

**Aurora Highlands
NC Plan Update
2008**

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NC PLAN- INTRODUCTION

"First they ignore you, then they laugh at you, then they fight you, then you win."

- Mohandas Gandhi

Introduction to Aurora Highlands

Aurora Highlands encompasses an area of approximately 400 acres in the southeast corner of Arlington County, with a population in 2000 of 6715. Our neighbors include the Pentagon and I-395 on the North, Crystal City and National Airport to the east, the Arlington water treatment plant on the south and we share a long border with the Arlington Ridge neighborhood.



Once the poor stepsister of the more fashionable North Arlington communities, Aurora Highlands has emerged as an up-and-coming residential neighborhood.

The community now sports amenities that were unheard of in our 1970 plan, like Arlington's only regional shopping mall, its most luxurious hotels, and some of its finest restaurants.

The proximity to Metro (which was still in the planning stages in 1970) makes Aurora Highlands a desirable location for residents who want to use public transportation. It's also a desirable destination for visitors who stay in our hotels and for workers who occupy our office spaces.

Of the 57 Civic Associations listed on the County website, Aurora Highlands is third in population (1990 census). Since 1990, 1766 new housing units have been added to the community, and more than 1000 additional housing units are planned.

The entire Aurora Highlands neighborhood falls within a Priority Pedestrian Zone as defined by the County, and easy walking access to Metro means that residents can readily access workplaces and activities throughout the metropolitan area. Our community is a stand-out in the percentage of population that walks to work or to Metro. However, our neighborhood infrastructure is woefully deficient in this regard: missing sidewalks, inadequate street lighting, complex intersections, and speeding cut-through traffic make walking hazardous in many areas.

Some facilities and services are clearly inadequate for the twenty-first century. We have no health-care facility, no hardware store, no elementary school, no programs for children at the community center, and few small-scale neighborhood parks and playgrounds. The influx of young families into the neighborhood has called attention to the fact that we do not provide the caliber of recreational and educational services that residents of Arlington receive in other neighborhoods.

As residents seeking to conserve and improve our neighborhood, we must sort through an array of overlapping programs in Arlington County that perform many functions. Do you get a new sidewalk through public works, or the Neighborhood Conservation program, or the walk-to-school program? Do you get a new street tree from the Urban Forester, or the Arbor Day Foundation, or the NC program? Does your park get a summer spray feature from a special parks grant, or the Department of Parks and Recreation?

Our Neighborhood Conservation Plan

Aurora Highlands published its Neighborhood Conservation Plan in February 1970, becoming the sixth Arlington neighborhood to have a plan approved.

From the 1970 plan:

"In recent years speculative ownership of some properties has visibly changed the character of the area. The impact of high density development in the Jefferson Davis Corridor has been severe, and the threat of commercial encroachment into the residential area hangs over the head of every homeowner".

Now, as Aurora Highlands approaches its 100th anniversary, the neighborhood has applied for designation on the National Register of Historic Places, administered by the National Park Service.

After years of preparation, the community is now ready to publish the first revision of our NC plan in 38 years. Our community is changing, yet many of the issues that affected us in 1970 are still with us in 2008. Residents of Aurora Highlands are concerned with preserving and enhancing the quality of life in the neighborhood.

While this Neighborhood Conservation Plan presents many recommendations, both large and small, to improve the quality of our community, there are some major goals that merit special attention.

Conserving our neighborhood -Highlights of Major GOALS

- Making our community center into the cultural "center" of our community.
- Bringing our infrastructure up to Arlington County standards, especially sidewalks and street lighting.
- Fighting encroachment by development; preserving the predominantly single-family neighborhood.
- Adapting our community to the changing population; making streets safe for pedestrians, especially children and providing expanded services for children and families. We want to become a family-friendly neighborhood.
- Working to reverse the environmental deterioration of our neighborhood, including controlling noise and air pollution, and reversing the loss of tree canopy.

The Aurora Highlands Civic Association will continue to provide a voice for the neighborhood to address the issues of the day. We can articulate our goals but reaching them will require County guidance. We can articulate our concerns, but resolving them will require County support.

Executive Summary

The first Neighborhood Conservation Plan for Aurora highlands was written in February 1970, and was the sixth NC plan to be approved. That first NC plan predated the arrival of Metro, and the population of Aurora Highlands was about 2,000 persons.

Much has changed in the last 38 years. Our neighborhood grew to a population of 6715 in the 2000 census, ranking third in population among the community associations. Over two thousand more housing units have been added since then.

Following a neighborhood survey and months of meetings, we have produced a complete revision of our NC plan. This revised NC plan includes numerous recommendations.

Land Use and Zoning- We see our neighborhood fighting encroachment and development on many sides. There is extensive development in Pentagon City and Crystal City, at the fringes of Aurora Highlands. We want to conserve the single-family neighborhood, with appropriate transition from high-density buildings to single-family residential.

Infrastructure - Neighborhood sidewalks, lighting and trees- Arlington is making a strong push to be a pedestrian-friendly community. The Aurora Highlands neighborhood falls entirely into a Pedestrian Priority Zone, making pedestrian safety a top priority. The County's 2007 Neighborhood Infrastructure Report shows that our network of sidewalks is quite deficient and needs to be completed if pedestrian safety and comfort are to be achieved. We recommend improved street lighting on several residential streets. In addition, our neighborhood's tree cover has sorely deteriorated over recent decades, and needs to be upgraded in accordance with Arlington's Urban Forest Master Plan.

Traffic and Transportation- With considerable development all around Aurora Highlands, the issue of pedestrian safety is of great importance. We discuss six streets of concern and four intersections of concern and make recommendations for improved safety. In addition, recommendations about parking control and bicycle/bus transportation are included

Parks, Recreation and Beautification- The increasingly urban environment of South Arlington means that our limited open spaces must be well maintained and utilized. All of our neighborhood parks are in need of some maintenance and upgrading. Our community center, one of the oldest and smallest in the County, has minimal recreation program offerings. We would like to make our community center into a true center of our community, serving all residents with a broad array of programs.

Public Services- Our neighborhood has a new firehouse, and a heavily used library. In the near future, we are likely to lose our neighborhood post office, and we recommend that the County work to maintain this important public service. An Urgent Care Center closed in 2007, leaving the community without an acute health care facility. We recommend that the County work to attract another healthcare provider to our community.

History of Aurora Highlands

"History is who we are, and why we are the way we are"

David C McCullough, Address at Wesleyan University 3 Jun 84

This part of Arlington County was once part of a farm included in the Custis family estate, containing over 1,000 acres and also known as "Arlington" . It was the home of George Washington Parke Custis (grandson of Martha Washington) and his son-in-law, Robert E. Lee.

The name Aurora Highlands comes from an amalgamation of the three original subdivisions that make up the neighborhood today—Addison Heights, Aurora Hills and Virginia Highlands.

The oldest existing building in the community is located at 822 20th Street South. It is the only remaining structure of "Sunnydale Farm", built around 1870. A house at 721 South 20th Street was built around 1880. These are the only two existing structures that predate the first subdivision.

The development of Aurora Highlands began in 1892, with the arrival of horse-drawn streetcar service to Alexandria and Mount Vernon. The trolley line was extended across the Long Bridge into Washington in 1896 and was electrified.

Washington, Alexandria and Mount Vernon Railway (1894-1932) had tracks located between Eads Street and Route 1. The rail service was popular. In 1906, the rail line was running 30 trains a day between Washington and Mount Vernon and carried 1,743,734 passengers that year. In 1907, a second trolley line to Rosslyn and Fairfax intersected with the Mount Vernon line. The two lines joined at Eads Street and Army-Navy Drive at a station called Arlington Junction.

By 1908, competition with automobiles had begun. The railroad had to relocate its rails to accommodate the approach to the new 14th Street bridge. By 1932, having steadily lost passengers to the automobile, the trolley line was closed.

Although the first subdivision in this area , Addison Heights, was laid out in 1896, development began in earnest after the turn of the 20th century. The Aurora Hills subdivision was added in 1915, and Virginia Highlands was added in 1930.

An early developer was architect Milton Dana Morrill. Seven of his ten unusual concrete block houses, constructed in 1910, still remain.

Luna Park, an elaborate complex of rides, ballroom, picnic grounds, stylish exhibition buildings, and a circus arena, was built in 1906 on the site of the present sewage treatment plant, but was razed within a decade.

The Nelly Custis Public School opened in 1924, the same year a volunteer Fire Department was organized. In 1928, a permanent firehouse was built at 501 South 23rd Street. The Aurora Hills Branch Library, first located at 23rd and Eads Street, was founded in 1926 by the Jefferson

Women's Club, and in 1935, it shared its space with a newly opened health clinic. The firehouse and library would reopen in new locations in the 1970s.

The Aurora Hills Civic Association, established for Addison Heights in 1925, expanded to include Virginia Highlands in 1930. "The primary concerns of the citizens included improving the water and sewers, paving the streets, fire protection, garbage collection (25 cents a month), hiring a watchman, getting street lights to burn throughout the night, and schools" (NC plan, 1970). This early iteration of the civic association, which would not be resurrected for decades, dissolved in the 1950s after years of declining membership.

Washington National Airport opened in 1941, and the Pentagon two years later.

Local residents have long noted that the local red clay soil is a challenge for gardeners. However, it provided a major source of industry for Arlington. The Washington Brick and Terracotta Company was one of several brick-making companies in Arlington who took advantage of the local red clay. Their brick-making operation, first located north of 18th Street, roughly between Fern and Hayes (site of present Southhampton Condominiums), moved across Route 1 around 1960 and ceased operation several years later.

The 1960s began a period on intensive construction, with Crystal City beginning to rise in 1963 with the Crystal House apartments. The first development to be called Pentagon City was a sports and recreation complex built in 1961 on a block between Eads, Fern, 15th and 18th Streets (site of current Crystal Towers). The business went bankrupt and was razed in 1967. It was a proposal to build a three-story commercial office building across from Nelly Custis School that precipitated the founding of the Aurora Highlands Civic Association in June 1968, which united the subdivisions of Addison Heights, Aurora Hills, and Virginia Highlands, under the umbrella "**Aurora Highlands**". The Civic association has as its goal the preservation, enhancement, and planning necessary for the stable and orderly growth of the community.

The 1970s was the decade of transportation issues. Metro construction started at the Pentagon in 1970 and opened as far as National Airport in 1977. In March 1972, Interstate-595—a freeway that would join Crystal City with I-95—was proposed, but strong community opposition killed the project.

In November 1972 Arlington County tried to control commuter parking by issuing community parking permits in Aurora Highlands. A suit to block the measure was filed by Navy Department Employees who were working in Crystal City and the Arlington Circuit Court ruled that the permits were unconstitutional. Several appeals by the County were turned down. Finally, at the urging of the Environmental Protection Administration, the U.S. Department of Justice joined Arlington County in asking the United States Supreme Court to decide whether local ordinances barring commuter parking are constitutional. On Oct 1, 1977, the U.S. Supreme Court ruled that Arlington County and other local governments across the nation may forbid commuter parking in residential neighborhoods.

In 1989, the opening of the Fashion Center at Pentagon City ushered in a new period of development in the Pentagon City area. This intensive development was a catalyst for

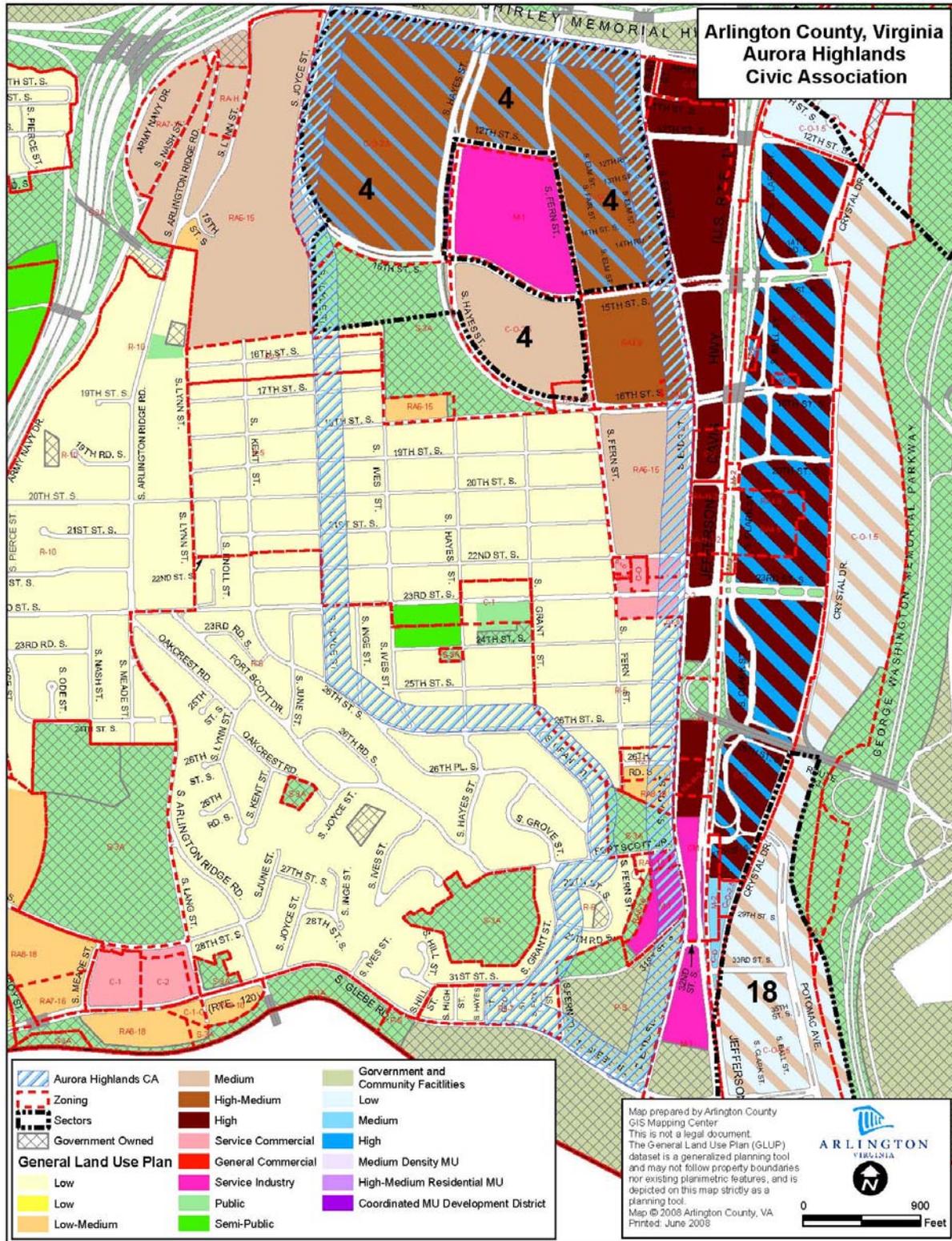
neighborhood opposition to several proposed projects, including a proposal in 1992 to build a football stadium in Potomac Yards and another in the late 1990s to build a baseball stadium in Aurora Highlands. Both were defeated.

On September 11, 2001 at 9:38 AM, terrorists crashed a commercial passenger jet into the west side of the Pentagon. Local Fire and Rescue response was rapid and massive, and the first responders to reach the scene came from Aurora Hills Fire Station No.5. Arlington County Fire Department Truck 105 arrived at the Pentagon just 3 minutes after the crash. Over the subsequent days, the neighborhood was inundated with police and fire department vehicles from many surrounding jurisdictions who participated in the control of the fires, clean up of damaged areas, and care for the injured. Local residents brought food and gifts to the firehouse to support the teams of police, fire and medical services personnel. In March, 2008, a new state-of-the-art firehouse No.5 was opened.

LAND USE, ZONING AND LOCAL BUSINESSES

"Growth for the sake of growth is the ideology of the cancer cell."

Edward Abbey, writer, essayist, novelist (1927-1989)



Community Retail and Office - General Description

Aurora Highlands is a , single-family residential community, bordered by high-rise residential and commercial development. Within our boundaries exists a mix of service, commercial, office, and mixed-use development that serves the neighborhood and is a valued component of community life.

A spine of restaurants and neighborhood retail extends west on 23rd Street from Jefferson Davis Highway to Fern street, followed by a residential block. Commercial establishments comprise the block of 23rd Street between Grant and Hayes, and the low building heights permit the integration of this commercial strip within the community.

The eastern border of the community is Eads street, where high-rise hotels and office buildings extend north of 23rd Street, and a mixture of light commercial, a hotel, and residential homes extend south of 23rd Street. The Metrobus repair yard and the Waste Water Treatment plant are located at the intersection of the south end of Eads and Glebe Road.

Townhouse condominiums and Virginia Highlands Park on 15th Street provide a transition between the north end of the residential community and the intensive commercial and office development of Pentagon City that extends north to Army Navy Drive.

General Concerns of the Community

The towering development east of Route 1 in Crystal City, now in the final stages of a long-range development plan that will span the highway, is of particular concern. While we recognize the need and value of this increased development, the community strives to lessen the intrusion on its residential character by encouraging gradual transition of building heights, controlling obtrusive signage, and limiting traffic incursion.

Planning for additional major commercial and high-rise residential development north of 15th Street is also progressing at a rapid pace. These developments add urgency to the long-standing community effort to vigorously defend itself against obtrusive commercial encroachment, increased traffic, and other elements of intensive commercial development at its borders. The neighborhood has been working with the county and its advisory bodies to help guide the development in the Pentagon City area of Aurora Highlands.

Specific Areas of Concern

The complexity of the Aurora Highlands borders requires a street-by-street, block-by-block presentation.

23RD STREET

23rd Street is an important east-west thoroughfare that extends from Jefferson Davis Highway, across the Eads Street boundary of Aurora Highlands, to the boundary at S. Joyce Street (the Arlington Ridge Civic Association represents 23rd Street beyond Joyce).

In our NC survey, ninety-one percent of respondents favored the present level of development on 23rd Street—low-rise, independent businesses instead of larger-scale businesses.

400 Block

A pocket park and bank on the north side of this block, between Route 1 and Eads Street, face a short commercial strip on the south side, which wraps around the 2300 block of S. Eads. This block is simultaneously the center of an intractable tangle of morning traffic and a primary gateway to Aurora Highlands and Crystal City. According to the draft of the Crystal City Task Force plan, this C-2 zoned site is projected to receive a high-rise commercial building that, like other development planned for Eads Street, will be visible from every part of the residential community. The community would like to see restraint exercised in the building's height and signage.

Redevelopment of this corner will provide an opportunity to add a turn lane or other measures to improve pedestrian access and modify the gridlocked intersection of 23rd Street, Route 1 and Eads Street. Pedestrian access to and from Crystal City is important to many residents who walk or bicycle to work in Crystal City, as well as for the viability of 23rd Street businesses. New construction in this block should be planned in tandem with solutions to the traffic and pedestrian problems.

Recommendations:

Z1: Future development should include retail at ground level and underground parking that adequately serves the building itself and 23rd Street retail to the west. Shared parking would provide an important stimulus to neighborhood retail and *Restaurant Row*. The community supports development of parking that would serve the needs of businesses along 23rd Street

Z2: The community would welcome a county study of how to improve the intersections of 23rd Street with Route 1 and Eads Street.

The community supports the efforts of the Crystal City Business Improvement District and the 23rd Street Business Association, particularly the efforts to control litter and improve the appearance of this commercial area. This will help assure the economic viability of local businesses.

500 Block

The 500 Block of 23rd Street, between Eads and Fern, is entirely commercial, home to a mix of small restaurants (popularly designated *Restaurant Row*) and owner-operated community service businesses. Though the block's converted storefronts have been recognized as a historically significant part of Arlington's heritage, the modest scale and age of the buildings reduce their long-term viability and some redevelopment is expected. The businesses suffer from a lack of accessible parking. Businesses on the south side of 23rd Street back up to the yards of single-family houses that face 24th Street.

Residents want the Aurora Highlands/23rd Street business row to be inviting and appealing from the street, an active part of the neighborhood.

Zoning on the 500 Block of 23rd is mostly C-2 (service commercial for community business district) with a single exception: a C-O section in middle of the commercial block. The community would like to preserve the neighborhood commercial establishments and maintain the current zoning height of 45 feet, transitioning lower towards Fern Street.

Recommendations:

Z3: The C-O section of the block should be rezoned to C-2, with a 45’ height limit consistent with the community business district.

Z4: Future development of 23rd Street should follow the county’s C-2 district classification and “be intended to serve a broad-based community.”

600 Block

The full block of residential properties on the 600 block between Fern and Grant Streets terminates with Calvary Methodist Church at the southeast corner of 23rd and Grant. Residents of this block complain about difficulty parking due to proximity of restaurants on the next block.

Recommendation:

Z5: The addition of a parking facility included in future new developments near Eads Street to serve the nearby businesses would provide relief to the parking problems that plague this block.

700 Block

The 700 block of 23rd Street has a combination of office, storefront commercial, and institutional usage. The Sheltered Occupational Center (SOC) occupies about half of the south side, facing low-rise office buildings across 23rd Street. The building mix and heights are compatible with the surrounding residential blocks and are of recent construction. The community would like to preserve this arrangement and continue the existing zoning and height limitations (a zoning map is provided as an Appendix).

800 Block

Three church buildings occupy the entire south side of the 800 Block, separated by a large parking area. The “old” Catholic Church functions as a meeting hall for some community events, and the “new” church faces 24th Street on the opposite corner. Facing the churches on the other side of 23rd Street is a block of single-family and duplex residences

900 Block

The Baptist Church, Busy Bee Center (since the late 1950s), and a new day care facility opening in a remodeled residence, provide childcare services. Heavy vehicular traffic on 23rd Street has prompted the community to support, with Arlington staff approval, a requirement for off-street drop-off and pick-up of children. Development of additional transitional uses on this block will raise community concerns about adverse impact.

22ND STREET

500 Block

This block between Eads and Fern Streets includes three different zoning categories: C-O, C1-0, and RA6-15, in addition to a single RA8-18 site on Fern Street. The north side of 22nd Street has been approved for a loft development on half of the block, which will wrap around from Eads Street. The remaining portion will remain as landscaping for the Crystal House apartments. The existing C1-0 zoning on the south side is appropriate and should be extended to the entire block.

A lot at the southwest corner of 22nd and Eads is a paid parking area and carries RA6-15 residential zoning.

Recommendations:

Z6: The outlying RA8-18 plot should be rezoned to C1-0 or equivalent to be consistent with the adjoining property and compatible with the low-rise residential building across the street.

Z7: Any development planned for the lot at the southeast corner should be compatible with the rest of the block and provide designated parking for retail on Restaurant Row. Any height above current zoning should be justified by additional benefit to the community, since it will face the residential lofts that wrap around from Eads.

Eads Street

Eads Street runs parallel to Route 1, ending at Glebe Road, and is the eastern boundary of the Aurora Highlands community. The character of Eads Street changes at 23rd street, prompting separate treatment of the north and south segments.

Eads Street North of 23rd Street

High-rise hotels and residential buildings with a single low-rise office building, all with on-street parking, make up the east side of Eads. The west side of Eads has a continuous block of high-rise residential buildings from 22nd to 18th Street. Plans have been approved for a long block of low-rise residential lofts that will wrap around 22nd and 18th Streets.

Recommendations:

Z8: In order to soften the appearance of this very broad street and to encourage traffic to move at speeds closer to the speed limit, the county should add a planted median along Eads Street between 15th and 23rd Streets. This would complement the existing median south of 23rd Street and would improve the safety of pedestrians who must cross Eads in order to access the Crystal City Metro station. As development proceeds further north on Eads Street, the County should consider extending the median all the way to Army-Navy Drive.

Z9: In order to preserve the residential character, new construction on the east side of Eads should taper down from the Crystal City high-rise building heights. From 23rd to 15th Street, heights and facades along Eads that face the neighborhood should step down to prevent “wall” effect.

Z10: New construction on Eads should include adequate parking and first-floor retail. The building facades should be pedestrian-friendly and not turn their backs to Eads Street.

Z11: Sidewalks should be pedestrian-friendly, with broad sidewalk widths, streetlights, and landscaping.

Post Office

A new high-rise building has been proposed for the northwest corner of 18th and Eads Streets, the current site of the neighborhood's only post office. This proposed re-development could eliminate an extremely important community facility.

Recommendation:

Z12: The County should work with all public and private sectors to retain a full-time retail post office with parking at this or an adjoining site.

Eads Street South of 23rd Street

This section of Eads Street has residential properties on the west side and commercial zoning on the east side. A narrow, planted median divides Eads into separate traffic lanes.

2300 Block

On the East side of this block, a single-story commercial strip echoes the height and character of 23rd Street. Burke and Herbert Bank, on the opposite corner, is the only commercial use building among several blocks of single-family residences.

Recommendation:

Z13: The splinter of C-10 (commercial) zoning next to the bank is inconsistent with that segment and should be rezoned to the prevailing R-5 (residential) that extends down to 26th Road.

2600 Block and South

The east side of Eads includes a CVS drug store, McDonalds, a Holiday Inn, and structured parking. The absence of buffering space makes future commercial development along Eads a sensitive challenge. Current zoning permits a maximum height of 45 feet by right.

Low-rise apartment buildings that border the north end of Eads Park provide moderate-income housing and a transition to the park. Similar low-rise residential buildings border the south side of the park across Ft. Scott Drive.

Recommendations:

Z14: Development along the east side of Eads should be 35 feet in height in order to be consistent with the residential properties on the opposite side of the street. Buildings along Route 1 should taper down to the lower height along Eads Street.

Z15: The current low-rise residential building at the corner of Ft. Scott Drive and Eads carries a GLUP designation of Service Industry. GLUP should be modified to reflect the low-rise residential use.

3100 Block

A wedge of single-story commercial property (M-1 light industrial zoning) and single-family residences abut the Wastewater Treatment Plant farther south, at 31st and Eads. A narrow strip of county green space immediately behind the M-1 commercial section separates it from single-family residences.

The community desires to maintain the present building heights and the undeveloped green space as a buffer to the M-1 development.

Recommendation:

Z16: The neighborhood would benefit from landscaping the M-1 section across from the parking lots, bus yard, and Waste Water Treatment Plant. This property is at the junction of Eads, 32nd Street and Route 1.

North of 15th Street (Pentagon Centre Site)

The Pentagon Centre tract comprises an unbroken expanse between Fern and Joyce Streets and extends north from 15th Street to 12th Street. The proposed development of this massive tract will extend far into the future, and will be covered by a Phased Development Site Plan (PDSP). Development will substantially increase pedestrian and vehicular traffic north of 15th Street. The development will face the Southampton condominiums and Lofts on the south side of 15th Street.

Recommendations:

Z17: Initial planning should assure a gradual transition of building heights across from the residential structures that are along 15th Street, since the tract will be developed in stages.

Z18: Commercial deliveries and services should be internal to the site rather than tie up the surrounding streets.

Z19: Adequate parking must be assured at all phases of development.

The development at Pentagon Row is an excellent example of mixed-use development. A plaza provides a wonderful gathering place for adults and children, combined with a mix of residential, office and neighborhood-friendly retail. We hope the Costco site development will incorporate some of these positive elements.

Residential Infill

Most of the residential housing that makes up the Aurora Highlands community was built between 1910 and 1954. The community reflects a variety of housing styles, including Arts and Crafts, Colonial Revival, concrete block structures, Sears homes, and vernacular styles.

Aurora Highlands was recently designated an historic district by the National Park Service's National Register of Historic Places. Within the variety of styles exists a general uniformity of building height, setbacks, and lot coverage. The resulting streetscape provides a pleasing aspect that is shared by many Arlington neighborhoods developed within the same time frame.

A unbalanced ratio of rented-to-owned residences, in favor of the former, has contributed to deteriorating maintenance and neighborhood decay for many years. A recent, radical increase in land value has stimulated remodeling, additions, and infill development. The trend toward decay has slowed, but an uncomfortable number of properties remain in substandard condition. This makes the neighborhood vulnerable to multi-occupant rentals and has complicating parking, straining the general quality of community life.

Recent speculative infill presses the limits of residential zoning, with building heights and footprints out of keeping with the prevailing streetscape. Styling is sacrificed for economy, as some of our most recent infill homes have been “big boxes,” conspicuous in their obtrusive bulk.

The community’s eclectic mix of housing styles does not impose undue restraints, provided fenestration and entrances follow the architectural norms exhibited by the general community. County enforcement of its existing occupancy requirements has been absent. Scrutiny in this area will benefit the long-term viability and values of this single-family residential neighborhood.

Recommendation:

Z20: The county zoning office should help the community maintain the reasonable building heights and lot coverage currently existing in each block.

Two infill properties with compatible design and good proportions:



Two infill designs not compatible, obtrusive bulk:



DEVELOPMENT PRINCIPLES

The community stands by a number of general principles that apply to businesses adjacent to or within Aurora Highlands

1. Preserve the single-family neighborhood, its character, and height.
2. Preserve the neighborhood commercial character of 23rd Street.
3. Taper down new development at the borders of the community.
4. Encourage ground-floor retail in high-rise development.
5. Assure that commercial development does not increase neighborhood traffic or create parking problems.
6. Encourage active streetscapes.
7. Local businesses are responsible for the appearance of their properties. They should be responsible for keeping the street and sidewalk near their businesses free of litter, and place garbage in appropriate containers.
8. Encourage managements of commercial properties to educate their businesses in being sensitive to the surrounding neighborhood and the effects of cut-through traffic.
9. Encourage infill housing to be consistent with coverage, setback, and height of surrounding houses, with appropriate zoning enforcement.
10. Oppose commercial establishments in the center of the residential neighborhood.
11. Discourage garage doors that are aligned and facing the fronts of residential properties in single-family homes.

The Aurora Highlands community will promote and encourage the creation of a dynamic commercial street along 23rd Street, while working with developers and the county to limit impact on residential neighborhoods. We will encourage businesses along 23rd Street to develop and revitalize through the efforts of their local business association, the Crystal City Business Improvement District, and the Crystal City Redevelopment Project.

SIDEWALKS

"Any town that doesn't have sidewalks doesn't love its children."

– Margaret Mead

Aurora Highlands falls under the County's designation as a Priority Pedestrian Zone. Of all the single-family neighborhoods in Arlington, Aurora Highlands has the highest percentage of residents who walk to work or transit. We also can walk to restaurants and retail businesses within and at the edge of our neighborhood. But pedestrians need interconnected sidewalks. Missing or unsafe sidewalks discourage people from walking. For children, adults pushing strollers, persons with disabilities and seniors, continuous and safe sidewalks are crucial.

The neighborhood believes pedestrian safety requires that a sidewalk exist on both sides of every street, where possible. Although pedestrian travel is pleasant on a few streets within the neighborhood, some blocks have no sidewalks or stop-and-go sidewalks. Some existing sidewalks are too narrow, in poor shape, or blocked with obstacles such as utility poles, parking meters, road signs, or overgrown bushes.

Streets that serve as major pedestrian commuter routes should be given a higher priority for sidewalk improvements than less-traveled streets like dead ends and cul-de-sacs. Sidewalks may be impractical on very narrow streets or in front of homes with too little front or side yard. Prioritization should take into account level of pedestrian traffic and location of mature, healthy trees.

We do not advocate removal of mature healthy trees for the installation of sidewalk. To minimize damage to healthy mature trees near sidewalk projects, the County should include sidewalk curves, elevation changes, brick pavers and other strategies. During construction, an arborist should monitor and advise crews when they work near healthy mature trees.

Missing Sidewalk by Neighborhood
Sorted by Amount To Do One Side- High to Low

No	Neighborhood	Wish List Total	All Missing	Amount to do one side	Size in Sqft
1	Bluemont	5,930	53,510	16,830	25,303,051
2	Tara-Leeway Heights	14,980	35,910	14,850	9,528,932
3	Highland Park-Overlee Knolls	12,160	28,410	12,590	7,283,809
4	Yorktown	12,960	37,610	12,150	15,948,187
5	Cherrydale	10,180	34,910	12,000	12,891,998
6	Leeway	11,160	30,690	11,110	9,402,016
7	Arlington East Falls Church		37,240	11,020	23,972,521
8	Glencarlyn	12,160	28,250	10,790	10,542,535
9	Old Glebe	12,840	27,860	10,070	9,329,426
10	Bellevue Forest	2,220	25,810	9,730	8,487,295
11	Lyon Park	9,600	30,800	9,590	13,068,818
12	Ashton Heights	1,280	29,410	9,480	13,929,480
13	Washington Golf Vicinity		26,240	9,080	
14	Arlington Ridge		29,470	7,950	17,857,679
15	Donaldson Run	17,220	34,190	7,580	16,216,463
16	Aurora Highlands	21,965	26,235	7,415	17,344,185
17	Douglas Park	8,480	27,560	7,020	17,396,740
18	Rock Spring		20,610	5,910	18,138,751
19	Penrose	4,940	16,820	5,610	10,390,268
20	Woodmont	5,380	16,540	4,960	7,134,709
21	Waverly Hill	3,400	14,760	4,890	8,299,192
22	Barcroft	6,440	13,410	4,240	11,148,786
23	Maywood	3,440	12,770	3,810	3,920,651
24	Alcova Heights	3,250	15,490	3,270	7,598,956
25	Arlington Heights	5,080	10,150	3,110	8,531,595
26	Lyon Village	6,800	13,670	2,660	10,669,263
27	North Highlands	1,500	10,960	2,650	5,596,727
28	Old Dominion	4,330	9,800	2,640	5,346,821
29	Ballston-Virginia Square	880	11,770	2,340	15,427,520
30	Dover-Crystal	930	5,640	1,940	5,564,850
31	High View Park	4,860	7,930	1,830	6,383,887
32	Nauck	3,380	17,725	1,820	14,373,481
33	Waycroft-Woodlawn	2,380	6,670	1,590	6,477,606
34	Cherry Valley		2,790	1,340	545,729
35	Westover Village		6,130	1,320	6,623,698
36	Columbia Heights	2,910	9,700	1,290	5,505,240
37	Radnor-Ft Myer		10,750	1,040	9,274,586
38	Clarendon-Courthouse	840	3,300	900	6,864,259
39	Foxcroft Heights	1,090	2,060	770	3,454,328
40	Madison Manor	1,160	1,560	710	6,548,283
41	Fairlington-Shirlington	2,320	7,880	690	14,762,354
42	GlebeWood	680	1,590	660	1,231,828
43	Stafford-Albemarle-Glebe		2,580	640	4,101,233
44	Williamsburg		6,950	630	14,651,992
45	Columbia Forest		9,020	560	6,345,756
46	Long Branch Creek		3,350	520	7,523,765
47	Arlington Forest		4,250	490	11,733,892
48	Boulevard Manor	240	3,990	280	8,705,908
49	Claremont		2,250	280	7,037,850
50	Riverwood		710	120	1,986,619
51	Buckingham		1,270	110	6,813,122
52	Gulf Branch	110	1,870	110	2,651,545
53	Arlington View		3,220	90	2,485,523
54	Forest Glen		260	80	1,147,795
55	Rivercrest		2,470	50	2,229,691
56	North Rosslyn		2,980	40	4,291,784
57	Columbia Heights West	2,440	3,680	30	7,321,500
58	Arlingwood	1,400	6,910	-	5,019,341
59	Chain Bridge Forest	40	40	-	2,289,256
60	Colonial Village		430	-	3,347,485
61	Dominion Hills		3,610	-	7,577,573
62	Forest Hills		-	-	650,991
Total		223,355	854,420	245,275	536,229,129

The table above reflects linear feet

Arlington is working hard to establish itself as a pedestrian-friendly community.

In 2005, Arlington was named "The Number One Place in America for Walking," topping the American Podiatric Medical Association's (APMA) list of the "Top 10 Best U.S. Walking Cities." A variety of County programs are specifically designed to foster pedestrian activities and safety.

Arlington County is now in the process of finalizing an Updated Master Transportation Plan (most recent draft 9/07). A primary objective is to complete the walkway network in the Priority Pedestrian Zones. This would create a comprehensive and connected network of safe, functional and ADA accessible pedestrian walkways within ¼ mile of public bus stops, ½ mile of all Metrorail station entrances, and 1 mile of all public schools, county facilities, and retail centers.



We have a community that is already committed in a major way to walking.

Census tracts 1035 and 1036 include virtually all of Aurora Highlands, as well as a small part of Arlington Ridge. In these tracts there were 6856 workers and more than 50% of them walked to work or used transit.

OBJECTIVES

Aurora Highlands should be a pedestrian-friendly neighborhood. Residents and visitors want to be safe and comfortable walking to our restaurants, shops, parks, and Metro stations. The more people walk, the less we are using our automobiles, which reduces neighborhood noise, traffic and air pollution. Walking supports the fitness of our citizens and promotes a community that is inclusive. Improving conditions for pedestrians will give families with children, seniors, and disabled persons equal access to businesses and employment and will promote neighborliness by increasing social interaction.

The County's **Master Transportation Plan** (Map third version, Dec. 2007) classifies streets by their level of use. There are 5 types of "Arterial" streets within Aurora Highlands, defined by the type and level of commercial or residential use. All the other streets in Aurora highlands are **non-arterial streets**, where speed limits do not exceed 25 MPH.

Many residential blocks in the neighborhood lack continuous sidewalks on even **one** side of the street. In an urban neighborhood such as ours, that is unacceptable. While all major streets have adequate sidewalks along one side, busy through-streets should have continuous sidewalks on **both** sides of the street. **All** street should have a complete sidewalk on at least one side as an interim objective. Our ultimate objective would be to have sidewalks of sufficient width and quality on both sides of every street. We encourage the County to be creative in accommodating existing healthy, mature trees rather than removing them to install sidewalks.

EXISTING CONDITIONS & RESULTS OF NC SURVEY

When asked what improvement projects should get highest priority, 43% of respondents said that sidewalks would be their first or second priority. Many complained about missing or incomplete sidewalks on many blocks.

The Missing Links program

The program is intended for the quick installation of curb, gutter, and sidewalk to connect existing sidewalks. However, the program only considers applications involving three or fewer properties and that will have *no* tree removal, *no* retaining walls, *no* utility relocation, *no* streetlight installation, and *no* easement purchase. Although we appreciate the contributions of the NC Missing Links program, it is inadequate for completing our sidewalk network.

Sidewalk Problems

1. Missing or poor sidewalks along the busiest streets

Joyce Street from 15th to 26th (actually from Army-Navy drive to 26th)

18th to 23rd Street *no* sidewalk on east side

23rd to 26th Street sidewalk is continuous but of *very poor quality*.

Fern Street from Army-Navy Drive to 26th Road

18th to 22nd Street. *No* sidewalk on west side. *Very narrow* sidewalk on east side.

26th Street to Eads Park. *No* sidewalk on west side. On east side, sidewalk continues only to 26th Road

Eads Street from Army-Navy Drive to Glebe Road

Army-Navy Drive to 12th Street. Only a *dirt path* on the west side; only a *temporary asphalt walk* on the east side.

Grant Street from 18th to 25th

No sidewalk on the east side.

Fort Scott Drive, from Eads to Grant (along Eads Park)

No sidewalk in either side of the street

2. Asphalt Sections of Sidewalk

Asphalt sections that are used near the base of trees require more maintenance than concrete sidewalks. The neighborhood has numerous blocks where the asphalt is broken up (e.g., near base of a large elm tree at 24th Street between Grant and Hayes). These conditions are hazardous, particularly for those with wheelchairs, walkers, or strollers.



3. Drainage issues

Some survey respondents complained about poor drainage at intersections or flooded sidewalks. These areas are particularly hazardous when they ice over.

Examples:

2300 block of Inge. Poor curbs cause water to flood sidewalks and yards

Virginia Highlands Park- entrance on Joyce St. near large rock

Virginia Highlands Park- along the walkway the between the two soccer fields near the east parking lot.

Virginia Highlands Park- At the bottom of the asphalt walk by the entrance at 16th and Ives street.

RECOMMENDATIONS

S1. The County must initiate a regular program of sidewalk installation, independent of the NC application process, that provides for construction planning and funding to bring Aurora Highlands sidewalk into parity with other neighborhoods that lie within a Pedestrian Priority Zone. Funding should be assured to guarantee that a program of sidewalk installation in Aurora Highlands proceeds every single year until all goals are met. The Neighborhood Conservation program is an inadequate vehicle for achieving the network of sidewalks mandated by the County's new Master Transportation Plan. The process of application, approval, funding, and construction is simply too slow and too underfunded.

S2. The County should install sidewalks on the following streets *first* because of safety concerns:

- West side of South Fern Street, from 18th to 22nd Street
- Fort Scott Drive between Eads and Grant
- 19th Street between Fern and Joyce—at least on one side
- Ives Street between 18th and 23rd Streets—at least on one side

S3. All new sidewalks should be pedestrian friendly:

- Sidewalks should comply with county minimum required width, allowing room for 2 adults to walk side by side wherever possible (consistent with the county's current design standard in the Master Transportation Plan)
- Grass utility strips should be wide enough to allow for planting of street trees. Street signs, utility poles, street lights should be placed in the utility strip, to keep the sidewalk clear for pedestrians
- Sidewalk corners should include ramps that are accessible to wheelchairs and strollers, bicycles, etc. At intersections with traffic lights, corners should include "double handicap ramps" with one ramp leading toward each crosswalk.

S4. All new houses and major renovation projects should be required to include sidewalks and curbs.

S5. Residents should be informed of ways to report dangerous sidewalks (potholes, level changes, etc.) and drainage problems. County should follow up and make prompt repairs where appropriate.

S6. In particular the County must improve surveillance and maintenance of asphalt sidewalks and surveillance of drainage problems.

S7: Dirt pathways in and around Virginia Highlands Park should have sidewalk/pathway installed as the regular daily commuters have voted by walking through the mud.

STREET LIGHTING

"A lamp post is as good as a policeman."

– Ralph Waldo Emerson

Because Aurora Highlands sits within a Pedestrian Priority Zone, adequate street lighting is as important as adequate sidewalks. Many blocks have insufficient lighting. On other blocks, lights are out or functioning poorly. Problems stem from the fact that Arlington County does not have a "lighting level" standard for residential pedestrian street lighting, that responsibility for lighting maintenance is shared between the County and Dominion Virginia Power, and that street lights are installed and repaired **only** at the request of residents. Adequacy of lighting seems to be "in the eye of the beholder"

Inge Street
at night



Arlington County is moving from mercury vapor lights, which are white/blue in color, to more efficient to high-pressure Sodium vapor lights, which are yellower.

The County now installs two types of lights: (1) Carlyle lights, the current standard for the county, use high-pressure sodium vapor lamps, but they are expensive (\$5500/light). (2) The older Cobra style, originally intended for highways, can be added to existing utility poles. They are relatively inexpensive and can be put up relatively quickly. Dominion Virginia Power owns 99% of the county's cobra lights.

OBJECTIVES

Street lighting should be uniform and sufficient to promote a safe nighttime environment in our neighborhood. Areas with more pedestrian activity, such as parks and near schools or Metro, need more lighting for safety. Adequate lighting is essential on blocks without continuous sidewalks. Street lights should improve illumination while reducing light scatter/pollution, power consumption, and maintenance, and should be attractive and not intrusive.

Adequate lighting should be provided on all streets, and not just those where residents request it. Street lights are not just for the residents of a given block, but for everyone who walks or drives down that block. The county needs to establish a minimum standard and apply it to all neighborhood streets. Good maintenance is key. Flickering or inoperable lights create hazardous conditions for pedestrians and drivers.

Light pollution should be minimized by having streetlights direct light downward to the street, not upward to the sky. Dark-Sky standards should be used. (See recommended Light Levels for Exterior Lighting by the International Dark-Sky Association. www.darksky.org.) Avoid placing streetlights so that they would shine into the windows of homes

EXISTING CONDITIONS - RESULTS OF NC SURVEY

"As a senior coming home at night by myself [it] does cause me to think more these days of who is coming up and down my street...Our street does seem to be darker than it should be."

From a neighbor's e-mail sent to the list serve on Jan 19, 2008

The general feeling was that citizens did want well-lit streets. Although there were no places that were reported as badly needing street lighting, 30% of respondents said their block needed better street lighting; 41% said other blocks in the neighborhood needed better street lighting. Virtually every block in the neighborhood was mentioned by one respondent or another as needing improved street lighting. Many intersections lacked lights, and numerous blocks do not have mid-block lighting. Lights are often dim, flickering, humming, or blown out. Improving maintenance would reduce the perception by residents that street lighting needs to be beefed up in certain areas. The following streets are of particular concern:

1. Grant Street, from 18th to 25th Street. Used by commuters walking to the Crystal City Metro station. Some blocks lack even a single mid-block light.

2. Residential streets south of Eads Park. Pedestrians walk along Eads Street and up Fort Scott Drive to the 2900 block of Grant. In places, sidewalks are missing from one or both sides and pedestrians are forced to walk on the street pavement in a location that is poorly lit and has high-speed traffic. This section includes the loop of 29th St/29th Road, which has a very dark section on a turning stretch of hilly road.

3. 21st Street, 700 block. This was a very dark-looking block, and has had street crime in the past. There are now two mid-block lights.

4. 22nd Street, 600 block. This block is used by many pedestrians because of its proximity to the commercial area of 23rd Street. Sidewalks are not continuous, are sometimes blocked by trees, and lighting is dim or out of order.

5. Inge Street. This street is one 800-foot-long block, between 23rd and 26th, with no lights except for one at the corner of 23rd.

6. Ives, 18th to 23rd. This street sorely needs upgrading, and has been neglected because there are few properties that front on this street. There are no sidewalks on this street, and only one block has a mid-block light.

7. Route 1 underpass, Eads and 18th

This is the edge of the Aurora Highlands Neighborhood, but important because of the many pedestrians who walk here to the Metro entrance. In spite of the lights mounted to VDOT's overpass, it is a very deserted looking piece of street in need of improved lighting.

8. Some intersections have no streetlights or only dim streetlights

9. Many blocks have no mid-block streetlights; in others, a single mid-block light is inadequate.

RECOMMENDATIONS :

SL1. Grant Street, from 18th to 25th Street.

- Add mid-block lights between 19th and 20th and between 22nd and 23rd Streets
- Repair the dim light at 21st and Grant and the dim mid-block light between 24th and 25th Streets
- Replace the old colonial-style light at the NW corner of 22nd and Grant with a Cobra light attached to the existing utility pole at the NE corner.
- Add a light at the intersection of 25th and Grant.

SL2. Fort Scott Drive south of Eads Park

- Add two cobra lights to the utility poles between the existing lights
- Add a third additional Cobra light to the existing utility pole just west of the intersection with Grove street

SL3. Loop of 29th St/29th Road. The County should consider adding a pole light in the dark section near the radio towers.

SL4. 700 block of 21st Street: Add a third mid-block light on the remaining utility pole.

SL5. 600 block of 22nd Street: Add two additional mid-block lights. Repair the midblock light that is dark.

SL6. Inge Street: Add a light at the intersection of 26th and Inge, and at least 2 to 3 mid-block lights.

SL7. Ives street- between 18th and 23rd: Add mid-block streetlights on all blocks where they are missing. Repair the broken light at the intersection of Ives and 23rd Streets.

SL8. Route 1 underpass at Eads and 18th Streets: Add additional lighting for pedestrians accessing Metro.

SL9. Add additional lighting so there is at least one street light at every intersection and one mid-block light and additional mid-block lights where necessary.

Intersections lacking a street light:

25th and Fern, 25th and Grant, 21st and Joyce, 26th and Inge, 25th and Hayes. Locations where additional midblock lights are necessary:

19th between Ives and Joyce; 20th between Ives and Joyce; Fern between 23rd and 24th

SL10. Lighting in and around parks

Eads park- There are no lights within the park, the pedestrian path used by commuters should be lighted.

In and around VH park- Insufficient lights along all walking trails

SL11. All Metrobus and school bus stops must be lighted

SL12. Improve maintenance of existing street lights

- Develop a County protocol for checking lights in the evening.
- Equip all light poles with information giving streetlight number and a phone number to call if the light is not working properly.

- Send all AHCA homes the number to call for out-of-order streetlights (703-228-6511) and the URL for computer requests for light repairs

<https://www.arlingtonva.us/departments/enviornmentalservices/dot/traffic/streetlights/index.htm>

SL13. The neighborhood supports the installation or replacement of street lighting through the county's established process. However,

- When *all* the streetlights are added or replaced on a block, they should all be Carlyle-type lights or similar
- Street lights shouldn't be overly bright or intrusive
- Efforts should be made to arrange location of streetlights to minimize light shining into homes
- Trees are fragile. Placement of new lights should minimize tree injury, pruning, and removal. Installation should be contingent on the property owner's approving the required level of pruning.

SL14. The neighborhood will support the introduction of modern, **cost-effective lighting** technologies such as LED that would improve illumination while reducing light scatter, power cost, and maintenance.

SL15. Arlington County should **establish a standard for minimum light level** at sidewalks, which can be increased at the request of residents or when needed. This standard can be applied to new installation and to guide maintenance of lights within AHCA. A standard measured in footcandles can be dependably measured regardless of what light fixture style or lighting element is used; it would require appropriate spacing of lights to meet the standard. The minimum standard should be measured horizontally at the sidewalk or roadway surface where people walk, with a uniformity ratio not exceeding 4:1 (light-to-dark)

CAPITAL IMPROVEMENTS- STREET TREES

"Someone's sitting in the shade today because someone planted a tree a long time ago."

–Warren Buffett

Arlington County and its citizens have already shown a commitment to trees in the array of programs dedicated to preserving, planting, and maintaining trees. Among these is a *Public Tree Planting Program*, which provides trees to be planted on public land. Arlington's Urban Forest Master Plan contains a section on encouraging tree preservation and planting on private property. The County also has a Tree Care Ordinance and a Tree Preservation Ordinance covering the planting, maintenance, and preservation of trees on streets and public property. Other County grant programs and committees work to provide resources and advice on landscaping. Because of these commitments, Arlington is one of the nation's "tree cities" as designated by the National Arbor Day Foundation. On *Neighborhood Day*, civic associations throughout the County distribute hundreds of free trees to homeowners.

Nonetheless, Arlington's tree cover has diminished dramatically in the last several decades, and the Urban Forest Master Plan of 2004 showed that the Aurora Highlands area was no exception. Many aging trees such as silver maples have died and been removed. Other trees have been lost due to construction projects, and many have been harmed by pruning by utility crews. Conservation of the Aurora Highlands neighborhood means a strong and ongoing commitment to preserving our existing trees and planting new ones.

OBJECTIVES

We are at a point where drastic action is necessary. We need to find ways to get trees planted and sustained and ways to eliminate barriers to that goal. Increasing overall tree cover across the neighborhood is our primary goal, and the County should create more opportunities for planting street trees when designing sidewalks and other street improvements. We must identify locations where additional trees can be planted, not just on public streets and parks, but in commercial areas and on private property, and then identify the mechanisms for putting the trees there. We must work with County to establish benchmarks that County personnel can monitor, to ensure that these goals are being met. Every tree removed from Aurora Highlands should be replaced within Aurora Highlands.

EXISTING CONDITIONS

From our NC survey:

26% of respondents indicated that their block needed more trees

30% of respondents indicated that other blocks in the neighborhood needed more trees

38% listed tree planting as first or second highest priority for neighborhood improvement projects.

The AHCA neighborhood has many "naked" blocks and many where narrow planting strips or overhanging wires make planting problematic.

Joyce Street (below) has no trees. The East side has no sidewalks and low hanging wires; West side lacks planting strips



RECOMMENDATIONS

Our recommendations are largely based on principles set out in the Urban Forest Master Plan of 2004, some of which are itemized below

TREES ON COUNTY STREETS

The Urban Forest Master Plan recommended:

1. Create more opportunities for tree planting in the public Right of way such as tree nubs, street narrowing; larger planting strips; curb, gutter and sidewalk design and material innovations.
2. Work with streetscape designers and planners to ensure tree species diversity.
3. Implement a street tree planting plan
4. Using the tree inventory, develop a realistic plan for a five year pruning cycle of the trees in the street Right-of-way

Some views of "naked" blocks- streets with no trees



Our recommendations:

T1. All new sidewalk projects should have planting strips of at least four feet where possible.

T2. The county should pursue all possible avenues for adding street trees to the neighborhood, including nubs and median strips. Examples: (1) Adding a median strip on Eads Street between S. 15th St and S 22nd Streets. (2) Adding trees to the Hayes Street median strip near Pentagon City Mall.

T3. The County should begin a program to remove overhead utility wires that obstruct street trees.

T4. No street tree should be removed without appropriate replacements being planted.

T5. New planting should ensure tree species diversity.

T6: The County should establish written protocols for tree conservation so that street repair crews do not damage or kill the existing trees. The County should more closely monitor the pruning of trees pruning by utility crews or contractors.

T7: The County should keep record of numbers of new street trees planted in each neighborhood (streets, parks, medians, others) and make those records available to the NC Program and participating Civic Associations.

TREES IN PARKS, SCHOOLS & AROUND OTHER COUNTY FACILITIES

The UFMP recommended:

1. Continue to monitor tree health, forest structure and the occurrence of invasives in Parks and naturally forested areas throughout the County.
2. Begin to inventory trees in parks, natural areas and other public facilities.
3. Plant Parks and other County facilities at the optimal level. Passive open space will be forested wherever appropriate.
4. Continue to work with Schools to plant and maintain trees on their grounds

Our recommendations:

T8. The county should replace all dead/dying trees in parks promptly

T9. The county should be adding to tree cover in parks each year. The neighborhood recommends maximum canopy coverage in all areas that don't interfere with designated playing fields.

T10. The County should work with Schools to plant and maintain trees on their grounds

T11. The County should keep a record of new trees planted on public property in each neighborhood (streets, parks, medians, others) and make those records available to the NC program and participating civic associations

TREES ON COMMERCIAL PROPERTY

Recommendations from the UFMP:

1. Explore reviewing the Tree Replacement Guidelines to ensure that the tree replacement formula better reflects an equitable calculation for the value of trees lost.
2. Ensure early review of development plans during the design process to promote tree preservation as opposed to tree replacement, when feasible.
3. Establish a tree fund (funds from special exception projects that can not plant required replacements on-site) that will be dedicated to planting on public and private properties.

Our Recommendations:

T121. The county should partner with businesses to promote tree planting on their property.

T13. Trees removed for development must be replaced according to an appropriate replacement formula and must be planted near the original location. Every tree removed from Aurora Highlands should be replaced within Aurora Highlands.

T14. Businesses should be required to plant trees in parking lots to reduce heat.

TREES ON RESIDENTIAL PRIVATE PROPERTY

Recommendations from the Urban Forest Master Plan:

1. Establish a tree fund that is dedicated to planting trees on private property and educating citizens about the value and stewardship of trees. The tree fund could be established through contributions for special exception projects that cannot meet planting requirements on-site.
2. Establish a program working with Civic Associations, in cooperation with volunteers, to plant trees on private property.
3. Explore options for establishing a funded County program to plant trees on private properties that abut street ROW.
4. Explore the options to offer incentives to preserve canopy and encourage planting on private property.
5. Explore reviewing the tree replacement guidelines to ensure that the tree replacement formula better reflects an equitable calculation for the value of trees lost.

Our Recommendations:

T15. The County should establish programs, working with civic associations, to encourage homeowners in Aurora Highlands to plant trees on their property. Existing programs should be better publicized and better funded.

T16. Homeowners should be given free trees as long as they agree to plant and care for the trees. Existing programs such as Neighborhood Day Tree Giveaway should be better publicized, better funded, and supported by County personnel.

T17. The county should establish a funded County program to plant trees on private properties that abut street Right-of-way.

T18. All Neighborhood Conservation projects should include, as a matter of routine, additional street trees on private properties that abut street right-of-way if they cannot be planted on the county right-of-way.

T19. We support a County program to help homeowners maintain, rather than remove, large mature trees. This should be on an encouraged, but not mandatory basis. The County should develop a program to provide arborist services to homeowners.

T20. Programs to encourage tree planting must reach out not only to owner-occupied homes but also to rental properties.

T21. The County should keep record of new trees it plants on private property in each neighborhood and make those records available to the NC program and participating civic associations

T22. The County should require that Virginia Power notify residents in advance before tree trimming.

Parks, Recreation & Beautification

Parks are for playing. Bryan (age 15)

*People who cannot find time for recreation
are obliged sooner or later to find time for illness.*
John Wanamaker

Introduction:

The Aurora Highlands neighborhood is home to five vastly different parks that serve a growing community rich in cultural and economic diversity. Our parks are easily accessible via the Pentagon City and Crystal City Metro stations, Jefferson Davis Highway (US Route 1), and Interstate 395. It is this diversity and our location relative to Crystal City, Pentagon City, and Arlington Ridge communities that make the area ideal for a variety of parks with formal and informal recreation activities and programs.

The only heavily used parks are Virginia Highlands Park and Nelly Custis Park. The others are underused because of safety issues, overgrown vines, outdated equipment, and lack of maintenance, drinking fountains, and restroom facilities. Aurora Highlands does not lack parks and green space; rather, it lacks viable parks and recreation opportunities.

An informal assessment of several county parks in North Arlington revealed: 1 skateboard park, 1 large swimming pool with collocated water recreation and batting cages, 2 spray parks located .6 of a mile apart, 7 canine community areas (dog parks), interconnecting bicycle and pedestrian paths, and a rose garden tended by master gardeners with support from various philanthropic groups and civic organizations. Arlington County Parks located between Interstate 395 and the Potomac River offer none of these.

OBJECTIVES

1. To have a variety of well maintained, clean and safe recreational opportunities in parks and community centers located in and near the community for all members of the community;
2. Install and maintain drinking fountains in all parks within the Aurora Highlands boundaries;
3. Construct and maintain a water feature spray park in Virginia Highlands Park;
4. Establish dog parks within the community;
5. Improve the appearance and safety of S. Eads Street;
6. Provide seating and shelter at all bus stops; and
7. work with the Aurora Highlands Civic Association to provide public art within Aurora Highlands.

Virginia Highlands Park is located at 1600 S. Hayes Street S., bounded by Hayes Street on the east, S. 15th Street to the north, and roughly S. 16th and 18th Streets to the south. This park, at 18.3 acres, is by far the largest and most heavily used regional recreation facility in South Arlington. It has parking and sits next to the Aurora Hills library, a county community center, currently reserved for the exclusive use of senior programs, and fire station #5. The park has an artificial turf soccer field that is in constant use with a lighted playing field, spectator stands, water fountains and trash receptacles. Park facilities draw visitors from throughout the greater metropolitan Washington, DC region for organized and casual sports including baseball, softball, and soccer and tennis matches, as well as ethnic gatherings and family picnics.

<u>Activity</u>	<u>Quantity</u>	<u>Surface</u>	<u>Fencing</u>	<u>Lighted</u>
Basketball	2 Courts	Blacktop	Yes	Yes
Volleyball	1 Court	Sand	No	No
Soccer	2 Fields	1 Artificial Turf 1 Grass	No	1 Yes 1 No
Tennis	2 Practice Walls 6 Courts	Blacktop	Yes	Yes
Playground	2 Jungle Gyms	Woodchips & Rubber	1 Yes 1 No	No
Softball	2 Fields	Dirt & Grass	Yes	Yes
Picnic	1 Pavilion	Dirt/Grass/Concrete	No	No
Petanque	5 Courts	Cinders	No	Yes
Walking	3 Paths	Blacktop	No	No

Individuals interviewed in Virginia Highlands Park (VHP) complimented the facility; however, many agreed upon the following deficiencies:

- 1:** Tennis court lighting needs repair and maintenance;
- 2:** Basketball court fencing needs to be raised from roughly four feet to above the backboards to prevent basketballs from interfering with volleyball games and playground activities;
- 3:** Volleyball court is unusable due to:
 - Animal feces, sharp wood splinters, and rough stones in the sand
 - Placement of a net support within the area of play
 - Dips within the area of play and
 - Relative location next to the basketball courts



- 4: Walking trails are not used after dark because lighting is poor or nonexistent;
- 5: Bathrooms near the softball fields and picnic pavilion are not always available for use;
- 6: Working drinking fountains are not placed at key locations throughout the park
- 7: Fencing is needed between the artificial turf soccer field and 15th S. Street;
- 8: A goal post is needed at the west end of the natural turf soccer field; and
- 9: Trash pick-up is needed on Mondays and at least one other day per week.

Arlington County manages the soccer and softball fields located in Virginia Highlands Park as a regional asset. As a result, youth soccer and developmental softball teams from Aurora Hills are not welcome to practice or play on the premiere facilities located within the park. Instead, children's teams from our community are relegated to playing fields that are not maintained (Fort Scott Park and Eads Park) or large enough (Eads Park) to safely accommodate developmental youth sporting activities.

Recommendations:

To maintain Virginia Highlands Park as South Arlington's primary outdoor recreation facility, we recommend that the county correct deficiencies 1 through 9 identified above.

VHP 1- Convert the area behind the tennis courts and tennis practice boards to a dog park.

VHP2- Direct the Arlington County Department of Social Services to reach out to homeless persons loitering and/or living in the park.

VHP3- Add horseshoe pits to the south side of the basketball courts.

VHP4- Repair/replace the goals for the natural turf soccer field.

VHP 5- Make at least one softball field available for pick-up and informal play by unlocking at least one gate when league play is not scheduled.

VHP6- Install a spray park on the east side of the park near the current toddler play area and bathrooms.

VHP7- Aggressively eradicate graffiti and vandalism as soon as it is reported.



Eads Park is 3.9 acres and located entirely within the Aurora Highlands community at 2730 S. Eads Street. Its boundaries are S. Eads Street on the east and Fort Scott Drive to the south. The northern boundary is a four foot tall chain link fence paralleling the length of a sidewalk in front of the low rise Aurora Hills Apartments and the S. Fern Street terminus. The western park boundary parallels the backyard property line of houses in the 2700 block of S. Grant Street. There is an unpaved pedestrian defined path used by persons cutting across the park to access either Fort Scott Dr. or S. Fern St.

Eads Park is a largely uneven open field used by youth soccer teams for both practice and games. Young children use the gentle southern slope for sledding during the winter. Aside from youth soccer activities and minimal activity at the playground, the park is a wasteland.

<u>Activity</u>	<u>Quantity</u>	<u>Surface</u>	<u>Fencing</u>	<u>Lighted</u>
Youth Soccer	1 Open Field	Uneven Grass	Partial	No
Playground	1 Jungle Gym	Woodchips	No	No
Picnic	1 Gazebo 1 Table	Dirt/Grass/Concrete	Partial	No

Discussions among community residents and parents of youth soccer players regarding Eads Park (EP) revealed the following deficiencies:

- 1: The open field's grading does not firmly and safely accommodate youth soccer goals;
- 2: There is no spectator seating;
- 3: The playground does not have adequate seating for adults supervising children at play;
- 4: There is no fence between the playground and Fort Scott Drive;
- 5: There are no public bathroom facilities;
- 6: There are no drinking fountains;
- 7: The pedestrian defined path needs paving and lighting;
- 8: The picnic area does not accommodate outdoor picnics requiring more than one table; and
- 9: Trash pick-up is needed on Mondays and at least one other day per week.

Eads Park is underutilized because it does not adequately and safely support its intended purpose as an open play area. Furthermore, parking is limited to metered spaces usually occupied by cars belonging to commuters.

Recommendations:

- EP1:** Widen the soccer field to securely and safely accommodate youth soccer goal nets.
- EP2:** Create a series of high grass berms between Fort Scott Drive and the soccer field. Such berms could serve as spectator seating during soccer games and would enhance winter sledding for all age groups.
- EP3:** Install additional bench in playground.
- EP4:** Install fencing between Fort Scott Drive and playground equipment.
- EP5:** Provide restrooms.
- EP6:** Provide drinking fountains.
- EP7:** Blacktop the pedestrian defined path.
- EP8:** Eliminate the lone picnic facility.
- EP9:** Provide trash pick up on Mondays and another day of the week.
- EP10:** Include play equipment suitable for toddlers in the playground area
- EP11:** Install a portable ice skating rink capable of accommodating all types of ice sports as well as recreational skating during winter months.

EP12: Install outdoor adult fitness course between the park's western boundary and the pedestrian defined path.

EP13: Exempt cars with controlled parking permits from paying to park in metered parking spaces situated along Eads Park boundaries.



Nelly Custis Park is located at the corner of 701 S. 24th Street and S. Grant Street. At one time this park served as the playground to the former Nelly Custis School, which now serves as a Sheltered Occupational Center. This completely fenced park is intended to support the following activity:

<u>Activity</u>	<u>Quantity</u>	<u>Surface</u>	<u>Fencing</u>	<u>Lighted</u>
Playground	Jungle Gym & Swings	Woodchips & Rubber	Yes	No

The playground at Nelly Custis Park is used throughout the workweek by the Aurora Hills Play Group, children attending Calvary Children's School, Keshet Child Development Center, and the Potomac Crescent Waldorf School, and summer camp in conjunction with the AH Cooperative Play Group. The park is also heavily used by neighborhood children and dog walkers.

Discussions among community members regarding use of Nelly Custis Park (NCP) revealed the following deficiencies:

- 1: There is no shade in the playground portion of the park;
- 2: There are no drinking fountains or bathrooms;
- 3: Additional trash receptacles are needed.

Recommendations:

NCP1. Plant trees that, when mature, would provide shade; install a shade canopy over the play equipment until shade trees reach their maturity.

NCP2. Install bathrooms and drinking fountains.

NCP3. Install additional trash receptacles.

Nina Park is a small shaded park located at the corner of S. 24th and S. Hayes Streets. This park is home to a swamp chestnut oak tree, which is slated for designation by the Board of Supervisors as county champion for its species, and represents what was once a large expanse of wooded wetlands and swamp forest.

Nina Park is generally known as a dangerous worn out play area. Nonetheless, it is used as a tot lot by play groups and local residents. This completely fenced park was initially equipped by Aurora Hills Women's Club in the early 1960s to support the following activity:

<u>Activity</u>	<u>Quantity</u>	<u>Surface</u>	<u>Fencing</u>	<u>Lighting</u>
Tot Lot	Sand box Swing Walking activities	Pressure treated lumber Sand	Yes	No

Observations by and discussions among community residents and users of Nina Park (NP) reveal the following deficiencies:

- 1:** Animal feces, wood splinters, and dead tree branches in the sand area;
- 2:** Overflowing trash container;
- 3:** Play equipment removed from the park due to high levels of arsenic and/or deteriorated condition; and
- 4:** Play equipment with missing components.

RECOMMENDATIONS:

Nina Park is a very heavily used play area. To provide a safe play area for toddlers in Aurora Highlands, we recommend that the county:

NP1- Replace the sand play area (used by cats) with a state-of-the-art play surface.

NP2- Install multiple trash receptacles.

NP3- Replace play equipment removed by the county in 2007.

NP4- Add a water fountain

NP5- Schedule park inspections and maintenance on a regular basis.

Fort Scott Park, while not in Aurora Highlands, is heavily used by the community because it is located only a few blocks away. Its 11.6 acres are located at 2800 S. Fort Scott Drive. Its boundaries are S. Grant Street on the east, Ft. Scott Drive on the north, S. 31st Street on the south, and a large wooded area with thick undergrowth on the west. This park is lively and well-used by family groups on the weekends and has the following activities:

<u>Activity</u>	<u>Quantity</u>	<u>Surface</u>	<u>Fencing</u>	<u>Lighted</u>
Ball Field	1 Field	Clay/Grass	Back Stop Only	No
Basketball	1 Court	Blacktop	No	Yes
Tennis	3 Courts Practice wall	Blacktop	Yes	Yes
Playground	2 Jungle Gyms, 2 swing sets, sandbox	Woodchips	Partial	No
Picnic	1 Pavilion	Dirt/Grass/Concrete	No	No
Walking	Trails	Dirt	No	No



Due to the secluded nature of the walking paths and dense invasive vines throughout most the park, it cannot be patrolled in its entirety by Arlington County Police officers in motor vehicles positioned on nearby streets or in the single parking lot. These conditions have contributed to the park's recent spate of serious crime (i.e., illegal drug sales and use, assaults).

Observations by residents of the Aurora Highlands neighborhood revealed clean and well equipped bathrooms. With the exception of tennis players and dog walkers exercising their pets in the soft

ball field, the park is underused.

Discussions among community residents and weekend users of Fort Scott Park (FSP) revealed the following deficiencies:

- 1: The ball field's home plate is unsafe due to lack of field maintenance;
- 2: No fencing exists between the ball field and wooded area overgrown with vines;
- 3: Invasive vines have choked off the walking paths and are encroaching upon the ball field;
- 4: Tennis court lighting is in need of repair and maintenance;



- 5:** Seating next to ball field is inadequate and inappropriately placed;
- 6:** Ball field backstop needs replacement;
- 7:** Trash pick-up is needed Mondays and at least one other day per week;
- 8:** Picnic tables and park benches need repair or replacement; and
- 9:** The women's bathroom is missing a trash can.

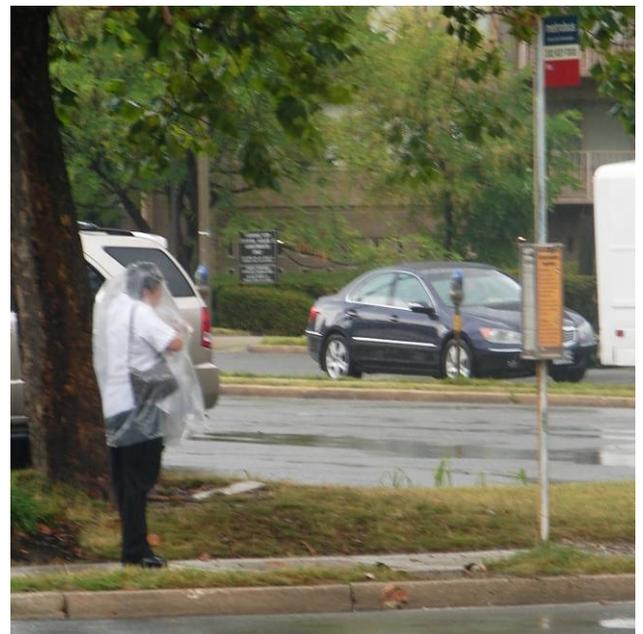
Fort Scott Park offers South Arlington a potentially lively green space; however, because of poor maintenance and heavy undergrowth by invasive vines, it is underused.

Recommendations:

- FSP1-** Schedule regular maintenance of the ball field and other existing facilities and structures.
- FSP2-** Erect a fence between the ball field and wooded area.
- FSP3-** Take action to eradicate invasive vines.
- FSP4-** Repair tennis court lighting and provide regular maintenance.
- FSP5-** Install additional seating around the ball field
- FSP6-** Replace ball field backstop.
- FSP7-** Provide trash pick-up on Mondays and at least one other day per week.
- FSP8-** Repair or replace picnic tables and park benches.
- FSP9-** Replace trash can in women's bathroom.
- FSP10-** Widen existing dirt walking trails and add additional dirt trails throughout the wooded area, thus creating an environment conducive to walking, mountain bike riding and hill training for competitive walkers and runners.
- FSP11-** Convert the shaded open space behind the tennis court into a dog park.
- FSP12-** Establish a reserve system for the picnic area.

500 Block of S. Eads Street

The corner of S. 23rd and Eads Streets at the entrance to Restaurant Row is designated as a pocket park by Arlington County. The Crystal City Business Improvement District (BID) has recently made a concerted effort to improve this green space and discourage loitering. However, there is no shelter; light



poles do not function, and the park is littered with trash. In order to present a welcoming view and safe environment for people entering Restaurant Row, waiting for a bus, or walking to and from the parking area, the Aurora Highlands Civic Association recommends to the county:

RECOMMENDATIONS

PP1- Install sidewalk lighting along S. 23rd Street

PP2- Remove litter at least twice per week; and

PP3- Maintain landscaping

Community Center

A well-planned, well-run Community Center can function as the cultural core for a community. It can provide opportunities to bring people together which serves to strengthen neighborhoods.

The Aurora Hills Community Center is the smallest of the 14 Community Centers in the County, according to the Public Spaces Master Plan (2007)

The structure was built in 1970, and has never been added to.
 It is one of only 3 Community Centers in the County that has had no major renovation done
 It is used for only 15 hours per week, the least of any community center in the county
 It is one of only 4 community centers that lacks a gym or fitness room
 It is one of only 4 community centers that lacks an arts and crafts room
 It is one of only 4 community centers that lacks a dance/aerobics room
 It is one of only 3 community centers that lacks a games room

The program offerings at the Aurora Hills Community Center are very limited

The residents of our community lack organized recreational activities and opportunities within walking distance of our neighborhoods. The Community Center is currently used for an active senior citizen program, and their program offerings are popular and well attended. But there are no other programs run by the Dept of Parks and Recreation at this Community Center.

The programs offered by Parks and Recreation seem to have passed by our community. The present community center is underutilized, and the physical plant is too small, too old, and under-equipped.

There are no programs for toddlers, preschoolers, school-age kids, teens or young adults.
 We have no recreational programs that utilize the adjacent park and playground.
 We have no evening programs or summer programs at our community center.
 There is enormous need and enormous potential here.

The Aurora Highlands community feels that the time has come to re-think the Aurora Hills Community Center.

Our objective is to make our community center into a true "center" of our community. We would like to see the community center, along with the library and adjacent park and playground become a cultural heart for our community. A place where residents of all ages can gather and recreate.

The location is extraordinary, near the center of the residential communities of South Arlington that are south of I-395 (Aurora Highlands, Crystal City, Arlington Ridge, Long Branch Creek). Proximity to Metro, plus ample parking makes the location easily accessible to all county residents.

Because the Community Center is structurally joined to the old Fire Station #5, which has recently been replaced by a new structure, there is enormous potential for expansion of the physical plant . The old Fire Station is structurally joined to the library and Community center. The existing space from the old firehouse structure offers enormous possibilities to expand the physical plant of the Community Center, which would support expansion of program offerings.

The long-range planning for such a redevelopment offers opportunities for the County to partner with local businesses and developers for support.

Recommendations:

CC1. We recommend that Arlington County offer an expanded range of organized recreational activities in the Aurora Hills Community Center. The County should provide a full-time recreation center director, as is provided elsewhere, to coordinate programs. The County should work with the community residents to identify short-term program expansions that can be implemented without delay, to serve residents of all age groups.

CC2. We recommend that Arlington County convert the old Fire Station #5 into an active component of the Aurora Hills Community Center. The County should work with the local community to determine what improvements should be made to the physical plant and should seek partnerships with local businesses and developers to get those improvements implemented.

Bus Stops

The community is served by a number of bus routes, with the busiest bus stops being by the Pentagon City Metro station.

712 S. 23rd Street

Aurora Highlands is pleased to host the Sheltered Occupational Center located at 712 S. 23rd Street. This center is a good neighbor in that it prints our civic association newsletter and hosts a traditional tree lighting, caroling and Santa visit every Christmas. Housed in a former school, the facility serves developmentally challenged adults and offers opportunities for gainful employment.

Recommendations

Some Sheltered Occupational Center workers use public transportation; therefore, we recommend that:

BS1- Pedestrian street crossings leading to and from the Sheltered Occupational Center building are marked with cross-hatching on S. 23rd Street.

BS2- The intersection of S.23rd and Grant Streets become a 4-way stop intersection

500 Block of S. 23rd and Fern Streets

One of the busiest bus stops in the Aurora Highlands neighborhood is at the intersection of S. 23rd and Fern Streets. This corner offers no shelter and limited standing area while waiting for buses.

Recommendations

To accommodate bus riders and provide an attractive western entrance into Restaurant Row, we suggest that:

BS3- Bench seating be provided at the bus stops located on both sides of S. 23rd and Fern Streets;

BS4- Public art in the form of a mural or trump l'oeil be painted on the Fern Street face of the building to add visual interest .

BUS STOP RECOMMENDATIONS:

Arlington prides itself on high public transportation usage. To increase bus ridership by visitors and residents in the Aurora Highlands community, we recommend that the county:

BS5- Conduct a county-wide competition to design park benches unique to Arlington.

BS6- Create gateway gardens with benches at Metro bus stops along Eads Street.

BS7- Provide shelters and benches at all Metro bus stops

BS8- Assure that bus stops are litter free and have signage indicating bus route/map/timetable.

NEIGHBORHOOD BEAUTIFICATION



Between S. Glebe Road and Army Navy Drive is the 1.5 miles long S. Eads Street that parallels Jefferson Davis Highway (US Rt. 1). S. Eads Street serves as the bridge between Crystal City and Aurora Highlands. As of May 2008, Eads Street is home to a mix of residential, commercial, and industrial uses, from parks to office buildings to single-family homes. In spite of its impressive tax-generating power and gateway location, S. Eads Street is an unkempt traffic-choked thoroughfare. Gutters are full of sand, grit, litter, and broken glass because street cleaning is performed unannounced during business hours when parking spaces are occupied.

Restaurants and office buildings permit trash dumpsters to sit with open lids, and publishers have placed an assortment of 150⁺ rag-tag newspaper boxes along the street. The recently constructed median strip between Fort Scott Drive and S.23rd Street has turned into a glorified ashtray punctuated with trees and political signs. School bus and Metro bus stops, none with benches or shelter, are nestled in amongst S. Eads Street's many offerings and eye sores.

In sharp contrast to all that is wrong with S. Eads Street, Archstone-Smith and Marriott Corporations have noteworthy examples of how commercial properties can seamlessly bridge into residential communities with true pocket parks and maintained gardens.

When asked for their opinion of Eads Street in June of 2007, pedestrians expressed the general opinion that it is rundown and dirty, and unsafe after dark.



Recommendations:

NB1: Remove all graffiti as soon as it appears or is reported.

NB2: Aggressively enforce traffic rules regarding vehicular traffic passing school buses while amber caution lights are flashing.

NB3: Post “no parking” signs when street cleaning is scheduled.

NB4: Require all businesses with S. Eads Street frontage to keep trash dumpsters covered.

NB5: Post signs and issue tickets for littering.

NB6: Restrict the number and location of newspaper boxes.

NB7: Provide benches, shelters and trash cans at or near bus stops.

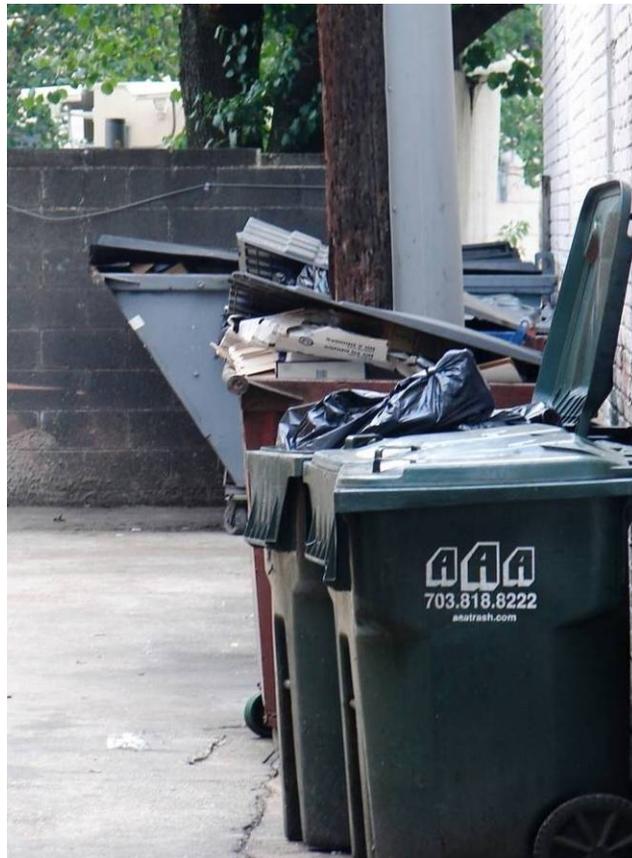
NB8: Invite businesses, master gardeners, garden clubs and individuals to adopt sections of the Eads St. grass median strip and bus stops.

NB9: Initiate an anti-litter program called *Arlington Can* by:

-Inviting schools, youth groups, churches, and civic organizations to design and decorate trash containers that the county will provide, place and empty. Art created by and for residents helps create neighborhood identity and pride.

-Requesting restaurants and businesses to post “no littering” signs at their entrances and exits. --

-Funding grants that enable local artists to work with land owners and the county entities to paint murals and trump l’oeil on fixtures, walls, fences, and other surfaces that are targets for graffiti or just plain ugly.



SUMMARY OF RECOMMENDATIONS FOR PARKS, RECREATION & BEAUTIFICATION

Virginia Highlands Park:

1. Correct deficiencies identified as VHP 1 through VHP 9 (see above).
2. Convert the area behind the tennis courts and tennis practice boards to a dog park.
3. Direct the Arlington County Department of Social Services to reach out to homeless persons loitering and/or living in the park.
4. Add horseshoe pits to the south side of the basketball courts.
5. Repair the goal posts for the natural turf soccer field.
6. Make at least one softball field available for pick-up and informal play by unlocking at least one gate when league play is not scheduled.
7. Install a spray park on the east side of the park near the current toddler play area and bathrooms.
8. Aggressively eradicate graffiti and vandalism as soon as it is reported.

Eads Park:

1. Widen the soccer field to securely and safely accommodate youth soccer goal nets.
2. Create a series of high grass berms between Fort Scott Drive and the soccer field. Such berms could serve as spectator seating during soccer games and would enhance winter sledding for all age groups.
3. Install additional bench in playground.
 1. Install fencing between Fort Scott Drive and playground equipment.
 2. Provide restrooms.
 3. Provide drinking fountains.
 4. Blacktop the pedestrian defined path.
 5. Eliminate the lone picnic facility.
 6. Provide trash pick-up on Mondays and another day of the week.
 7. Include play equipment suitable for toddlers in the playground area.
 8. Install a portable ice skating rink capable of accommodating all types of ice sports as well as recreational skating during the winter months.
 9. Install outdoor adult fitness course between the park's western boundary and the pedestrian defined path.
 10. Exempt cars with controlled parking permits from paying to park in metered parking spaces situated along Eads Park boundaries.

Nelly Custis Park:

1. Plant trees that, when mature, would provide shade; install a shade canopy over the play equipment until shade trees reach their maturity.
2. Install a drinking fountain.
3. Install additional trash receptacles.

Nina Park:

1. Replace the sand play area (used by cats) with a state-of-the-art play surface.
2. Install multiple trash receptacles.
3. Replace play equipment removed by the county in 2007.
4. Install a water fountain
5. Schedule park inspections and maintenance on a regular basis.

Fort Scott Park:

1. Schedule regular maintenance of the ball field and other existing facilities and structures.
2. Erect fence between ball field and wooded area.
3. Take action to eradicate invasive vines.
4. Repair tennis court lighting and provide regular maintenance.
5. Install additional seating around ball field
6. Replace ball field backstop.
7. Provide trash pick-up on Mondays and at least one other day per week.
8. Repair or replace picnic tables and park benches.
9. Replace trash can in women's bathroom.
10. Widen existing dirt walking trails and add additional dirt trails throughout the wooded area, thus creating an environment conducive to walking, mountain bike riding and hill training for competitive walkers and runners.
11. Convert the shaded open space behind the tennis court into a dog park.
12. Establish a reserve system for the picnic area.

Recreation:

1. Offer organized recreational activities in the Aurora Hills Community Center for all age groups;
2. Convert the old Fire Station #5 into an active component of the Aurora Hills Community Center;
3. Open softball fields in Virginia Highlands Park to ball teams (youth and adult) composed of players from the Aurora Highlands community; and
4. Reserve practice and game time for youth soccer teams from Aurora Highlands at the artificial turf soccer field in Virginia Highlands Park.

Bus Stops:

1. Conduct a county-wide competition to design park benches unique to Arlington.
2. Create gateway gardens with benches at Metro bus stops along Eads Street.
3. Provide shelters and benches at all Metro bus stops

Beautification

1. Remove all graffiti as soon as it appears or is reported.
2. Aggressively enforce traffic rules regarding vehicular traffic passing school buses while amber caution lights are flashing.
3. Post "no parking" signs when street cleaning is scheduled.
4. Require all businesses with S. Eads Street frontage to keep trash dumpsters covered.
5. Post signs and issue tickets for littering.

6. Restrict the number and location of newspaper boxes.
7. Provide benches, shelters and trash cans at or near bus stops.
8. Invite businesses, master gardeners, garden clubs and individuals to adopt sections of the Eads St. grass median strip and bus stops.
9. Initiate an anti-litter program called *Arlington Can* by:
 - Inviting schools, youth groups, churches, and civic organizations to design and decorate trash containers that the county will provide, place and empty. Art created by and for residents helps create neighborhood identity and pride.
 - Requesting restaurants and businesses to post “no littering” signs at their entrances and exits; and
 - Funding grants that enable local artists to work with land owners and the county entities to paint murals and trump l’oeil on fixtures, walls, fences, and other surfaces that are targets for graffiti or just plain ugly.

TRAFFIC AND TRANSPORTATION

Aurora Highlands is a neighborhood with excellent transportation links, including easy automobile access via Interstate-395 and the George Washington Parkway, and easy access into National Airport. Rapid transit services the Pentagon City and Crystal City Metro and VRE stations, and Metrobus routes run on Route 1, Glebe Road, Eads Street, 23rd Street, Army-Navy Drive, Joyce Street, 15th Street and Hayes Streets.

Aurora Highlands is also a neighborhood where a very high percentage of people walk to work or to mass transportation. Our community's commitment to walking and public transportation must be matched by a commitment to pedestrian safety. Past efforts have yielded some improvements, such as closing direct traffic connections between Route 1 and Eads Street (between 23rd street and 32nd St) and adding all-way stop signs to slow traffic along South 20th Street east of Arlington Ridge Road. The County has recently lowered the speed limit on Arlington Ridge Road and on South 23rd Street to 25 miles per hour. However, cut-through traffic and high-speed traffic are persistent problems on other streets.

Arlington County is in the process of developing a new Master Transportation Plan. Many elements of this plan will impact our neighborhood, especially the classification of streets on the basis of the level of usage. Aurora Highlands has five types of streets designated as "arterial" streets, largely with commercial, retail, or urban use, where speed limits are usually 30 MPH. All the other streets in Aurora highlands are **non-arterial streets**, and speed limits do not exceed 25 MPH.

OBJECTIVES

Our primary objective is to promote pedestrian safety by reducing speeding on neighborhood streets and improving safety at certain intersections. We want to limit traffic cutting through our neighborhood and to insulate the residential areas from cut-through traffic generated by new developments; in particular we want to ensure that there are no new vehicular connections between Route 1 and Eads Street. Another objective is to promote bicycle safety by designation and better marking of bicycle lanes.

EXISTING CONDITIONS

Our NC Survey identified the stretch of Fern Street, between 18th and 23rd, as the most important problem for pedestrians because of speeding traffic and other safety issues (see below). This stretch of Fern Street is the only heavily trafficked street in our community that lacks sidewalks on both sides. Another major problem mentioned is the complex intersection of 23rd street with Route 1.

According to the County's Neighborhood Infrastructure Plan, two streets in Aurora Highlands are in need of traffic calming-- Fern Street between 18th and 23rd Streets and Joyce Street between 15th and 16th Streets.

SIX STREETS OF CONCERN

South 23rd Street, from Arlington Ridge Road to Fern Street

This is a popular cut-through street linking Arlington Ridge Road with Route 1. The heavy vehicular traffic, which moves particularly fast coming downhill, presents a dangerous situation for pedestrians. This section of 23rd street is a Metrobus route as well as the location of three churches, five day-care centers, and a large Sheltered Occupations Center between Grant and Hayes with many special needs workers who cross the street to the bus stops. There are two playgrounds a block south, at Grant and at Hayes. Hayes Street is also heavily used by pedestrians going to AH Park, the library, Pentagon City shops, and the Metro station. There are no traffic lights or stop signs in this section of 23rd Street. The NIP surprisingly records no data on traffic volume and speed for this section of road, but traffic calming is clearly needed.

1. Better police enforcement of the new 25 MPH this speed limit. Consider adding a lighted speed monitor that informs approaching vehicles of their speed, particularly along the hill between Arlington Ridge Road and Joyce Street, eastbound.

2. Add laddered crosswalks at the intersections of 23rd Street with Grant and with Hayes.

Add "Pedestrian Crossing" alerts on the center line of 23rd Street at these intersections.

Fern Street from 18th to 23rd Street

In our NC survey, of 161 surveys completed, 51 specifically mentioned problems with this section of Fern Street. Speeding traffic and pedestrian safety issues were repeated concerns. In fact, of all the streets in the neighborhood, the section of Fern Street between 18th and 23rd is mentioned more times than any other street.

This is a broad straight street, running downhill for most of its length from the traffic signal at 18th Street to 23rd Street. There are no continuous sidewalks on the west side, and the placement of parking meters in the sidewalk on the east side prohibits use of strollers and wheelchairs. Visibility at the intersection with 20th Street and 22nd Street is poor. Drainage is poor at the intersection with 19th Street. Data collected by the County showed that 15% of the traffic traveling above 30 MPH (the speed limit is 25).

Recommendations:

SOC1: The addition of traffic calming measures on Fern Street between 18th and 22nd Streets. These would include a median strip, painted crosswalks at all intersections, and additional all-way stop signs at 20th Street to discourage cut-through traffic. The county should consider extending the median all the way from 23rd street down to Army-Navy Drive

SOC2: Greater enforcement of the existing speed limit

SOC3: Remove parking along the west side and use the space to add a sidewalk.

SOC4: Widening the sidewalk on the east side to meet ADA compliance.

SOC5: Improving drainage at 19th Street

SOC6: Remove all obstructions to visibility that are on the county right of way

Eads Street from Army-Navy Drive to 32nd Street

The new proposed Master Transportation Plan refers to Eads Street as a "minor arterial," permitting speed limits to be posted at 25 to 30 MPH. The posted speed limit on Eads Street is 30 MPH from Army-Navy Drive to 15th St, 25 MPH from 15th Street to 24th St, back to 30 MPH south of 24th Street.

The nature of this street supports limiting the speed to 25 for the entire length:

- There are residential properties along this street, including single family homes and a senior citizens apartment at 15th Street.
- There is excessive cut-thru traffic down Eads that is looking to avoid the intersection of Route 1 and 23rd Street. Out-of-service MetroBuses continue to access their facility via Eads Street in violation of a prior agreement between the county and WMATA not to do so.
- Changing speed limits are confusing and often disregarded.
- Pedestrians cross Eads mid-block between 15th and 18th Streets, where there are no intersections, to access the Metro entrance at the Marriott Hotel.
- The intersection of Eads and Fort Scott Drive is an important walkway for pedestrians crossing from Crystal City over to Fort Scott Drive. Although there is a crosswalk at the intersection and a sign alerting traffic, the crosswalk is not obvious and traffic does not yield to pedestrians.
- The complex intersection of Eads with 23rd Street and access to Route 1 is hazardous for pedestrians moving between Aurora Highlands and Crystal City.
- There is a bike lane along Eads Street.
- There is a large community park along the street.

Recommendations:

SOC7: Lowering the speed limit to 25 MPH for all of Eads Street from Army-Navy Drive to 32nd Street.

SOC8: Better pedestrian safety measures between 15th and 18th Streets, such as a mid-block pedestrian crossing with a prominent crosswalk, signs warning traffic about pedestrians crossing, and a mid-block, pedestrian-activated traffic signal. Adding a Metro entrance sign at that site would also be helpful to direct the pedestrians to a single safe crossing location.

SOC9: Addition of an all-way stop sign or a pedestrian-activated traffic signal at the intersection with Fort Scott Drive

Fort Scott Drive from Eads Street up to Arlington Ridge Road

NIP surprisingly doesn't mention this street as qualifying for calming. The speed limit is 25 MPH but the street is hazardous for pedestrians for several reasons.

- Traffic moves fast from Arlington Ridge Road downhill toward Eads Street. Near Grant Street the 85th speed is 32 MPH, volume 828
- The road takes several bends, one right near Fort Scott Park.
- The block from Eads to Grant has incomplete sidewalk, and there is one long section with no sidewalk on **either** side of the street, forcing pedestrians to walk down the hill in the street.

- The street lighting is grossly inadequate
- At night, especially in the winter, this is very hazardous for pedestrians

Recommendations:

SOC10: Traffic calming measures be undertaken for all of Fort Scott Drive. This would include the addition of stop signs at several points, especially the intersection of Fort Scott and Grant Street.

SOC11: We further recommend that a continuous sidewalk be placed on both sides of the street and that additional street lighting be added.

Joyce Street, between South 15th and South 16th Streets

Joyce Street is used as a cut-through by traffic feeding out from the Pentagon City Mall and Pentagon Row. This traffic, exacerbated by traffic to and from the ball fields, enters a neighborhood of single-family homes. This is a very long, broad block that narrows just before the intersection with 16th Street. Despite a stop at 15th Street and a posted speed of 25 MPH, 15% of the traffic goes at least 31 MPH.

According to the 2006 NIP, this stretch of Joyce Street is a candidate for traffic calming. We recommend consideration of the following to slow traffic:

Recommendations:

SOC12: Speed humps

SOC 13: The addition of an all-way stop sign at the intersection of 16th and Joyce.

SOC 14: Changing the intersection of 15th and Joyce to an all-way stop sign, to support this traffic calming effort (see below)

26th Street between Fern and Hayes

Residents have expressed concern about fast-moving traffic on South 26th Streets, between Fern Street and Hayes Street. There is a school bus stop in the center of this stretch of 26th Street, near Grant Street.

Recommendation:

SOC 15: Evaluation of 26th Street, between Fern and Hayes, for possible traffic calming measures.

FOUR INTERSECTIONS OF CONCERN

23rd Street and Route 1

This large, complex intersection, where 23rd Street crosses Eads Street, Route 1, and Clark Street in rapid succession, is a barrier for pedestrians moving between Crystal City workplaces and businesses and the Aurora Highlands neighborhood, including the restaurants on South 23rd

Street. The pedestrian tunnel under Route 1 is poorly marked, and except at mid-day, is perceived as being unsafe. Hence the tunnel is seldom used and pedestrians usually cross at street level. The intersection has been the site of many accidents and at least one recent pedestrian death.

In 2005, County traffic staff conducted an on-site visit and met with community representatives to look for solutions. Few actions were taken except the addition of new buttons for the pedestrian crossing signals. It is unclear who is "in charge," because Route 1 is a VDOT street and the other streets are County streets.

The Crystal City Task Force will be making recommendations for the long-term plan, the County must take meaningful interventions immediately to address present safety concerns.

Recommendations:

SOC 16: Closing off Clark Street at 23rd Street. Clark Street traffic can access 23rd Street and Route 1 by other routes.

SOC 17: Implementing the Crystal City Task Force's plan for this intersection as soon as the Master Plan is approved.

15th Street and Hayes Street

This intersection, at a corner of Virginia Highlands Park, is hazardous for pedestrians. There is an unusual turn lane for vehicles driving south on Hayes street (past the Fashion Center Mall) who want to turn left onto 15th street (heading toward Route 1). The traffic light facing those turning vehicles is confusing to pedestrians and drivers alike. It is unclear who has the right of way. Vehicles getting a green light get angry at pedestrians who think they have the right to cross. The result is a high-speed left turn across traffic and pedestrian crosswalks.



Recommendation:

SOC 18: The removal of the southbound left turn lane on Hayes Street. The intersection should revert to a simple intersection between the two streets. Because both streets are broad, left turn lanes can be added for all four travel directions.

15th Street and Joyce

This intersection has become problematic in recent years with the opening of the very popular Pentagon Row development. Traffic heading north on Joyce Street toward Pentagon Row comes to a "T" intersection with a stop sign. Traffic on Joyce is heavy because it is fed by cars exiting the parking lots at Pentagon Row and the Fashion Center. Therefore a left turn at this intersection is difficult in any direction.

Recommendation:

SOC 19: Evaluate adding all-way stop signs at this intersection.

Hayes Street and 18th Street

Hayes Street is the exit street for many drivers using Virginia Highlands Park, the branch library, and the Community Center/Senior program. Many pedestrians using these services and local commuters walking to the Metro Station at Pentagon City walk through this intersection. There is no stop sign or other method of traffic calming on 18th Street. Hayes Street has a sidewalk on the west side only. 18th Street has a sidewalk on the north side only. The County has recently installed a zebra cross-walk on 18th Street. A prior evaluation of Hayes Street by the County did not reveal the necessity of traffic calming.

Recommendation:

SOC 20: A repeat evaluation of the intersection of Hayes Street and 18th Street be undertaken, with consideration of adding an all-way stop at this intersection.

PARKING RECOMMENDATIONS

South 23rd Street: The businesses along South 23rd Street have long been hampered by inadequate adjacent parking. The neighborhood supports adding a parking structure that will serve neighborhood shops and restaurants along 23rd Street. Any commercial development proposed by the Crystal City Task Force for the west side of Route 1 should include parking for 23rd Street businesses.

Eads Park: This is a neighborhood park, and adjacent parking should be appropriate for neighborhood residents who wish to use it. We recommend:

P 1: Removal of all 12 hour parking meters adjacent to Eads Park; these spaces, used by commuters, are needed by park users.

P 2: Installation of three 2-hour meters for use by patrons of adjacent businesses.

P 3: Reversion of all other parking spaces to unmetered 2-hour parking

P 4: Vigorous enforcement of the new parking restrictions.

BICYCLE CONVENIENCE and SAFETY RECOMMENDATIONS

There is bike lane that runs down Hayes street past the Fashion Center Mall. Near the intersection with 15th Street, the lane swings toward the left so cars planning to turn right can enter the right-hand lane. Street markings are confusing, creating an unsafe condition for bikers. On the next block, where Hayes Street runs along Virginia Highlands Park, there appears to be a lane for bicycles, but without the painted bike icons. Furthermore, the bicycle lane does not continue along 18th Street to the entrance of the Mount Vernon Bike Path.

BC 1: We recommend adding painted bicycle lane icons on Hayes street, along the perimeter of Virginia Highlands Park to improve safety for bikers and autos.

BC 2: A feasibility study to make a continuous bike lane to the bike path entrance in Crystal City at the end of 18th Street.

FUTURE DEVELOPMENT

Our area is slated for much new development along the Route 1 corridor. This will add traffic and cause parking problems for Aurora Highlands. As development proceeds, the County must ensure that traffic doesn't find its way onto neighborhood streets or that new parking problems develop. Additional measures to ensure pedestrian safety will be necessary.

Buses and Bus Routes:

Out-of-service Metrobuses and ART buses continue to drive on residential streets (see Eads Street, above). Numerous residents complained about litter around bus stops. In addition, some buses discharge passengers into grass/dirt strips, which are hazardous in wet weather. Many heavily used bus stops have no seating.

Recommendations:

B1: Arlington County Government direct drivers of ART buses to stop using Eads Street as a route to their service lot.

B2: We recommend that Arlington County Government negotiate directly with WMATA to assure that drivers of Metrobuses stop using Eads Street as a route to their service lot.

B3: Installation of benches at heavily used bus stops.

B4: Installation of a paved area near the metro sign at all bus stops.

B5: Placement of a trash can at every bus stop, along with timely trash pickup.

B6: Consider addition of a shelter with a bench at the Metrobus stop on the westbound side of 23rd Street at Grant by Special Occupations Center (eastbound side already has a shelter)

PUBLIC SERVICES

The Aurora Hills Library and Community Center are located at the edge of Virginia Highlands Park, adjacent to the old firehouse. We would like to see the Community Center, along with the library and adjacent park and playground, become a cultural heart for our community, a place where residents of all ages can gather and recreate. Expanded discussion of the Aurora Hills Community Center can be found in the Parks/Recreation section.

Library – One-third of respondents identified the library/community center as one of the top two priorities for improvement projects.

The Aurora Hills Library seems to have adequate space, and the physical plant has been updated and well maintained. However, the library has far fewer computer terminals for client use (10) than newer branches such as Shirlington. The computers are heavily used during regular library hours. The library could get even more use out of its computers by adding "after hours" computer classes. Computer use by senior citizens lags behind other demographic groups, and the location of a Senior program in the adjacent community room makes it logical to add more computer classes geared to new computer users, with a focus on senior citizens, immigrants and other underserved groups. Additional evening classes could be geared to more advanced computer users.

A recent survey of library users indicated that young working adults desired more evening hours. If the library is to serve young professionals, they will have to add evening activities like book discussions and computer classes.

Other libraries in Arlington are "java-friendly," permitting covered beverages within the library. A coffee and beverage concession could easily be added in the recently vacated space in the AH library lobby; the Community Center has kitchen facilities for cleanup. If there were appropriate tables and chairs, library users could take advantage of the library's wireless internet access on the covered porch while they drink their morning coffee. The beverage concession would be a draw not just for library patrons, but also for families using the playground. Profits could be pumped into the library budget.

Recommendations:

PS1: Add more computer terminals to the library.

PS2: Establish, fund, and staff more library computer classes and other evening programs.

PS3: Provide tables and chairs on the library front patio for WiFi users.

PS4: Add a beverage cart to the underused lobby area.

Firehouse -The new firehouse on Hayes Street has been completed. The rapid and conscientious service rendered by the Fire Department, and their extraordinary service as first responders to the Pentagon on 9/11/01, is greatly appreciated by the community.

Recommendation:

PS5: Consider siting a public memorial at the Firehouse site to commemorate the service of our firefighters and EMTs on 9/11 and those who lost their lives on that day.

Post Office

The U.S. Post Office at Eads Street and South 18th Street serves as both a distribution facility and a "retail" post office offering customer services. The facility will be replaced by a new apartment development planned for the site, but there is no plan by the Postal Service to relocate the facility in our community.

Recommendation:

PS6: The County should work to ensure that the Postal Service maintains a location within the neighborhood for a retail post office.

Health Care

The closing of the Urgent Care facility that had been run by Virginia Hospital Center was a loss to the neighborhood. We now lack any sort of facility in the neighborhood capable of delivering this level of care. Half of respondents to the NC Survey had used the Urgent Care facility. 89% of respondents wanted to keep an Urgent Care facility in our community.

Our community is affluent and growing. Health care resources such as rehabilitation facility or a medical building housing multiple specialists would be desirable.

Recommendation:

PS7: The County should work with local health care providers to locate health care services within the neighborhood, including an urgent care facility. Site plan negotiations should consider the addition of such facilities as part of any planned development for Crystal City and Pentagon Centre.

Churches - The community churches include Mount Vernon Baptist Church, Calvary United Methodist Church, Our Lady of Lourdes Catholic Church, and nearby Advent Lutheran Church. Their low-rise structures are generally compatible with the surrounding residential neighborhood. These local churches provide numerous services including daycare and preschool programs, and they offer space for various community activities and meetings. The community welcomes the continued participation of our local churches in the neighborhood.

APPENDICIES

Appendix I: Demographics

Appendix II: Survey

Appendix III: Survey Results

Appendix IV: Staff Comments

Appendix V: Board Report

APPENDIX I: DEMOGRAPHICS

	1990		2000		Change 1990-2000	% Change 1990- 2000
	Number	% of Total Population	Number	% of Total Population		
TOTAL POPULATION	5,854	100.0%	6,715	100.0%	861	14.7%
TOTAL NON-HISPANIC OR LATINO	5,365	91.6%	6,140	91.4%	775	14.4%
Population of One Race	n/a	n/a	5,943	88.5%	n/a	n/a
White alone	4,635	79.2%	4,604	68.6%	-31	-0.7%
Black or African-American alone	309	5.3%	543	8.1%	234	75.7%
American Indian or Alaska Native alone	0	0.0%	12	0.2%	12	-
Asian or Other Pacific Islander alone	421	7.2%	768	11.4%	347	82.4%
Some Other Race alone	0	0.0%	16	0.2%	16	-
Population of Two or More Races	n/a	n/a	197	2.9%	n/a	n/a
TOTAL HISPANIC OR LATINO	489	8.4%	575	8.6%	86	17.6%
AGE DISTRIBUTION						
Under 5 years old	160	2.7%	198	2.9%	38	23.8%
5-17 years old	304	5.2%	289	4.3%	-15	-4.9%
18-24 years old	845	14.4%	841	12.5%	-4	-0.5%
25-34 years old	1,569	26.8%	1,951	29.1%	382	24.3%
35-44 years old	868	14.8%	1,049	15.6%	181	20.9%
45-54 years old	548	9.4%	849	12.6%	301	54.9%
55-64 years old	465	7.9%	517	7.7%	52	11.2%
65-74 years old	542	9.3%	439	6.5%	-103	-19.0%
75-84 years old	385	6.6%	429	6.4%	44	11.4%
85 years and older	168	2.9%	153	2.3%	-15	-8.9%
SEX						
Male	2,811	48.0%	3,290	49.0%	479	17.0%
Female	3,043	52.0%	3,425	51.0%	382	12.6%

	1990		2000		Change 1990-2000	% Change 1990- 2000
	Number	% of Total Households	Number	% of Total Households		
TOTAL HOUSEHOLDS	3,176	100.0%	3,738	100.0%	562	17.7%
Family Households	935	29.4%	1,120	30.0%	185	19.8%
Married Couples with Children	237	7.5%	249	6.7%	12	5.1%
Married Couples without Children	511	16.1%	670	17.9%	159	31.1%
Female Single Parent Households	30	0.9%	31	0.8%	1	3.3%
Other Family Households	157	4.9%	170	4.5%	13	8.3%
Non-Family Households	2,241	70.6%	2,618	70.0%	377	16.8%
HOUSEHOLD SIZE*						
1-Person Households	1,628	51.0%	1,925	51.5%	297	18.2%
2-Person Households	1,001	31.4%	1,242	33.2%	241	24.1%
3-Person Households	350	11.0%	344	9.2%	-6	-1.7%
4+ Person Households	213	6.7%	227	6.1%	14	6.6%

	1990		2000		Change 1990-2000	% Change 1990- 2000
	Number	% of Total Housing Units	Number	% of Total Housing Units		
TOTAL HOUSING UNITS*	3,631	100.0%	4,130	100.0%	499	13.7%
Occupied Housing Units	3,192	87.9%	3,738	90.5%	546	17.1%
Owner-Occupied	600	16.5%	744	18.0%	144	24.0%
Renter-Occupied	2,592	71.4%	2,994	72.5%	402	15.5%
Vacant Housing Units	439	12.1%	392	9.5%	-47	-10.7%

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

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

n/a indicates data are not available for 1990. Census data: Aurora Highlands Civic Association

Appendix II: Neighborhood Survey

1. Does **your block** need more trees? Yes No No opinion
 If yes, please specify location _____
 Do **other blocks in the neighborhood** need more trees?
 Yes No No opinion
 If yes, please specify location _____

2. Does **your block** need more street lighting? Yes No No opinion
 If yes, please specify location _____
 Do **other parts of the neighborhood** need additional street lighting?
 Yes No No opinion
 If yes, please specify location _____

3. Are there problems with sidewalks, curbs, or drainage on **your block**?
 Yes No No opinion
 If yes, please specify location and nature of problem _____
 Are there problems on **other blocks in the neighborhood** with sidewalks,
 curbs or drainage? Yes No No opinion
 If yes, please specify location and nature of problem _____

4. Are pedestrian street crossings adequate and safe **on your block**?
 Yes No No opinion
 If no, please specify the location? _____
 Are pedestrian street crossings adequate and safe **in the neighborhood**?
 Yes No No opinion
 If no, please specify the location _____

5. Are there areas in the neighborhood where the lack of sidewalks, crosswalks, traffic lights, curbs or gutters create a safety hazard for school children or other pedestrians?
 Yes No No opinion
 If yes, please specify the location _____

6. Are there places **on your block** where vegetation or structures (fences, walls) limit visibility for drivers or pedestrians? Yes No No opinion
 If yes, please specify the location _____
 Are there **other blocks in the neighborhood** where vegetation or structures limit visibility for drivers or pedestrians? Yes No No opinion
 If yes, please specify the location _____

7. Do any of the following problems, nuisances, or eyesores exist in the neighborhood?
 Check all that apply and indicate where:
 _____ Abandoned vehicles _____
 _____ Houses not maintained/overgrown vegetation _____
 _____ Structures/vacant lots that are eyesores or hazards _____
 _____ Noise (from traffic, commercial areas, dogs, aircraft, etc.) _____
 _____ Odor (from airport, buses, sewage plant, etc.) _____

- ____ Trash _____
- ____ Parking of commercial vehicles, boats, campers, etc. _____
- ____ Improper parking of non-commercial vehicles _____
- ____ Unsightly/excessive utility poles (electric, cable, phone) _____
- ____ Other (please specify) _____

II. General Neighborhood Conditions, Land Use, and Zoning

8. *Zoning Codes regulate how houses and additions are built.*
(allowable height of houses, minimum distances from property lines, lot coverage)
Zoning Codes regulate how buildings in the neighborhood are used
(use of houses for businesses, number of dwelling units permitted in a building)

Do you feel that there are problems with zoning code violations **on your block**?

Yes No No opinion

If yes, please specify _____

Are there **other blocks in the neighborhood** where there may be such violations?

Yes No No opinion

If yes, please specify location _____

Do you feel that some rules in the zoning code are overly restrictive?

Yes No No opinion

If yes, please specify _____

9. County ordinances allow no more than 4 unrelated persons to live in a house or apartment unit. Are you aware of problems with overcrowded housing **on your block**?
 Yes No No opinion

If yes, where? _____

Are you aware of overcrowded housing on **other blocks in the neighborhood**?

Yes No No opinion

If yes, please specify _____

10. Do you have concerns about land use **within our neighborhood** such as apartment development, commercial/business properties?

Yes No No opinion

If yes, describe _____

11. Do you have concerns about land use **just outside our neighborhood**, such as apartment development, commercial development, townhouse development, undeveloped land or other uses?
 Yes No No opinion

If yes, describe _____

III. Traffic and Parking

12. Do any of the following traffic, transportation, or parking problems exist in your area?
If so, where?

Cut through traffic Yes _____ No No opinion
 Speeding Yes _____ No No opinion
 High traffic volume Yes _____ No No opinion
 A dangerous intersection Yes _____ No No opinion
 Commuter/commercial parking Yes _____ No No opinion
 Parked cars block visibility at intersections Yes _____ No No opinion
 Bicycle routes not adequate Yes _____ No No opinion
 Inadequate bus service Yes _____ No No opinion
 Inadequate bus stops Yes _____ No No opinion
 Other _____

13. In your opinion, does **your block** merit additional "traffic calming" measures, like stop signs, or speed humps? Yes No No opinion
If yes, please specify _____

14. Are there certain streets **in the neighborhood** that in your opinion merit additional "traffic calming" measures? Yes No No opinion
If yes, please specify _____

15. Do you or your guests often find it difficult to park on the street near your house? Yes No No opinion
If yes, please describe _____

16. Most of our neighborhood is posted for residential parking only from 8 to 5 to prevent commuter parking. Do you favor/oppose any of the following methods for managing parking in the neighborhood?

Favor	Oppose	No opinion	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	During business hours, reserve areas for residential parking only
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Extend resident parking later than 5 p.m. near commercial or recreational areas
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	At all times , reserve areas for residential permit parking only
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Increase parking enforcement
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Limit amount of time non-residential vehicles can park on street
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Eliminate parking in an area. If so, where _____

17. Do you know of any signs **on your block** that need to be added, removed, or fixed? (e.g. stop signs, street name signs, etc.) Yes No No opinion
If yes, please explain _____

Do you know of any signs **in the neighborhood** that need to be added, removed, or fixed? Yes No No opinion
If yes, please explain _____

IV. PUBLIC SAFETY

18. Do you consider crime to be a major problem in our neighborhood?
 Yes No No opinion
 If yes, please explain _____
19. Have you been a victim of crime in our neighborhood in the last five years?
 Myself or family member Yes No
 My home Yes No
 Car Yes No
 Other, please specify _____
20. Do you think that increased uniformed police presence is needed in the neighborhood?
 Yes No No opinion
 If yes, where or when _____
21. *The "Neighborhood Crime Watch Program" is sponsored by the Arlington County Police Department. It helps lower crime by recruiting and encouraging people to watch for, prevent and report incidents.*
 Is there a Neighborhood Crime Watch Program on your block? Yes No
 Would you be interested in participating in one on your block? Yes No
22. Are you aware of gang or illegal activity in the neighborhood (drinking in public areas, graffiti, drug sales, etc.)?
 Yes No No opinion
 If yes, where? _____
23. In the past year, have you called for police/fire/rescue services? Yes No
 If yes, was their response : Good Fair Poor
 Please describe _____

V. Community Services

24. How often do you use our Aurora Hills branch library?
 Daily Weekly Monthly Seldom Never
 What changes would cause you to use the library more often _____
25. The community center space adjacent to the library is presently being used as a Senior Center. How often do you use the Senior Center?
 Daily Weekly Monthly Seldom Never
 Suggestions to improve use of community center space _____
26. The new Aurora Hills Fire Station is nearing completion. The old firehouse is adjacent to our community room and library. What should be done with the old firehouse?
 Demolish it for other use

- Continue to use it for police/EMS purposes if needed
 Community recreation center (Specify) _____
 Other uses (specify) _____

27. Are you aware of any fire or health (i.e., rodents/mosquitoes) hazards in the neighborhood? Yes No
 If yes, please specify: _____

28. Please rate the following community services:

Good	Fair	Poor	N/A		Comments/suggestions for improvement
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Police Protection	_____
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Fire/ambulance service	_____
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Library	_____
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Leaf collection	_____
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Street/sidewalk maintenance	_____
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Trash collection	_____
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Street cleaning	_____
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Curbside recycling	_____
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Water/sewage service	_____
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Snow removal	_____
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Pest control	_____
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Park maintenance	_____
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Playgrounds	_____
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Speed limit enforcement	_____
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Parking enforcement	_____
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Zoning enforcement	_____
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other services (please specify)	_____

29. Do you think more community services are needed in the neighborhood? Yes No No opinion
 If yes, please specify what services and where _____

VI. Parks and Recreation

30. Do you benefit from public parks and recreational facilities in our neighborhood? Yes No No opinion
 Explain _____

31. What types of parks and recreational facilities, if any, would you like to see more of in the neighborhood? Check all that apply. Please explain:

- Trails - walking, jogging, biking _____
 Playground _____
 Picnic Areas _____
 Athletic ball fields and/or courts _____
 Wooded Areas _____
 Gardens _____

- Dog exercise area _____
- Other green space _____
- Other facility _____

32. What **improvements** would you like to see for existing parks and recreational facilities?

Eads Park _____

Nina Park _____

Nelly Custis Park _____

Virginia Highlands _____

33. Is there a need for improvements like benches, fountains, "scoop your poop" signs?
 Yes No No opinion

Explain _____

34. Should median strips, parks, or other public sites in the neighborhood be improved by landscaping? Yes No No opinion

If yes, please specify the location _____

35. Have you experienced problems with using or living near our park areas?

Trash Graffiti Noise Rowdiness Late night use

Non-resident users Too heavily used Dog Poop Other _____

36. Should Arlington County establish a program of user priority to accommodate community residents preferentially for parks, playing fields, tennis courts, etc.

Yes No No opinion

Explain _____

VII. Local Businesses

37. Do the commercial establishments in the neighborhood:

Meet your shopping needs?

Yes No Explain _____

Keep premises clean, free of trash and well maintained?

Yes No Explain _____

Provide adequate customer parking?

Yes No Explain _____

Have a negative impact on nearby residents?

Yes No Explain _____

Make a positive contribution to the community?

Yes No Explain _____

38. Arlington Urgent Care, run by Virginia Hospital Center, will soon have to relocate. Have you used this facility? Yes No

Do you wish to keep this facility near our neighborhood? Yes No

39. How often do you patronize the businesses on 23rd St?
 Daily Weekly Monthly Seldom Never
40. Do you value/favor the present level of development on 23rd St (independently-owned, low-rise businesses) in lieu of larger-scale businesses?
 Yes No No opinion
 Explain_____
41. Are you aware of business/commercial encroachment on your block?
 Yes No No opinion
 If yes, please explain/comment_____
42. Are you aware of business/commercial encroachment on the neighborhood?
 Yes No No opinion
 If yes please explain/comment_____
43. Do you feel that business encroachment is adversely affecting our quality of life?
 Yes No No opinion
 Explain_____

VIII. PROJECT PRIORITIES

Once our Neighborhood Conservation plan is approved, we will qualify for Neighborhood Conservation funds for improvement projects.

44. What features of our neighborhood do you wish to "conserve"?

45. What features of our neighborhood could be expanded or improved?

46. What improvement projects should get the highest priority? (Assign number 1 to 5 with "1" being highest priority and "5" being lowest)
- | | |
|--------------------------|-------|
| Sidewalks | _____ |
| Street lighting | _____ |
| Tree planting | _____ |
| Library/Community center | _____ |
| Traffic calming | _____ |
| Parking facility | _____ |
| Park improvements | _____ |
| Other | _____ |
47. Our Neighborhood Conservation plan will also include recommendations directed to County government to improve delivery of services to our neighborhood. What community **service** improvements should be get the highest priority? (Assign number 1 to 5 with "1" being highest priority and "5" being lowest)

Traffic control _____
 Speed limit enforcement _____
 Zoning enforcement _____
 Parking enforcement _____
 Noise control _____
 Odor control _____
 Street cleaning _____

48. Several other Arlington neighborhoods have sought historic designation to stave off infill development, preserve the neighborhood's character, prevent potential eminent domain claims, and give residents attendant tax benefits. Should our neighborhood consider designation as a Historic District?

Yes No No opinion

Explain _____

49. Are you aware that the Aurora Highlands Civic Association meets on the second Wednesday of every month at 7 PM in the Community Center?

Yes No

50. How often do you attend these meetings? _____ Often _____ Occasionally _____ Never
 If you don't attend, why not? _____

Please address any comments or concerns you have about the neighborhood that were not covered in this questionnaire.

Aurora Highlands Civic Association
Neighborhood Conservation Committee Volunteers

If you are interested in participating in the neighborhood conservation effort, we would be delighted to have your help. Please provide the following information:

Name: _____ Address: _____

Telephone: Day _____ Evening _____

E-Mail: _____

I would be willing to assist in:

___ Tabulating the questionnaire responses

___ Land use and zoning issues

___ Streets, sidewalks and lighting issues

___ Parks and recreation issues

___ Community services issues

___ Drafting/editing the plan

___ Walking survey of the block

___ Traffic and transportation issues

___ Public safety issues

___ Other

APPENDIX III: SURVEY RESULTS (2006)

	Yes	No	No opinion
Does your block need more trees?	39	96	13
Do other blocks in the neighborhood need more trees?	34	39	42
Does your block need more street lighting	44	92	9
Do other parts of the neighborhood need additional street lighting?	49	21	49
Do you feel that some rules in the zoning code are overly restrictive	12	65	43
Do you have concerns about land use within our neighborhood, such as apartment development, commercial/business properties	77	54	11
Are there certain streets in the neighborhood that merit additional traffic calming measures?	46	50	38
During business hours, reserve areas for residential parking only	94	12	28
Extend resident parking later than 5PM near commercial or recreational areas	41	43	35
At all times, reserve areas for residential permit parking only	33	63	37
Increase parking enforcement	68	19	47
Limit amount of time non-residential vehicles can park on street	63	29	39
Should Arlington County establish a program of user priority to accommodate community residents preferentially for parks, playing fields, tennis courts, etc	56	27	46
Arlington Urgent Care, run by Virginia Hospital Center, will soon have to relocate. Have you used this facility?	81	64	1
Do you wish to keep this facility near our neighborhood?	112	10	4
Do you value/favor the present level of development on 23 rd St. (Independently-owned, low-rise businesses) in lieu of larger-scale businesses	126	6	7

Do you consider crime to be a major problem in our neighborhood?

Yes 15, No 121, No opinion 7

Have you been a victim of crime in our neighborhood in the last five years?

Self/family 9 (6% of all respondents)

Home 14 (9% of all respondents)

Car 32 (20% of all respondents)

Do you think that increased uniformed police presence is needed in the neighborhood?

Yes 14, No 116, No opinion 2

Improvement Project Priorities (residents asked to rank priority from 1=highest to 5=lowest)

	Ranked #1 or #2	Ranked #5
Sidewalks	68	10
Street Lighting	52	23
Tree planting	38	22
Library/community center	55	18
Traffic Calming	56	19
Parking facility	22	23
Park improvements	32	21
Other	19	4

Service Improvement Priorities (residents asked to rank priority from 1=highest to 5=lowest)

	Ranked #1 or #2	Ranked #5
Traffic control	62	16
Speed limit enforcement	69	11
Zoning enforcement	48	16
Parking enforcement	40	17
Noise control	45	21
Odor control	39	21
Street cleaning	30	22

COMMENTS SUBMITTED ON THE NC SURVEY

Traffic - Of the 161 surveys completed, 51 specifically mentioned problems with Fern Street from 18th to 23rd streets. Speeding traffic and pedestrian safety issues were repeated concerns. In fact, of all the streets in the neighborhood, this section of Fern Street is mentioned more times than any other street.

APPENDIX IV: STAFF COMMENTS

Land Use and Zoning			
Recommendation No.	Location In Plan	Civic Association Recommendation	Comment (Department)
Z1	Page 13	Future development should include retail at ground level and underground parking that adequately serves the building itself and 23 rd Street retail to the west. Shared parking would provide an important stimulus to neighborhood retail and <i>Restaurant Row</i> . The community supports development of parking that would serve the needs of businesses along 23 rd Street	The draft Crystal City Plan proposes the 23 rd St segment between Eads St and Route 1 as a required retail frontage, while the frontages along Eads St and Route 1 are proposed as retail optional frontages. As with most site plan projects, the Plan encourages underground parking as well as shared parking when the mix of uses support it. The possibility of achieving shared parking to support off-site uses would need to be balanced against other specific community amenities as part of a future site plan review process. Community Planning, Housing and Development (CPHD)
Z2	Page 13	The community would welcome a county study of how to improve the intersections of 23 rd Street with Route 1 and Eads Street.	Crystal City Planning efforts included a multimodal transportation study with recommended conceptual strategies for improving this intersection. –CPHD The Crystal City Transportation/Land Use Planning study has identified some alignment changes to the intersection. Staff will investigate funding options for more detailed study to implement possible improvements. County WalkArlington staff will look at short-term pedestrian related enhancements. –DES
Z3	Page 14	The CO section of the block should be rezoned to C2, with a 45' height limit consistent with the community business district.	Future development on the C-O section of the block would be evaluated against the Crystal City Plan, upon its adoption. The draft plan currently proposes maximum building heights of 35 feet in this location. It would be expected that development proposals would be submitted with rezoning requests that would allow development consistent with this vision. -CPHD
Z7	Page 15	Any development planned for the lot at the southwest corner should be compatible with the rest of the block and provide designated parking for retail on <i>Restaurant Row</i> . Any height above current zoning should be justified by additional benefit to the community, since it will face the residential lofts that wrap around from Eads.	The draft Crystal City Plan proposes that maximum heights of 110' could be focused at the intersection of Eads and 22 nd St S, with distinct step downs to 60' and 35' adjacent to development along 23 rd St. (In contrast, the current zoning of RA6-15 would allow up to 12 stories by site plan, which would likely exceed the Plan's proposal for 110'). The Plan's proposed step downs would help ensure that future development is compatible with development on the rest of the block. –CPHD

Z8	Page 15	In order to soften the appearance of this very broad street and to encourage traffic to move at speeds closer to the speed limit, the county should add a planted median along Eads Street between 15 th and 23 rd Streets. This would complement the existing median south of 23 rd Street and would improve the safety of pedestrians who must cross Eads in order to access the Crystal City Metro station.	The Crystal City multimodal study does not show a median in the proposed cross-section for Eads St between 15 th and 23 rd . –CPHD There are no plans to install a median on Eads Street between 15 th and 23 rd Street at this time. Staff considers the median south of 23 rd Street to be sufficient. - DES
Z9	Page 15	In order to preserve the residential character, new construction on the east side of Eads should taper down from the Crystal City high-rise building heights. From 23 rd to 15 th Street, heights and facades along Eads that face the neighborhood should step down to four stories to prevent “wall” effect.	The draft Crystal City Plan’s maximum height recommendations for the east side of Eads Street are 110’ between 23 rd St and 20 th St and 200’ north of 20 th St. The Plan also proposes that maximum heights on the west side of Eads St between 15 th and 23 rd Streets be established at 110’. Given this context, four story facades along the east side of Eads Street may not be the most appropriate treatment across from residential buildings on the west side of Eads that may be as high as 110’. In comparison, the Plan proposes that the significant step down in heights occur between Eads and Fern Streets, with heights stepping down from 110 feet to 35 feet to achieve the appropriate transition to the lower density residential areas to the west. –CPHD
Z13	Page 16	The splinter of C-10 zoning next to the bank is inconsistent with that segment and should be rezoned to the prevailing R-5 that extends down to 26 th Road.	The existing use of professional offices is consistent with the C-1-0 zoning designation. A rezoning of this parcel at this time would make the existing use non-conforming. If a new use or development were proposed in the future, a potential rezoning would need to be evaluated for consistency with the existing GLUP designation. -CPHD
Z15	Page 17	The current low-rise residential building at the corner of Ft. Scott Drive and Eads carries a GLUP designation of Service Industry. GLUP should be modified to reflect the low-rise residential use.	The area is currently planned Service Industry. A reevaluation of this area would need to be conducted through a special study, which is not currently included in the work plan. -CPHD
Z19	Page 17	Adequate parking must be assured at all phases of development.	Parking is addressed in the adopted PDSP for Pentagon Center. Long-term leases of existing tenants include requirements for parking and the PDSP establishes the maintenance of the existing spaces for these uses until the implementation of Phase III. New retail will be parked consistent with current standards and office parking is established within a range to be determined consistent with County policy at the time of each final site plan. A portion of the office parking will be available for shared use during nights and weekends. –CPHD

Sidewalks			
Recommendation No.	Location In Plan	Civic Association Recommendation	Comment (Department)
S3	Page 25	<p>All new sidewalks should be pedestrian friendly:</p> <ul style="list-style-type: none"> -Sidewalks should comply with county minimum required width, allowing room for 2 adults to walk side by side wherever possible (consistent with the county's current design standard in the Master Transportation Plan -Grass utility strips should be wide enough to allow for planting of street trees. Street signs, utility poles, street lights should be placed in the utility strip, to keep the sidewalk clear for pedestrians -Sidewalk corners should include ramps that are accessible to wheelchairs and strollers, bicycles, etc. At intersections with traffic lights, corners should include "double handicap ramps" with one ramp leading toward each crosswalk. 	<p>The County seeks to follow the width guidelines in the Master Transportation Plan to the extent practical and must achieve ADA accessibility with all new construction. Limited right of way and the presence of trees to be preserved may result in some reductions in width of sidewalks and planting strips. -DES</p>
S4	Page 26	<p>All new houses and major renovation projects should be required to include sidewalks and curbs.</p>	<p>County authority requiring new sidewalks to be built by private parties is limited. The County is not able to require that sidewalks be built for renovations. -DES</p>
Streetlights			
Recommendation No.	Location In Plan	Civic Association Recommendation	Comment (Department)
SL1	Page 29	<p>Grant Street, from 18th to 25th Street:</p> <ul style="list-style-type: none"> • Add mid-block lights between 19th and 20th and between 22nd and 23rd Streets • Repair the dim light at 21st and Grant and the dim mid-block light between 24th and 25th Streets • Replace the old colonial-style light at the NW corner of 22nd and Grant with a Cobra light attached to the existing utility pole at the NE corner. 	<p>Staff has met with the neighborhood to discuss these, and many other locations throughout the neighborhood that need lighting. Staff is also working with Dominion Virginia Power to address the neighborhoods lighting requests. -DES</p>

SL10	Page 30	Lighting in and around parks: Eads park- There are no lights within the park, the pedestrian path used by commuters should be lighted. In and around VH park- Along all walking trails.	PRCR does not support lighting facilities in parks that are not open after dark. -PRCR
SL15	Page 31	Arlington County should establish a standard for minimum light level at sidewalks, which can be increased at the request of residents or when needed. This standard can be applied to new installation and to guide maintenance of lights within AHCA. A standard measured in footcandles can be dependably measured regardless of what light fixture style or lighting element is used; it would require appropriate spacing of lights to meet the standard. The minimum standard should be measured horizontally at the sidewalk or roadway surface where people walk, with a uniformity ratio not exceeding 4:1 (light to dark).	The County has a standard that is applied in new installations and retrofits. The standard calls for 0.5 foot-candles in low-density residential areas. –DES
Street Trees			
Recommendation No.	Location In Plan	Civic Association Recommendation	Comment (Department)
T6	Page 35	The County should establish written protocols for tree conservation so that street repair crews do not damage or kill the existing trees, and should police the pruning by utility crews better.	PRCR Urban Forestry staff is involved in the review process for most street projects and recommends specific tree preservation techniques. Staff is working to close the gap on smaller projects that may sometimes not go through a complete review process. Urban Forestry staff also works with Dominion Virginia Foresters to try to ensure that minimal pruning is performed and proper techniques are employed to meet their requirements for keeping limbs away from wires. -PRCR
T7	Page 35	The County should keep record of numbers of new street trees planted in each neighborhood (streets, parks, medians, others) and make those records available to the NC Program and participating Civic Associations.	PRCR maintains records of the numbers of trees that they plant each year (and their locations). That information can be sorted by neighborhood upon request. -PRCR
T8	Page 35	The county should replace all dead/dying trees in parks promptly	PRCR removes trees in priority order based upon the degree of hazard that they present to the public. After storms and periods of drought, there is sometimes a backlog of trees to be removed (also prioritized by degree of hazard). Replacement trees are typically planted in the fall when appropriate. -PRCR

T13	Page 36	Trees removed for development must be replaced according to an appropriate replacement formula and must be planted near the original location. Every tree removed from Aurora Highlands should be replaced within Aurora Highlands.	Development that results in over 2,500 square feet of land disturbance must follow Chesapeake Bay Preservation Ordinance requirements. This includes planting or preserving trees to ensure 20% tree canopy coverage is achieved in 20 years (in most residential areas). County authority to require individual trees to be replaced according to County tree replacement guidelines is limited to large development projects that have been approved through the Site Plan process. -PRCR
T15	Page 36	The County should establish programs, working with civic associations, to encourage homeowners in Aurora Highlands to plant trees on their property. Existing programs should be better publicized and better funded.	In addition to Neighborhood Day tree give-aways, Arlington County has established a mechanism to provide tree planting grants to neighborhoods through Arlingtonians for a Clean Environment (ACE). The program will utilize funds contributed by Site Plan developers who could not fit the required number of trees on site. This program will be publicized to neighborhoods when funding has been received from developers. -PRCR
T22	Page 36	The County should require that Virginia Power notify residents in advance before tree trimming.	Dominion Virginia Power currently has a procedure to notify the property owner of a tree on private property before they perform required pruning near their lines. -PRCR

Parks, Recreation and Beautification

Recommendation No.	Location In Plan	Civic Association Recommendation	Comment (Department)
VHP1	Page 40	Convert the area behind the tennis courts and tennis practice boards to a dog park.	This area is too small given PRCR dog park criteria. -PRCR
VHP3	Page 40	Add horseshoe pits to the south side of the basketball courts.	Staff is supportive of having horseshoe pits in the park provided that a suitable location can be identified that does not conflict with other park uses. -PRCR

VHP5	Page 40	Make at least one softball field available for pick-up and informal play by unlocking at least one gate when league play is not scheduled.	Field Number # 4 was made available as of August 1, 2008. -PRCR
VHP6	Page 40	Install a spray park on the east side of the park near the current toddler play area and bathrooms.	The playground was updated in 2000 and is not currently scheduled to be renovated. However, under the conditions of the Pentagon Center PDSP and final site plan, the developer agreed to make a \$ 500,000 contribution, to be allocated by the County Manager, for community amenities. Such funds may be used for, but not limited to, the construction of a water park adjacent to the Virginia Highlands Park -PRCR
EP1	Page 41	Widen the soccer field to securely and safely accommodate youth soccer goal nets.	The current field use is for practices only. Field size is adequate for Arlington Soccer, who prefers to use portable goals so they can be rotated for other needs. When this field is used for games Arlington Soccer sets up two fields side by side. -PRCR
EP13	Page 42	Exempt cars with controlled parking permits from paying to park in metered parking spaces situated along Eads Park boundaries.	Parking meters encourage more frequent turnover of parking spaces in high-demand areas. Exempting certain users from paying to park is inequitable and would encourage some users to park all day thereby reducing the availability of spaces. -DES
NP1	Page 43	Replace the sand play area (used by cats) with a state-of-the-art play surface.	The sand play area is very popular with preschool aged children. The replacement of swings, sand play area and improvements to make the existing sidewalk accessible will start in spring 2009. -PRCR
FSP5	Page 45	Install additional seating around the ball field	Currently, two player benches exist for programmed field with three additional park benches overlooking field space. Staff considers this to be adequate seating for general park use, but will continue to monitor and add additional seating if necessary. -PRCR

FSP9	Page 45	Replace trash can in women's bathroom.	Two new stainless steel trash cans were installed in August of 2008. -PRCR
FSP10	Page 45	Widen existing dirt walking trails and add additional dirt trails throughout the wooded area, thus creating an environment conducive to walking, mountain bike riding and hill training for competitive walkers and runners.	Staff does not support widening trails, due to the impacts to the trees. Additionally, staff does not support the use of mountain bike trails in Fort Scott Park. -PRCR
CC1	Page 47	We recommend that Arlington County offer an expanded range of organized recreational activities in the Aurora Hills Community Center. The County should provide a full-time recreation center director, as is provided elsewhere, to coordinate programs. The County should work with the community residents to identify short-term program expansions that can be implemented without delay, to serve residents of all age groups.	Current guidelines for county services are to provide services within continuing service budget with no funding for new programs. Staff can explore alternate providers to offer services to the Aurora Hills neighborhood, to increase fee based services, and to increase use of volunteers to facilitate services. – PRCR

Bus Stops

Recommendation No.	Location In Plan	Civic Association Recommendation	Comment (Department)
BS2	Page 48	The intersection of S.23 rd and Grant Streets become a 4-way stop intersection	The County has established warrants for the installation of all-way stop signs. The warrants take into account factors such as traffic and pedestrian volumes on each street approaching the intersection, number of traffic accidents and non-correctible sight distance. This intersection does not meet any of the warrants; therefore, staff does not support this recommendation. –DES
BS7	Page 48	Provide shelters and benches at all Metro bus stops.	Arlington County has established a minimum threshold of 40 boardings per day in order for a stop to warrant a shelter or a bench. Individual stops will need to be evaluated to determine if they meet this warrant. -DES

BS8	Page 48	Assure that bus stops are litter free and have signage indicating bus route/map/timetable.	Arlington has requested that Metrobus consider adding maps and schedules at these stops. The County will determine whether litter receptacles are needed at the stops. Staff will respond to the requests for litter pick-up and community members are also requested to "adopt-a-stop". -DES
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Neighborhood Beautification

Recommendation No.	Location In Plan	Civic Association Recommendation	Comment (Department)
NB6	Page 50	Restrict the number and location of newspaper boxes.	The County is looking into possible options which would allow the County to regulate the locations of newspaper vendor boxes. -DES

Traffic and Transportation

Recommendation No.	Location In Plan	Civic Association Recommendation	Comment (Department)
SOC1	Page 56	The addition of traffic calming measures on Fern Street between 18 th and 22 nd Streets. These would include a median strip, painted crosswalks at all intersections, and additional all-way stop signs at 20 th Street to discourage cut-through traffic.	The suggested measures could be applied through a street redesign project, rather than through a neighborhood traffic calming project. All-way Stop signs involve an evaluation process where warrants must be met before these can be installed. -DES
SOC7	Page 57	Lowering the speed limit to 25 MPH for all of Eads Street from Army-Navy Drive to 32 nd Street.	Staff does not recommend lowering the speed limit. South Eads Street is an arterial, and it is appropriate to maintain a slightly higher speed limit on an arterial street. Studies have shown that speed limit changes without modifications to the street geometry do little to change driver behavior. -DES
SOC8	Page 57	Better pedestrian safety measures between 15 th and 18 th Streets, such as a mid-block pedestrian crossing with a prominent crosswalk, signs warning traffic about pedestrians crossing, and a mid-block, pedestrian-activated traffic signal. Adding a Metro entrance sign at that site would also be helpful to direct the pedestrians to a single safe crossing location.	The Crystal City Metro entrance is on 18 th Street South. The only access points under US 1 are 15 th Street and 18 th Street. The intersections of both these streets at South Eads Street are signalized with marked crosswalks and pedestrian signals. Pedestrians walking to the Metro from this block should cross at one of these two existing signalized intersections. Mid-block crosswalks on streets with more than two travel lanes are not recommended and are only installed at locations with clear pedestrian paths that generate a high volume of pedestrians. There is no location along this block that meets these criteria. -DES

SOC10	Page 58	Traffic calming measures be undertaken for all of Fort Scott Drive. This would include the addition of stop signs at several points, especially the intersection of Fort Scott and Grant Street.	Data indicate that the street qualifies for traffic calming, and the street will be selected for traffic calming assistance by the Neighborhood Traffic Calming Committee. All-way stop signs are not used to control speeding, but are used to improve safety at intersections. There is a separate process and evaluation procedure for all-way stop signs under which the Grant Street intersection will be evaluated. -DES
SOC12	Page 58	Install speed humps.	Speeds on South Joyce Street are too low to qualify for speed humps. The current policy allows speed humps to be considered when the 85 th percentile speed is at least 32 miles per hour. The speed recorded on Joyce Street was 31 miles per hour between 15 th Street and 16 th Street. -DES
SOC14	Page 58	Changing the intersection of 15 th and Joyce to an all-way stop sign, to support this traffic calming effort.	15 th Street South is a multi-lane arterial roadway which carries significantly more traffic than South Joyce Street. The intersection has a good safety record with only two accidents in the past five years correctible by all-way stop signs. Warrants for all-way stop signs are not met. -DES
SOC17	Page 59	Implementing the Crystal City Task Force's plan for this intersection as soon as the Master Plan is approved.	These can be implemented provided that such recommendations can be implemented in the short-term without other physical changes occurring first. -DES
SOC18	Page 60	The removal of the southbound left turn lane on Hayes Street. The intersection should revert to a simple intersection between the two streets. Because both streets are broad, left turn lanes can be added for all four travel directions.	The median and left turn lanes will be rebuilt to a more conventional design as part of a project to upgrade the streetscape around the Pentagon City Metro Station. -DES

P1	Page 60	Removal of all 12 hour parking meters adjacent to Eads Park; these spaces, used by commuters, are needed by park users.	Staff will investigate whether there is a need to change the 12 hour meters to 2 hour meters along the frontage of Eads Park. –DES
P2	Page 60	Installation of three 2-hour meters for use by patrons of adjacent businesses.	Staff will investigate the current parking arrangement and determine whether this recommendation is appropriate. -DES
BC2	Page 61	A feasibility study to make a continuous bike lane to the bike path entrance in Crystal City at the end of 18 th Street.	Staff plans to add bike lane markings on 18 th Street South between South Eads Street and Crystal Drive. The addition of bike lanes is usually done at the time the street is repaved. –DES

Bicycle and Safety

Recommendation No.	Location In Plan	Civic Association Recommendation	Comment (Department)
B1	Page 61	Arlington County Government direct drivers of ART buses to stop using Eads Street as a route to their service lot.	The ART bus lot is on South Eads so it is very appropriate for buses to use this street. -DES
B2	Page 61	We recommend that Arlington County Government negotiate directly with WMATA to assure that drivers of Metrobuses stop using Eads Street as a route to their service lot.	The Metrobus lot access point is on South Eads Street. Buses must use this street to reach the lot. -DES