen objectionable views such as storage and mechanical equipment areas.
- 4. Walls or appropriate fencing should be used in conjunction with landscaping to create a transition between commercial and residential uses.
- 5. Where appropriate, walls or fences should be softened through the use of evergreen and deciduous plant materials.

Streetscape

The streetscape plan is designed to foster the creation of a "neighborhood village" within the Lee Highway/Cherrydale Commercial Area with pedestrian-scale streetscape improvements throughout. The plan will help establish a pleasant, attractive environment which is compatible and visually integrated with the surrounding neighborhoods. The streetscape plan contains guidelines for the following elements:

- Walkways
- Plant materials
- Street furniture including benches, bollards, trash receptacles, pedestrian lighting and bus shelters.
- Utilities

Walkways (See Illustrations 15, 16 and 17)

- 1. Curbs shall conform to the Arlington County or the Virginia Department of Transportation (VDOT) Standards.
- 2. Concrete pavers shall be used from the street curb to the edge of the public walkway, as specified. Within the commercial core, sidewalks shall continue to the edge of the building.
- 3. Along major streets, the width of walkways within the commercial core shall be fourteen (14) feet minimum, where feasible, and shall include street trees within tree pits as specified. Concrete pavers shall be used within the commercial core. Those sidewalks not within the commercial core but along major streets shall include a sidewalk six (6) feet wide and a planting strip four (4) feet wide located between the back of curb and the edge of sidewalk. The sidewalks may be concrete.
- 4. The design and construction of walkways should comply with ADA regulations and with new standards for paver sidewalk installation.
- 5. Walkways along side streets shall include a sidewalk four (4) feet wide, where feasible, in addition to a planting strip. Pavers shall be used for the portion of the sidewalk that is within the commercial core. The paver sidewalk shall continue to the edge of the commercial use or as approved. Banding shall not be used within this portion of the sidewalk. The planting strip within this portion of the walkway shall be four (4) feet wide and shall be located between the edge of curb and the edge of sidewalk. Sidewalks along side streets outside of the commercial core may be concrete.
- 6. The standard paver color for the entire Lee Highway/Cherrydale commercial area shall be "burnie blend" with dark brown banding. The "Hollandstone" paver shall be the standard paver shape.

- 7. Within the commercial core, for walkways ten (10) feet wide or greater the sidewalk design shall include a tree pit area set back two (2) feet from the back of curb and shall have brown paver banding around the tree pit and along the curb one (1) foot from the edge of curb. Tree grates shall not be used.
- 8. Within the commercial core, for walkways less than ten (10) feet and greater than eight (8) feet wide, the tree pit shall be located at the back of curb. Brown paver banding shall be consistent with the larger sidewalks but shall not have banding between the tree pit and the back of curb. Tree grates shall not be used.
- 9. Within the commercial core, walkways eight (8) feet wide or less shall have banding at the back of curb between tree pits, but no banding around the tree pit. The tree pit shall be placed at the back of curb. To encourage the planting of as many street trees as possible, modifications to the standard tree pit size will be allowed on a case by case basis. In situations where the sidewalk is less than eight (8) feet wide a smaller tree pit width will be allowed. The minimum tree pit width allowed shall be three (3) feet. Where the tree pit width has been reduced the length of the pit should increased, where possible. In all cases, the minimum walkable area shall be four (4) feet. Tree grates shall be required on a case-by-case basis.
- 10. Within the commercial core the tree planting area shall be 4' wide by 10' long, where feasible.

Plant Materials

- 1. Trees shall be spaced at a maximum distance of thirty (30) feet on-center or as approved, and located as discussed previously.
- 2. Major streets shall have the following street trees:

Lee Highway:

- Between I-66 and North Kenmore Street:

Quercus phellos

Willow Oak

Between North Kenmore Street and North Randolph Street:

Acer rubrum

Red Maple

For sidewalks less than 10 feet wide:

Acer rubrum 'Armstrong'

Armstrong Red Maple

Acer rubrum 'Bowhall'

Bowhall Red Maple

For sidewalks 10 feet wide or greater:

Acer rubrum 'October Glory'

October Glory Red Maple

Acer rubrum 'Red Sunset'

Red Sunset Red Maple

- Between North Randolph Street and North Woodstock Street:

Zelkova serrata 'Village Green'

Village Green Zelkova

Ulnus parvifolia

Chinese Elm

Old Dominion Drive:

- At Five Points Intersection:

Acer rubrum 'October Glory'

October Glory Red Maple

Acer rubrum 'Red Sunset'

Red Sunset Red Maple

Between Five Points Commercial area and Lorcom Lane:

Quercus borealis

Northern Red Oak

Quercus coccinea

Scarlet Oak

Military Road:

Platanus x acerifolia 'Bloodgood'

London Plane Tree

North Ouincy Street:

Platanus x acerifolia 'Bloodgood'

London Plane Tree

3. Other streets within the Lee Highway/Cherrydale Commercial Area shall have the following street trees (individual streets should have one species used consistently):

Acer rubrum 'October Glory'

October Glory Maple

- Acer rubrum 'Red Sunset'

Red Sunset Maple

Acer platanoides

Norway Maple

- Fraxinus americana 'Rose Hill'

Rose Hill Ash

- Fraxinus pennsylvanica 'Patmore'

Patmore Ash Marshall Seedless Ash

F. pennsylvanica 'Marshall Seedless'
F. pennsylvanica lanceolata 'Summit'

Summit Ash

- Ginkgo biloba (male clones only)

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Ginkgo

Quercus coccinea

Scarlet Oak

Quercus borealis

Northern Red Oak

Quercus acutissima

Sawtooth Oak

Quercus palustris

Pin Oak

- <u>Ulmus parvifolia</u>

Chinese Elm

- Zelkova serrata

Japanese Zelkova

4. In addition to street trees, dense clusters of ornamental cherry trees should be planted in key locations. These clusters are suggested for mini-parks, medians, and other green areas. Suggested trees include:

- Prunus serrulata 'Kwansan'

Kwansan Cherry

Prunus yedoensis Yoshino Cherry
Prunus sargentii Sargent Cherry

Prunus sargentii 'Columnaris' Columnar Sargent Cherry

Prunus subhirtella pendula Weeping Cherry

For a variety of color and blooming times the following trees, including the cherry trees listed above, are recommended for planting within areas on the interior side of the sidewalk, such as a planting strip located between the sidewalk and a parking lot:

- Amelanchier canadensis Serviceberry

- Amelanchier x grandiflora Serviceberry Hybrids
- Cercis canadensis Eastern Redbud
- Cornus kousa Chinese Dogwood

- Crataegus laevigata 'Crimson Cloud' Crimson Cloud Hawthorn
- Crataegus phaenopyrum Washington Hawthorn
- Crataegus viridis 'Winter King' Winter King Hawthorn

Lagerstroemia indica

Magnolia soulangiana

Magnolia stellata

Malus hybrids

Pyrus calleryana 'Aristocrat'

Pyrus calleryana 'Bradford'

Pyrus calleryana 'Chanticleer'

Crape-myrtle

Saucer Magnolia

Star Magnolia

Crab Apple

Aristocrat Pear

Pyrus calleryana 'Bradford'

Bradford Pear

Chanticleer Pear

- 5. Street trees shall be planted in medians or planting islands within parking lots to provide shade and to break up the expanse of asphalt or concrete.
- 6. In appropriate locations, where tree grates are necessary the 4' x 6' Neenah Style R-8811, 180 degree rectangular, or equal shall be used (see Illustration 12). Tree grates should be placed at the back of curb with the six (6) foot dimension parallel to the curb. In certain circumstances, where the walkway is less than eight (8) feet wide a smaller tree pit opening, and therefore, a smaller tree grate will be allowed. The tree grates should comply with ADA standards.
- 7. Where tree grates are not used, the base of the tree and the planting strip should be planted with Liriope muscari (Lillyturf). Liriope should be spaced at a maximum of 8" on center. The minimum size should be a one quart pot.

- 8. The tree pit within which the tree is placed shall meet special requirements in order to insure a better survivability rate for the adverse conditions faced by urban trees. The pit shall include:
 - a minimum depth of four (4) feet including provisions for drainage;
 - back fill of high quality sandy loam compacted to 80 to 85 percent (in some cases an amended backfill may not be needed);
 - a simple drainage system preferably connected to the storm sewer; and,
 - utilities located so that they will not conflict with tree installation, maintenance, or removal.

Street Furniture (See Illustration 18)

Street furniture includes benches, trash receptacles, bollards, and lighting fixtures. The furnishings recommended were selected based on durability, ease of maintenance, design quality and compatibility with the Neighborhood Village Concept.

- Street furniture should be coordinated throughout an individual project and throughout the commercial core. All metal on pedestrian lights, bollards, trash receptacles, etc. should be black baked on enamel.
- 2. Benches should be placed in both shaded and sunny areas. Seating should generally be oriented towards pedestrian facilities, open spaces or other areas of interest. Grouping of benches is encouraged. The bench recommended is the Victor Stanley, Inc., Bethesda Series, Model S-7 or Model S-13, or similar.
- 3. When walkways are too narrow to allow for the creation of a planting strip or other streetscape feature, bollards should be used to provide for a physical and psychological barrier between pedestrians and the adjacent vehicular traffic. Spacing between bollards should be at a maximum of 10 feet. For these areas or other areas where bollards may be needed, the Antique Street Lamps, Inc., Model SB-CA, or similar, is recommended.
- 4. Trash receptacles should be placed in high volume pedestrian areas and should not intrude into the pedestrian pathway. The Victor Stanley, Inc., Ironsites, Bethesda Series, Model S-42 with spun steel dome, or similar, is recommended.
- 5. Lighting should be achieved by the use of pedestrian scale lights mounted approximately fourteen (14) feet above the sidewalk, spaced at a distance on-center which, in the opinion of the Department of Public Works and VDOT, achieves an appropriate level of lighting. At intersections, and to distinguish pedestrian crosswalks a double luminaire should be used. A single luminaire should be

used at all other locations. The recommended street light is the Antique Street Lamps, Inc, Washington Series, or similar. (The ornamental lamp post used in the Rosslyn-Ballston Corridor is similar to the Washington Series lamp post.)

- 6. In residential areas, lighting could be achieved by the use of the "Granville" residential lighting fixture.
- 7. Bike racks should be placed at high use areas such as commercial areas and the park at the Quincy right-of-way. The bike rack to use should be that featured in Arlington County Standards drawing Number R-8.0.

Utilities

This category includes physical elements (such as electrical and telephone lines and poles, and traffic regulating devices and signs) that are located in the public right-of-way and public spaces. The proximity of these elements to major thoroughfares and public spaces has a great impact on the visual image of an area. These elements have different functions and require different types of treatment. A major effort should be made to coordinate their appearance and, in some cases, to disguise it. The following guidelines summarize the type of considerations that should govern the design of public and private utilities to insure an attractive and coordinated public space.

- 1. Electric, telephone and other utility services should be placed underground or located to the rear of properties and should not interfere with street tree placement. Relocation of utilities to the rear of properties should not have a negative impact on adjacent properties.
- 2. Traffic regulating devices and signs should not obstruct the pedestrian sidewalk area.
- 3. Excessive regulatory traffic signage should be avoided. The clustering of related signs on common posts should be encouraged.
- 4. Newspaper coin-operated boxes should be placed so that pedestrian movement is not impeded.
- 5. Transformers and traffic signal boxes should be located underground, if possible. If this is not feasible, then they should be located behind the sidewalk and screened with plant materials, fencing, or walls.

Open Space System

The following guidelines are to ensure the development of attractive and functional open space facilities that provide visual interest and serve the recreational and leisure needs of workers, shoppers and residents. They apply to both pedestrian walkways and gateways as well as any other public or private open space within the Lee Highway/Cherrydale commercial area.

- 1. Continuous pedestrian connections should be provided between the various designated open space and residential areas, and the commercial core.
- 3. Seating areas should be located in both sunlit and shady areas.
- 4. Plant materials should be selected for their ability to withstand urban conditions.
- 5. Public art, attractive signs and other special features should be used within the open space system.
- 6. All public plazas and parks should be accessible to disabled persons.

Circulation System

One of the major considerations in the Lee Highway/Cherrydale commercial area is to ensure that circulation systems can function with a minimum of conflict and in a coordinated manner. The efficient parking of vehicles is especially important to retail and office uses. The creation of a pleasant, attractive pedestrian system is equally important. The following guidelines aim toward achieving a balance between vehicular and pedestrian movement within the Lee Highway/Cherrydale commercial area.

Pedestrian and Vehicular Circulation

- 1. Curb cuts should be limited in width and number.
- 2. Overhead traffic signals should be converted to a mast arm system.
- 3. The interruptions of pedestrian walkways by driveways, curb cuts, and other access points should be minimized by limiting the widths of driveway cuts to 30 feet and by designing common driveway entrances to a group of commercial buildings when possible.

- 4. Pedestrian walkways should be continuous throughout the Lee Highway/Cherrydale study area. Within the commercial area opposite sides of major streets should be linked through the use of distinguishable crosswalks (see Illustration 16).
- 5. Pedestrian crosswalks should feature concrete pavers, 10 feet wide with concrete banding 18 inches wide so that they are more readily distinguishable to motorists and provide a visual linkage between both sides of the street.
- 6. In accordance with ADA, curb ramps, as well as other needs for the physically impaired, should be incorporated into all public facilities.

Parking and Storage of Vehicles (See Illustration 19)

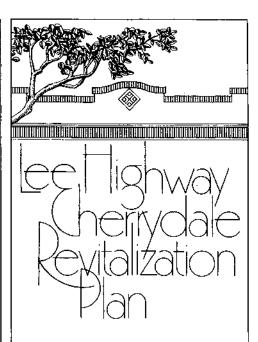
- 1. Short-term convenience parking for retail uses should be encouraged. Parking should be located to the rear of buildings, should be well-lit, landscaped, and should be conveniently linked to sidewalks for access to businesses. Short-term meter parking along Lee Highway during non-peak hours should be explored.
- 2. Parking lots should be landscaped on the periphery and interior of the lot. When a parking lot is adjacent to the public right-of-way a brick wall and landscaping should be used at the build-to line to reinforce the sense of enclosure in the commercial area (see Illustration 10).
- 3. Parking located adjacent to residential areas should have an appropriate transition to the neighborhood through landscaping, masonry walls or appropriate fencing.
- 4. The street level of a parking structure located along Lee Highway should be reserved for retail uses. Structured parking should be visually compatible with surrounding buildings to achieve continuity through architectural style and detailing, material colors, and fenestration.

Transition Areas (See Illustration 20)

Within the Lee Highway/Cherrydale study area, the physical conditions of commercial development significantly impact the visual image and quality of life of the surrounding residential neighborhoods. Because a variety of transition problems occur throughout the area, different treatments to rectify these situations are necessary. The following guidelines aim at achieving successful transitions areas:

- 1. Commercial areas adjacent to residential neighborhoods should provide effective transitions by using screening walls, fences, open space and/or landscaping.
- 2. When appropriate, alleys between residential and commercial development should be improved with attractive paving, lighting and landscaping.
- 3. Common service entrances, loading and trash areas should be provided in unified shopping areas.
- 4. In new development, heights and densities should taper down towards the single-family neighborhoods for achieving appropriate transitions.



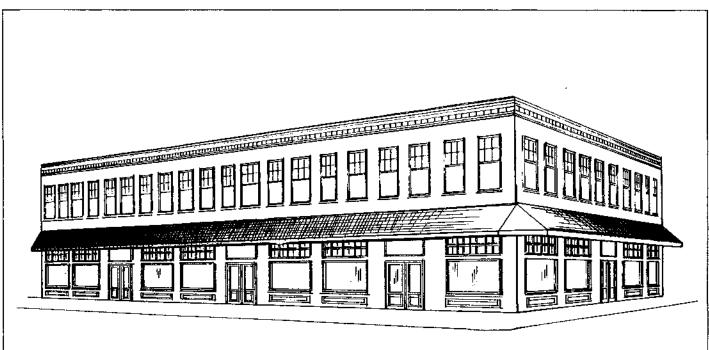


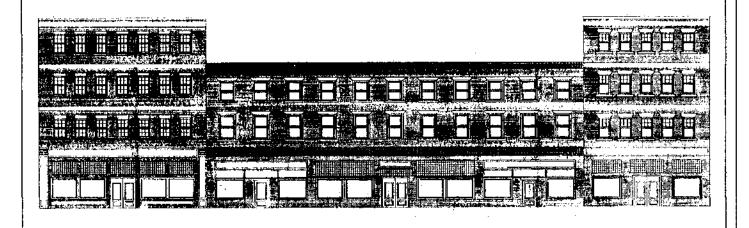
Storefront Renovations

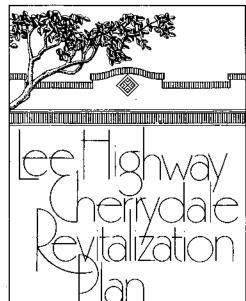
- Renovation should fit within the context of the village concept.
- Facade improvements should retain the original storefront elements and remove added elements which detract from the design,

Ilustration

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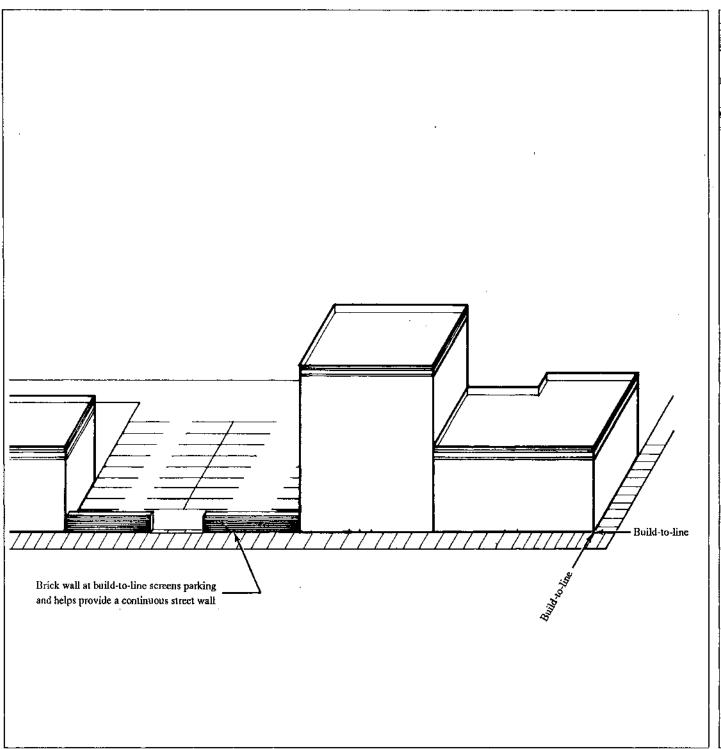


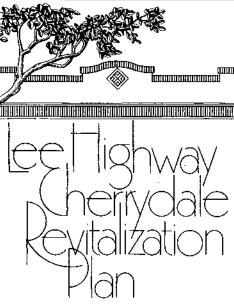
New Structures

- New buildings should create a pedestrian scale and fit into the "village" concept through the use of awnings, strong cornice lines and retail uses or appearance at street level.
- An entire block face should be coordinated.
- Existing "C-2" zoning allows a maximum height of 45 feet.
- Residential uses above the commercial uses would contribute to the "village" concept.

Illustration

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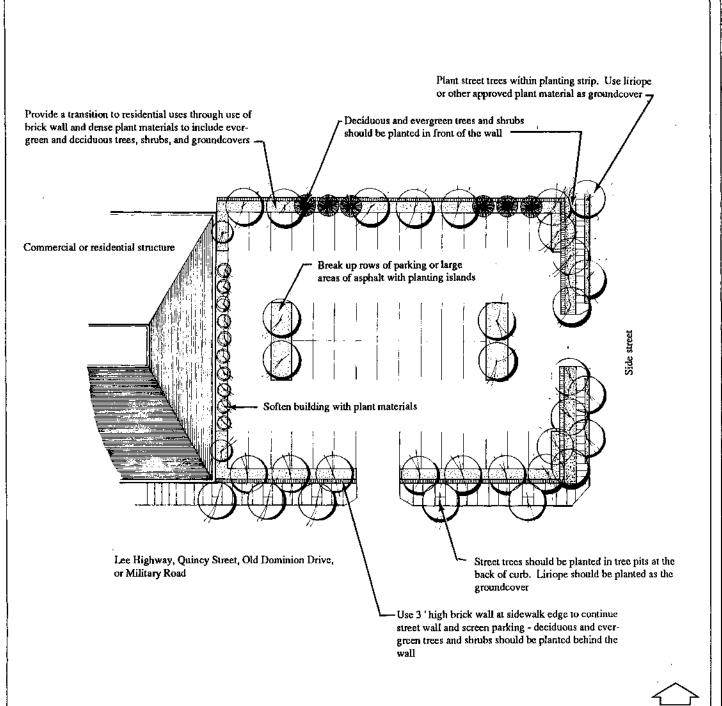


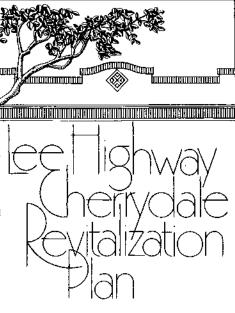


Build-to-line

New structures should be sited respecting a build-to-line. The build-to-line is generally located at the back edge of the sidewalk.

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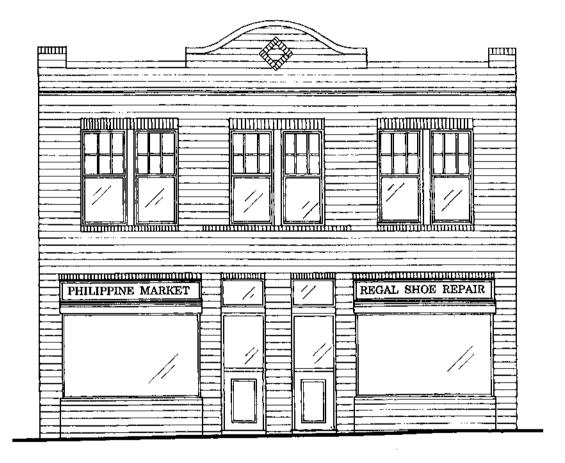


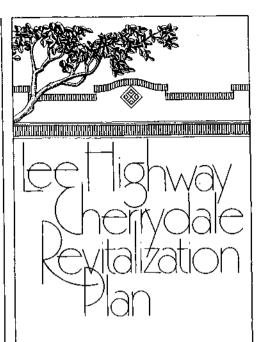


Screen Surface Parking Areas

Surface parking should be screened from residential areas and public rights-of-way through the use of dense plant materials and walls.

Illustration

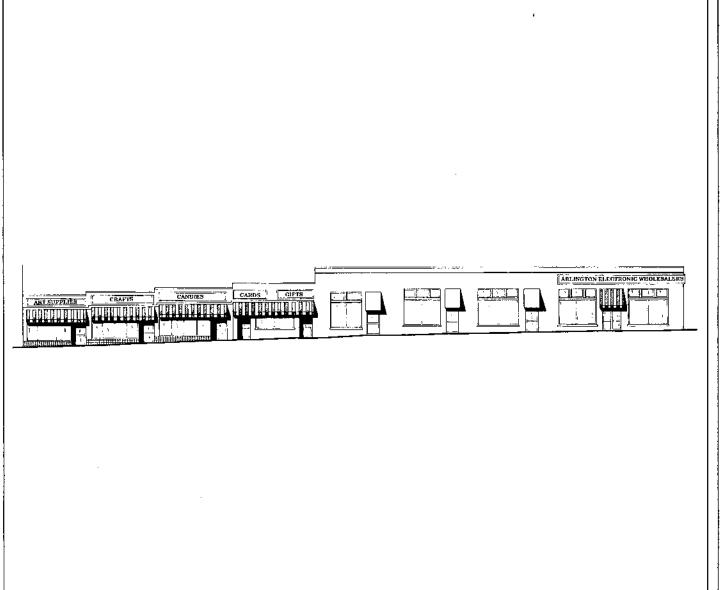


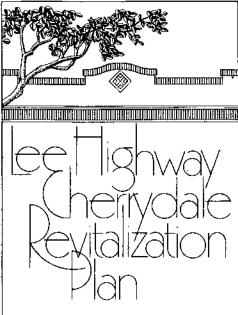


Signs for Commercial Buildings

- Signs should not obscure architectural elements and should complement the building
- Signs should be simple.
- A monument sign should replace free standing signs.

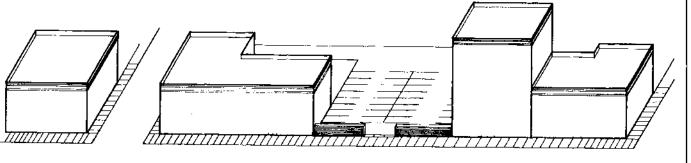




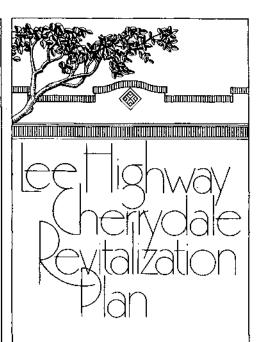


Awnings

- Awnings should be designed to be in proportion with the building and should be appropriately applied to the building.
- The appearance of the awnings, including the style, materials, and color, should contribute to the cohesiveness of the streetscape and compliment the existing structure and adjacent structures.

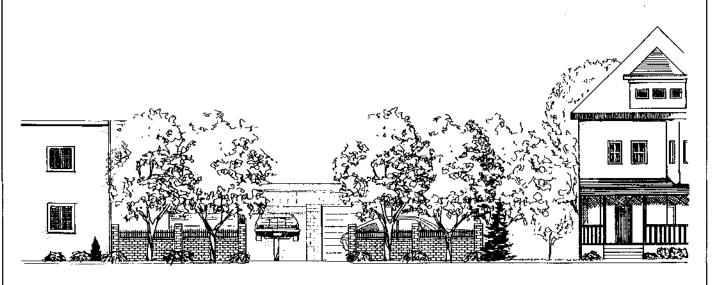


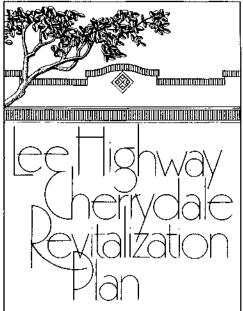
Lee Highway, Quincy Street, Old Dominion Drive, or Military Road within the commercial core.



Continuity Along Lee Highway

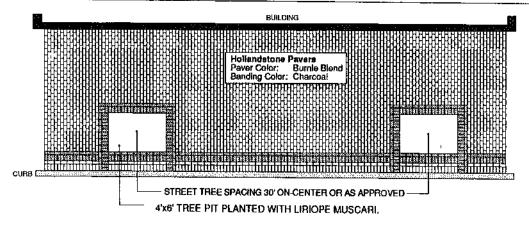
- Walls and landscaping should be used to provide continuity where there is irregular spacing between buildings.
- Walls and buildings should be located at the back of sidewalk.
- Landscaping should be located behind the wall.





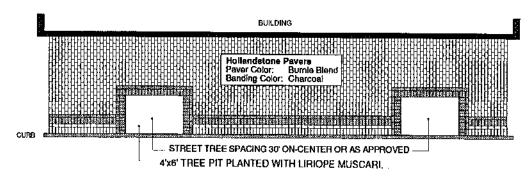
Unattractive Views Should Be Screened

- Along side streets unattractive views should be screened with walls and landscaping.
- Walls and fences should provide a transition from the commercial to the residential area.



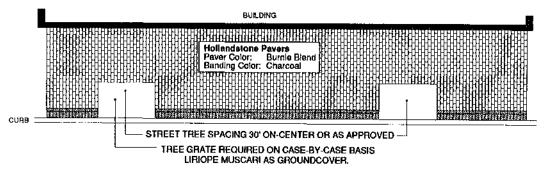
WALKWAY WIDTH: 10 FEET OR GREATER

NOTE: THIS WIDTH APPLIES TO ALL NEW DEVELOPMENT AND AREAS RETROFITTED THAT WILL ALLOW FOR A WALKWAY 10 FEET WIDE OR GREATER.



WALKWAY WIDTH: LESS THAN 10 FEET WIDE BUT GREATER THAN 8 FEET WIDE

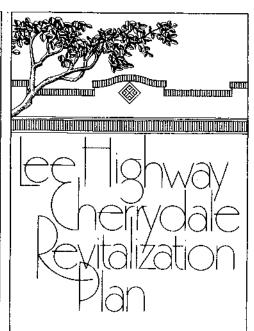
NOTE: THIS APPLIES TO ALL WALKWAYS RETROFITTED THAT WILL ALLOW FOR A WALKWAY LESS THAN 10 FEET WIDE BUT GREATER THAN 8 FEET WIDE, OR FOR NEW DEVELOPMENT WHERE A WALKWAY 10 FEET WIDE IS NOT FEASIBLE.



WALKWAY WIDTH: 8 FEET WIDE OR LESS

NOTE: 4'X6' TREE PIT MAY VARY DEPENDING UPON WIDTH OF SIDEWALK. THIS OPTION APPLIES TO ALL RETROFITTED WALKWAYS

* TREE PIT SIZE MAY VARY.

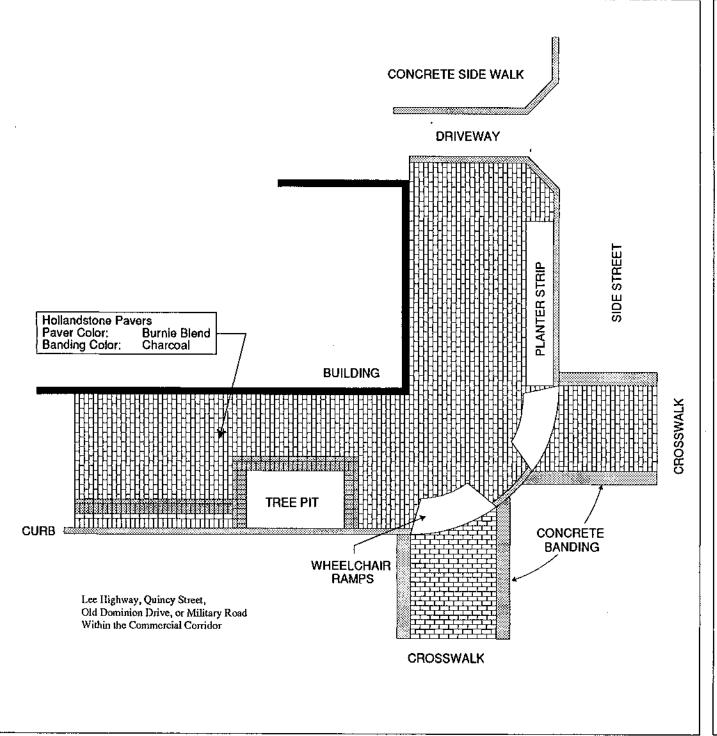


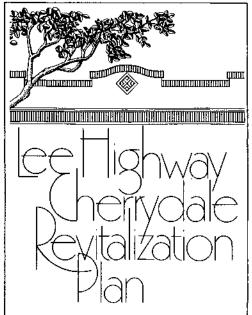
Walkways

Concrete pavers, banding and street trees are used to provide texture, form, and repetition of elements, which contribute to the aesthetic appeal and attractiveness of the streetscape and provide a physical and psychological distinction between pedestrian and vehicular areas.

*Walkways shall be constructed to ADA standards.



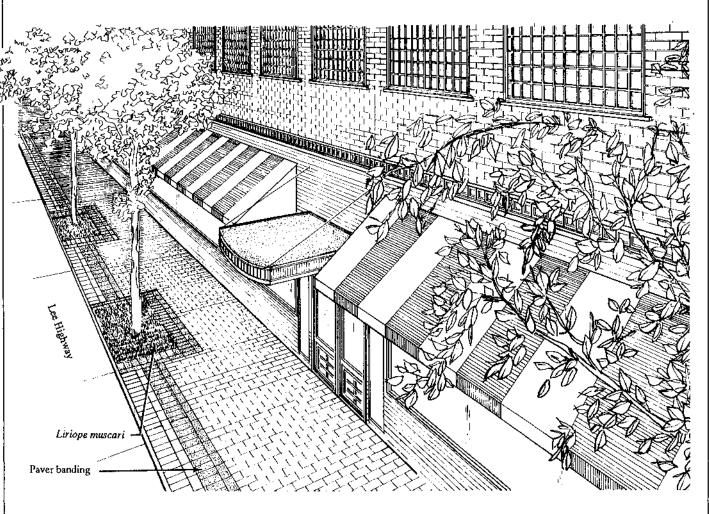


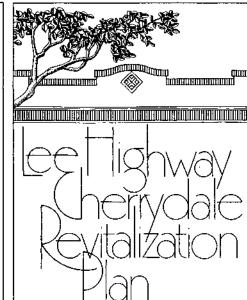


Typical Crosswalk and Sidewalk Transition

- Paver sidewalks should continue to the first drive cut or as approved.
- Ramps complying with ADA requirements shall be provided.

Illustration

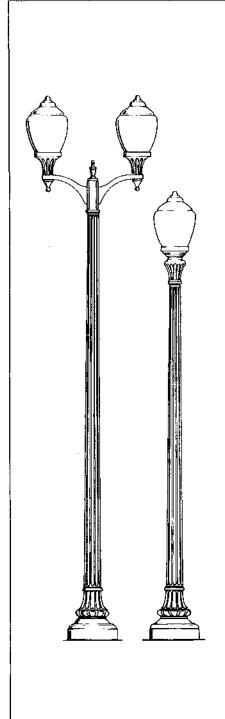


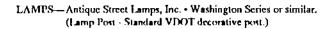


Streetscape

Distinct paving patterns, street trees, awnings, retail frontage, and unique architectural details contribute to the village concept.







BENCHES—Victor Stanley, Inc

Bethesda Series + Model S-7 or S-19 or similar,
dark bronze powder coated finish.

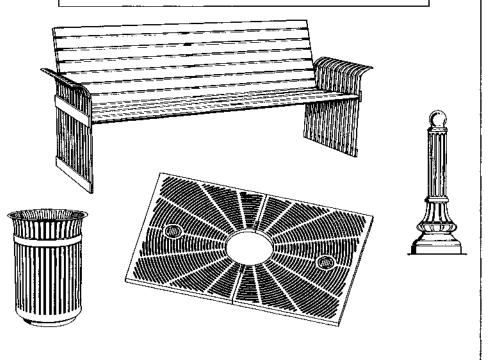
TRASH

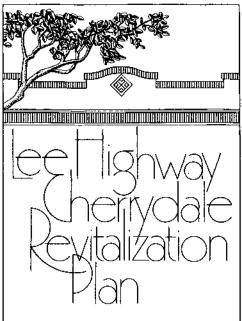
RECEPTICAL—Victor Stanley, Inc.

Ironsites Bethesda Series • Model S-92 with spun steel dome
or similar, dark bronze powder coated finish.

GRATES—4'x6' Neena Style R-8811, 180° rectangular ar equal, (a smaller tree grate will be allowed where necessary).

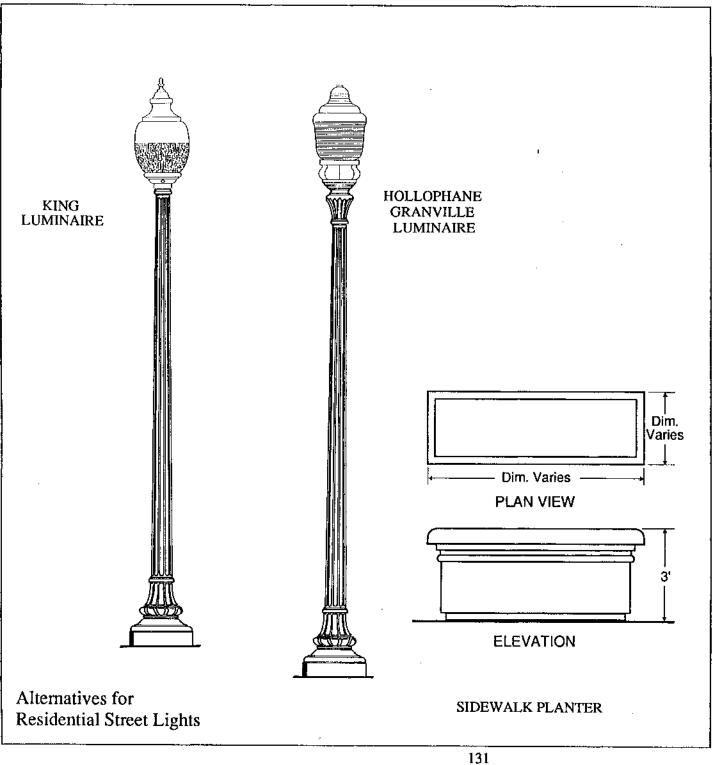
BOLLARDS—Antique Street Lamps, INc. • Model SB-CA or similar.

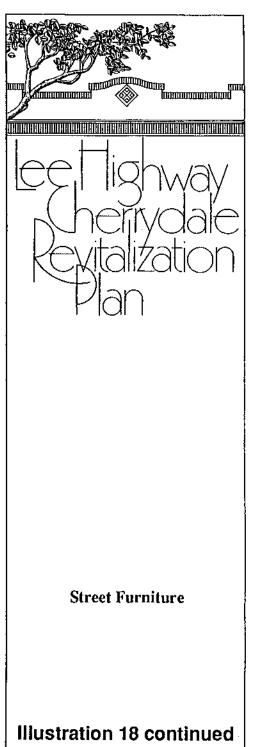


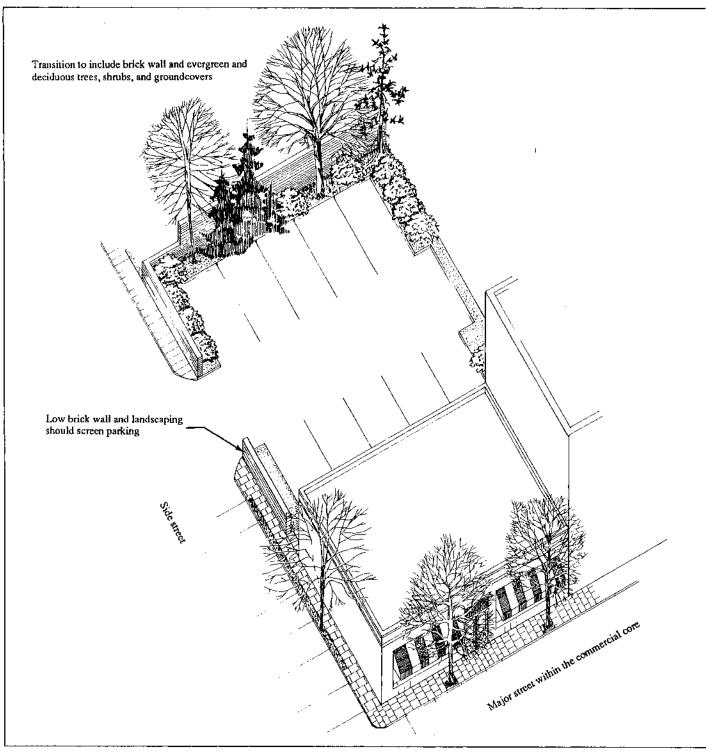


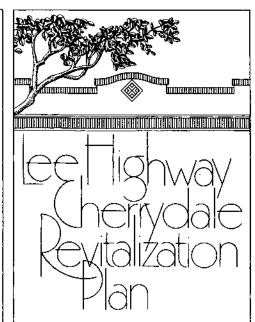
Street Furniture

Mastration 18



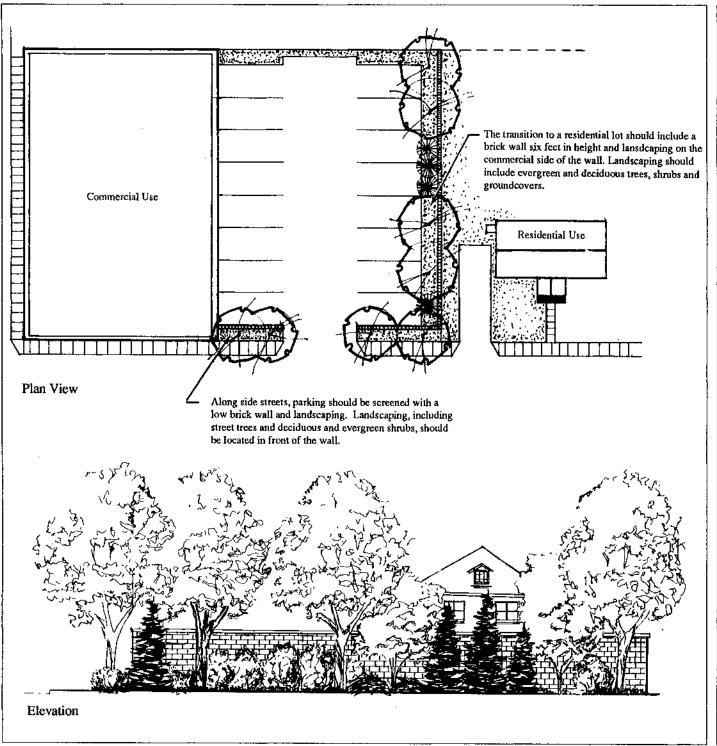


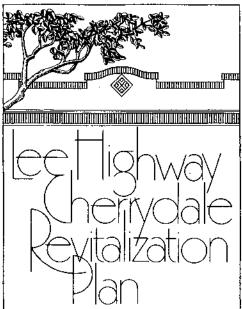




Off-Street Parking and Storage of Vehicles

Parking should be located to the rear of commercial buildings.





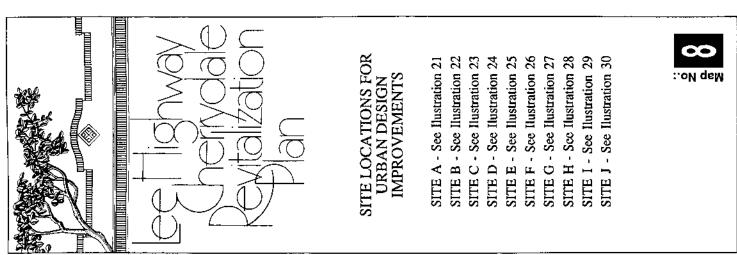
Transitions

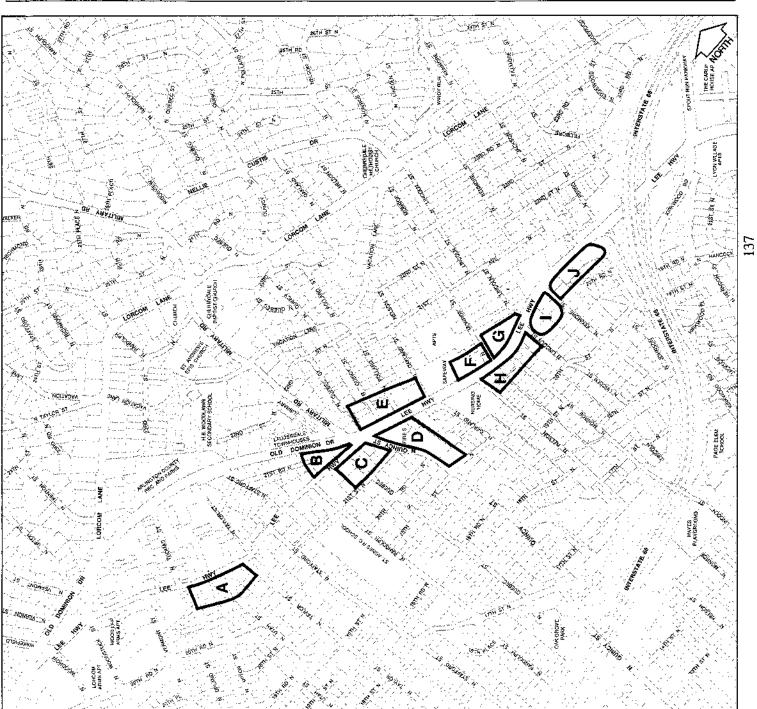
The transition to a residential lot should include a brick wall six feet in height and lansdcaping on the commercial side of the wall. Landscaping should include evergreen and deciduous trees, shrubs and groundcovers.

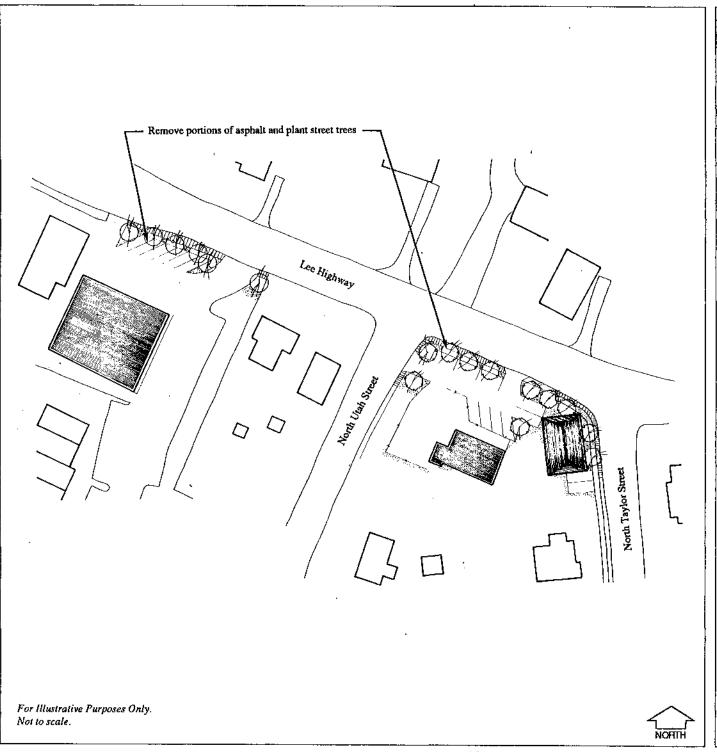


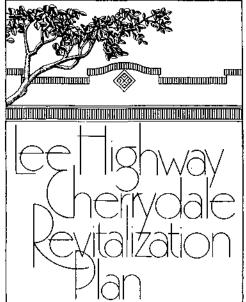
Site Specific Urban Design Improvements Without Redevelopment

The Short-Term Illustrative Plan (Illustration 2) portrays a number of recommended actions which would, in the short-term, contribute to making the Lee Highway/Cherrydale revitalization area a more functional and aesthetically pleasing place to live, work, and shop. Both private and public funding would be necessary for the implementation of these recommendations. This short-term plan is intended to offer design suggestions and is not intended to represent actual site improvement plans or conditions. Specific site designs will be developed as improvements occur. Map 8 identifies key sites where the urban design recommendations (Chapter 1) and urban design guidelines of this chapter can be implemented to achieve the village concept goals. The following site specific illustrations include simple design solutions which would significantly contribute to the appearance and functioning of the area. These include improved transitions between existing commercial and residential development and streetscape improvements.

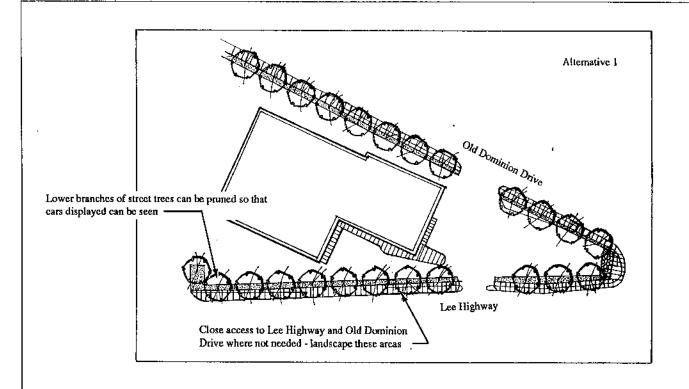


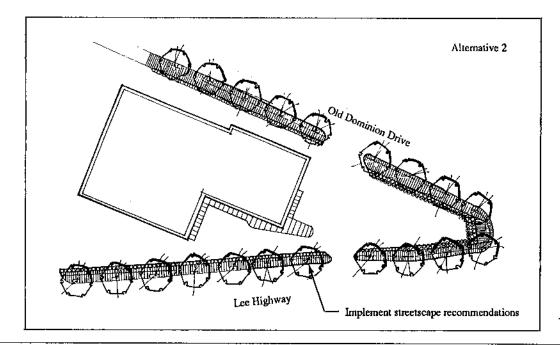






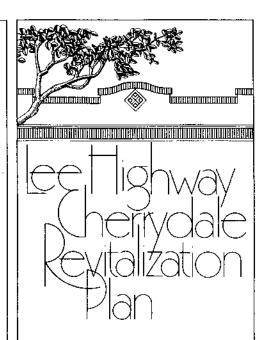
Site A





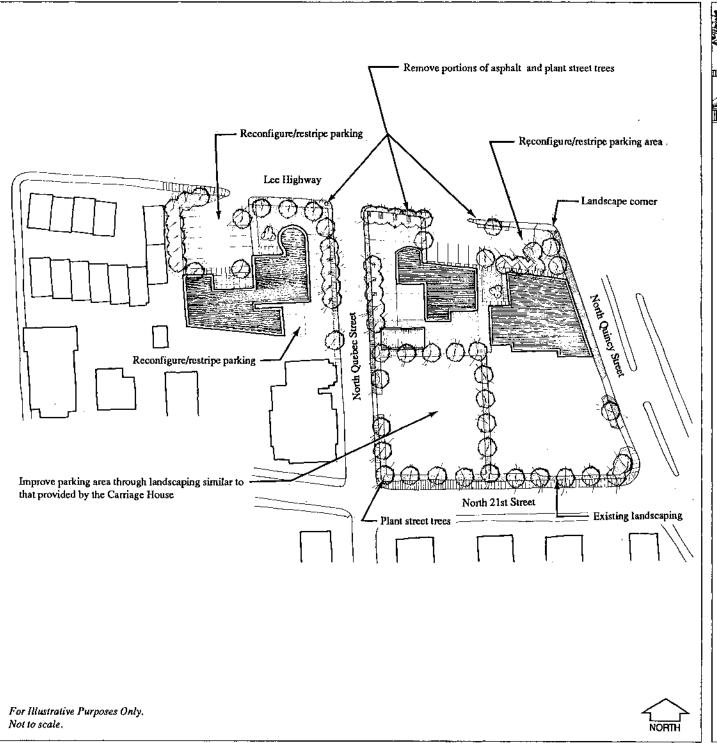


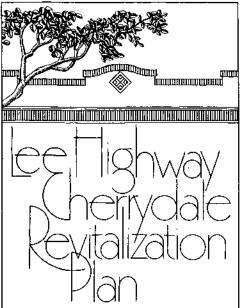




Site B

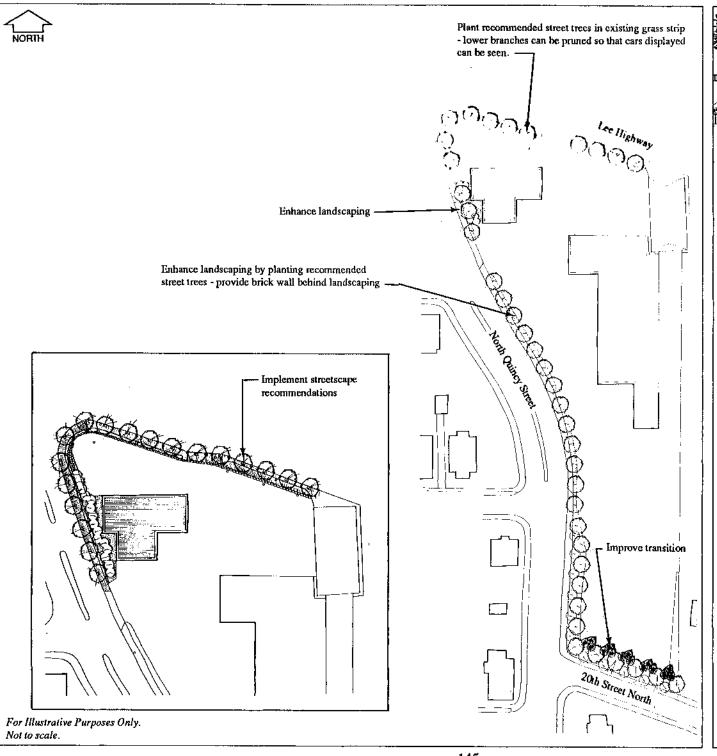
- Alternative 1: Remove portions of asphalt and plant street trees behind sidewalk.
- Alternative 2: Implement streetscape recommendations, including street trees and pavers.

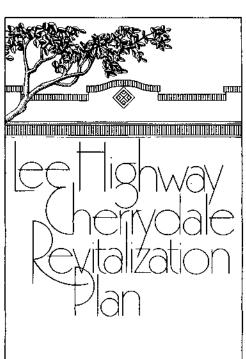




Site C

Illustration 23

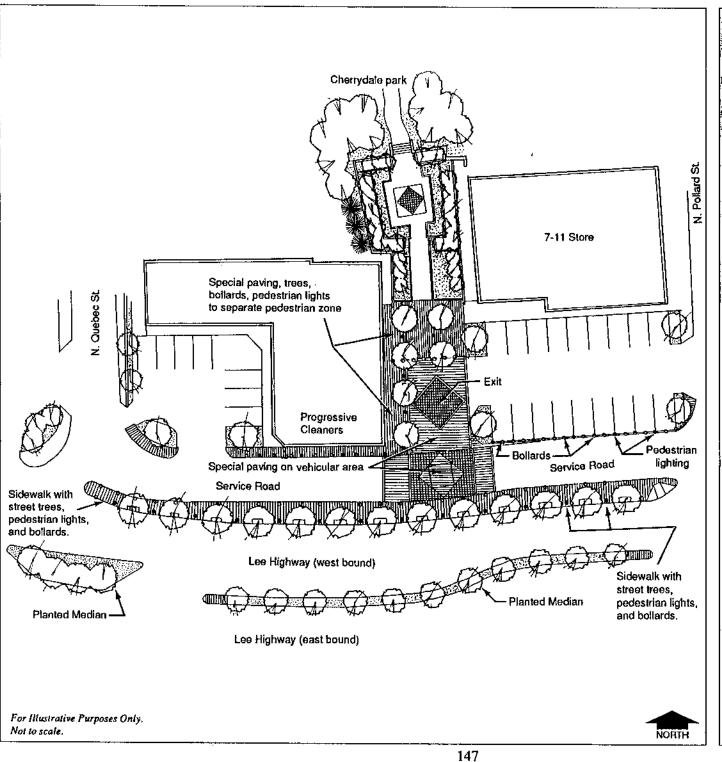


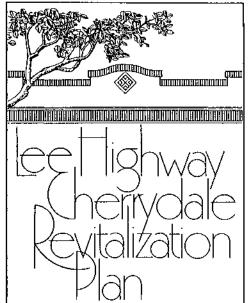


Site D

- Alternative 1: Remove portions of asphalt and plant street trees behind sidewalk.
- Alternative 2: Implement streetscape recommendations including street trees and pavers.





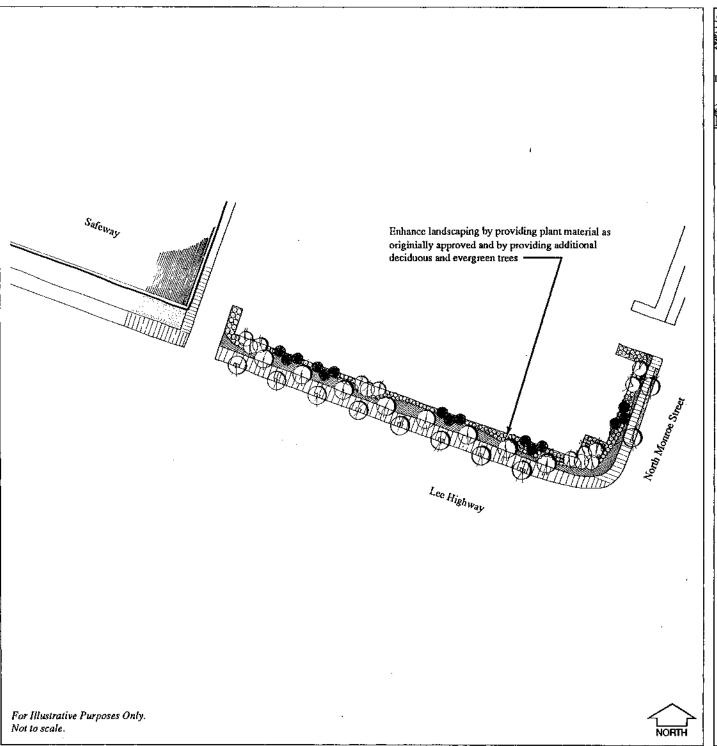


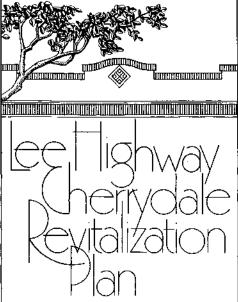
Site E

Implement Streetscape Improvement

- · Improve median landscaping.
- · Improve access to park.

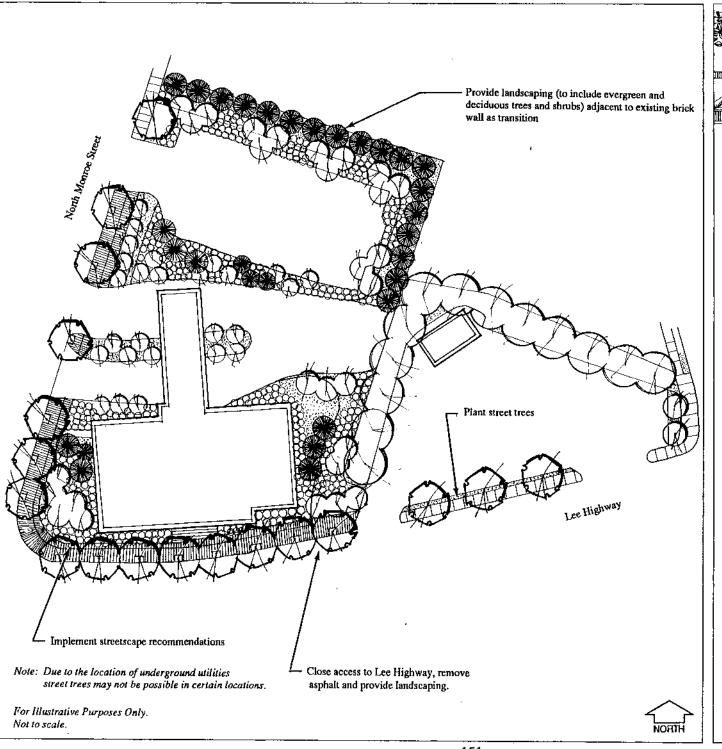


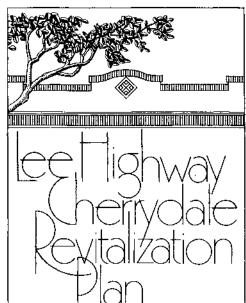




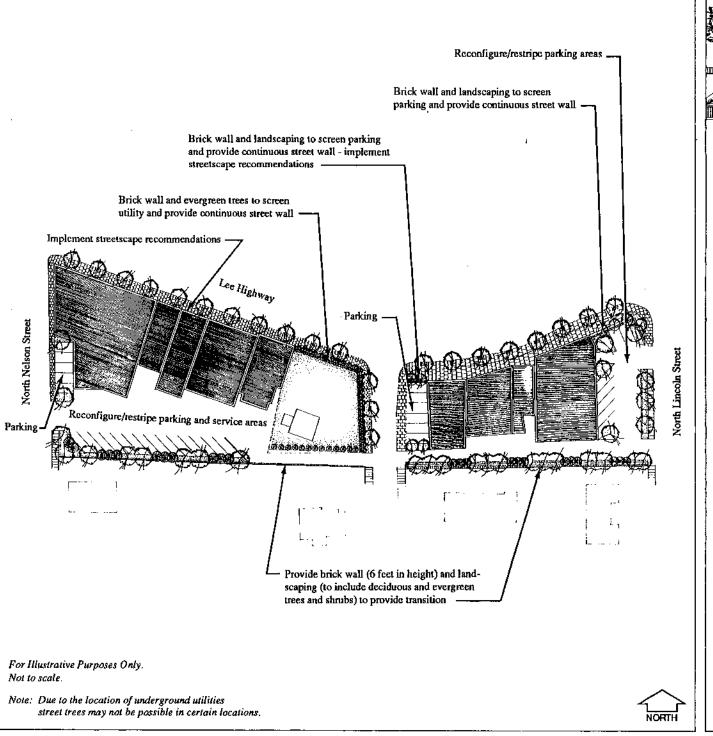
Site F

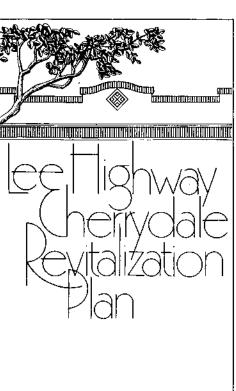
Illustration 26





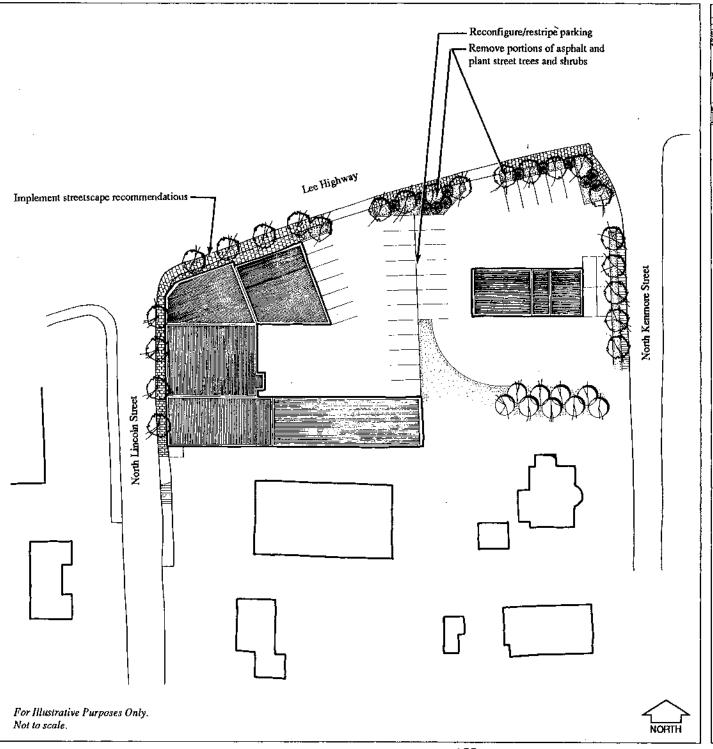
Site G



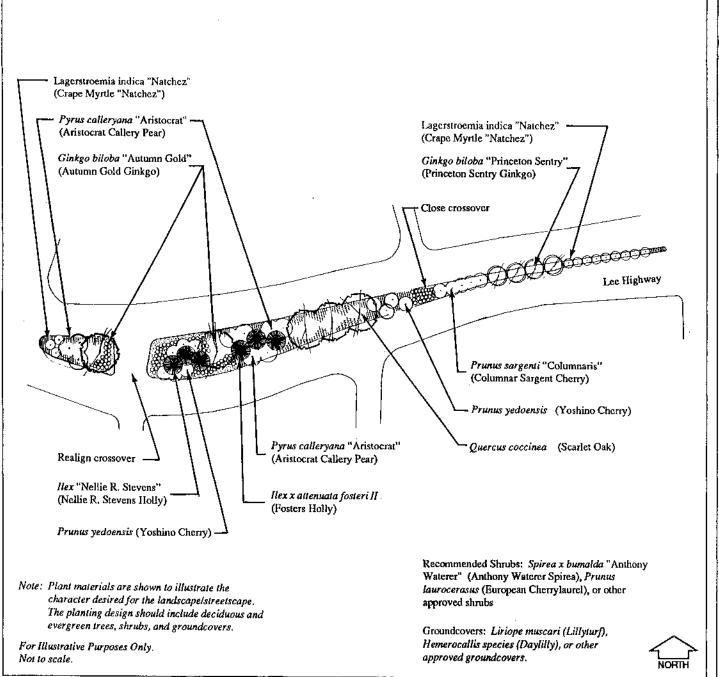


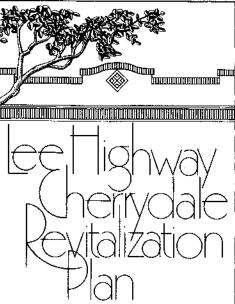
Site H









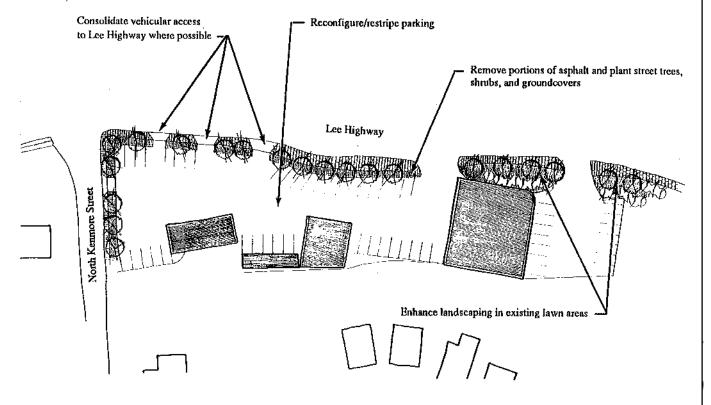


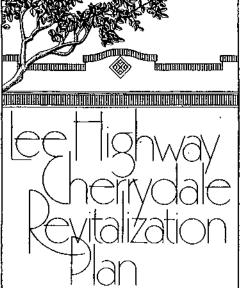
Site I

The Cherrydale Median

The medium should be redesigned and enhanced. The landscape design should consider the eventual width of the median and should include existing trees that after analysis merit inclusion. Replanting of the median should begin as soon as possible to ensure that large trees will remain when older mature trees are removed.

Illustration 29 continued





Site J

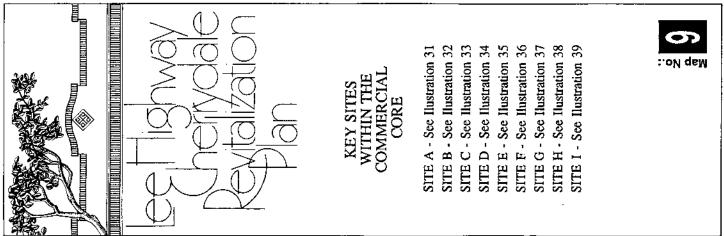


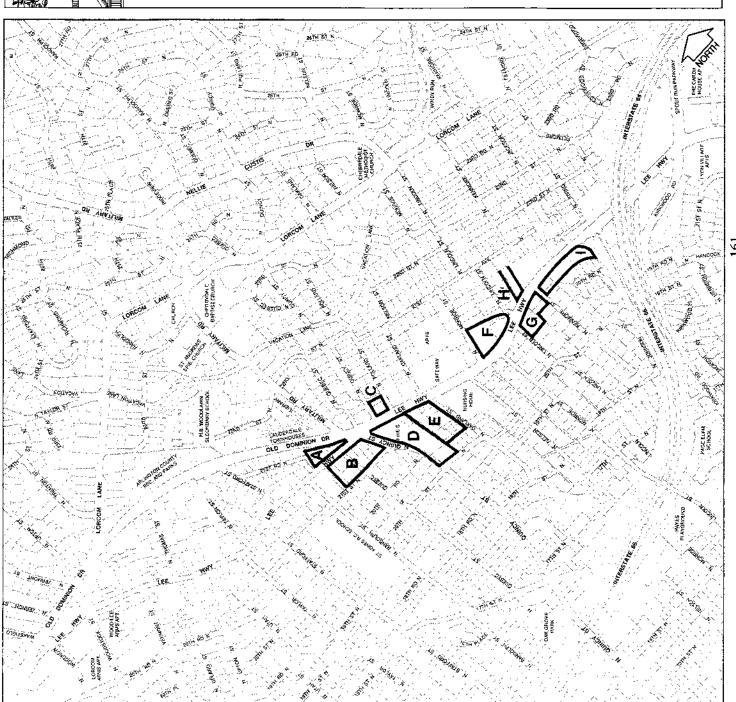
For Illustrative Purposes Only. Not to scale.

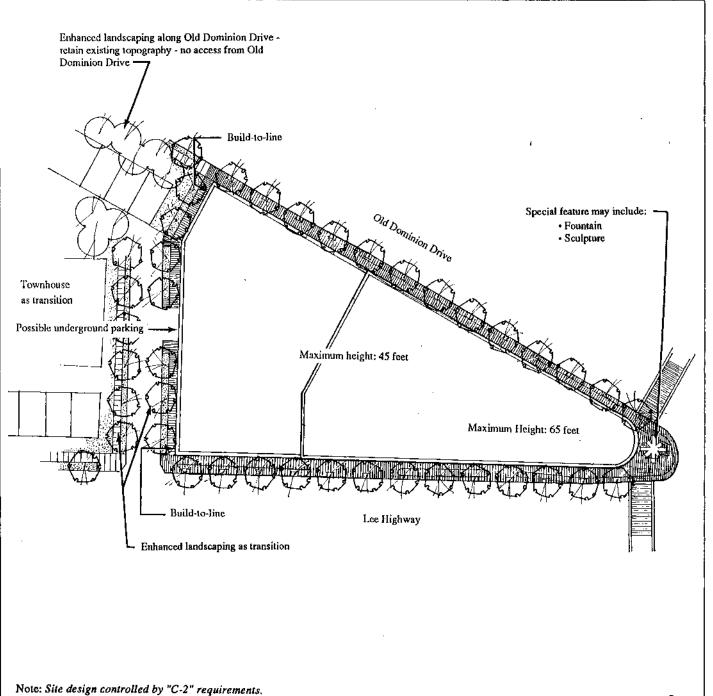


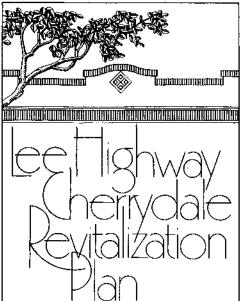
Urban Design Concepts and Guidelines for Key Sites Within the Commercial Core

The Long-Term Illustrative Plan (Illustration 3) demonstrates how the village concept can be achieved if certain areas along Lee Highway were to redevelop. Map 9 identifies potential redevelopment sites where the urban design recommendations (Chapter 1) and urban design guidelines of this chapter can be implemented to fully achieve the Lee Highway/Cherrydale village concept and revitalization goals. These concepts and guidelines are intended to offer design suggestions that would help to create an attractive, functional, and cohesive neighborhood shopping area, and are not intended to represent actual site improvement plans or conditions. Specific site designs will need to be developed as redevelopment occurs. These conceptual designs are intended to illustrate building placement (relative to a build-to line), character, and spatial relationships of new and existing buildings.









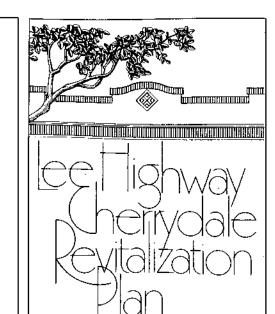
Site A

Five Points Focal Building

 If this site redevelops the new building should include special architectural features to create a focal building for the five points intersection.





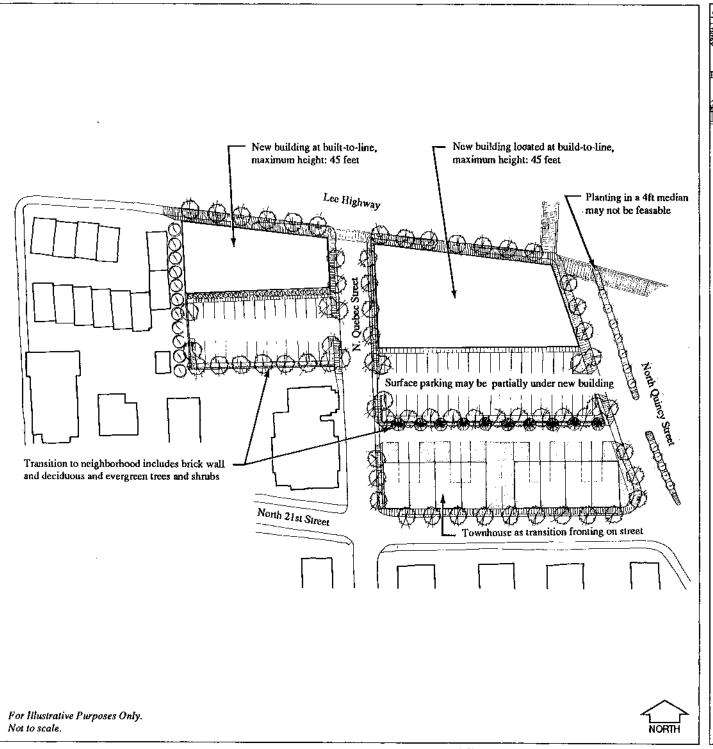


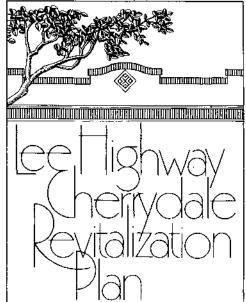
Site A

Five Points Focal Building

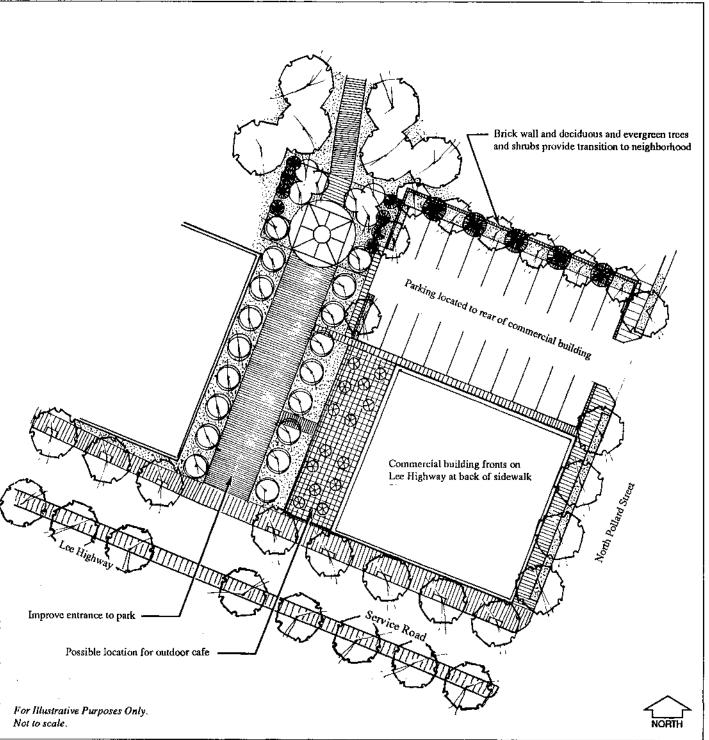
- Maximum height; 65 feet
- Building addresses focal nature of site.
- Special features may include fountains, sculpture, or other public amenity.

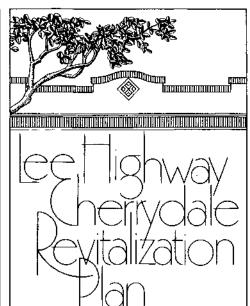
Illustration 31 continued





Site B

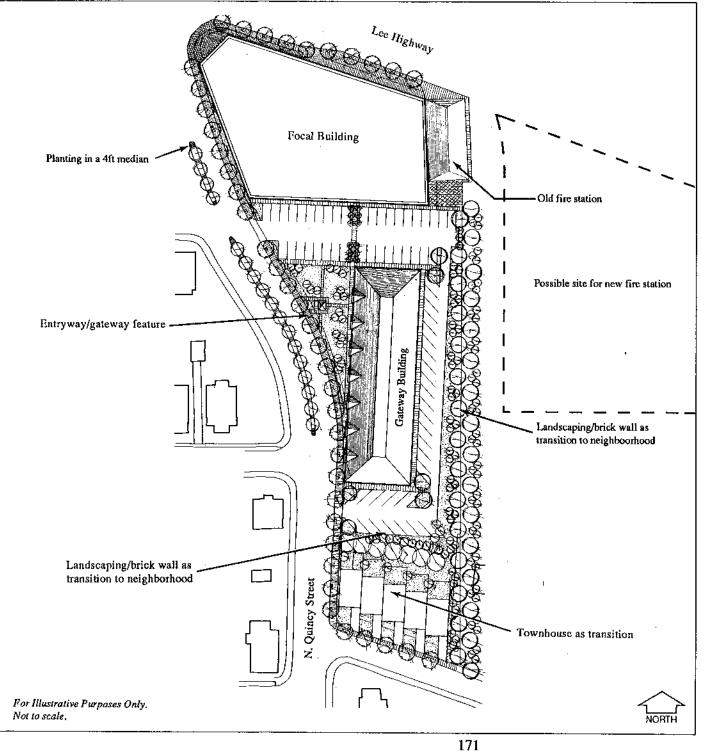




Site C

Village Square at Cherrydale Park

 If the site is redeveloped a dynamic use such as a restaurant (sited at the build-to-line) with an outdoor cafe could compliment the entrance to the park and create a village square.





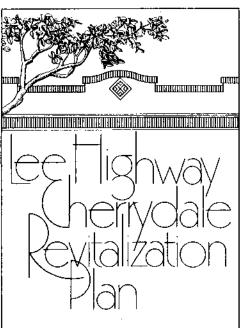




Gateway Building

For Illustrative Purposes Only.

North Quincy Street Elevation



SITE SPECIFIC LONG-TERM **IMPROVEMENTS**

Site D

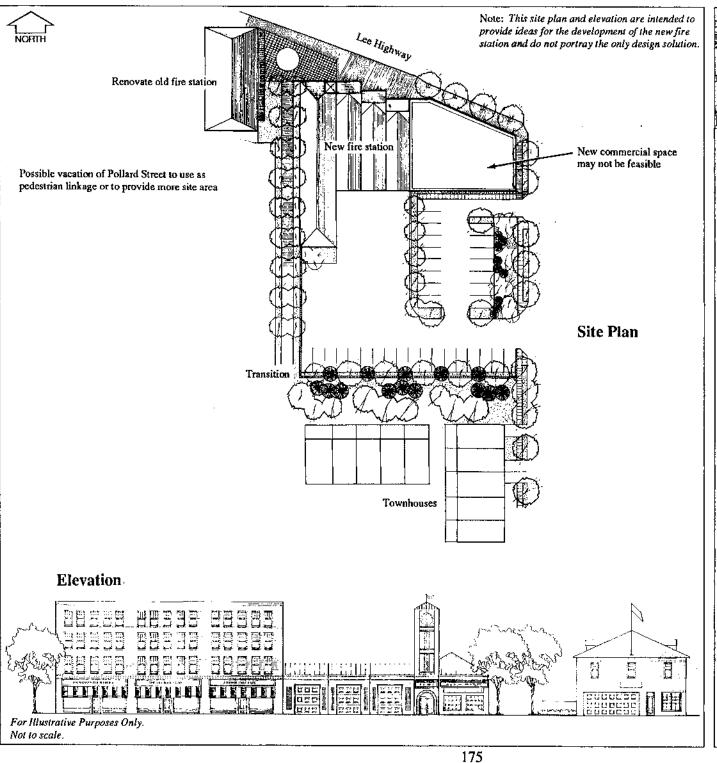
Focal Building:

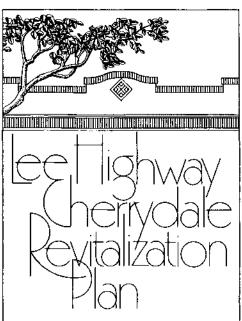
- · maximum height: 65 feet
- · constructed at build-to-line
- · underground parking may be possible

Gateway Building:

- maximum height: 45 feet
- · parking at rear of building

Illustration 34 continued

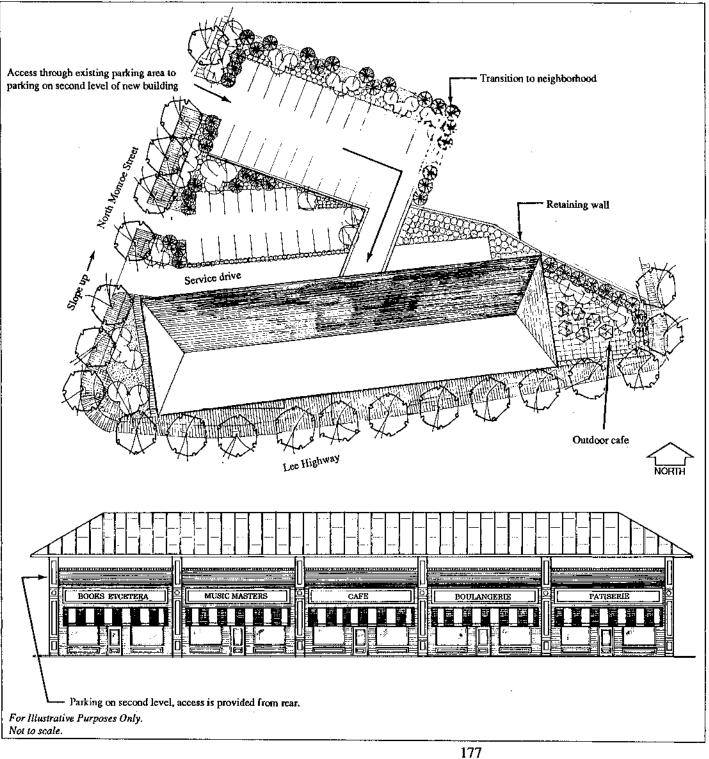


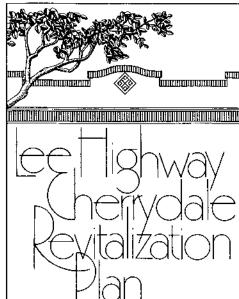


Site E Fire Station #3 as Placemaker

- · Clock tower or other feature becomes placemaker.
- · Plaza links historic fire station and new fire station.
- · Commercial uses may not be feasible - maximum height: 45 feet

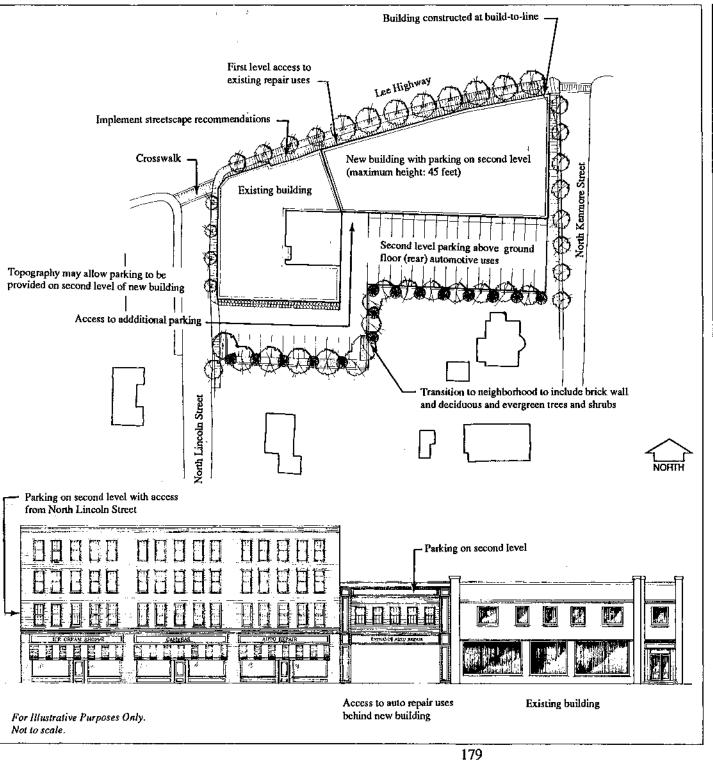


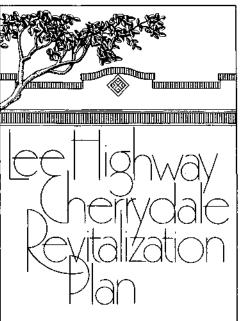




Site F

- · Hipped roof acts as gateway.
- Topography may allow parking to be provided on second level of new building with access from the rear.
- Maximum height: 45 feet.

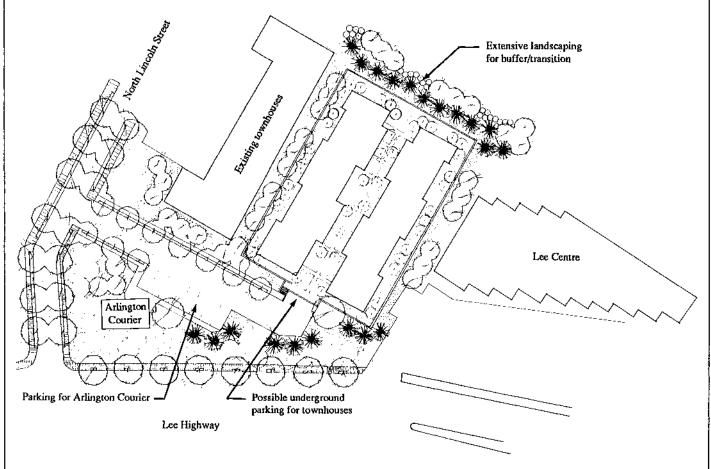




Site G

Topography may allow parking to be provided on second level of new building

Existing single family residential



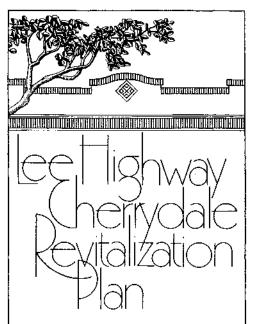
Close access to Lee Highway and landscape (if possible).

Construct sidewalk from Lee Centre to North Lincoln Street. If site is redeveloped obtain access from North Lincoln Street or improve access from Lee Highway.

For Illustrative Purposes Only. Not to scale.

Note: Retaining walls may be needed for improved access from Lee Highway and to construct a sidewalk along Lee Highway.

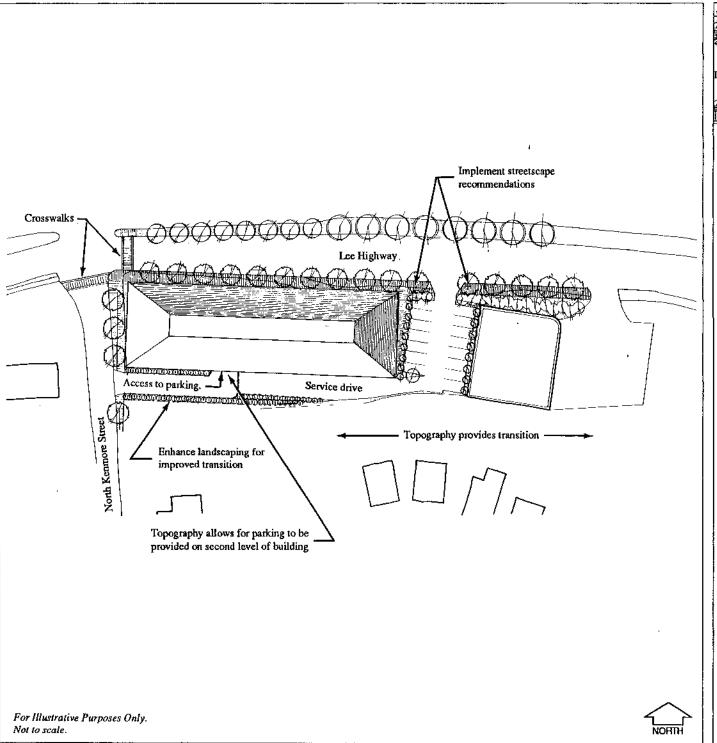


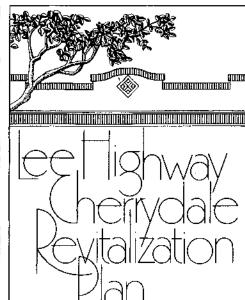


SITE SPECIFIC LONG-TERM IMPROVEMENTS

Site H







SITE SPECIFIC LONG-TERM IMPROVEMENTS

Site I

- · Hipped roof acts as gateway feature.
- Topography may allow parking to be provided on the second level of new building with access to parking from rear,
- Maximum height: 45 feet.



APPENDIX A

REPORT OF THE LEE HIGHWAY/CHERRYDALE REVITALIZATION TASK FORCE

MEMORANDUM

To: Hon

Hon. Albert Eisenberg, Chairman and Members, Arlington County Board

From:

Maury Flagg, Chairman,

Task Force on Lee Highway/Cherrydale

Commercial Area Revitalization

Subject:

Task Force Report

Date:

April 20, 1990

It's my honor and pleasure to transmit to you the report and recommendations of the Lee Highway/Cherrydale Commercial Area Revitalization Task Force. The report has the Task Force members' unanimous support.

Since beginning work in January 1989 to carry out the County Board's charge, the Task Force has met 28 times, generally on an every-other-week schedule. Its members have been diligent in their attendance and participation. The report incorporates their commingled intelligence, perspectives, experience, discussions and vision for the Cherrydale commercial area.

The Task Force is deeply grateful to those who aided it so invaluably in its work:

From the Arlington County Planning Department: Jody Gebhardt, staff coordinator for the Task Force; Gabriela Acurio; MaryAnne Field; Katie Henry; Tom Miller; Reggie Nixon; Bill Thomas.

From the Arlington County Department of Public Works: Dave Robinson, key staff consultant; Ken Hook; Hank Hulme; Mark Kellogg; Bill Scruggs.

From the Arlington County Department of Economic Development: Robert Atkinson, Business Conservation Program consultant.

Hosts for Task Force meetings: Camelot Hall; Cherrydale Masonic Lodge; Cherrydale Volunteer Fire Department.

The Task Force asks early opportunity to meet in work session with the County Board and appropriate county staff representatives to answer any questions that there may be preparatory to Board action on the report and detailed implementation planning.

LEE HIGHWAY-CHERRYDALE TASK FORCE

Consolidated Recommendations

I. Five Points Intersection Recommendations

- I.A. RECOMMEND that the signals controlling peak hour vehicular traffic through the intersection, particularly in the peak direction, be monitored to see whether any adjustment in the phasing could help expedite movement of vehicular traffic through the intersection. (Note: DPW supports.)
- I.B. RECOMMEND that the landscaped island in the middle of the intersection be carefully pared to make the Quincy Street Military Road crossing of the intersection a straight-across one in two lanes each way. The current alignment makes drivers in both lanes both ways (whether they seek to go through or turn left) feel crowded and hence in danger. Recommended also is associated paring of the curb area of the Amoco station at the corner of Lee Highway and Military Road. (Note: DPW supports.) The Arlington Beautification Committee should be consulted in this matter so that it can help plan suitable landscaping/plantings modifications.
- I.C. RECOMMEND the reduction or elimination of the median between the inbound Lee Highway lanes and the lane that directs access westward onto Old Lee Highway. Outward-bound vehicles attempting a left turn into Quincy Street are the problem here. The access lane needs to be wider, or lane indicators installed so that would-be left turners do not block Old Lee Highway traffic. Also recommended is associated shortening back from the intersection of the Quincy Street median so that left turners feel adequate space to make the turn and do not inadvertently cut short into the wrong Quincy Street lane. (Note: DPW supports.)
- I.D. RECOMMEND monitoring of left turn movements within the intersection, particularly those from eastbound Old Dominion Drive and Old Lee Highway, with consideration of prohibiting any that prove to be a safety or traffic flow hazard. (Note DPW supports, and additionally now supports prohibition of left turns from Old Lee Highway inbound onto Military Road.)
- I.E. RECOMMEND that intersection crosswalks be made as pedestrian friendly as possible consistent with traffic movement objectives. Include pedestrian actuated controllers. (See also III, A, 4, f, below.)
- I.F. RECOMMEND moving the northside bus stop presently near Pollard Street eastward and consolidating it with the Safeway stop. This recommendation seeks to relieve peak hour traffic backup in westbound Lee Highway lanes by giving buses a longer access in switching lanes toward Old Lee Highway. (Note: DPW concerned by additional distance bus riders would need to walk. Notes possibility of a turn-out stop on Old Lee Highway west of Quincy.)

I.G. RECOMMEND that if the Cherrydale firehouse is to continue operations from the present or a similar location, the County work to develop a rear access to the firehouse (old or new) for returning equipment. Departing and returning equipment is a major traffic impeder in the Five Points Intersection area. All Lee Highway traffic is halted whenever equipment leaves or returns to the firehouse. There is no quarrel with the departure emergency; the return phase, however, should be designed for in the firehouse facility. (Note: DPW reserves judgment pending study of fire station relocation task force recommendations.)

II. OLD LEE HIGHWAY RECOMMENDATIONS

- A. Street, Roadway, Traffic Concerns
- II.A.1. RECOMMEND that the Old Lee Highway roadway in the North Randolph, Stafford, Taylor and Utah Streets area be realigned and straightened, generally moving the center line northward, in order to promote safety of the street itself and of the intersecting street entries. (Note: DPW supports.)
- II.A.2. RECOMMEND that uncompleted sidewalk segments be installed and existing substandard sidewalks be improved and widened with planting/utility strips in the street's residential segments. Recommend this work be accomplished at county expense. Strongly recommend that utility poles NOT be positioned in sidewalks. (Note: DPW notes that improvements are planned in the FY 1991 and 1992 Capital Improvement Program budgets.)
- II.A.3. RECOMMEND that the state route designation on Old Lee Highway be discontinued and the street be transferred to Arlington County ownership. Suggest that the present Old Dominion Drive segment west of the Five Points intersection be redesignated Virginia Route 29/309. Also suggest that consideration be given to renaming that segment Lee Highway for consistency of major route name. (Note: DPW ambivalent. Sees little to gain, thinks 309 designation might simply be terminated, finds some difficulties in "Old Lee Highway" streetname designation.)
- II.A.4. RECOMMEND retention of the neighborhood principal street designation for Old Lee Highway on the County's Master Transportation Plan. (Note: DPW supports.)
- II.A.5. RECOMMEND that the bus route on Old Lee Highway be continued for now on present routing. Recommend that a ridership survey be conducted to ascertain whether another routing would be better. (Note: DPW supports retention of present bus routing.)
- II.A.6. RECOMMEND that a neighborhood traffic management process be initiated to identify neighborhood-acceptable measures to minimize cut-through traffic in residential neighborhoods. (Note: DPW notes

apparent lack of consensus in a previous, similar process in the area; suggest that civic association resurrect the question internally.)

B. Land Use and Zoning Concerns

- II.B.1. RECOMMEND that the Old Lee Highway area between Quincy Street and Woodstock Street continue to be designated on the General Land Use Plan as residential except for the commercial-use properties at the east and near the Five Points Intersection. Recommend that the County clearly state its intention and wish that the area remain in primarily residential use.
- II.B.2. RECOMMEND that where mid-rise residential development is approved, it be possible to permit appropriate levels of convenience retail within the residential development. This possibility should be reflected in appropriate residential zoning ordinance changes.
- II.B.3. RECOMMEND that existing nonconforming commercial uses be confirmed if they meet the provisions of II.B.2.
- II.B.4. RECOMMEND that the east end commercial uses be confirmed in appropriate revisions of the General Land Use Plan to "Service Commercial." (This is intended to cover the commercial uses at the east end of Old Lee Highway that are presently nonconforming on the GLUP.) On the parcels east of Stafford Street that are currently zoned C-1-0 and designated "Low Residential" (1-10 units per acre), however, no change on the land use designation plan should be made, in the hope that a residential development resolution can be achieved.
- II.B.5. RECOMMEND that the County clearly state its wish that town home or cluster development that bases itself on consolidation of oversized low residential lots in this area be discouraged.
- II.B.6. RECOMMEND continued investigation of 4321 Lee Highway structure and site to determine historic significance; appropriate architectural/archeological conservation measures should be taken.

III. Central Cherrydale Revitalization/Redevelopment Recommendations

Introductory Observations

The task force finds that Cherrydale merchants are generally pleased with their location. In most instances they draw the bulk of their business from North Arlington neighborhoods. Some, however, get a small but substantial portion from people who live throughout the metropolitan area and work in North Arlington. At least one Cherrydale business has a worldwide clientele.

Most Cherrydale business owners fear major development in the Lee Highway corridor. They believe it would price them out of business. Civic association views are mixed, with some strongly opposed to any but quite limited development or redevelopment, while others take a more wait-and-see stance.

There is presently little or no development/redevelopment pressure in the Lee Highway/Cherrydale area, and task force members familiar with development trends doubt that such pressure will grow anytime soon. Practicably speaking, the question of development in the Lee Highway/Cherrydale area is probably moot at present. Some members of the task force believe, however, that over the longer term developers will become interested in such corridors as Lee Highway after the Rosslyn-Ballston and Crystal City corridors have been built out and a secondary market of businesses serving the needs of the primary corridors has developed. It can be expected over that long term that Cherrydale commercial area land values will appreciate. This trend will directly affect the kinds of businesses and development that remain in and seek to come to Cherrydale. For example, it is probable that rising land values will gradually bring a realignment or phasing out of some of the businesses presently in the area.

A significant current obstacle to revitalization of the Cherrydale commercial area is the projected widening of Lee Highway to six lanes from Kenmore Street (where six-laning currently terminates) to the Five Points Intersection. Uncertainty about the extent and impact of this widening as well as when it will take place has persuaded at least some Cherrydale business owners to make no plans whatever, not even routine upkeep measures, for their properties.

Almost all of the task force members, after extensive discussion, oppose the projected widening of Lee Highway in Cherrydale. The feeling is strong, with reasons ranging from non-necessity (Lee Highway traffic appears to have diminished since I-66 went into operation) to fear that a widened road would "destroy" the narrow Cherrydale commercial area.

Attempting, nevertheless, to advise the Board as objectively as possible, whatever their feelings, the task force members have inquired into projections, planning, scheduling and other matters related to the proposed widening. They have concluded from various inputs about planning and fiscal projections in Arlington County and the Commonwealth of Virginia generally that the projected widening of Lee Highway in the Cherrydale area will likely not take place for at least a decade, if ever.

Meantime, if traffic projections for coming years shared with the task force are reasonably accurate, Arlington County and other northern Virginia jurisdictions will have had to make decisions on commuter transportation alternatives and possibly even peak hour traffic controls well before a project such as the widening of several blocks of Lee Highway will have taken priority over road building demands elsewhere in the Commonwealth. The development of commuter alternatives/controls will probably make the projected widening less urgent and therefore less likely.

In the event the County Board moves to design and construct a widened Lee Highway, it should appoint a redesign task force of Cherrydale and Maywood citizens and Cherrydale business community representatives to make design recommendations.

(Note: DPW challenges some of this thinking. It notes that current widening plans will not affect all Lee Highway properties significantly and that those likely to be most impacted are known. DPW would question the wisdom of public investment in support of revitalization of the properties most likely to be impacted, but has no problem with public investment in support of those not likely to be heavily impacted. DPW also doubts whether the drought of state transportation development funds will continue; it notes that present state plans envision the distribution of greater amounts to northern Virginia and also notes that when the Glebe Road widening is completed, state matching funds of \$1 million a year will become available for other work in Arlington County. DPW further cites traffic projection studies as well as likely traffic origination in a revitalized Cherrydale as basis for priority attention to the Lee Highway widening as a significant metropolitan area traffic corridor.

(Summarizing DPW's view, Acting DPW Director N. K. Hook, Jr., wrote to the task force: "(T)he planned widening of Lee Highway is especially important, not only in maintaining an acceptable level of service to preclude the diversion of traffic to local streets, but to provide the capacity necessary to improve vehicular and pedestrian access to the immediate commercial area. Given the significance of the project it is especially important not to develop plans which will add to the difficulty or expense of completing the project.")

There appears to be no dispute that the Lee Highway widening project will be at least substantially delayed. The question then arises: what should Cherrydale do in the interim? Maintain status quo and wait? Or proceed with revitalization measures that can create a sense of customer welcome and business pride without producing buildings or features that would complicate a road widening should it come about? The task force believes that the latter is the better answer. It is also a more challenging response: if the business community elects it, business owners and managers will need to bring active imagination and energy to the area's enhancement.

The following recommendations are relatively modest ones directed primarily to a shorter-term objective of guiding enhanced attractiveness, identity and interest in the area. They seek to provide a framework for revitalization activities.

- III.A. Revitalization Recommendations (in conjunction with design overlay sketch map--see Appendix 2)
- III.A.1. RECOMMENDED that Arlington County, through its Business Conservation Program and Community Planning/Development staffs, work with Cherrydale's business owners/managers to design and implement together property upkeep, improvement and good appearance measures that will result in a general impression of activity, pride, brightness, newness and interest in the area.
- III.A.2. RECOMMEND that the Cherrydale commercial area be given an unique identity with an unifying design theme (the Cherrydale Neighborhood Conservation Plan cherrytree logo) whose elements are compatible although not necessarily the same throughout the area. Perhaps, to get this effort promptly launched, the County's Business Conservation Program and Cherrydale business owners might work together to develop one or more pilot business place enhancement/improvement projects.

Also, RECOMMEND, in addition to pilot projects, that each business owner in Cherrydale be encouraged to work with county planners to devise a program of coordinated privately and publicly funded improvements for each site.

- III.A.3. RECOMMEND that the theme design and colors be used in gateway signs and other major design features of the area. Use of the cherrytree or cherries design should be supported by compatible building improvements and urban streetscape features that aim for a simple, tasteful and inviting announcement that Cherrydale is a special, welcoming place to visit and do business.
- III.A.4. RECOMMEND the view that relatively modest "facelift" improvements could make large difference of appearance and customer friendliness. Such improvements should be considered high priority by Cherrydale commercial businesses and the cooperating county agencies. Among the possibilities:
- III.A.4.a. Landscaping designed to enhance small areas and the streetside. Potomac Marine & Aviation offers an existing excellent example. Imaginative landscaping and/or screening is especially needed in the auto use business areas. Lee Highway-side plantings or planters should be selected for resistance to or tolerance or both vehicle fumes and the salt thrown up by winter-time highway plowing and meet other generally accepted urban streetscape standards.
- III.A.4.b. The planting of appropriate varieties of flowering cherry trees wherever practicable in minipark space, buffers, etc. (The use and positioning of cherrytrees needs to be carefully thought out. They are an identity need of the area but are both less durable and more spreading than some other commonly used street trees.)
- III.A.4.c. Appropriate (nonimpeding) urban design features such as sidewalk planters, periodically changed window displays, etc., furnished and cared for by Lee Highway-fronting businesses as enhancement of their streetside space. Any exterior items used should be of good quality, durable and well maintained.
- III.A.4.d. Theme-related enhancements such as appropriate noncluttering signage, lighting, facade features, etc., employed to draw attention to area focal points (see "anchor sites" below).
- III.A.4.e. Thoughtfully planned and located lighting designed to enhance area appearance and welcomingness as well as safety. Lighting has an additional function of demarcating the commercial area and the adjacent residential neighborhoods; it is focused and aimed so that intrusion into the latter is minimized.
- III.A.4.f. Development of distinctive crosswalks on Lee Highway that clearly stand out as pedestrian use features and are equipped with crossing lights so that vehicle-pedestrian conflicts can be minimized.

- III.A.4.g. Completion of the sidewalk network in the commercial area (see Cherrydale and Maywood neighborhood conservation plans). Particularly urgent: completion of a safe walkway on the north side of Lee Highway between the Lee Center shops and Lincoln Street.
- III. A.4.h. Develop as a minipark the access to Cherrydale Park on truncated Quincy Street next to the Seven-Eleven.
- III.A.5. RECOMMEND that wherever possible, greenway buffers be developed as transitions between commercial uses and the residential neighborhoods. These should be pedestrian-scale creations. Existing spaces at the edges of the commercial areas should be incorporated (i.e., at rear of Safeway). Visibility, access, safety and maintenance factors should be taken into account in greenway design. Consider the public acquisition of the first residential lot off Lee Highway on Lincoln Street and westward to be developed as metered parking and substantial pedestrian green way. Aim here is to encourage a parking resource that meets the standards for a transitional parking area.
- III.A.5.a. Greenways should contain low- to mid-height plantings and have a rear fencing on which ivy or other appropriate climbing plants might grow. Area residents might be recruited to cultivate and maintain greenway segments under the Adopt-a-Lot program.
- III.A.5.b. Where commercial building directly abuts residential housing, the transition should be made in green pedestrian ways rather than by townhouses.
- III.A.6. RECOMMEND that as much of current Lee Highway medians as possible be maintained, and that they be given a more finished look than they currently have, especially where there is a steep side. Also recommend their enhancement with appropriate traffic-fume and salt-tolerant plantings.
- III.A.7. RECOMMEND the development, wherever possible, of attractive minipark space along the Lee Highway frontage as urban design accent. Possible locations include the Nichols site if redeveloped for public uses, Camelot Hall grounds, truncated Quincy Street on north side of Lee Highway.
- III.A.8. RECOMMEND that major thoroughfare entrances to the Cherrydale shopping area be styled as clearly identified "gateways." These should be established at the east and west entrances to the area, and possibly also at the southern (Quincy Street) one as well. Similar signage and landscaping at each will convey a unified Cherrydale identity (as, for example, do the mid-median Falls Church gateway signs). County funds are understood to be available for such signs and should be used.
- III.A.9. RECOMMEND that the overall land use planning concept for the Cherrydale commercial area envision ultimate mixed commercial-residential development at full allowable densities (current designations) at the west and east ends of the area, while the central core of the commercial area evolves as a commercial "village" of shops.

The "heart" of the village would encompass any designated historic structures and include the public functions of Camelot and the new Cherrydale Fire Station if built in the village area. The Cherrydale Fire Station has been and continues to be a significant community element, and great emphasis must be placed on its retention in the village center. Recommend strongly that the new fire station structure, if located in the Cherrydale commercial area, include a community center/meeting place.

Cross-Lee Highway development (that is, use of facing lots on both sides of the road as a unified site) might be considered, especially where fairly deep sites face very narrow, confined sites. Such consolidation may make possible the development of low profile, mixed use sites with adequate parking-difficult to achieve in the present limited parameters of many Cherrydale properties.

III.A.9.a. RECOMMEND that in general, development in the Cherrydale commercial area be limited to building heights of three to five stories (the latter only where contour allows partial undergrounding).

Buildings should be placed adjacent to the street to narrow its perceived width and encourage pedestrian access along street fronts. In areas where streets separate existing commercial and residential uses, townhouse-scale development should be encouraged as transition buildings on the residential-facing frontages.

The task force suggests that when and if developed, the C-2 site plan option be looked at to see if it has value in Cherrydale redevelopment.

- III.A.9.b. RECOMMEND that the county and the Cherrydale business community work to encourage an optimal tenant mix in Cherrydale (particularly in the Village core) that will promote the kind of interest and harmony that has made commercial developments such as Westover and Lee Heights successful. (See Appendix 3 for listings of desirable neighborhood serving/convenience businesses.)
- III.A.9.c. A key problem in the Cherrydale commercial area is adequacy of parking. Parking is insufficient now for some businesses. And it is unlikely that permitted densities in the area will enable any considerable amount of structured parking either underground or detached. Recommend that negotiations be encouraged for sharing (contract use) of the limited existing large parking areas.

RECOMMEND also that the County sponsor a competition among planners and architects for design of a workable three-or four-story prototype structure that will "work" on a typical elongated, narrow site such as many in Cherrydale (and along Lee Highway generally) are; the concept of the building would be mixed use--with neighborhood-serving retail at street level and some mixture of accessible, visible parking, professional office and loft residential at other levels. (See also III, A, 5 and III, A, 9, above.)

The task force also suggests that potential for structured parking development be explored.

- III.A.9.d. RECOMMEND that special planning attention be given by County planners and prospective developers to assure that any proposals brought forward for the area's larger sites be compatible with the Cherrydale urban design concept and the planning envelope. These larger sites might be considered as "anchor" sites and under site plan conditions be allowed modifications in exchange for such amenities as focal point features, additional parking spaces dedicated to other, nearby establishments, etc. Particular attention needs to be paid to how these sites transition to abutting single-family residential neighborhoods. Among the larger sites: former bank site at Monroe Street and Lee Highway together with the adjacent former service station property, Econolodge site, Brown's Honda site, Carriage House Restaurant site, Cavalier site, Nichols site.
- III.A.9.e. RECOMMEND that the progress of the Cherrydale village and any development issues arising in connection with it be looked at no later than five to seven years from now (1995-97) by a similarly constituted task force to assure that the plans and directions adopted for the area by the County Board continue on track.
- III.A.10. RECOMMEND that the undergrounding of utilities recommended in the Cherrydale commercial area by the County Manager's draft utilities undergrounding plan be implemented. Since, however, development in the area is not expected to be of the high density, high economic return kind, the County should bear a relatively more significant share of utilities undergrounding expense than it has in the major corridors to date. The task force suggests that a fair cost-sharing formula be sought with Arlington Chamber of Commerce participation. In the event of Lee Highway widening, undergrounding of utilities should be included in the project in accordance with the County manager's draft plan.
- III.A.11. RECOMMEND that several of the task force members who have been active in devising the urban design recommendations of this report be continued as an ad hoc advisory group working with planning staff in the further definition of these design aspects. Business views should be involved in this process, and the various interests represented on the task force should be kept updated on the process as it develops and enabled to comment.
- III.A.12. RECOMMEND that the County, in acquiring any Cherrydale commercial area site for a public purpose, take into account both cost and broad planning factors so that resulting uses are a well considered improvement in the area rather than creating a problem.
- III.B. Cherrydale Commercial Area Land Use Concerns
- III.B.1. RECOMMEND that the existing commercial uses along the south side of Lee Highway from Nelson Street to I-66 be confirmed by amending the General Land Use Plan designation to Service Commercial. Also reconfirm existing General Land Use Plan residential designations behind (south of) the commercial band.

- III.B.2. RECOMMEND amendment of the General Land Use Plan designation on two Quebec Street parcels designated service commercial to Low Residential (1-10 units per acre); retain the R-6 Zoning on these two parcels. Consider both parcels for greenway development.
- III.B.3. RECOMMEND that the County encourage commercial site consolidations which will permit increased development options compatible with nearby neighborhood sensitivities.
- III.B.4. RECOMMEND that the General Land Use Plan be amended to Public for each site on which a greenway is established. See also III, A,5, above.
- III.B.5. This item incorporates by reference III, A, 9, d and III, A, 9, e above.

Appendix 1

Lee Highway/Cherrydale Revitalization Task Force Members 1989-1990

Maurice Flagg, Chair 2101 N. Scott Street #92 Arlington, Virginia 22209

Mr. Allen C. Barringer 6127 Franklin Park Road McLean, Virginia 22101

Mr. Bill Harkins 2026 North Stafford Street Arlington, Virginia 22207

Mr. Brian Harner 2914 23rd Street North Arlington, Virginia 22201

Ms. Sherry C. Birk 2906 Key Boulevard Arlington, Virginia 22201

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Mr. Robert W. Nester 2824 Beechwood Circle Arlington, Virginia 22207

Mr. Tom O'Reilly 1814 North Stafford Street Arlington, Virginia 22207

Mr. Paul Michl 5118 33rd Street North Arlington, Virginia 22207

Mr. John R. Kennedy

3621 21st Avenue North Arlington, Virginia 22207

Mr. James M. Pollard Cherrydale Motors, Inc. 3412 Lee Highway Arlington, Virginia 22207

Mr. Neal Nichols 1200 North Hudson Street Arlington, Virginia 22201

Mr. Tim Reese JAK Construction, Inc. 102 West Jefferson Street Falls Church, Virginia 22046

Ms. Roni Robins 3050 CHain Bridge Rd., #200 Fairfax, Virginia 22030-2884

Mr. Benjamin Smith Cherrydale Lodge #42 2408 North Upshur Street Arlington, Virginia 22207

Ms. Elizabeth Weihe 4133 33rd Road North Arlington, Virginia 22207

Mr. Ralph H.Stowe 4045 Lee Highway Arlington, Virginia 22207

Other Interested Parties

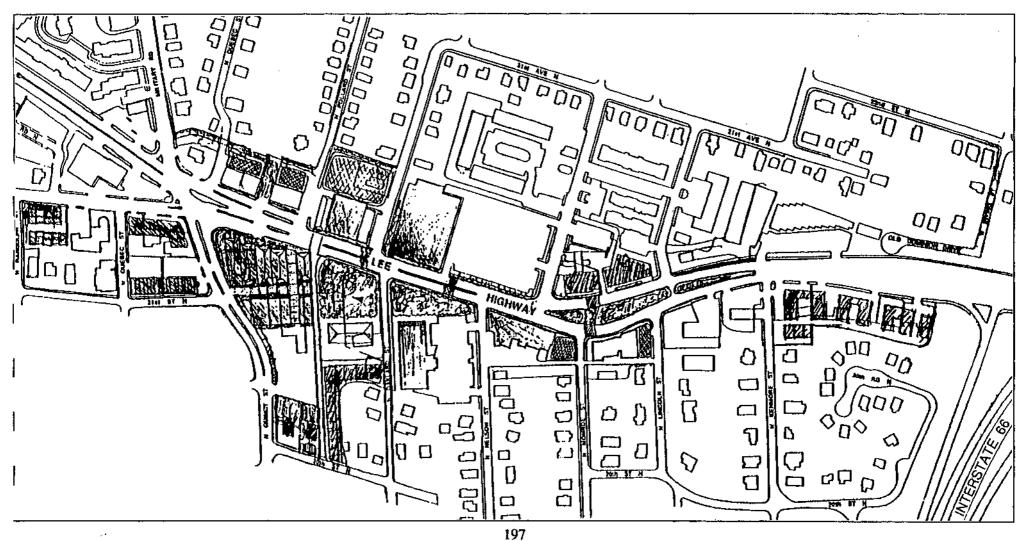
Mr. Tom Korns Cherrydale Citizens Association 2032 N. Stafford Street Arlington, Virginia 22207

Mr. Ron Rohall 186 Peyton Road York, PA 17403

Ms. Gail Baker Hist. Affairs & Landmark Review Board 3420 21st Avenue North Arlington, Virginia 22207

PRELIMINARY VILLAGE **DESIGN CONCEPT**

Lee Highway/Cherrydale Revitalization Task Force



Appendix 3

The following is a list of desirable neighborhood serving businesses identified by the Lee Highway/Cherrydale Revitalization Task Force.

Ice Cream Store
Children's Shoes
Appliance Repair
Small Restaurant
Magic Shop
Food Court Type Arcade
Garden/houseplant Shop
Book Store
Hobby Shop
Children's Clothing
Espresso Bar
Restaurant serving breakfast
Neighborhood Bar

APPENDIX B

BUSINESSES IN CHERRYDALE

Business	Address
Miles Glass	4340 Lee Highway
Anthony's Pools	4320 Lee Highway
Neighborhood Grocery	4308 Lee Highway
Maggie Dickens Realty	4113 Lee Highway
Cranwell Real Estate Brokers	4113 Lee Highway
Cherrydale Glass Shops	4060 Lee Highway
Oriental Imports Furniture Co.	4054 Lee Highway
Tachibana Restaurant .	4050 Lee Highway
Kline Toyota	4045 Lee Highway
Beek Company Typewriters	4040 Lee Highway
Cherrydale Veterinary Clinic	4038 Lee Highway
Old Dominion Cleaners	4036 Lee Highway
Carriage House Restaurant	4030 Lee Highway
Amoco Gas Station	4019 Lee Highway
Northside Veterinary Clinic	4001 Lee Highway
Granny's Attic	3911 Lee Highway
Brown Honda	3910 Lee Highway
Cherrydale Barber Shop	3907 Lee Highway
Seven-Eleven Store	3901 Lee Highway
International Automobiles	3826 Lee Highway
Subway Sandwich Shop	3813 Lee Highway
Erol's Video	3811 Lee Highway
Cherrydale Hardware	3805 Lee Highway
Cherrydale Safeway	3713 Lee Highway
Le Neon French-American Theatre	3616 Lee Highway
Arlington Electronic Wholesaler	3614 Lee Highway
Regal Shoe and Luggage Repair	3612 Lee Highway
Philippine Market	3610 Lee Highway
Urban Broadcasting	3565 Lee Highway
Ristorante Pasquale	3520 Lee Highway
Standard Duplicating Machines	3518 Lee Highway
Anglers' Lie	3510 Lee Highway

Potomac Marine and Aviation 3508 Lee Highway 3436 Lee Highway Cherrydale Auto Parts 3436 Lee Highway Ivey Welding Service Cherrydale Motors 3412 Lee Highway 3335 Lee Highway Econo-Lodge Texaco Service Station 3332 Lee Highway Dialysis Center 3317-3319 Lee Highway **Quality Graphics** 3313 Lee Highway 3311 Lee Highway Ledo Pizza 3309 Lee Highway Sharon's Custom Cleaners 3307 Lee Highway For Eyes 3305 Lee Highway Optometrist China Express 3303 Lee Highway Dominique Jewelry 3301A Lee Highway 3301 Lee Highway State Farm Insurance 3206 Lee Highway The Car Store Reinharts Garage 3203 Lee Highway 3200 Lee Highway Bono Film Company 2103 N. Lincoln Street Arlington Courier Exxon Service Station 4035 Old Dominion Dr. McLean Motors 2030 N. Oakland Street United Auto Exchange 2030 N. Oakland Street 2109 N. Pollard Street La Villa Pizza The Great Commission 2107 N. Pollard Street Crescent Grocery and Halal Meat 2105 N. Pollard Street Sterling Picture Frames 2103 N. Pollard Street Hair Vogue 2101 N. Pollard Street

APPENDIX C

SECTION 26. "C-2" SERVICE COMMERCIAL--COMMUNITY BUSINESS DISTRICTS

The purpose of the "C-2" District classification is to provide locations for commercial development where the variety in retail, service and office uses is intended to serve a broad-based community. "C-2" Districts should be developed as linear commercial and be located primarily along principal arterial streets as designated in the Master Transportation Plan. The "C-2" District provides for an expanded range of uses, greater density and greater height than the "C-1" District classification.

(Ord. No. 86-30, 6-1-87)

The following regulations shall apply in all "C-2" Districts:

A. Uses Permitted.

- 1. All uses as permitted and regulated in "RA8-18" and "C-1" Districts.
- 2. Amusement enterprises, including a billiard or pool hall, boxing arena, games of skill, penny arcade, shooting gallery and the like, if conducted wholly within a completely enclosed building.
- 3. Animal hospital or veterinary clinic within a fully enclosed structure.
- 4. Blueprinting or photostating.
- 5. Business college operated as a commercial enterprise.
- 6. Catering establishment.
- 7. Cleaning or laundry establishment.
- 8. Dance studio.
- 9. Department store, without restriction on minimum site area as imposed in "C-1" Districts.
- 10. Health club.
- 11. Hotel or tourist court.

- Indoor swimming pool.
- 13. Indoor theater or auditorium.
- Mailing service, including bulk mailing.
- Medical or dental laboratory.
- 16. Motor vehicle dealership, sales or rental lot, provided that the use complies with the standards identified in subsection C.4.
- 17. Music conservatory or music instruction.
- 18. Nursery, flower or plant store, provided that all incidental equipment and supplies, including fertilizer, empty cans and garden tools are kept within a building or in designated areas outside as approved by the zoning administrator, provided that the location does not impede pedestrian or vehicular movement on the property.
- 19. Office, without restriction on location within structures.
- Palmistry.
- Pawnshop.
- 22. Plumbing or sheet metal shops, if conducted wholly within a completely enclosed building.
- 23. Printing, lithographing or publishing.
- 24. Public parking area, when located and developed as required in Section 33.
- 25. Public service, including electric distributing substation, fire or police station, telephone exchange, and the like.
- 26. Retail stores or business in addition to those permitted in "C-1-R" and "C-1" Districts.
- 27. Sign painting shop, if conducted wholly within a completely enclosed building.
- 28. Trade or commercial school, if not objectionable due to noise, odor, vibration or other similar causes.
- 29. Upholstery shop, if conducted wholly within a completely enclosed building.

- 30. Wedding chapel.
- 31. Other uses which, in the judgment of the zoning administrator, are of the same general character as those listed in this subsection and will not be detrimental to the district in which located.

(1-5-80; Ord. No. 83-3, 1-8-83; Ord. No. 86-30, 6-1-87)

B. Special Exceptions.

Any of the following uses may be established subject to obtaining a use permit as provided in Section 36, "Use Permits," for each such use:

- 1. Audio-visual production studio.
- 2. Automobile service station, provided that any incidental vehicle repairs such as tube and tire repairing, battery charging and storage or merchandise and supplies shall be conducted wholly within a building, and that any lubrication or washing not conducted wholly within a building shall be permitted only if a masonry wall, seven (7) feet in height, is erected and maintained between such uses and any adjoining "R" District.
- Automotive painting, upholstering, rebuilding, reconditioning, body and fender work, truck repairing or
 overhauling and the like, so long as such activities are conducted entirely within an enclosed structure.
- Bowling alley.
- Car wash.
- Carpet and rug cleaning establishments, excluding dyeing.
- 7. Food delivery service.
- 8. Restaurant with drive-through window.
- 9. Indoor and outdoor skating rink.
- 10. Massage parlor and the like.
- Miniature golf course.

- 12. Mortuary or funeral home, including a cremation unit within a mortuary or funeral home.
- 13. Motor vehicle dealership, sales or rental lot, provided:
 - a. That such area is located and developed as required in Section 33; and
 - That any incidental repair of vehicles shall be conducted and confined wholly within a building.
- 14. Nightclubs and restaurants providing live entertainments, including dance halls.
- 15. Outdoor swimming pool.
- Public garage.
- 17. Tire shop.
- 18. By site plan approval under Section 36.H., use regulations for areas designated as "Special Revitalization Districts" on the General Land Use Plan may be modified under the following conditions, and an additional F.A.R. of .5 may be allowed under the following conditions applicable to such increases in density:
 - a. Height limit: No building, nor the enlargement of any building, shall exceed the height standard in the revitalization area or six (6) stories not including mechanical penthouses.
 - b. Density: The ratio of the total gross floor area of all uses, excluding one- and two-family dwellings, to the total area of the site shall not exceed 1.5 to 1. A building which has solely residential use above the second floor level shall be permitted to have a residential F.A.R. of 1.5 and a first floor retail commercial use F.A.R. of up to .5. In no case shall the total F.A.R. of such a building exceed 2.0.
 - c. The first floor of any office building shall be designed and used for retail commercial uses. A plan specifying the proposed retail commercial uses shall be developed and shall be consistent with the adopted plan for the "Special Revitalization District."
 - d. Automobile parking space is to be provided as required in Section 33, except that parking may be reduced by site plan approval to no less than one (1) off-street parking space per one (1) dwelling unit and one (1) off-street parking space for each five hundred eighty (580) square feet of the total office and retail gross floor area.

- e. Screening walls and/or landscaping consistent with the goals and standards of the adopted plan for the revitalization area shall be provided where a parking area abuts a street, sidewalk, alley, or other public right-of-way and where a parking area abuts "R" and "RA" districts.
- f. Streetscape improvements consistent with the standards of the adopted "Special Revitalization District" plan for the area shall be implemented on the periphery of the site fronting on public right-of-way.
- g. A coordinated sign plan shall be required. Standards for signs shall be those set forth in the adopted "Special Revitalization District" plan for the area.
- h. All aerial utilities in the public right-of-way at the periphery of the site and within the site shall be placed underground.

(1-6-73; 6-25-77; 8-6-77; 12-2-78; 1-5-80; Ord. No. 83-3, 1-8-83; Ord. No. 83-20, 7-9-83; Ord. No. 86-30, 6-1-87; Ord. No. 88-19, 11-22-88; Ord. No. 91-4, 3-2-91)

C. Use Limitations.

- 1. There shall be no manufacturing, compounding, processing or treatment of products other than that which is clearly incidental and essential to a retail store or business and where all such products are sold at retail at these establishments, except as set forth in subsection B.7.
- 2. Such uses, operations or products shall not adversely affect any contiguous district through the dissemination of odor, dust, smoke, fumes, noise, vibrations, creation of trash, garbage or litter, or other similar causes.
- 3. Steam exhausts for cleaning and laundering establishments shall be within said building.
- 4. Motor vehicle dealership, sales and rental lots shall comply with the following standards:
 - a. Delivery of automobiles shall be limited to the hours between 7:00 a.m. and 9:00 p.m., Monday through Saturday only. A plan shall be agreed upon with the police department for time and place of the delivery of automobiles and this plan shall be submitted to the zoning administrator.
 - b. All incidental repair services shall occur within the service bay facility. No vehicle parts and repair tools shall be stored or displayed outside the repair facility.
 - c. Vehicles placed in the custody of the persons conducting the motor vehicle use shall be kept on the premises of the motor vehicle use in compliance with the parking plan approved by the zoning administrator consistent

with the zoning ordinance and shall not be tested or parked on streets that are designated as neighborhood streets in the Master Transportation Plan.

- d. Lighting on the property shall be directed and shielded so as not to affect adversely, through the dissemination of light rays, any "R" or "RA" district which is contiguous to or across a street, alley, sidewalk or other public right-of-way from the use.
- e. The property shall be developed as required in Section 32A, Landscaping, and Section 33, Automobile Parking, Standing and Loading Space. A screening wall or solid wood fence with a minimum height of four (4) feet shall be provided where a parking area for the storage or display of vehicles, not including customer parking, abuts a street, sidewalk, alley or other public right-of-way separating "C" Districts from "R" and "RA" Districts.
- f. Parking areas shall be arranged and used so that vehicles which are parked, displayed and stored on the property do not overhang or protrude outside the prescribed limits of the parking area into the required setback or onto the public right-of-way.
- g. All trash receptacles located outside the building shall be screened from public view by a brick wall or solid wood fence on three sides which is a minimum of six (6) feet in height.
- h. Use of a public address system or loudspeaker shall comply with the standards and regulations in Chapter 15, Noise Control Ordinance, or the Arlington County Code, except that use of such system shall not be permitted after 9:00 p.m., daily.

(Ord. No. 86-30, 6-1-87; Ord. No. 88-19, 11-22-88)

D. Area Requirements.

Lot Area: For buildings hereafter erected and used exclusively for dwelling purposes, see Section 31. Buildings hereafter erected and used partly for dwelling and partly for commercial purposes, shall comply with the lot area requirements of the "RA8-18" Districts.

E. Bulk Regulations.

1. Height Limit: No building, nor the enlargement of any building, shall be hereafter erected to exceed forty-five (45) feet.

2. Density:

- a. One-Family Dwelling: As specified for "R-6" Districts.
- b. Multiple-Family Dwelling: As specified "RA8-18" Districts.
- c. Hotel: A lot area of not less than six hundred (600) square feet for each individual sleeping or living unit.
- d. Other Uses: The ratio of the gross floor area of all structures erected on a "C-2" District site to the total area of the site shall not exceed 1.5 to 1.

(Ord. No. 86-30, 6-1-87)

F. Landscaping.

Ten (10) percent of total site area is required to be landscaped open space in accordance with the requirements of Section 32A, Landscaping.

G. Additional Regulations.

- 1. For supplemental regulations, see Section 31.
- 2. Coverage and placement requirements as regulated in Section 32.
- 3. Automobile parking space is to be provided as required in Section 33.
- 4. Loading space to be provided as required in Section 33.
- 5. Signs as regulated in Section 34.

(9-11-76; 8-6-77; Ord. No. 86-30, 6-1-87)

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APPENDIX D

GLOSSARY OF PLANNING TERMS

Buffer Area	A portion of a lot improved with plantings, berms, fences, or walls to reduce the impact of dissimilar land uses and land use intensities.
Bulk	The basic term used to describe the size (including height and floor area) of buildings.

Standards that control the height, density, intensity and location of structures. Components of bulk regulations include: size and height of building; location of exterior walls at all levels with respect to lot lines, streets, or other buildings; building coverage; gross floor area of buildings in relation to lot area (floor area ratio); open space (yard) requirements; and, amount of lot area provided per dwelling unit. Their purpose is to assure sufficient light, air, and open space on the ground and at all levels of a building and, secondarily, to maintain a compatible and pleasing appearance.

Uses and development standards which are determined in advance and specifically authorized by the zoning ordinance. The ordinance, as a result, is largely self-enforcing because no flexibility is involved and no discretion occurs in its administration. For example, a single-family zone would allow single-family detached residences by-right so long as site development requirements are met (e.g., height, yards, bulk).

Statistical subdivisions of the County with an average population of 4,000. Census tracts are used to provide census to census comparability, thus census tract boundaries are usually the same from census to census.

By-right Zoning

Bulk Regulations

Census Tract

Collector Street

Comprehensive Plan

Density

Distributor Street

Floor Area Ratio (F.A.R.)

Collector streets bisect residential areas connecting local streets to arterial streets. Average daily traffic volumes on the two lane streets should not exceed 10,000 vehicles per day.

A document or series of documents prepared by the local authority setting forth policies for the future of a community. It is the result of considerable study and analysis of existing physical, economic, and social conditions, a projection of future conditions and community review. When adopted by a public body such as the County Board, it serves as a guide for many public decisions including land-use changes, preparation of capital improvement programs, and the enactment of zoning and related growth management legislation. Enabling statutes of many states require zoning to be in accordance with a comprehensive plan.

The average number of housing units, square feet of office, etc., per unit of land; usually density is expressed "per acre". Density is controlled by limiting the amount of development on a piece of land through zoning which has specific restrictions, e.g., use; height; minimum lot-size requirements; floor area ratio; setback and yard requirements.

Distributor streets provide direct access to commercial and high density office or apartment areas from arterial streets. The number of travel lanes and average daily traffic volumes are dependent upon the type and intensity of the adjacent development.

The ratio of floor area is an expression of density allowed on a specific parcel of land. Thus, a permitted floor area ratio of 1.5 on a 10,000 square foot lot would allow a building whose total floor area is 15,000 square feet. F.A.R. provisions may be used in combination with other bulk regulations, such as height limits, open space, and building space requirements. When used alone, they give developers flexibility in deciding whether to build a low building covering most of the lot or taller buildings covering only a small part of the lot, or, in some places, a combination of buildings, so long as the total F.A.R. allowed is not exceeded.

Forecast

General Land Use Plan

Gross Floor Area (G.F.A.)

Level of Service (LOS)

A future estimate both short- and long-range, of employment, households and population for a jurisdiction. Forecasts are used to help determine functional plans in the areas of transportation, water resources, air quality, housing, land use and energy. Arlington participates in the Cooperative Forecasting Program established by the Metropolitan Washington Council of Governments, which includes the other local jurisdictions which are members of the Council of Governments.

The adopted policy guide for the future orderly development of land uses in the County. The Plan was initially adopted by the County Board in 1961. Periodically, the Plan is amended to respond to changing community concerns related to development or to reflect areas that are targeted for major growth (R-B and J-D Corridors). The General Land Use Plan typically has a time frame of 20 years.

The total area of all floors of a building as measured to the outside surfaces of exterior walls and including halls, stairways, and elevator shafts. This area excludes areas within a building used for parking.

The quality offered by a transportation mode. For streets, it is a qualitative measure, and when followed by a letter, describes a category of conditions ranging from Level of Service A which is characterized by free flow conditions with total traffic volume at 60 percent or less of capacity; to Level of Service F which is characterized by long backups at signalized intersections which operate in a stop-and-go pattern with volume below capacity and with effective capacity reduced because of low speeds and backups through other intersections.

Level of Service is usually applied to peak hour conditions, along controlled-access facilities, and at one or more signalized intersections. Various quantitative methods are available to estimate Level of Service. They require substantial input data about geometrics, travel volumes, turning movements, and vehicle mix. Unless volumes are at 60 percent of capacity, small changes in data make large differences in the levels.

Local Street

Nonconformities

Permitted Use

Local or residential streets provide direct access from residential areas to higher classification facilities such as collector and arterial streets. Average daily traffic volumes on the two lane streets should not exceed 1,000 vehicles per day. Through traffic and buses are also discouraged.

Lots, structures, uses of land and structures, and characteristics of uses, which are prohibited under the terms of the zoning ordinances but were lawful at the date of the ordinance's enactment. They are permitted to continue, or they are given time to become conforming. The continuation of such nonconformities is based on the principal that laws cannot be applied retroactively unless there is a compelling reason - such as imminent danger to health - to do so. While ordinances permit legal nonconformities to continue, they prohibit the substitution of a new or different nonconformity, nor do they permit the extension or enlargement of nonconforming uses. Many ordinances permit the rebuilding of a nonconforming use when destroyed by fire but, if a use is abandoned for a specified period of time, it cannot be restored and the future use of the premises must conform to the requirements of the Zoning Ordinance. In Virginia, Zoning Ordinances give a very narrow interpretation of what is allowed in regard to nonconformities. Some ordinances provide for the abatement (amortization) of all or some nonconformities at the end of a prescribed period. Increasingly, ordinances are distinguishing among classes of nonconformities and are providing for their individualized treatment. These include: nonconforming lots; nonconforming buildings or structures; nonconforming uses of land with minor structures only; nonconforming uses of major buildings and premises; and, nonconforming characteristics of use.

A use by right which is specifically authorized in a particular zoning district. It is contrasted with special permit or conditional uses which are authorized only if certain requirements are met and after review and approval by the County Board or other public body.

Primary Arterial

Primary arterials provide the main travel corridors for through traffic movement by linking outlying urban areas to major traffic generators. Limited access is provided along the facilities which are generally four lanes and carry up to 40,000 vehicles per day.

Rezoning

A change in the zoning map, i.e., the zoning designation of a particular parcel or parcels. A rezoning, like the enactment of the original ordinance, is a legislative act that, except under rare and specifically defined circumstances, cannot be delegated to administrative officials.

Secondary Arterial

Secondary arterials carry an equal mix of local and thru traffic and link collector streets with controlled access facilities and primary arterials. Secondary arterials are either two or four lanes with an average daily traffic volume of up to 15,000 vehicles per day.

Setback

A term usually defined as the required distance between every structure and the street lot line continuance of the lot; in some ordinances, setbacks refer to the distance between structures and all lot lines. In the latter case, the distance so defined is virtually indistinguishable from yard requirements. A yard is defined as an area to be kept as open space (except for specified exceptions); a setback is a distance from a lot line.

Site Plan

A plan, to scale, showing uses and structures proposed for a parcel of land as required by the regulations involved. It includes lot lines, vegetation, topography, drainage, streets, building sites, reserved open space, buildings, major landscape features - both natural and man-made - and, depending on requirements, the locations of proposed utility lines. In Arlington, site plans are administered through Administrative Regulation 4.1, which specifies the rules and procedures for the approval of site plans.

Site Plan Review

The process by which citizens, staff, and the Planning Commission review the specific development proposals for a site to assure that they meet the stated purposes and standards of the zoning category as well as the intent of the adopted policies and **Special Revitalization District**

Special Uses: Special Use Permit

plans of a special area. A specific advisory committee, the Site Plan Review Subcommittee, which is a subcommittee of the Planning Commission prepares reports with recommendations on each plan.

An overlay district on the General Land Use Plan which was designed to encourage revitalization. The Special Revitalization District, when applied to an area such as the commercial core of Lee Highway in Cherrydale, notifies developers and others that specific land use and design goals and objectives are in effect for that area. The "C-2" zoning district has a site plan option available within a Special Revitalization District.

The term special use, with its numerous subclassifications, is so widely and variously used as to make useful definition difficult. In the simplest sense, from the administrator's point of view (and the applicant's), a use as of right is one where the permit can be issued on the basis of the application alone, and the applicant can proceed under the permit without further referrals or review, other than normal inspections. Using the exclusion approach, a special use may then be defined as a use other than a use by- (or as of) right.

Variations in this left-over group are numerous as to kind and as to procedures involved. Required special approvals may be made by the Planning Commission and the County Board.

The special exception typically involves a use deemed "appropriate" in some locations within a district or group of districts, but only if certain specified conditions are met. It is the responsibility of the Board (but only in cases where the special exception is identified in the ordinance) to determine whether such conditions are met and to attach necessary conditions and safeguards. Examples might be transitional parking lots and day care facilities. Public notice and hearing is required on special use permits.

Transitional Uses and Structures

Yard

Zoning

Uses or structures, permitted under the zoning ordinance, which, by their nature or level and scale of activity, act as a transition or buffer between two or more incompatible uses, e.g., where commercial uses are back to back against residences. Some modern zoning ordinances recognize conflicts or frictions across district boundaries by providing for transitional uses or structures such as more yard space, walls, fences, or screening, or intermediate uses, to minimize conflict. Definitions of incompatibility or friction often are difficult to make; public bodies or officials may be required to make individualized determinations of transitional needs and requirements in certain cases.

An open space on the same lot with a building or building group lying between the front, rear, or side wall of a building and the nearest lot line, unoccupied except for projections and the specific minor uses or structures allowed in such open space under the provisions of the zoning ordinance. Because buildings may be irregularly shaped or set on an angle to the lot, widths of yards usually are measured from the nearest lot line to the closet point of the building or averaged.

Yard requirements traditionally have been included in ordinances to satisfy aesthetic desires and to provide room for greenery; to prevent overcrowding of land; to prevent spread of fire and to facilitate firefighting; to afford general and service access; to accommodate landscaping and such outdoor requirements as parking, storage, and recreation; to provide the visibility needed for traffic safety; to permit light access to windows; to buffer noise; and to provide view.

A police power measure, enacted primarily by general purpose units of local government, in which the community is divided into districts or zones within which permitted and special uses are established as are regulations governing lot size, building bulk, placement, and other development standards. Requirements vary from district to district, but they must be uniform within districts. The zoning ordinance consists of two parts: a text and a map.

Zoning District

A section of a city or county designated in the zoning ordinance text and (usually) delineated on the zoning map, in which requirements for the use of land and building and development standards are prescribed. Within each district, all requirements must be uniform. A jurisdiction may have as few as two or three or as many as 50 districts, depending on circumstances and needs.

APPENDIX E

FINAL REPORT LEE HIGHWAY STUDY AREA HISTORIC RESOURCES STUDY

INTRODUCTION

Under contract with Arlington County, Virginia, and at the direction of the Arlington county Historical Affairs and Landmark Review Board (HALRB) and the Department of Community Planning, Community Improvement Division, History Associates Incorporated has completed a survey of historic, cultural, architectural, and archeological resources in that portion of the Cherrydale/Maywood community along Lee Highway and Old Dominion Drive shown in Figure 1.

The County's Planning Division is currently studying land use and zoning in the area. The purpose of the survey conducted by History Associates has been to identify historical resources which may be affected by any potential changes in land use and zoning resulting from the County's comprehensive study of the area.

As part of the scope of work for the survey, History Associates Incorporated has prepared the following research documents:

- Contextual History Lee Highway Study Area
- Archeological Survey Lee Highway Study Area
- Historic and Architectural Resource Inventory Forms for the Lee Highway Study Areas

The following final report summarizes the findings of the contextual history and the architectural/archeological surveys for Lee Highway Study Area. The report also locates all identified resources and evaluates them according to the criteria of the HALRB and Section 312A of the Arlington County Zoning Ordinance for the identification of historic, architectural, cultural or archaeologically significant properties, sites and structures. Finally, the report analyzes the potential impacts of any land use or zoning changes on identified resources, and makes recommendations for their recognition and integration in the County's land use and zoning studies of the area.

SUMMARY OF FINDINGS

- The study area represents only a portion of the larger historical trolley car suburbs of Cherrydale and Maywood.
- Relative to other early developments in the County, i.e. Colonial Heights, fort Myer Heights, Rosslyn, and Ballston,
 the historical portions of the Maywood and Cherrydale communities have retained a higher degree of architectural

continuity and integrity as early 20th century working/lower middle class trolley suburbs and are capable of evoking a sense of this period in the history of the County.

- The residential architecture within the study area exhibits many of the styles representative of the early 20th Century. In particular these include craftsman-detailed American foursquares, bungalows, colonials, and tri-gabled ells.
- The architectural continuity of the historical commercial/service area along Lee highway has been eroded by road improvements and redevelopment with the earlier trolley-oriented commercial structures being replaced by autooriented development. As a result of this redevelopment, no concentration of period commercial/institutional structures exists to provide the sense of a historical commercial streetscape. The commercial area does, however, retain a linear orientation with relatively shallow lot depth and a close relationship between commercial establishments and residential uses that is reflective of the historical land use pattern associated with early 20th century trolley-oriented, suburban development in the County.
- As a community, Cherrydale/Maywood pioneered a number of civic and cultural institutions in the County including the first fire department (1904) and the first fire station (1919).
- With regard to archeological resources, in those portions of the study are which have experienced development and redevelopment over this century the probability of encountering historical archeological sites with sufficient integrity to be found significant has been severely reduced.
- Because most of the recorded prehistoric sites in Arlington County are located in the fall-zone, there is potential for undisturbed ridge tops in the study area to yield evidence of prehistoric seasonal camps and chipping (stone tool making) stations.

HISTORICAL/ARCHITECTURAL CONTEXT AND EVALUATION

With the exception of its extreme western end, most of the Lee Highway study area shown in Figure 1, is located within the larger, early 20th century trolley suburb of Cherrydale and the adjoining suburb of Maywood. Although historically distinct "places" and currently neighborhoods with separate identities, Cherrydale and Maywood are comparable neighborhoods from an architectural perspective and will be discussed as a collective community in the following analysis.

The submitted contextual history chronicles the evolution of Cherrydale and Maywood from country crossroads and planned suburban development to full fledged urban community. The community pioneered an impressive number of civic and cultural institutions including the organization of the first fire department (1904) and the building of the first fire station (1919) in the County.

The fact that architecturally the area, to a large extent, still reflects this early period in the County's suburban development adds to its interest and value as part of the history of the County. In particular, the residential areas studied as part of the survey exhibit a high degree of consistency of period architecture dating from the turn of the century to 1929. It should be noted that much of the minimal infill construction found within the residential areas had been built by 1939 and is architecturally compatible in style and scale with the earlier residential development. The narrow lots, typical of early 20th century suburban development, have forced most of the subsequent modernizing alterations to occur to the rear of the buildings resulting in a relatively uninterrrupted period residential streetscape.

Residential architectural styles within the study area are representative of the period (1900 to 1929) and include Craftsmandetailed American foursquares, colonials, bungalows and tri-gabled ells. The working/lower-middle class character of the area is evident in the execution of these representative styles and the quality of materials used. Also, the use in the area of pre-cut or kit houses, which were shipped as components, generally by rail, is highly typical of working and middle class communities and further illustrates the importance of the availability of rail and trolley transport in the development of the area.

As noted, the study area represents only a portion of these larger historical trolley suburbs, and clearly, similar period residential development extends beyond the delineated study area. In order to fully assess the importance of the residential architecture within the study area, the larger architectural context needs to be documented. There is strong indication that because of its relative integrity and ability to convey a sense of an early 20th century working/lower-middle class trolley suburb, the residential portion of the study area would warrant recognition as part of a larger historic district and/or districts nomination(s) under HALRB criteria V.B.1, 4, and 8 and Section 31 of the County's Zoning Ordinance.

The commercial area under study functioned historically as the mercantile and cultural center of the Cherrydale/Maywood community, much as it does today. The community then, as now, was strongly oriented toward Lee Highway which provided access to the District of Columbia via the Great Falls branch of the Washington and Old Dominion Interurban Railway. It was this direct and economical means of transportation that fostered "suburban" development by allowing an expanding federal workforce, and those in supportive service occupations, to live further and further from the center city.

The commercial establishments which followed the residential development spawned by the trolley clustered along the trolley tracks. As major purchase were still shopped for "downtown" local commercial establishment provided everyday goods such as groceries and sundries, and everyday services—such as lunchcounters and barber shops. These commercial businesses competed with residential uses for desirable locations along the trolley line, resulting i n a commercial land use pattern with a strong linear orientation, shallow lot depth and a close proximity between residential and commercial uses that is still evident in the study area today.

The community's orientation toward Lee Highway and the trolley line was further reinforced by the many civic and cultural institutions located along that artery. Historically the study area included such important community institutions as the Masonic Lodge, Cherrydale Fire Station, Washington District Health Center, Potterton's Pioneer Hall (Arlington's first movie theater) and the Cherrydale School(s). While many of these buildings are gone, the most notable, the Fire Station.

remains and has been joined by other community-oriented buildings including the Cherrydale Library and the new Masonic Lodge.

However, because many of the period commercial buildings and institutional structures have been lost, evaluation of the remaining period commercial architecture within the study area as a collective group is difficult. Although the historical land use pattern is still evident, the loss of architectural cohesiveness makes it difficult for the commercial area to convey a sense of a commercial streetscape reflective of the historical period of Cherrydale/Maywood's development. This loss of architectural context limits the commercial area's ability to meet the County's criteria for recognition as part of a larger historic district.

In reviewing the remaining period commercial architecture for possible individual historic recognition, the National Registereligible criteria of 50 years, i.e. buildings constructed prior to 1939, was used as a guideline. The period commercial structures were further qualified based on their architectural integrity and ability to reflect the historical period in which they were constructed. Based on this evaluation several individual commercial structures within the study area quality as resources and merit consideration for historic recognition. As identified in Figure 2, they include:

3436 North Lee Highway - Ivey's Welding Service, Inc. (Cherrydale Cement Block Company) 1. 3442 North Lee Highway - Cherrydale Auto Parts (Toone Building)

Current zone: C-2

Current Land Use: Low Density Residential

This c. 1922 two story concrete block building with corner entrance and one story concrete block wing to the east provides a capsule history of commercial-industrial development in Cherrydale from the period of the dominance of the railroad to that of the automobile,

The one story wing to east, typically devoid of architectural embellishment, is the last surviving structure associated with the Cherrydale Cement Block Company, an early industry in the area. The block factory was dependent on the railroad to receive raw materials and to ship finished products, and its presence further reflects the importance of rail transportation in the development of the area.

Many of the Company's products were utilized locally for commercial and residential development contributing to the nearly uniform use of cement block for foundations and a proportionally larger number of cement block structures in the community.

The two story structure adjoining the remnant of the cement block factory, at 3442 North Lee Highway, was built c. 1932. Relatively unaltered, the structure's tripartite facade with angled corner entrance dominates its site in a manner typical of early 20th Century, commercial development.

Under HARLB criteria for evaluating structures for historic recognition, the composite building should be considered for the associative value of the c.1922 concrete block east wing with the Cherrydale Cement Block Company given the Company's role in the development of the community. The balance of the structure merits consideration as an example of a utilitarian, early 20th Century commercial structure which by virtue of its design and location dominates the southeast corner of Lincoln Street as an established visual feature of the community.

2. 3612 North Lee Highway - Regal Shoe Repair & Philippine Oriental Market

Current Zone: C-2

Current Land Use: Low Density Residential

Dating from the 1930s, this two story brick building is a fine example of virtually unaltered first story store with a dwelling on the second floor which continues to be combined in its original commercial and residential use. The original frame residential structure is attached to the rear of the building in a manner typical of commercial structures of the period. Although typical, unaltered examples of this type of commercial development are rapidly being lost. Because of its value and vulnerability as a relatively unaltered example of a combined commercial/residential utilitarian structure this building merits consideration for recognition.

2103 North Lincoln Street

(Rudolph House/Old Stone House)

Current Zone: RA-8-18

Current Land Use: Service/Commercial

Built circa 1915 this substantial two and one half story vernacular residential structure is architecturally significant for its substantial mass and use of varied patterns of concrete including a distinctive floral frieze and rusticated multi-stone and plain face block.

In addition to its interest and value as an example of the decorative potential of cement clock, the building is sited in a prominent position on an elevation overlooking Lee Highway., making the building highly visible from the roadway. Although the building has been altered, presumably to accommodate its conversion from residential to commercial use, the alterations are not irreversible and have not seriously affected the concrete block patterns which are the most significant architectural feature of the structure.

4, 3900 North Lee Highway - Cherrydale Fire Station

Current Zone: C-2

Current Land Use: Service/Commercial

Constructed in 1919 the Cherrydale Fire Station is historically significant as the first fire station built in Arlington. Architecturally, the two and one half story brick building features arched windows and is in virtually unaltered condition. The structure dominates the Pollard/Lee Highway intersection by virtue of its mass and now isolated status as a free-standing object building in the commercial streetscape.

The fire station continues to operate in conjunction with a fire department found in 1898 and officially organized in 1904. The station also continues a mutually supportive relationship with the Cherrydale community that has spanned as many years. Based on its pioneer role in history of the County's public safety program and its importance in the civic and cultural development of the Cherrydale community, the Cherrydale Fire Station merits recognition as a County historic resource. Additionally the building typifies utilitarian fire house architecture of the early twenty century and because of its prominent position on Lee Highway has become an established visual feature of the community meriting historic designation.

3805 North Lee Highway - Cherrydale Hardware and Masonic Lodge

Current Zoning: C-2

Current Land Use: Service/Commercial

Constructed in 1936, this two story brick structure is detailed with inset carved stone medallions, a granite cornice cap, and brick half piers on the east facade. It has been altered by the removal and infill of the second story window, but still evokes the historical period of its construction.

Additionally the structure has played an important social/cultural role in the community as the once ubiquitous, now rapidly disappearing, neighborhood hardware store and the meeting hall of the Masonic Order. Because of its interest and continuing role as part of the heritage and cultural characteristics of the community and because of its representative period architecture, the Cherrydale Hardware Store and Masonic Temple merit consideration for historic recognition.

ARCHEOLOGICAL OVERVIEW AND EVALUATION

With regard to prehistoric archeological resources, the greatest potential for occurrence is on the undisturbed ridge tops within the study area. As determination of disturbance was beyond the scope of work allocated for this project, Figure 3 delineates all ridge tops within the study area to assist the County is flagging potential areas of prehistoric resources.

Because of the relative scarcity of prehistoric archeological resources in the County and the potential for increasing our knowledge and understanding of the prehistory of the region, further archeological study should be undertaken to identify and test undisturbed ridges before any development proceeds in these areas.

The historical record indicates that little occurred in the way of land use activity within the study area prior to the mid 19th century. With the onset of the Civil War and occupation by the Union Army, Arlington became the focus of considerable fort and road building activity. During the War, 22 forts were built including Forts Strong and C.F. Smith which were located within about one-half mile of the crossroads that is now cherrydale. As detailed in the archeological report, the high level of activity of the occupying Union Army increases the potential for encountering Civic War camp artifacts during future construction activity. The extent of development and even redevelopment within most of the study area makes it unlikely that these artifacts will lead to uncovering sites if sufficient integrity to be judged significant. However, because of the potential and movements in the area, archeological monitoring of County construction and road improvements projects in the area is recommended.

As a footnote to this discussion, comment was received during review of this study concerning the archeological potential of a site located at 4321 North Lee Highway where the structure purportedly pre-dates the Civil War and the land has apparently remained undisturbed since that time. Deed research on the property in inconclusive in dating the structure: additional work beyond the scope of this project, including a detailed on-site evaluation of the physical components of the structure, would be required to date the building more specifically. It should be noted that this property does fall within a ridge top area which has been recommended for further archeological study and evaluation in conjunction with potential prehistoric archeological resources within the study area.

The reported potential of this site indicates that further archeological study and evaluation should be extended to all documented sites within the study area that date prior to 1900 to determine the level of disturbance, relative integrity, and potential to add to the archeological/historical record.

ANALYSIS OF THE IMPACTS OF POTENTIAL LAND USE AND ZONING CHANGES

as part of Arlington County's ongoing effort to plan for the retention and vitality of its small business areas, the County Board established the Lee Highway-Cherrydale Revitalization Task Force, and directed the Comprehensive Planning Section of the Planning Division to complete a comprehensive study of the Highway-Cherrydale commercial area as shown in Figure 1. The primary focus of the study is the revitalization of the commercial uses along Lee Highway although the study area incorporates some residential development in order to study the relationship between residential neighborhoods and the commercial strip.

In support of this planning effort, the Historical Affairs and Landmark Review Board and the Department of Community Planning, Community Improvement Division, have initiated a survey to identify historical and cultural resources within the study area for integration in the County's revitalization strategy for Cherrydale.

Figure 2 locates those individual commercial structures which History Associates finds criteria for historic recognition and those residential streets which merit consideration as part of a larger Cherrydale/Maywood historic district nomination.

Integration of these resources into the revitalization program appears possible within the framework outlined in the <u>January 1989 Preliminary Draft Lee Highway-Cherrydale Revitalization Study</u>. As part of this revitalization effort, the Task Force is directed in that document to develop the following:

- "An approach that recognizes the need to promote and revitalize the existing mix of business and retail services, and encourages the continuance of existing businesses in a manner which is compatible with the Cherrydale area; and
- A comprehensive strategy for resolving identified issues related to the transition between commercial and residential areas, traffic management in residential areas, traffic capacity in the corridor and urban design."

While integration of the existing historic resources into a revitalized community appears possible, it is not without problem as there are a number of issues and potential policy conflicts at work within the study area that could over the long term adversely impact identified resources

Based on an examination of existing conditions and current county land use, zone, and transportation planning policy within the study area as detailed in the January 1989 Preliminary Draft report, and minutes of the Revitalization Task Force's meetings, History Associates finds that resolution of the following issues will affect the County's ability to conserve identified historical/cultural resources within the study area:

- "Appropriate transitions from commercial to residential development, particularly transitions from auto-related uses to single family residences.
- The appropriate type of use, height, and density of new development on underutilized sites." (1989 p. 20)
- Any reconciliation of General Land Use Plan and zoning inconsistencies that involve identified resources.
- Planned widening of Lee Highway and improvements to the Five Points intersection.

As noted, the study area retains a historical land use pattern, one feature of which—the close proximity of residential and commercial uses—has proven to be problematic. Where once it was highly desirable to be close to the Lee Highway corridor, i.e. the former rail and trolley line, and commercial/service establishments, excessive traffic noise and less compatible commercial uses have lessened the attraction. The ability to screen the more incompatible commercial establishments, in particular the auto related uses, from adjoining residential buildings appears, in many cases, to be limited by the shallow depth of the commercial lots, another feature of the historical land use pattern in the area. Nevertheless, easing the negative impact of use incompatibility will be important in keeping the adjoining historical residential structures and neighborhood stable. Given the neighborhood's location and current property values, the kind of decline the area experienced at mid-century is unlikely. Speculative investment could, however, result in an increase in application for commercial/non-residential special use permits and the deferral of maintenance which is especially debilitating for older structures.

The close proximity of residential and commercial uses makes the establishment of development guidelines as to the appropriate use, height, and density of new development on underutilized sites critical to the stability of the residential uses. What is striking when reviewing the information on the existing commercial development contained in the 1989 Preliminary Draft report is that none of the commercial property in the study area is developed at maximum density. The overall density of existing commercial development is 0.31 FAR with about 86% of the land zone "C-2" which permits a maximum of 1.5 FAR. This suggest that the majority of "C-2" land is underutilized. The main constraint to redevelopment of a majority of these properties is that the historical land use pattern, i.e. shallow lot depth, will not permit building to the maximum FAR with enough land remaining to meet development standards/requirements of the zone. The most often cited constraint is parking, although presumable meeting any buffering requirements under the zone would also be difficult.

This kind of discrepancy between "by right" development potential and existing development creates some pressure for redevelopment. One method which developers currently use to deal with the constraints of the existing lot configuration is to acquire adjoining properties, resubdivide, and seek rezoning of the newly subdivided parcel. The County's current General Land Use Plan for the area does not support the expansion of commercial use into the residential neighborhoods. The area is however, under comprehensive study and some amount of redevelopment may ultimately be desired by the County as part of its revitalization strategy for the area. Therefore, although not currently anticipated, a change in land use cannot be precluded.

An obvious impact of any land use change that would allow redevelopment is the potential loss of identified commercial resources located at 2103 North Lincoln Street, 3436/3443 N. Lee Highway, 3612 N. Lee Highway, 3805 N. Lee Highway, and 3900 N. Lee Highway. Another obvious impact of the expansion of the commercial land use designation into the residential area would be the loss of historical residential structures that are contributing resources to the larger Cherrydale/Maywood historical areas and potential historic districts. Finally, depending on how a land use change would be delimited in the study area, there is potential to precipitate speculative investment within a currently stable residential neighborhood.

The stability of the residential neighborhoods within and adjoining the study area would similarly be affected by any land use changes resulting from a reconciliation of the General Land Use Plan with existing zoning. A decision, for instance, to change the low density residential land use designation of the south side of Lee Highway from North Nelson to Route 66 to reflect its current "C-2" commercial zoning could place additional pressure for redevelopment not only on the adjoining residential neighborhood but on several of the few remaining period commercial structures, e.g., the former Cherrydale Cement Block Company and current Cherrydale Auto Parts/Ivey's Welding Service building (3436/3443 North Lee Highway) and Regal Shoe Repair and Philippine Oriental Market (3612 North Lee Highway).

Another constraint on redevelopment, and possible revitalization, is the peak hour traffic congestion in the study area. Ultimate widening of Lee Highway to six lanes could ease congestion and add capacity to support additional development in the study area. However if it is the intent of the Master Transportation Plan to utilize Lee Highway as a transportation alternative to relieve the Rosslyn-Ballston Metro corridor, it would be counterproductive for County land use policy to allow

the additional capacity created by the road improvement to be absorbed by the more intense development/redevelopment of Lee Highway corridor itself.

Clearly the widening of Lee Highway and the ultimate improvement of the Five Points intersection will impact the built environment within the study are including historic/cultural resources identified as part of this survey. Although the majority of the commercial structures architecturally do not reflect the period of Cherrydale's development, they do function as a cohering force for the community, a role which could be altered by the road improvement planned. On the surface, two potentially conflicting public policies appear to be under consideration. One encourages the revitalization of the commercial area utilizing a "village" scale and concept as a focus for the community. A second seeks to create a high volume transportation corridor through the "village" which, without adequate provisions for pedestrian and local vehicular movement, has the potential of becoming a significant barrier essentially dividing the community in two. If pursued, ultimately these two policies will need to be reconciled.

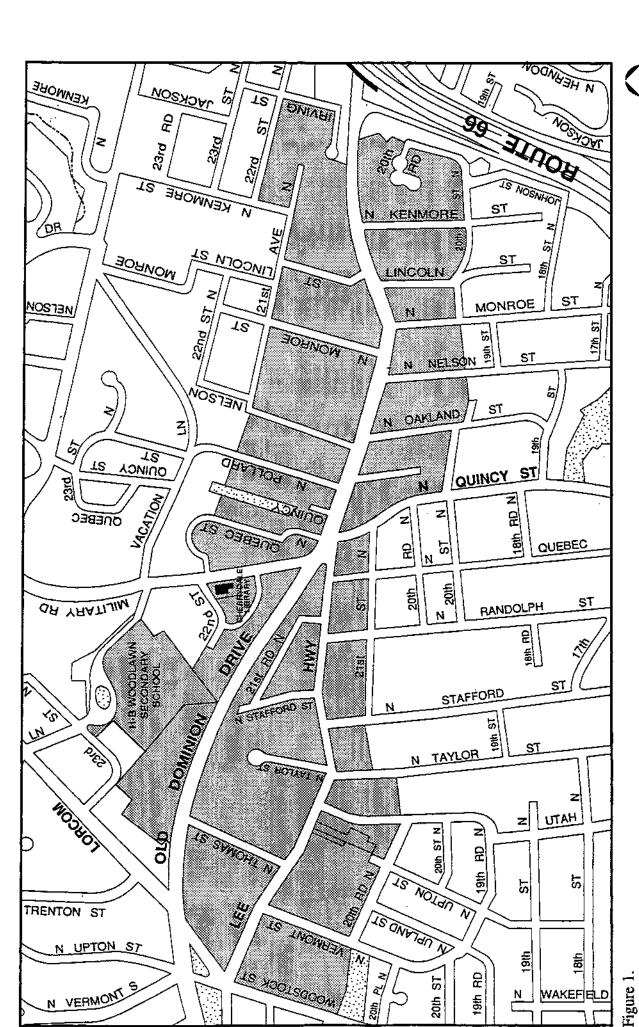
RECOMMENDATIONS

History Associates offers the following recommendations for the County's consideration in integrating the findings of the contextual history and the architectural/archeological surveys in the County's long range planning policy"

- To place the study in its total architectural context, History Associates recommends the full extent of the historical Cherrydale and Maywood trolley suburbs be surveyed and evaluated for designation as county Historical Districts.
- Because of their character, interest, and value as part of the development, heritage or cultural characteristics of the County, History Associates finds the following individual structures meet County criteria for recognition and recommends that procedures be initiated for their designation:
 - Cherrydale Auto Parts/Iveys Welding Service (Cherrydale Cement Block Company and Toone Building)
 3436 and 3443 North lee Highway
 - Regal Shoe Repair & Philippine Oriental Market
 3612 North Lee Highway
 - Rudolph House/Old Stone House
 2103 North Lincoln Street
 - Cherrydale Fire Station
 3900 North Lee Highway

- 5. Cherrydale Hardware and Masonic Lodge 3805 North Lee Highway
- Because of the high level of activity in the area during the Civil War, there is a possibility of encountering archeological artifacts during further construction. Although development of most of the area has made it unlikely that sites of high integrity will be found, the archeological record may provide additional information that will add to our understanding of troop positions and movements in the area. History Associates therefore recommends further archeological study of all sites documented as dating prior to 1900 and monitoring of County projects and road improvement in the study area.
- In a prehistoric context, because the ridge tops are areas of high site probability, History Associates recommends that undisturbed areas along the ridge system within the study area be identified and tested before any development occurs.

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ee Highway Study Area

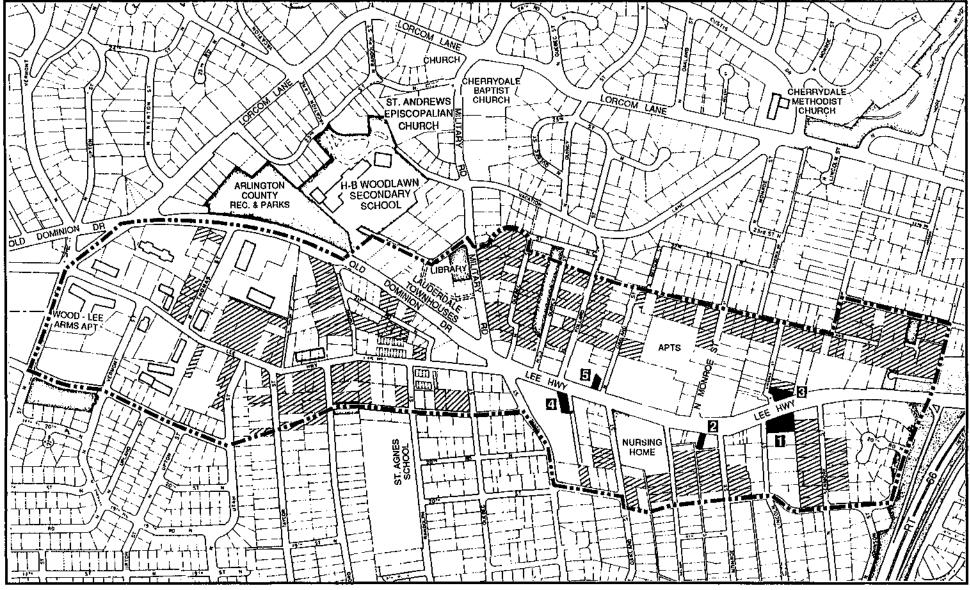


Figure 2.

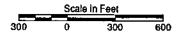
Lee Highway Study Area Period Resources

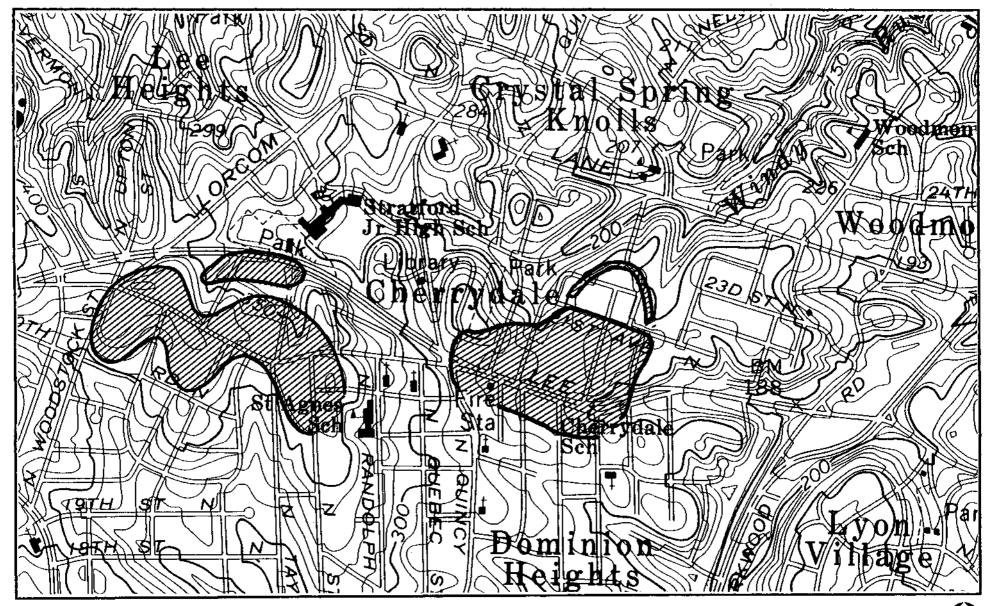
Study Area

Commercial Resources

Residential Resources

- 3436 North Lee Highway Ivey's Welding Service (Cherrydale Cement Block Company) 3442 North Lee Highway Cherrydale Auto Parts
- 2 3612 North Lee Highway Regal Shoe Repair and Philippine Oriental Market
- 3 2103 Lincoln Street Randolph House
- 4 3900 North Lee Highway— Cherrydale Fire Station
- 5 3805 North Lee Highway-Cherridale Hardware and Masonic Lodge





Lee Highway Study Area
Ridge Top Areas

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