

Work Session for Walking Town Meeting of the County Board of Arlington County, Virginia, held in the Lyon Park Civic Association area, Arlington, Virginia, thereof on Thursday, September 17, 2009, at 6:05 p.m.

PRESENT: BARBARA A. FAVOLA, Chairman
 JAY FISETTE, Vice Chairman
 MARY HUGHES HYNES, Member
 J. WALTER TEJADA, Member
 CHRISTOPHER ZIMMERMAN, Member

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WALKING TOWN MEETING IN LYON PARK CIVIC ASSOCIATION AREA.

The Board held a work session for a walking town meeting in the Lyon Park Civic Association area from 6:05 p.m. to 8:15 p.m., which included, but was not limited to discussion on the following matters:

Walking Tour Stop	Neighborhood Topics/Issues
Lyon Park Community Center	The Lyon Park Citizens Association is celebrating Lyon Park’s 90 th anniversary. The neighborhood was established in 1919. The residents would like to highlight the historic Community Center, built in 1925. The parcels are one of the few community owned (privately held) parks and community centers in the Northern Virginia area and very likely the entire Commonwealth of Virginia.
1. Rockwell Property	This property which currently serves as open space is privately owned but mowed by the County. The owner, Ruth Rockwell, who was born in Lyon Park, is interested in seeing the property developed into a park and would like to sell the property to the County so that it can be used for that purpose.
2. Intersection of North Edgewood Street and 4th Street North	Residents want to point out the problem of cut through traffic from Washington Boulevard through the Lyon Park neighborhood. There are also parking problems in this area due to the 7-Eleven and other businesses on Washington Blvd.
3. Intersection of Pershing Drive and Washington Boulevard	<p>Residents want to point out that there are plans for redevelopment up and down the Pershing Drive corridor (east of Washington Boulevard). Residents have concerns about making sure the development is appropriately planned and fits the neighborhood. Residents are concerned about pedestrian safety along Washington Boulevard. Residents would like to see more traffic enforcement along Washington Boulevard.</p> <p><u>Additional Follow Up Items</u> <u>Planning for the Washington Boulevard/Pershing Boulevard area:</u> Residents asked what the future plans are for this area and what kind of coordinated planning will be done at the hotel and Corel sites at the intersection of Washington Boulevard and Route 50. Residents want to be sure that planning will be done for these sites as was done for the Bromptons at Lyon Park and 2201 Pershing Drive. Neighborhood Conservation Plan should not be the driving plan for this area. There are also concerns about edge development with vacant first floor retail.</p>

Walking Tour Stop	Neighborhood Topics/Issues
	<p><u>Speeding and Volume on Pershing Drive</u>: Residents report high incidence of speeding and increased vehicle volume on Pershing Drive.</p> <p><u>Additional Follow Up Item</u> <u>Historic Preservation</u>: Are there plans to consider historic preservation features as part of redevelopment?</p>
<p>3a. Intersection of North Pershing Drive and North Barton Street</p>	<p>Residents would like to know if there are any plans to redevelop this commercial area in the near future. Residents have issues about bus stops in this vicinity.</p> <p><u>Additional Follow Up Item</u> <u>Lee Center Project</u>: Does the developer have a specific target date for beginning the project? Residents would like to see the area redeveloped as soon as possible.</p> <p><u>Additional Follow Up Item</u> <u>Pedestrian Improvements</u>: Residents would like to see crosswalks restriped to increase pedestrian safety.</p> <p><u>Additional Follow Up Item</u> <u>Land Use Transitions</u>: Resident indicated that there needs to be barriers between residences and commercial structures.</p>
<p>4. Intersection of 10th Street North and North Daniel Street</p>	<p>Residents have ongoing concerns about pedestrian safety at this intersection (and all intersections east and west of Washington Blvd), which are near the large (equally confusing and unsafe) intersection of 10th Street North and Washington Boulevard. Speed along 10th Street North presents a problem for pedestrians and improvements for safer crossings are needed. There are several new multi-family buildings in this area resulting in increased pedestrian traffic. The problem is that along the section of 10th Street, east of Washington Blvd., there are no safe pedestrian crossings, except for Barton Street. People going to Clarendon/Market Common have limited safe walking routes across 10th Street. The pedestrian crosswalks that exist along 10th Street (both east and west of Washington Boulevard), are poorly marked. Residents want yellow markers in the middle and more visible striped lines.</p> <p>Residents also want more speed enforcement.</p> <p><u>Pedestrian Safety Improvements</u>: Residents would like to see pedestrian safety improvements at this location and other intersections along 10th Street North.</p>
<p>5. Intersection of 10th Street North and North Garfield Street</p>	<p>Residents want to discuss concerns about redevelopment for this parcel of land on the corner of Washington Boulevard and 10th Street North. Residents would like for the addition of green and open space to be considered as part of any redevelopment at this location. As part of the original arrangement for this property redevelopment, the developer agreed to provide funds for traffic calming and other community benefits. The community is concerned about those promises. Residents have concerns regarding pedestrian safety along 10th Street North and would like to see safer crossings from north of 10th Street to the south side of 10th Street.</p> <p><u>Additional Follow Up Items</u> <u>Garfield Park Property</u>: What is the status of the project? Does the</p>

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	<p>County have any leverage to improve the appearance of the site now?</p> <p><u>Ingress and Egress of Truck Loading and Unloading:</u> Residents would like for the County to relook at plans for trucks loading and unloading and circulation at the commercial properties at the intersection of 10th Street North and North Garfield Streets.</p>
<p>6. Intersection of North Highland Street and 7th Street North</p>	<p>Residents want to point out Henry Clay Park which is heavily used by Lyon Park residents. Residents would like to see the planting of more trees on the park property. Residents want to point out that the island at this location (7th and Highland) does not work as intended to slow down traffic. It is too small. Residents also want better, more highly visible (with yellow crossing signs) crosswalks leading to the park since scores of children come to the park everyday. Residents also request more police presence since it appears that there is increased crime around the park.</p> <p><u>Additional Follow Up Item</u> <u>Stop signs:</u> Residents want two more stop signs at this intersection.</p>
<p>7. Intersection of North Highland Street and 4th Street North</p>	<p>Residents want to highlight that all of the neighborhood's north to south streets west of Washington Boulevard serve as through streets. Many of them are through streets from 10th Street North to Route 50. Highland Street connects from Route 50 to Wilson Boulevard and Clarendon Metro, through to Lee Highway. Residents want to point out the dangers of the intersections of these through streets with Route 50 where turns going eastbound or crossing on Route 50 are especially dangerous.</p> <ul style="list-style-type: none"> • Residents would like to explore the possibility of making turns onto Route 50 right turn only from the Lyon Park neighborhood so drivers can only go westbound on Route 50. • Residents would also like to explore the possibility of either closing off various streets at the Arlington Boulevard point of entry (for Highland, Garfield and Fenwick and Jackson) or make it right turns only into and out of those streets onto Route 50 (going west). <p>There are numerous accidents from residents and others cutting through when people take a left or cross over Route 50 from these neighborhood streets, since there is no median strip or jersey barrier on this part of Route 50-something that was promised years ago from the state. There are also numerous accidents from people taking lefts on these streets from Route 50 or even crossing over from the south side – since there is a blind hill at that point.</p> <p><u>Additional Follow Up Item</u> <u>Speeding:</u> Residents report excessive speeding on Highland Street which is a through street from Route 50 to Clarendon.</p>
<p>8. Intersection of North Pershing Drive and North Garfield Street</p>	<p>Residents report problems with speeding along North Pershing Drive, from Route 50 (Arlington Boulevard) to Irving Street and beyond. There are also speeding problems up and down Washington Boulevard and from motorists who come off of Washington Boulevard to Pershing Drive. Residents would like to</p>

Walking Tour Stop	Neighborhood Topics/Issues
	<p>see the speed limit decreased to 25 mph (similar to Arlington Ridge Road – a similarly used road), which will increase pedestrian safety for those walking to the Metro and to the neighborhood schools, Long Branch Elementary and Thomas Jefferson Middle School. The residents also want more crosswalks with yellow center signs that provide greater visibility for safer crossings across Pershing Drive (particularly for school age children etc.) - similar to what is now present on Arlington Ridge Road.</p> <p>Additional Follow Up Items</p> <p><u>5th Street Paving</u>: Resident reported that other nearby streets has been repaved, but 5th Street has not.</p> <p><u>Change in Number of Lanes</u>: Residents report a hazardous situation on Pershing Drive where it goes from two lanes to one lane at Garfield Street. Residents asked if Pershing Drive could be narrowed earlier. This would make it possible to add a bike lane in the block between North Fillmore and North Garfield Streets.</p>

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ADJOURNMENT.

Without objection, at 8:15 p.m., the meeting was adjourned.

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BARBARA A. FAVOLA, Chairman

ATTEST:

HOPE L. HALLECK, Clerk
 Approved: March 12, 2011