



ARLINGTON COUNTY, VIRGINIA

**County Board Agenda Item
Meeting of April 24, 2010**

DATE: April 2, 2010

SUBJECT: Rock Spring Neighborhood Conservation Plan

C. M. RECOMMENDATION:

Adopt the attached resolution to accept the Rock Spring Neighborhood Conservation Plan with staff comments specified in the plan.

ISSUE: This is a review of the Rock Spring Neighborhood Conservation Plan and no issues have been identified.

SUMMARY: The Rock Spring Civic Association began work on this plan in 2005. A written survey was distributed to every household in the neighborhood. Neighborhood Conservation (NC) staff worked extensively with volunteer plan writers to complete and review this plan, which was approved by the Association in October of 2009. The Neighborhood Conservation Advisory Committee reviewed the plan on March 11, 2010, and recommended it be forwarded to the Planning Commission and County Board for acceptance. Therefore it is recommended that the County Board accept the plan with staff comments specified in this report.

BACKGROUND: The Rock Spring neighborhood is located in the northern part of Arlington County and is bounded by the Fairfax County line to the west, Little Falls/Rock Spring Roads to the south, and extends from North Albemarle Street to Kensington Street. The Rock Spring Civic Association encompasses 1150 homes and is one of Arlington's larger neighborhoods. The neighborhood is surrounded by the Yorktown, Williamsburg, Old Glebe, and Stafford Albemarle Glebe neighborhoods. The neighborhood is home to both the Jamestown and Williamsburg Middle Schools. It is also one of the few neighborhoods in Arlington to not have any commercial property within its boundaries.

In 2006, surveys were distributed to each household within the neighborhood. The survey response rate for the neighborhood was 25 percent, which is well above the average response rate of 10 percent for Civic Associations in Arlington. In October of 2009, the Civic Association voted to adopt the plan. On March 11, 2010, the Neighborhood Conservation Advisory

County Manager: BMD/GA

County Attorney: CWM/SAN

Staff: Tim McIntosh, CPHD, ONS

Committee (NCAC) reviewed and approved the Rock Spring Neighborhood Conservation Plan and recommended that the Planning Commission and the County Board accept this plan.

Staff has provided comments on a number of recommendations to clarify issues and provide additional information. Staff generally supports the Rock Spring Neighborhood Conservation Plan and recommends County Board acceptance of the plan, subject to staff comments attached to this report.

DISCUSSION: The Rock Spring Neighborhood Conservation Plan contains 31 recommendations covering a broad spectrum of topics. County staff will work to implement the community projects as initiated by the neighborhood, subject to funding availability and NCAC approval. For non-capital recommendations, NC staff will act as a liaison between the community and other County agencies. Attached is the plan, along with staff comments, organized around various sections in the Rock Spring Neighborhood Conservation Plan. This report and staff comments will be printed and bound with the Neighborhood Conservation Plan when it is published.

FISCAL IMPACT: The acceptance of the Rock Spring Neighborhood Conservation Plan does not have any immediate fiscal impact upon County operations. If recommendations from this plan that require funding or staff resources outside of the NC bond allocation are brought forward for implementation, they will each be analyzed as part of the County budget process.

Resolution To Accept Rock Spring Neighborhood Conservation Plan

Whereas, the County Board created the Neighborhood Conservation Program in 1964 to encourage neighborhoods to carry out neighborhood improvement plans and provide dedicated funding to implement those plans; and

Whereas, the Neighborhood Conservation Program is a mechanism for improvement and maintenance of areas where residents indicate a desire to achieve an improved neighborhood and fulfill a broader vision of the modern “urban village” through coordination of public and private efforts; and

Whereas, these plans are initiated and prepared by the neighborhoods, who work with the Neighborhood Conservation Advisory Committee and County staff; and

Whereas, Neighborhood Conservation Plans have several purposes:

- 1) To build a neighborhood vision and consensus on issues affecting the neighborhood, to evaluate County service delivery and the state of the neighborhood , and to suggest policies and projects that will improve the neighborhood
- 2) To establish eligibility for Neighborhood Conservation funding
- 3) To provide guidance to the County Board, Commissions, Departments and staff concerning issues in neighborhoods; and

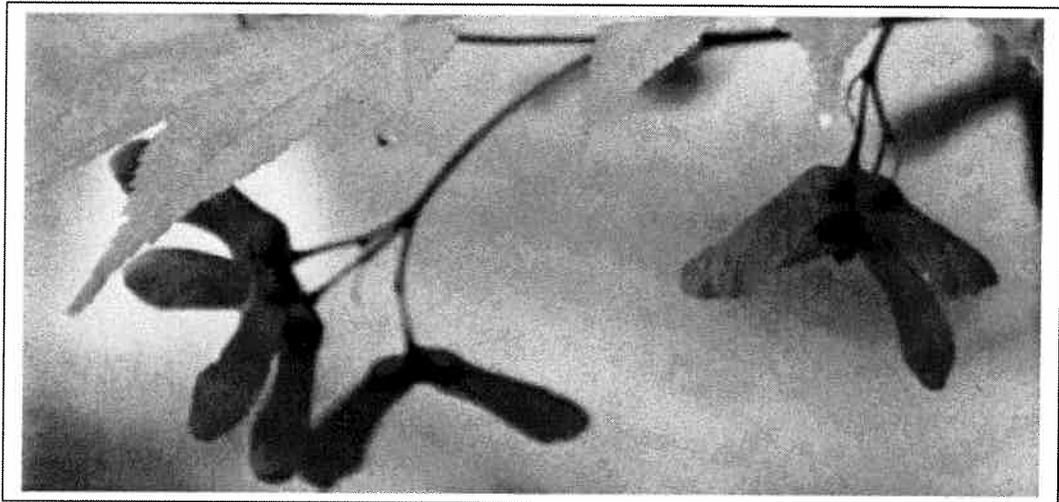
Whereas, the County Board created the Neighborhood Conservation Advisory Committee (NCAC) to guide the Neighborhood Conservation Program, and the NCAC reviewed this Rock Spring Conservation Plan and recommends its acceptance; and

Whereas, the Planning Commission also recommended acceptance of the Rock Spring Neighborhood Conservation Plan, as updated through October, 2009.

Now, therefore be it resolved that after careful consideration of the recommendations of the Neighborhood Conservation Advisory Committee, the County Board hereby accepts the Rock Spring Conservation Plan, as updated through October, 2009, as a statement of the Rock Spring neighborhood and directs the County Manager to ensure that the recommendations of this plan are considered in decision-making and actions that affect the Rock Spring neighborhood.

Rock Spring

Neighborhood Conservation Plan



March 9, 2009

**Draft updated July 17, 2009
Further update October 14, 2009**

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1. Introduction

The Rock Spring Civic Association is dedicated to keeping its residents informed of issues that affect the neighborhood. It also represents neighborhood interest before the County Board and the Planning commission.

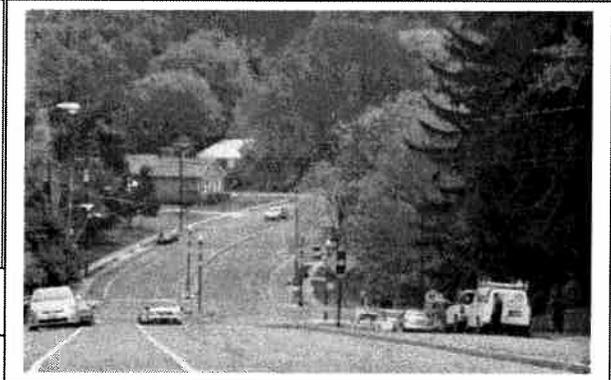
The Rock Spring Civic Association drafted and fielded a survey in 2006 as a first step in preparing a Neighborhood Conservation Plan. The survey was prepared by the RSCA Neighborhood Conservation committee and the survey questions generally followed the structure and content in survey previously conducted by other civic associations in Arlington.

The survey was delivered to all 1,150 homes within the RSCA and the committee received a 25% return rate. The results were manually tabulated and the results presented to the RSCA in 2007. The committee drafted this plan in 2008 and 2009 based upon the survey responses.

This Plan is intended to guide future action and development of the neighborhood and to make recommendations for its improvement. Of equal importance, the Plan is intended to protect and conserve the features of our neighborhood that make it such an attractive place to live.



Typical Rock Spring Neighborhood Home



Neighborhood Goals

The overarching goals of the Rock Spring neighborhood can be characterized as follows.

Improve traffic management – Traffic volume and speed is of great concern to residents and traffic was cited as the primary threat to public safety.

Improve Safety including pedestrian safety – Residents appreciate the current network of sidewalks, paths and cross walks that exist in the neighborhood; residents additional sidewalks, improved cross walks, improved traffic control devices and enhanced pedestrian only walkways.

Improve Storm Drainage – Storm water management, surface water runoff, and waterway stewardships very important to residents.

Enhance sense of community – Many of the residents report strong connections with neighbors within their immediate area, but lack a sense of community within the civic association. Residents would welcome a mechanism to increase communication and involvement among RSCA residents.

Neighborhood Conditions

The Rock Spring Civic Association is located in at the North East boarder of Arlington County and is named after the natural spring that is located at the south side of Rock Spring Road.

The closest commercial areas are located along Lee Highway, such as the Lee Heights Shopping Center, and the Williamsburg Shopping Center at the intersection of Williamsburg Blvd and Sycamore Street. The neighborhood provides easy access to public transportation, for example, ART lines provide convenient transit to the Ballston and East Falls Church orange line Metro stations. Bike lanes and sidewalks are present within the neighborhood and enable a means of transportation independent of automobiles.

Public Schools in the neighborhood include Jamestown Elementary and Williamsburg Middle Schools with Yorktown High school nearby. These schools consistently rank as schools with some of the highest levels of academic achievement in the region, and are considered by most residents to be major assets.

The neighborhood enables residents multiple worship opportunities and the Rock Spring United Congregational Church is located within its borders.

The RSCA is defined by its rolling terrain and tree-lined residential streets. A dominant and defining physical feature of the neighborhood is Little Pimmit Run which bisects our neighborhood in half from north to south. Much of the neighborhood lies within the Little Pimmit Run Watershed and has a large stake in the health of the waterway and management of storm water.

The RSCA is purely a residential neighborhood. Other than the Rock Spring United Congregational Church, Jamestown and Williamsburg schools, and a few public utility structures, every other building in the neighborhood is a single family home. Some of the reasons why people live here are the proximity to Washington, DC, the residential character and wooded quality.

The house stock features a wide range of styles, with 1950's-vintage brick ramblers, split levels and colonials being the most common. Additionally there are modern and contemporary homes, slate-roofed Tudors, cape cods and a few late 1800's farmhouses that were among the areas first houses. A typical lot in the neighborhood is around 10,000 square feet in size with an abundance of mature trees.



The results of the survey confirmed that residents of the neighborhood are interested in its appearance. Many residents express support for burying utility lines and eliminating unnecessary lines whenever possible. Some indicated the need for beautification along our major arteries, Williamsburg Boulevard and Old Dominion Drive, as well as other specific intersections and streets.

Since Rock Spring is located along the commercial flight path of Reagan National Airport, many residents expressed concern with noise from rotary and fixed wing aircraft.

Note: Neighborhood Demographics can be found in the appendix.

2. Rock Spring Civic Association Introduction and History

Spring 2009

Bounded by the Fairfax County line to the west, and Little Falls/Rock Spring Roads to the south, and extending from N. Albemarle Street to Kensington Street, the Rock Spring Civic Association encompasses 1150 homes in one of Arlington's larger neighborhoods. A hop, skip and jump from downtown Washington, Metro transportation, and the vibrant Clarendon area, Rock Spring is the kind of place people hate to leave. This has resulted in the extraordinary renovation/replacement of original dwellings as families have opted to remain here, accommodating their growing families by adding on to their homes. Why not? They enjoy access to fine elementary and middle schools (Jamestown and Williamsburg) and a top-rated high school (Yorktown) as well as the privilege of living in a community of rolling hills under a virtual forest of mature trees.

Rock Spring Civic Association: The Way We Were

Like much of Arlington County in the mid 1700s, the area that became Rock Spring Civic Association consisted mainly of large rural tracts owned by absentee landlords in England who leased out small plots of land to tenant farmers. Displacement of local Native Americans was inevitable and commonplace, as evidenced by collections of indigenous artifacts in community nature centers and museums. Travel and transportation of goods were arduous undertakings on primitive surfaces such as today's Little Falls Road, originally a trail used by indigenous tribes, later used by wagons coming to Thomas Lee's landing and warehouse located in the heart of the RSCA, at the mouth of Pimmit Run near Old Dominion and George Mason Drives.



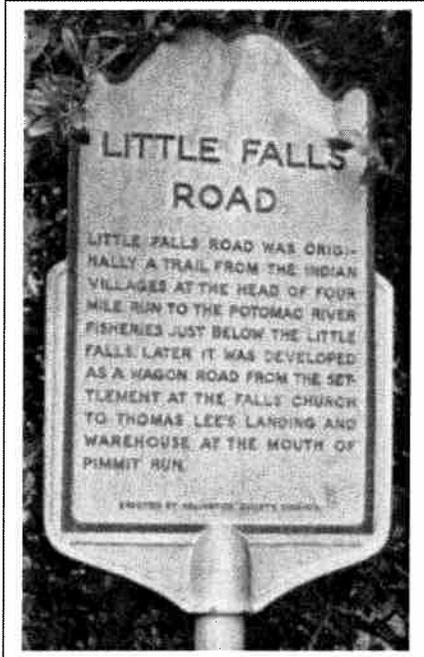
Rock Spring's settlement during the Civil War was an active and developed community. In the area of Minor's Hill (in the adjoining Williamsburg Civic Association) where the current day Williamsburg traffic circle is located, a large camp existed for Union soldiers. Thousands of soldiers lived here in the fall of 1861 because of the strategic views of the surrounding terrain, including Falls Church. Many soldiers worked in the area to set up the camp and helped build surrounding roads that lead to bridges and ferry to Georgetown. The hill was also used as an observation tower and communicated with adjoining hills. From *A Virginia Village Goes to War: Falls Church during the Civil War*, Williamsburg Boulevard has been a thoroughfare since the Civil War.



"According to one observer, 'one of these roads, leading from Fort Ethan Allen, at the Chain Bridge, to Falls Church, will long remain a monument to the industry of the Vermonters who constructed it.' This road appears to be present-day Williamsburg Boulevard, still the most direct route from Falls Church to Chain Bridge (pg. 115-116, 229)."¹

¹ Gernand, Bradley E., *A Virginia Village Goes to War: Falls Church during the Civil War*, Donning Company Publishers, Virginia Beach, Va, 2002.

Rock Spring's other major roads, including Old Dominion Drive and Yorktown Boulevard are likely to be remnants of this time, when thousands of soldiers lived in the area and was mostly owned by farmers in early America.



In the early 1900s increasing law and order in formerly rowdy areas bordering the Potomac, along with cooler temperatures and inviting hilly terrain, attracted wealthy Washingtonians to build summer cottages in our area. The subsequent advent of the automobile and improved roads had an impact as rural communities and summer dwellings started giving way to suburban neighborhoods whose residents lived in Arlington and commuted to work across the river. Prominent landowners during this period included Ralph Jewell, whose vast property holdings included the right of way for the Old Dominion Electric Railroad; Gilbert Vandenberg, whose mansion, Reserve Hill, was built on Little Falls Road in 1855, on the site of the present Knights of Columbus; and George Nicholas Saegmuller, a German immigrant who first boarded with and then married into the Vandenberg family, eventually buying the family holdings and going on to establish a solid reputation as a multifaceted, multitalented scientist, engineer, inventor and farmer before moving on to public service, eventually chairing the County Board of Supervisors in the 1890s.

Great Falls/Old Dominion Railroad

It is no surprise to anyone familiar with Old Dominion Drive that at some point there must have been tracks and some sort of cars rattling along its raised bed. The year 1900 saw the inauguration of the Great Falls and Old Dominion Electric Railroad which transported delighted picnickers along what is now Rte. 309/Old Dominion Drive, to the band concerts and rushing waters of the "Niagara of the South," as Great Falls Park was commonly known. The two-track electric mainline, boasting "the finest cars and equipment in the U.S.," depended on passenger traffic for a whopping 99 percent of its income (\$465 in 1932!). The electric trolley lines also provided electricity for homes in the area. Theodore Roosevelt used to ride the trolley, disembarking at the Rixey Station to visit his old friend and go riding in the woods of what is now the Washington Golf and Country Club and Marymount University. With the arrival of the automobile, revenues slowly declined until the railroad was closed and the tracks removed in 1934. Former landmark stations such as Vanderwerken and Jewell disappeared, and for two to three years travel was greatly impeded until the railway roadbed was appropriated by Arlington County for back taxes, and bus service finally replaced the trolley along Old Dominion Drive.

"If you don't vote in Arlington, you don't count in Arlington!"¹

The sale in 1946 of the Saegmuller's impressive stone mansion with its German-inspired water tower and two story portico and adjacent 150 acres of farmland made way for larger-scale urban development

as 33rd, Columbus Street and George Mason Drive were cut through, providing highly prized home sites. What had been open fields became neighborhood streets. Many of the homes constructed in this and neighboring areas during the post WWII period were 3-bedroom brick ramblers built by Marvin T. Broyhill & Sons who claimed that moving earth from the hilly terrains cost more than construction of the houses!

In 1950, The Rock Spring Civic Association came into existence, named for the spring that bubbled up behind the houses on the south side of Rock Spring Road. The RSCA was founded "to promote the mutual interests and general welfare of the community." It was a natural outgrowth of the active and engaged community of strong-willed individuals who found themselves in this area before, during and following the Second World War, and who not only saw the need for change and development but were brave enough to push for the necessary if unpopular changes even in the face of personal attacks and vocal opposition. Their opinions and battles were recorded for posterity in the monthly bulletin, *The Rock Spring Citizen*.



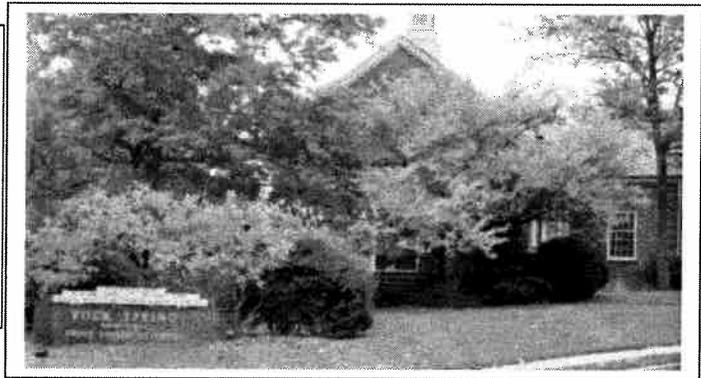
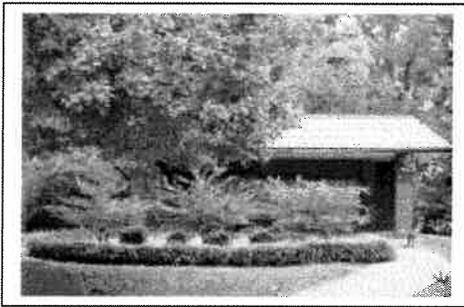
RSCA's history is personalized by a rich cast of citizen actors who have played important roles in the political, social and educational affairs not only of Arlington, but of Virginia and the country at large. On the neighborhood roster were Elizabeth and Edmund Campbell, both dedicated to public service and activism. Mrs. Campbell founded WETA and was the first woman elected to a school board in the history of Virginia. Mr. Campbell was a civic leader, with an instrumental role in ending legally enforced racial segregation in Virginia's public schools. To include other outstanding neighbors, Virginia Stitzenberger, activist /journalist and cofounder of the Rock Spring Cooperative Preschool, Major General C. G. Helmick, who led U.S. troops into Paris and was immortalized in *Is Paris Burning?* noted social services activist Anna Barber, known for her involvement in starting up FISH (For Immediate Sympathetic Help); AMEN (Arlingtonians Ministering to Emergency Needs), as well as the County's first temporary community shelter; the "Saint of Rock Spring," as Dudley Babcock was dubbed for his remarkable gift for working with teenagers; and Senator, formerly astronaut, John Glenn.

RSCA representatives have long donated—indeed continue to donate—their talent, expertise and commitment to a wide range of social concerns, leaving their mark on everything from school integration and improved education to helping the homeless, fair housing and voter registration, as well as environmental concerns such as eliminating the Japanese beetle and curtailing pollution of the Potomac River. They have also wrestled lately with such thorny issues as traffic calming, the impact on the environment of development and in-fill, as well as coexistence with expanding educational and recreational facilities.

They have been blessed with dedicated, skilled leaders well-versed in the "Arlington Way" of encouraging citizen participation and building consensus. During the long, eventful tenure of John McCracken, RSCA President briefly in the late 1960s and then again from 1982 until 2001, the neighborhood fought many intrusions and had some notable successes, among them preventing the extension of George Mason Dr. and creating Rock Spring Park in 1990, traffic calming on N. Edison

Street, and mitigating the effects of the Washington Golf and Country Club's expansion, thereby saving the Babcock House from demolition.

Residents of Rock Spring traditionally have neither lacked opinions nor been reticent in expressing them. Between 1930 and 1940, before the Civic Association's founding in 1950, while Arlington's population grew from 26,000 to 57,000, concerned Rock Springers, still residing in a semi-rural area, fretted over an entrenched old guard of native Virginians resistant to newcomers and change, especially if change brought about higher taxes. They bemoaned the dearth of quality education, no public kindergarten or library, lack of local hospital facilities (childbirth took place across the river) and limited cultural opportunities outside of Washington, DC. Concern gave way to organization and action. New arrivals consulted with established neighbors and a community emerged that utilized the strengths of its residents not only to effect significant social change but to forge a more self-sufficient community (for example, a local theatre group was formed) less dependent in every way on Washington. More important, the seeds of community social activism were sown that later would flower with surprising and far-reaching results.



Vanderwerken Congregational Church

In 1912, neighborhood residents decided they were too far from Walker Chapel Methodist Church on Glebe Road and made the decision to form a neighborhood church. The result was the Vanderwerken Congregational Church, named after the railway station serving the area, in turn named for Gilbert Vanderwerken whose nearby farm supplied pasture land for horses that pulled the trolley line he operated between Georgetown and the Navy Yard. An unused chapel donated by Walker Chapel was relocated to an acre of land, at the intersection of Little Falls and Jewell (now Rock Spring) Roads, donated by T.B. Jewell, a large landowner in the area. In 1925 the church purchased an additional acre from Mr. Jewell (for \$650!!) enabling the construction of a Neighborhood House to be used for "social as well as religious" community gatherings such as "entertainment, moving pictures, civic association and club meetings, Boy Scout and Girl Scout meetings," eventually PTA meetings and, with the onset of WW II, Red Cross home nursing classes. The church also set up the first library in the County for neighborhood residents who had been forced to cross the river for reading material. In 1940, Neighborhood House was formally closed as a place of worship and a newly constructed building with pipe organ was dedicated and named Rock Spring Congregational United Church of Christ.

With the onset of WWII major changes affected the neighborhood as community men reported for duty and a continual flow of transients came into the Washington area. Although the Rock Spring neighborhood still consisted mostly of farm and woodland, increasing numbers of new faces appeared, bringing new ideas and energy to the community.

Rock Spring Cooperative Preschool

The war years also saw the start of a highly successful program that continues to thrive today. The inspiration of young wartime mothers frustrated by the constraints and limits imposed on them, the Rock Spring Cooperative Nursery School (as it was then named) was an innovative idea back in 1944. Lined up to cash in their meat ration coupons at a local grocery, three Rock Springers (Elizabeth Campbell, Virginia Stitzenberger and Lois Smith) discussed their biggest concerns: isolation due to lack of transportation, few appliances, little household help, no place for their children to benefit from early childhood education and no opportunity for their children to associate with others in their age group.

The trio found receptive ears for their concerns in their minister Paul Hunter and his wife Leone, and with their approval and the church's support, the nursery school opened. Although separate from the church, the two entities cooperated with each other so that young parents often became church members, used the library and participated in other church programs.

Social Activism in RSCA

In the interval between 1957-1966, social action initiated by church committees (comprising numerous Rock Springers) accelerated as individuals increasingly involved themselves with specific problems relating to the world around them. (In 1958 members marched on the Glebe Theater to protest its whites-only policy while others, following their pastor, accompanied the first black children into Stratford Junior High School, now H.B Woodlawn).

The following decades witnessed RSCA involvement in issues ranging from finding qualified local school board candidates and holding hearings on growth in Arlington (Rte. 66) to supporting a neighboring community in their (successful) fight to limit expansion of Glebe Road to four lanes, not to mention organizing against the widening of Old Dominion Dr. and against increased flights at National Airport.

Thanks to word of mouth and active, imaginative leadership, RSCA membership grew from 500 households in 1950 to almost 1000 by 1967, and 1,200 by 2007, all of them kept informed by flyers and the periodic newsletter, renamed *Rock Spring News*, and then *The Rock Springer*, which started out being hand delivered to homes by Boy Scout Troop 106 (still meeting in 2007 at Rock Spring Congregational United Church of Christ) and now is mailed.



As 2008 winds down, Rock Springers are catching their breath after a very divisive debate over flooding problems along Little Pimmit Run. Phase I of a multi-phase project to replace outmoded, inadequate culverts is complete. Also in the works are plans to place sidewalks and gutters along Old Dominion Dr., another controversial project that saw its beginnings during John McCracken's final years, stalled for years but now revived thanks to the determination and perseverance of current RSCA President Paul Michl. Also, under his leadership, the RSCA in 2007 finally began the lengthy process to link hands with the rest of the County in Arlington's Neighborhood Conservation Program.

3. Sidewalks and Pedestrian Safety

Within the Rock Spring neighborhood, the Old Dominion corridor seems to cause the most concern with regards to pedestrian safety. With its intermittent lack of sidewalks and shoulders combined with a high volume of traffic, crossing the road or walking and biking along it is treacherous. One is either forced to walk in the street or drive just to go a couple of blocks. Due to the continual erosion of the section of Old Dominion Drive running parallel to a branch of Little Pimmit Run, there is an imminent threat to the road itself. Several poorly executed attempts by the state to patch this problem have pointed out the difficulty in stabilizing this roadbed, much less installing a needed sidewalk in that area. Other sections of the roadway have steep hills or deep ravines abutting the edges, providing little area for safe pedestrian usage.

1. **Recommendation:** Understanding that the County is encouraging installation of sidewalks wherever possible, there is some concern that the push for more sidewalks and curbs leads to increased storm water runoff. If sidewalk expansion continues, we support the most current Best Management Practices recommending the use of more pervious surfaces in sidewalk construction and numerous water and litter collection pockets with landscaping incorporated within them. Natural swales and proper grading and landscaping at runoff points are also just a couple of the options that could be implemented.

Where sidewalks do exist, most of the Rock Spring residents rated the sidewalks as good or satisfactory. There are numerous sections, however, that need to have vegetation or roots trimmed on a more consistent basis. Most frequently mentioned were specific sections of Williamsburg, Glebe and Little Falls. Special attention seems appropriate for the areas close to Williamsburg Middle School. Sections of the North Roads of 33rd, 34th, 36th & 37th and the Streets of Dickerson, Harrison, Brandywine, including the 5400 block of Yorktown Blvd, are also problematic.

2. **Recommendation:** Realizing that encroaching vegetation from private property is the homeowners' responsibility, we suggest better communication of the requirements of homeowners to maintain the right of way on sidewalks abutting their properties. Contact this committee for specific blocks of the above mentioned roadways.



Sidewalks are being undermined by erosion and flooding in the 5300 block of N. 31st Road. Over 20 percent of the respondents report increased flooding in yards and basements. Some have reported that builders and contractors will work to improve drainage at one development, street or home, while magnifying or moving the problem to those downhill.

Of the residents with curbs, most responded that they were good or satisfactory. Clogged storm drains have posed safety problems in the winter, as they have caused increased icing at some intersections where pedestrians are trying to cross. Some areas would like to have curbs and gutters but do not need the mandatory sidewalk that must accompany them. Some existing asphalt curbs have been crushed by heavy trucks turning around or backing up, allowing them to knock down or rearrange the occasional street and stop sign, such as at the intersection of N. 38th Street and N. Dumbarton Street

3. **Recommendation:** Establish and enforce comprehensive storm water runoff plans for new and existing development.
4. **Recommendation:** Better maintenance of storm drains, especially near intersections, such as the one located near the intersection of N. Harrison and Williamsburg Blvd.
5. **Recommendation:** Remove the requirement to always combine sidewalk construction with curb and gutter work. The unnecessary loss of land to adjacent property owners and removal of mature trees and landscaping seems like overkill and a wasteful expenditure of funds, in addition to adding more impervious surfaces to the over 40 percent rate the County is already enduring.



4. Traffic

Speeding and Cut-Through Traffic

In their survey responses, respondents cited speeding vehicles as their biggest public safety concern. Over 50 percent of Rock Spring residents reported feeling very concerned or somewhat concerned about speeding on their neighborhood streets. There is a growing concern about the heavy volume of traffic and accompanying noise on principle arterial streets, cut-through traffic, excessive speeding, failure of drivers to obey traffic laws and observe speed limits, declining pedestrian safety, and on-street parking problems around neighborhood schools.

The high volume of traffic and the excessive speed of many vehicles have led to growing concerns regarding the safety of both pedestrians and neighborhood drivers. The topography of Rock Spring, with its rolling hills and numerous curves, also contributes to dangerous conditions by increasing the number of blind spots on streets and in intersections. The majority of neighborhood streets in Rock Spring are narrow, two-lane streets designed to carry only local residential traffic. A heavy volume of cut-through traffic can make these narrow streets dangerous. Rock Spring residents strongly support active measures which will discourage or minimize the use of neighborhood streets as major thoroughfares in order to reduce the disruption and threat of through traffic to residents and their children.

Rock Spring contains parts of major traffic arterials including Yorktown Boulevard, Williamsburg Boulevard, Old Dominion Drive and Little Falls Road. Residents who live on these streets are adversely impacted by speeding and traffic noise. Although precise measurements have not been made, many residents feel that speeding on Yorktown, Old Dominion and Williamsburg is easily more than 10 to 15

miles above the respective speed limits, particularly during the early morning rush period and afternoon when school is released, when children are going to and from school. This excess of speed would be classified as a high-priority speeding problem under the Traffic Calming Studies. There is almost unanimous agreement on the need for increased enforcement of current speed limits on these streets.

Numerous respondents also cited speeding near Jamestown, Williamsburg, and Yorktown schools – especially during school drop off and pick up times – as a safety concern.

72 percent of respondents favored restrictions on large commercial vehicles using neighborhood streets as cut-throughs.

The most popular traffic control measure were the addition of cross walks, all way stops, and aggressive enforcement, followed by radar signs with MPH alerts. Unpopular measures included speed humps, traffic circles, and video surveillance.

Recommendations

6. **We ask Arlington County to develop a traffic management plan for RSCA which considers traffic completely.** “Completely” includes developing plans for the major thoroughfares that run through and surround our Civic Association, developing plans to make traffic flow more safely and smoothly. We would like to separate residential from commercial traffic, encouraging habit changes and the use of better designed major traffic arteries, improved lighting and better use of signs for both pedestrians and automobiles. We also do not want to design a plan that helps one street at the expense of pushing traffic onto another street or adjacent civic association.

The Rock Spring neighborhood believes that we need to examine the intersections to enhance safety and discourage cut-through traffic:

- All intersections along Williamsburg Blvd.
- All intersections along Old Dominion Dr.
- Other intersections mentioned by residents and are incorporated in this plan.

7. **Improve traffic management and pedestrian safety along Williamsburg Boulevard.**
This project includes improvement in the following areas of the plan: sidewalks and pedestrian safety, traffic safety, transportation, streetlights, utility lines and beautification. Because storm water management is such a concern for our neighborhood, we will consider the best means possible to mitigate storm water runoff. (See note, below.)
8. **Improve traffic management and pedestrian safety along Old Dominion Drive.**
This project includes improvement in the following areas of the plan: sidewalks and pedestrian safety, traffic safety, transportation, streetlights, utility lines and beautification. Because storm water management is such a concern for our neighborhood, we will consider the best means possible to mitigate storm water runoff.
9. **Install additional speed limit signs and increase police surveillance,** especially along Little Falls Road, Williamsburg Boulevard, and Old Dominion Drive.

10. **Increase police surveillance along the arterial roads in the Rock Spring Civic Association** and traffic calming measures should be taken in the areas identified by data from the County, including:

- N. Kensington Street from the County line to Yorktown Blvd.
- 37th Road N from N. Harrison Street to 38th Street N
- 33rd Street N from Little Falls Rd to N. Glebe Road
- N. Dinwiddie Street between N. Dickerson Street and 34th Street N

1) enforcement of speed limits and

2) posting of flash flooding signs near open streambed.

Dangerous Locations and Intersections

66 percent of respondents cited locations within the neighborhood that are difficult for vehicles and/or pedestrians to maneuver due to traffic flow, speed, visual obstructions, or road configuration.

Frequently cited problem areas included:

- Intersection of Harrison Street and Yorktown Blvd – The need for a 4-way stop or traffic light was frequently cited in the survey responses. A traffic light has been installed at this location since the time of the survey.
- Numerous intersections along Old Dominion Dr., including those with Williamsburg, Little Falls, Rock Spring, and N. Edison Street
- Intersection of Yorktown and Little Falls
- Williamsburg Blvd - Williamsburg Boulevard is not a uniform width along the section between Glebe Road and Old Dominion Drive, and the roadway is not aligned properly. This creates dangerous visibility problems at the intersections and the median does not have a curb. Additionally, drivers frequently ignore the bike lanes, creating a hazard for bikers and other vehicles. In addition, going north on Williamsburg Boulevard, after crossing Old Dominion Drive, the road narrows from two lanes to one lane without adequate warning signs. This creates a hazard.
- Numerous intersections along Glebe Rd.
- Flash flooding potential.



In many cases, respondents cited speeding vehicles as a contributing factor to their difficulty maneuvering these locations.

- 11. Improved traffic and pedestrian signs (devices)** Comprehensively look at all existing signs to determine where additional traffic control devices are needed, and whether some can be combined with other signs, relocated or eliminated. When a new sign is installed, consider the existing signs and weave it into the fabric of all existing signs.

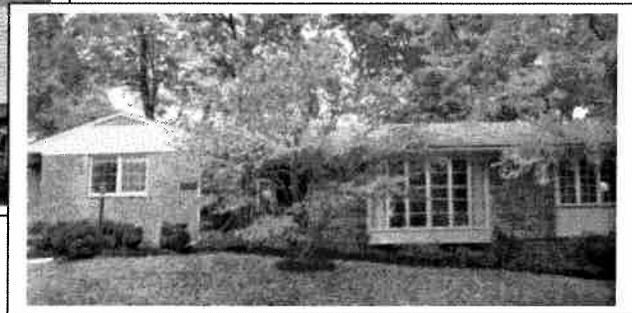
Recommendations

In addition to the previously provided recommendations regarding speeding:

12. Install a curb along the existing median on Williamsburg Boulevard between Glebe Road and Old Dominion Drive and resurface Williamsburg Boulevard with better markings to identify bike lanes and parking lanes. Additionally, install signs warning drivers that the road narrows to one lane.
13. Add a left turn arrow/alternate green for traffic turning from Old Dominion onto Williamsburg Blvd.
14. Replace the mirror on Old Dominion across from N. Edison to allow traffic entering from N. Edison to see traffic approaching on Old Dominion.
15. Posting of flash flooding signs near open streambed.

Parking

Only 22 percent of respondents cited parking problems near their homes. Most of the problems cited were isolated (e.g., problems with specific neighbors). Additionally, some respondents cited parking shortages near neighborhood schools.



5. The Environment: Parks and Recreation, Open Space and Stewardship

Introduction

Rock Spring residents recognize that their neighborhood shares common assets, interests and responsibilities with adjoining neighborhoods and beyond. Parks, schools and recreation centers used by Rock Spring residents are often within adjoining neighborhoods. This underscores the understanding, recognized in many survey responses, that what happens in adjacent areas affect each other. In this respect, Neighborhood Conservation Plans have tended to focus on issues that were viewed as being actionable within artificial boundaries. Responsible consideration of environmental issues, particularly those affecting parks, recreation and open space, require a more holistic approach throughout a Neighborhood Conservation Plan and with consideration of the broader community.

Rock Spring and most of the immediately adjoining neighborhoods have an essentially residential character. There are no developed parks within the boundaries, and there are two parcels of “natural areas” that are not preserved in a natural state. Open space is predominantly privately owned portions of residential property, with large areas part of or adjacent to public schools. School expansion in the County has not had a visible priority of preserving or adding open space, demonstrating a build-out, rather than a build-up, preference. Little Pimmit Run is substantially channelized and placed in underground culverts. What remains in open channels are substantially hardened, stream quality is impaired and best management practices for dealing with storm water have not found their way into public projects. Chesapeake Bay, Resource protection and other protections need to be better recognized and assisted within Neighborhood Conservation Plans. With development, vegetation has been reduced, and simple observation indicates that impervious cover is on a steady increase. In short, the residential character of the Rock Spring area is not immune from the problems of increasing urbanization.

The increased development and population density in Northern Virginia and the greater metropolitan region significantly impact the quality of life in our neighborhood. While the recommended actions throughout this Neighborhood Conservation Plan address the quality of life, no other section is more likely to address problems of a more urgent and irreparable nature. This section is based upon several simple facts:

- it is easier and far less costly to prevent a problem than it is to correct it;
- problems long in the making may require a thousand little steps to correct, but the absence of a “big fix” is not an acceptable excuse for inaction or for continuing to do the wrong thing;
- there is no excuse for failing to conserve our public and natural resources, or for failing to make the effort to restore what is threatened or lost.

What this translates into is improving the stewardship of what we have. The reason for this was articulated in one simple statement of fact in one survey response: they “aren’t making any more land”. These impacts are felt in every section of this Neighborhood Conservation Plan.

Just as our neighborhood is an integral part of the greater region, so do the many elements of this Neighborhood Conservation Plan form interrelated parts of the identity of the neighborhood we seek to conserve. Rock Spring’s character is residential, but the pressure of urbanization, increased development and population presents challenges to that essential nature.

Parks

- Acquire land whenever possible
- Conserve, retrofit, rehabilitate, restore
- Protect land, water, air, vegetation



- Articulate green solutions (carbon sequestration, water retention, etc. benefit of trees and vegetation)



Open Space

- Conservation easements
- Establish corridors for wildlife
- Reverse environmental degradation by taking advantage of small opportunities
- Establish goals for schools, retention or expansion of open space, best management practices

Recreation

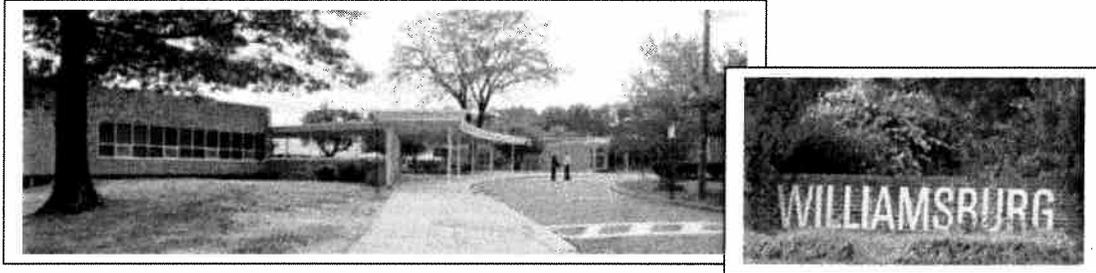
- Emphasize neighborhood relationship with County Centers

Connections with neighbors

- Address problems coming from other neighborhoods
- Fix problems rather than passing them on to the next neighborhood
 - Example, retain, filter storm water

6. Schools

The Rock Spring Neighborhood includes Jamestown Elementary and Williamsburg Middle Schools. Rock Spring Neighborhood is served by both of these schools as well as Yorktown High School. There are approximately 12 percent of the population in the neighborhood with children between the ages of 5 and 17 years². According to the survey, most families send their children to public school within the Rock Spring Neighborhood.



The projected enrollment for the 2009-2010 school year for the schools serving our neighborhood is:

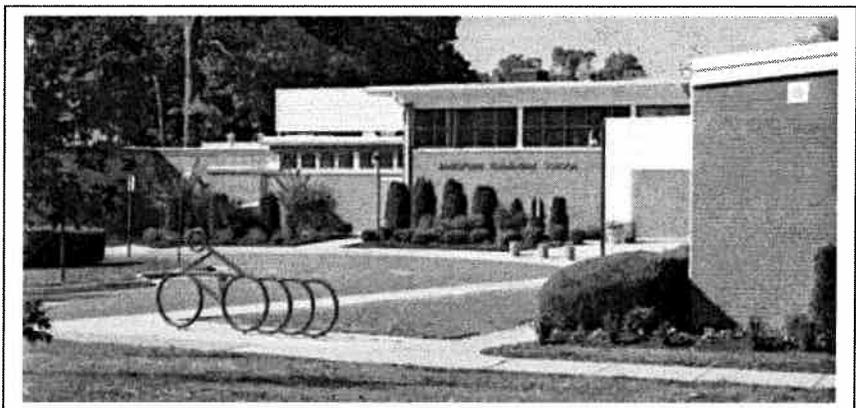
Jamestown Elementary	604
Nottingham Elementary	432
Williamsburg Middle	946
Yorktown High	1735



Both Jamestown and Williamsburg schools have finished expansion and renovation. Yorktown school is currently in the process of a major renovation and expansion.

The question of satisfaction with the public schools was not asked in our survey, but the satisfaction with our schools has been strongly voiced at neighborhood meetings. The desire to not change boundaries for these schools has also been expressed at neighborhood meetings.

Summer 2009. As we are going to press, Arlington County Schools anticipates growth in the school population, especially in the northern part of the County.



² 2000 US Census Data

7. Streetlights and Utility Lines

Over 30 percent of the residents responding see a need for improved street lighting. There are specific areas along N. Columbus, Kensington, Harrison, George Mason and Rock Spring that feel the lighting is inadequate. Over five percent feel there is too much or incorrect lighting that shines in their windows more than on the street.

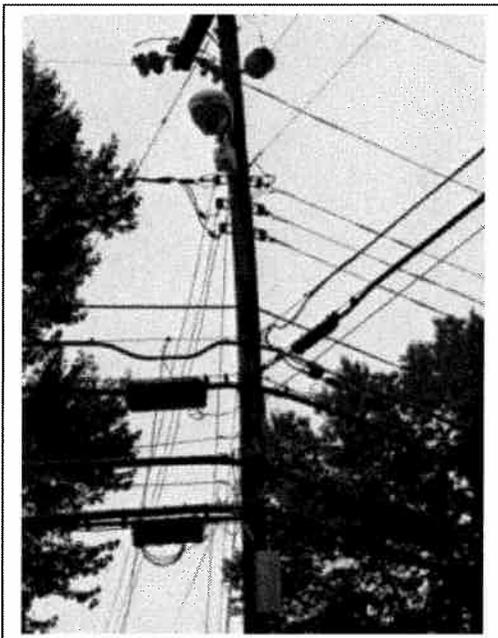
- 16. Recommendation:** Address the specific areas mentioned above. Contact us for exact blocks of concern. Investigate using more directionally specific lighting that would satisfy safety needs but not waste light skyward or into homes, coming more into alignment with the Dark Skies initiative.

The Rock Spring neighborhood would like to see a more consistent lighting style but it was not an overwhelmingly high priority.

- 17. Recommendation:** Areas where a consistent and more attractive style would enhance the neighborhood most visibly would be along the major arterials of Old Dominion Drive and Williamsburg Boulevard. Yorktown Boulevard would be included for consideration but only a small section of that falls within our Civic Association.

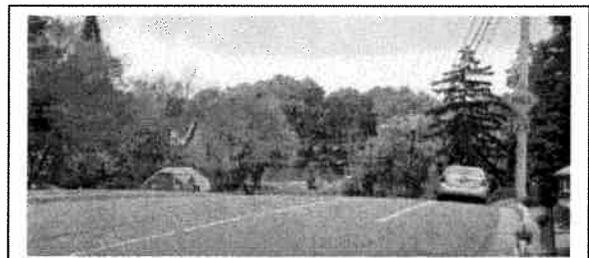
An overwhelming 90+ percent of the neighborhood would like to see the wires and utility boxes buried. At some intersections, like Williamsburg and Old Dominion Drive, there are so many wires crossing the street that some partially obstruct the traffic lights. Everyone would like to reduce the number of power outages that occur due to falling trees and limbs, car accidents and misguided squirrels.

- 18. Recommendation:** Address the safety issues first. Clean up the intersections and most vulnerable pole lines as a priority. Use construction projects that require digging in the area of power/telephone lines, such as sewer work, as an efficient opportunity to bury those nearby lines.



- 19. Recommendation:** Remove obsolete wires at the time of maintenance instead of just leaving them in place or bundling them with new ones.

- 20. Recommendation: Comprehensive neighborhood lighting improvements.** The Rock Spring neighborhood would like to resolve specific lighting problems identified in the plan with approval and consensus of local residents. We will prioritize improvements on major arterials and heavy pedestrian areas.



8. Public Safety

Neighborhood public safety may be viewed as physical safety and public-health safety. The Rock Spring neighborhood is perceived by most residents as being a safe, healthy neighborhood. The most prevalent respondent comments were vehicle speeding on neighborhood streets, and the lack of sidewalks and crosswalks on some neighborhood streets. Most respondents do not believe crime is a problem or that increased police patrols are needed in the neighborhood. The fact that few residents participate in Neighborhood Watch Programs is indicative that most respondents do not believe crime is a neighborhood public safety problem. Rodent and mosquito infestation are not seen as public-health problems.

The following is a summary of the responses to the Rock Spring Neighborhood Survey:

- Fifty-six percent of respondents said vehicle speeding was the most prevalent public safety issue in the neighborhood. Glebe Road was the most commonly identified neighborhood location where vehicle speeding was a public safety threat.
- The potential for flash flooding on Little Pimmit Run was identified as a neighborhood hazard in the area north of Old Dominion Drive, near the Fairfax County border. It was suggested that warning signs of the potential hazard be posted along the stream.
- Thirty-six percent of the respondents said there are areas in the neighborhood where the lack of sidewalks, handicapped access, crosswalks, traffic lights, curbs or gutters create a safety hazard for school children or pedestrians. The most common complaint was the lack of sidewalks along segments of Old Dominion Drive between Glebe Road and the Fairfax County border. Other sidewalk suggestions were on North Kensington Street; 33rd Road between Glebe Road and Little Falls Road; and on Harrison Street between Little Falls Road and Yorktown Boulevard.
- Several respondents suggested crosswalk installation at various locations across Williamsburg Boulevard.
- Hazardous intersections were identified at: Harrison Street and Yorktown Boulevard (a traffic light has been installed at this intersection); Williamsburg Boulevard and North Kensington Street; George Mason Drive and Yorktown Boulevard; and Little Falls Road and Old Dominion Drive.
- Three percent of respondents said they often have problems with rats or other rodents. The rodents mentioned in the responses were rats, raccoons, mice, and squirrels.
- Eighty-four percent of respondents said they are not aware of any fire or health hazards such as standing water/drainage in the neighborhood.
- The majority of respondents, 85 percent, do not believe crime is a problem in the neighborhood.
- The majority of residents are either not sure or do not believe increased police patrols are necessary in the neighborhood. Only 18 percent of respondents said police patrols should be increased.
- Four percent of respondents participate in a Neighborhood Crime Watch Program.
- The majority of respondents, 76 percent, are satisfied with snow removal in our neighborhood.

- Mosquito control does not seem to be a big problem in the neighborhood. Almost 50 percent of respondents said they have mosquito problems occasionally.

Recommendations:

21. The installation of sidewalks along Old Dominion Drive between Glebe Road and the Fairfax County border.
22. The installation of designated crosswalks on Williamsburg Boulevard.
23. The Rock Spring neighborhood would like to establish a neighborhood-wide storm water mitigation initiative to better manage surface water during storm events. We would like the county to apply best storm water management practices to Williamsburg Middle and Jamestown Elementary Schools and surrounding properties. We also would like to develop a community wide program that would educate property owners to implement storm water retention techniques such as the use of rain barrels and rain gardens on their own properties, as appropriate. In addition, we want storm water retention elements integrated to the greatest extent practicable in capital improvement projects.



9. Land Use and Zoning Chapter

The Rock Spring Neighborhood is a completely residential area with no commercial establishments and limited public transportation. With the exception of two schools (Jamestown Elementary and Williamsburg Middle School), one private club (Columbus Club), one church (Rock Spring Congregational UCC Church), and two small public parks (Jamestown Park and Upper Pimmit Run Park), it is composed entirely of detached single-family homes of varying styles and sizes. The neighborhood is zoned R-10 (single family dwelling 10,000 sq. ft. minimum lot size) with the exception of the schools, church, club, and a small triangle zoned R-20 (20,000 sq. ft. minimum lot size) along Dumbarton Street. A major topographic feature in the center of the rolling hills of the neighborhood is Little Pimmit Run, visible largely to the residents who live along it and whose insurance rates are affected by being in floodplain.

The residents of Rock Spring value the neighborhood's location; its schools, its clean, pleasant appearance; its mature trees; its quiet; and its safety. They do not want any changes in the neighborhood's essential character and look to the County government for help in preserving it. The residents have mixed views on the continuing development of the area, particularly replacing existing average-sized homes with much larger new homes that are at least initially out of character with their neighbors. The building of objectionable "McMansions" in the neighborhood has increased since the survey of residents in 2007. Residents of the neighborhood are resistant to in-fill development and particularly opposed to pipe-stem development.

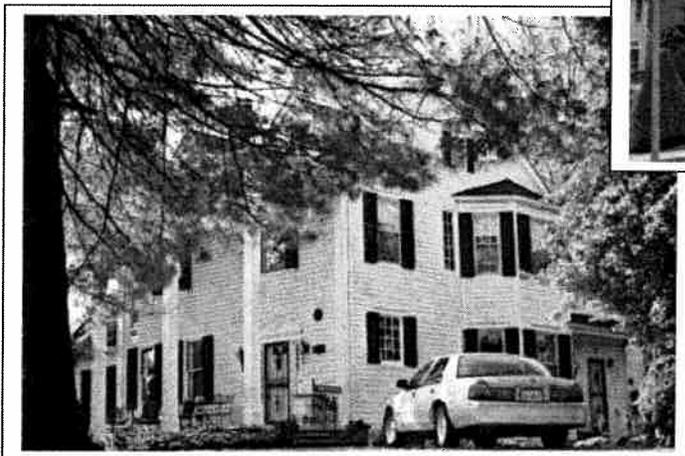
Because of the importance they attach to the overall appearance of the neighborhood, residents are sensitive to activities or conditions that detract from its appearance. They identify "eyesores" as homes that show signs of neglect such as having derelict cars parked in front or overgrown lawns. Many of

these conditions tend to be resolved by economic factors such as the high value of lots and still high demand for housing in the neighborhood. Another cause for complaint continues to be construction sites that are years in the making and eyesores along the way. These offending eyesores may become more of a problem in the short and medium term as financing and mortgage loans are less available and less predictable.

Controlling storm water runoff is an issue of concern to neighborhood residents, particularly those living in the floodplain along Little Pimmit Run that flows through the center of the neighborhood. Replacing smaller homes built in the 1950s with larger homes or “McMansions”; adding impermeable surfaces such as streets, driveways, and sidewalks; and cutting down mature trees all add to the water rushing along Little Pimmit Run and ultimately into the Chesapeake Bay.

Recommendations

24. The County should maintain the existing zoning of the neighborhood. It should also strictly enforce existing constraints and conditions on building and development, including controlling additional runoff, to preserve the character of the neighborhood and to help the environment.
25. The Civic Association should push for a full range of “green” measures to reduce storm water runoff within the neighborhood as well upstream and should take an active role in the Little Pimmit Run Flood Control Project as it moves into its next phases.
26. The County and Civic Association should make information available to residents about procedures for dealing with eyesores such as the rules and regulations about what constitutes an eyesore and how residents can register complaints.
27. The County should make information available about plans for building houses in the neighborhood and the ways neighbors can use to keep informed and to voice any concerns about activities, appearance, or lack of progress on a building site.



10. Transportation

The Rock Spring neighborhood is a commuter neighborhood. 70 percent of households responding reported that at least one person from the household commutes to work. The primary method of transportation to commute to work was by car with single driver at 80 percent of households. Metro use was at 19 percent, and all other transportation methods were at 10 percent or less. These other methods included walking, bicycling, bus use, and car pool or van pool. Public transportation is seen as satisfactory in the Rock Spring neighborhood with 56 percent indicating satisfaction and only 10 percent indicating not satisfied. Of the households indicating not satisfied most would like to see more buses to East Falls Church Metro and more ART busses. The majority of households are satisfied with the bike lanes in our neighborhood with 65 percent responding with satisfaction. There were 23 percent of the households responding that they were not satisfied with the bike lanes, and most of these households indicated that they would like to see them removed. Parking in the neighborhood is seen as good with no issues as indicated by the 57 percent of households that reported no problems with parking. Of the 13 percent of households that indicated that there were problems with parking in their neighborhood most were due to school related parking and households with multiple cars that were parked on the street and not in driveways. Respondents identified numerous examples of confusing signage in the Rock Spring neighborhood. The Rock Spring Civic Association should work with the County traffic department to address the specific signage problems identified in this portion of the survey which are:

- Signs needed to require no parking on sidewalks by Rock Spring Road.
- No parking at crosswalk signs needed near the crosswalk at Jamestown Elementary School.
- The traffic light confusing at the Glebe Road/Williamsburg Boulevard intersection.
- The N. Edison Street sign is not visible when traveling on Old Dominion Drive.
- The Rock Spring Road and Little Falls Road intersection street signs are not clear.
- Signs at Little Falls Road and Rock Spring Road get blocked by vegetation.
- Speed limit signs need better visibility on Little Falls Road.
- The sign at N. 31st Road needs to change to “Dead End” or “No Outlet” since the “No Thru Traffic” sign is ignored.
- The yield sign at 37th Street and Kensington Street should be a stop sign.
- The yield sign at 35th Street and Kensington Street should be a stop sign.
- Better signage is needed at the Glebe Road/Old Dominion Boulevard intersection.
- The 4700 block of Williamsburg Boulevard says right lane ends, but there is no longer a right lane
- The traffic sign showing speed limit during school hours needs to be moved to the intersection of 37th Street and Harrison Street not at Harrison Street between 37th Street and 37th Road

- The speed limit sign of 25 mph on Williamsburg Boulevard and Edison Street is too low.
- Better signage is needed at the intersection of Old Dominion Boulevard and Little Falls Road.
- Williamsburg Boulevard at Old Dominion Drive should have designated right turn only lanes.



11. Beautification

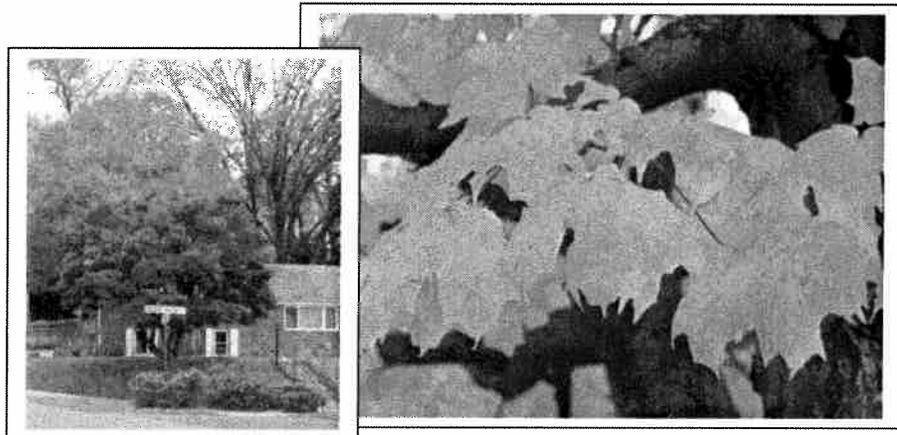
Trees

The biggest concern among respondents was for the preservation and addition of trees in the neighborhoods, especially along such streets as Williamsburg Boulevard. Some people, however, complained that existing trees are poorly maintained, and that the growth of trees in some spots has become a traffic hazard because of poor visibility.

Restoration and preservation of parks is also a concern among residents. Issues related to this topic are removal of invasive species, dead trees and shrubs, and engaging residents in cleanup efforts and education.

Recommendations:

28. Ensure that trees are compatible with the planting site, i.e. height of mature tree and the relationship to utility lines.
29. Ensure that trees are maintained so that they are healthy and attractive.



Signs

Some respondents wanted improvements in roadside signs specifying neighborhoods. See also the traffic section of this plan and the recommendation to improve traffic and pedestrian signs (devices).

12. Cultural and Historic Resources

Rock Spring has a deep historic past and many significant historic events have shaped the neighborhood as we know it today. As described in the history section of this plan, significant cultural and historic events can be traced through the last two centuries, and these events are source of pride in our community.

- Arlington County's close proximity to Washington, DC, has been the primary foundation of its development and growth since 1791, when the land was surveyed in conjunction with Pierre L'Enfant's original plan for the national capital. When it was returned to the Commonwealth of Virginia in 1846 by an act of Congress, it was part of "Alexandria County of the District of Columbia." An original boundary marker is located on the edge of Rock Spring.
- When the Civil War began in 1861, Rock Spring's location, elevated topography, and established routes into the federal city made it both ideal and necessary to construct protective forts nearby. To create clear views between forts, down major roadways, and to Washington, DC, the Union Army removed significant portions of the County's dense woodlands, and the ongoing presence of troops had incredible disruptive effects. Several such Civil War era roadways shaped the prominent neighborhood arteries today, such as Williamsburg Boulevard.
- During the late-nineteenth century, the largely rural Rock Spring area began to experience unprecedented growth stemming from the rapid expansion of Washington, DC. Transportation advances, such as electric streetcar lines, and improved communication attracted real estate developers to buy up tracts of land for suburban development; these stimulated the development of Rock Spring.
- Spurred on the post World War II economy, an increasing employment base in both the federal government and its supporting service industries and retail establishments translated into a growing number of residents attracted to the Washington, DC, area. With its prime location, transportation links, and buildable land, the land contained in today's Rock Spring neighborhood was perfectly situated for development. Thus, by 1950, Rock Spring experienced rapid development with suburban and middle-class housing that has become commonplace throughout the nation.

In the last two decades, the County has undertaken a Countywide architectural survey. This survey was completed in 2008. The historic sites identified during the survey will be researched, and if determined eligible, nominated to the National Register of Historic Places and/or designated as local (Arlington County) landmarks/historic districts.

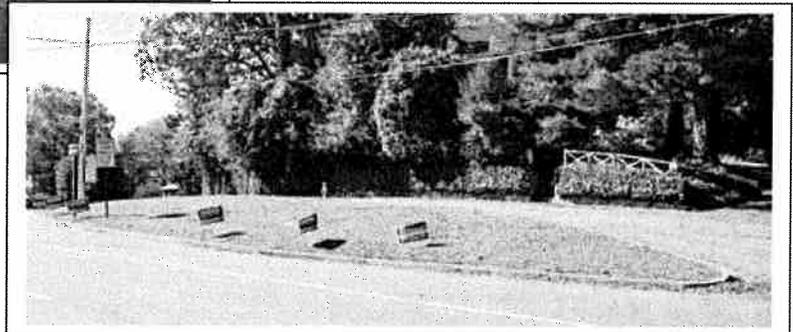
Recommendations:

30. Consider pursuing National Historic Designation.

The National Register of Historic Places is the official list of the nation's cultural resources worthy of preservation. Authorized under the National Historic Preservation Act of 1966, the National Register includes districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture. These listed resources contribute to a fuller understanding of America's history. Several single-family residential neighborhoods in Arlington already have achieved National Register status, including Arlington Forest, Ashton Heights, Aurora Highlands, Cherrydale, Claremont, Columbia Forest, Glencarlyn, Lyon Park, Lyon Village, Maywood, Penrose, Virginia Heights, Waverly Hills, and Westover. Currently, Arlington has a total of 60 listings in the National Register.

Listing in the National Register is simply an honor and places no special requirements on property owners. Buildings in the National Register are not required to be restored or maintained to a specific historic appearance. Property owners can demolish, alter, enlarge, or change their buildings without any Federal oversight. Listing in the National Register also does not interfere with private property owners' rights to manage or dispose of their property. National Register status is also the basic threshold test for becoming eligible to take advantage of both the Federal and state tax credits for undertaking renovation work. These tax incentives are based on a reinvestment into the property, and the credits have a dollar-for-dollar value off of your tax liability. Lastly, consideration is given to National Register-listed properties in the planning for Federal or federally-assisted projects. All such Federal or federally-assisted projects must attempt to mitigate any adverse effects their actions would have on a National Register-listed property.

31. Consider adding historical markers in appropriate locations throughout the neighborhood.



13. Summary of Recommendations

Appendix

Civic Association Recommendations (in plan)

1. **Recommendation:** Understanding that the County is encouraging installation of sidewalks wherever possible, there is some concern that the push for more sidewalks and curbs leads to increased storm water runoff. If sidewalk expansion continues, we support the most current Best Management Practices recommending the use of more pervious surfaces in sidewalk construction and numerous water and litter collection pockets with landscaping incorporated within them. Natural swales and proper grading and landscaping at runoff points are also just a couple of the options that could be implemented. (page 10)
2. **Recommendation:** Realizing that encroaching vegetation from private property is the homeowners' responsibility, we suggest better communication of the requirements of homeowners to maintain the right of way on sidewalks abutting their properties. Contact this committee for specific blocks of the above mentioned roadways. (page 10)
3. **Recommendation:** Establish and enforce comprehensive storm water runoff plans for new and existing development. (page 11)
4. **Recommendation:** Better maintenance of storm drains, especially near intersections, such as the one located near the intersection of N. Harrison and Williamsburg Blvd. (page 11)
5. **Recommendation:** Remove the requirement to always combine sidewalk construction with curb and gutter work. The unnecessary loss of land to adjacent property owners and removal of mature trees and landscaping seems like overkill and a wasteful expenditure of funds, in addition to adding more impervious surfaces to the over 40 percent rate the County is already enduring. (page 11)
6. **We ask Arlington County to develop a traffic management plan for RSCA which considers traffic completely.** "Completely" includes developing plans for the major thoroughfares that run through and surround our Civic Association, developing plans to make traffic flow more safely and smoothly. We would like to separate residential from commercial traffic, encouraging habit changes and the use of better designed major traffic arteries, improved lighting and better use of signs for both pedestrians and automobiles. We also do not want to design a plan that helps one street at the expense of pushing traffic onto another street or adjacent civic association. (page 12)
7. **Improve traffic management and pedestrian safety along Williamsburg Boulevard.**
This project includes improvement in the following areas of the plan: sidewalks and pedestrian safety, traffic safety, transportation, streetlights, utility lines and beautification. Because storm water management is such a concern for our neighborhood, we will consider the best means possible to mitigate storm water runoff. (page 12)

8. Improve traffic management and pedestrian safety along Old Dominion Drive.

This project includes improvement in the following areas of the plan: sidewalks and pedestrian safety, traffic safety, transportation, streetlights, utility lines and beautification. Because storm water management is such a concern for our neighborhood, we will consider the best means possible to mitigate storm water runoff. (page 12)

9. Install additional speed limit signs and increase police surveillance, especially along Little Falls Road, Williamsburg Boulevard, and Old Dominion Drive. (page 12)

10. Increase police surveillance along the arterial roads in the Rock Spring Civic Association and traffic calming measures should be taken in the areas identified by data from the County. (page 13)

11. Install a curb along the existing median on Williamsburg Boulevard between Glebe Road and Old Dominion Drive and resurface Williamsburg Boulevard with better markings to identify bike lanes and parking lanes. Additionally, install signs warning drivers that the road narrows to one lane. (p14)



12. Improved traffic and pedestrian signs (devices). Comprehensively look at all existing signs to determine where additional traffic control devices are needed, and whether some can be combined with other signs, relocated or eliminated. When a new sign is installed, consider the existing signs and weave it into the fabric of all existing signs. (page 14)

13. Add a left turn arrow/alternate green for traffic turning from Old Dominion onto Williamsburg Blvd. (page 14)

14. Replace the mirror on Old Dominion across from N. Edison to allow traffic entering from N. Edison to see traffic approaching on Old Dominion. (page 14)

15. Posting of flash flooding signs near open streambed. (page 14)

16. **Recommendation:** Address the specific areas mentioned above. Contact us for exact blocks of concern. Investigate using more directionally specific lighting that would satisfy safety needs but not waste light skyward or into homes, coming more into alignment with the Dark Skies initiative. (page 18)

17. **Recommendation:** Areas where a consistent and more attractive style would enhance the neighborhood most visibly would be along the major arterials of Old Dominion Drive and Williamsburg Boulevard. Yorktown Boulevard would be included for consideration but only a small section of that falls within our Civic Association. (page 18)

18. **Recommendation:** Address the safety issues first. Clean up the intersections and most vulnerable pole lines as a priority. Use construction projects that require digging in the area of power/ telephone lines, such as sewer work, as an efficient opportunity to bury those nearby lines. (page 18)

19. **Recommendation:** Remove obsolete wires at the time of maintenance instead of just leaving them in place or bundling them with new ones. (page 18)
 20. **Recommendation: Comprehensive neighborhood lighting improvements.** The Rock Spring neighborhood would like to resolve specific lighting problems identified in the plan with approval and consensus of local residents. We will prioritize improvements on major arteries and heavy pedestrian areas. (page 18)
 21. The installation of sidewalks along Old Dominion Drive between Glebe Road and the Fairfax County border. (page 20)
 22. The installation of designated crosswalks on Williamsburg Boulevard. (page 20)
 23. The Rock Spring neighborhood would like to establish a neighborhood-wide storm water mitigation initiative to better manage surface water during storm events. We would like the county to apply best storm water management practices to Williamsburg Middle and Jamestown Elementary Schools and surrounding properties. We also would like to develop a community wide program that would educate property owners to implement storm water retention techniques such as the use of rain barrels and rain gardens on their own properties, as appropriate. In addition, we want storm water retention elements integrated to the greatest extent practicable in capital improvement projects. (Comment: This project may be able to be implemented with minimal use of NC funding.) (page 20)
 24. The County should maintain the existing zoning of the neighborhood. It should also strictly enforce existing constraints and conditions on building and development, including controlling additional runoff, to preserve the character of the neighborhood and to help the environment. (page 21)
 25. The Civic Association should push for a full range of “green” measures to reduce storm water runoff within the neighborhood as well upstream and should take an active role in the Little Pimmit Run Flood Control Project as it moves into its next phases. (page 21)
 26. The County and Civic Association should make information available to residents about procedures for dealing with eyesores such as the rules and regulations about what constitutes an eyesore and how residents can register complaints. (page 21)
 27. The County should make information available about plans for building houses in the neighborhood and the ways neighbors can use to keep informed and to voice any concerns about activities, appearance, or lack of progress on a building site. (page 21)
 28. Ensure that trees are compatible with the planting site, i.e. height of mature tree and the relationship to utility lines. (page 23)
 29. Ensure that trees are maintained so that they are healthy and attractive. (page 23)
 30. Consider pursuing National Historic Designation. (page 25)
 31. Consider adding historical markers in appropriate locations throughout the neighborhood. (p25)
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The following points were gathered from questionnaires and public hearings that were open to the entire neighborhood. They were organized into the numbered recommendations above.

- Install curb along the existing median on Williamsburg Boulevard between Glebe Road and Old Dominion Drive and resurface Williamsburg Blvd. with better markings to identify bike lanes and parking lanes. Additionally, install signs warning drivers that the road narrows to one lane.
- Install additional speed limit signs and increase police surveillance, especially along Little Falls Road, Williamsburg Boulevard, and Old Dominion Drive.
- Increase police surveillance along the arterial roads in the Rock Spring Civic Association and traffic calming measures should be taken in the areas identified by data from the county, including – N. Kensington Street from county line to Yorktown Boulevard; 37th Road N from N. Harrison Street to 38th Street N.; 33rd Street N from Little Falls Road to N. Glebe Road; N. Dinwiddie Street between N. Dickerson Street and 34th Street N.
- Add a left turn arrow/alternate green for traffic turning from Old Dominion Drive onto Williamsburg Blvd.
- Replace the mirror on Old Dominion Drive across from N. Edison Street to allow traffic entering from N. Edison to see traffic approaching on Old Dominion.
- Posting of flash flooding signs near open streambed.
- Improve lighting on N. Columbus, Kensington, Harrison, George Mason and Rock Spring.
- Create more consistent lighting along major arterials including Old Dominion Drive and Williamsburg Boulevard, and possible our section of Yorktown Boulevard.
- Bury wires and utility lines especially when other major work is being done.
- Bury lines and wires at intersections where they obstruct the view of the traffic lights such as at Williamsburg and Old Dominion.
- Remove obsolete wires at the time of maintenance instead of just leaving them in place with the new ones.
- Installation of sidewalks along Old Dominion Drive between Glebe Road and the Fairfax County border.
- The installation of designated crosswalks on Williamsburg Boulevard.
- The County should maintain the existing zoning of the neighborhood. It should also strictly enforce existing constraints and conditions on building and development, including controlling additional runoff, to preserve the character of the neighborhood and to help the environment.

- Signs needed to require no parking on sidewalks by Rock Spring Road.
- No parking at crosswalk signs needed near the crosswalk at Jamestown Elementary School.
- The traffic light needs to be corrected to not be confusing at Glebe Road/Williamsburg Blvd. intersection.
- The N. Edison Street sign is not visible when traveling on Old Dominion Drive.
- The Rock Spring Road and Little Falls Road intersection street signs are not clear.
- Signs at Little Falls Road and Rock Spring Road get blocked by vegetation.
- Speed limit signs need better visibility on Little Falls Road.
- The sign at N. 31st Road needs to change to “Dead End” or “No Outlet” since the “No Thru Traffic” sign is ignored.
- The yield sign at 37th Street and Kensington Street should be a stop sign.
- The yield sign at 35th Street and Kensington Street should be a stop sign.
- Better signage is needed at the Glebe Road/Old Dominion Blvd. intersection.
- The 4700 block of Williamsburg Blvd. says right lane ends, but there is no longer a right lane.
- The traffic sign showing speed limit during school hours needs to be moved to the intersection of 37th Street and Harrison Street not at Harrison Street between 37th Street and 37th Road.
- The speed limit sign of 25 mph on Williamsburg Blvd. and Edison is too low.
- Better signage is needed at the intersection Old Dominion Blvd. and Little Falls Road.
- Williamsburg Boulevard at Old Dominion Drive. should have designated right turn only lanes.
- Consider pursuing National Historic Designation.
- Consider adding historical markers in appropriate locations throughout the neighborhood.

Additional Civic Association Recommendations made during process:

- Correct the blind corner at 32nd and Harrison Streets.
- Correct the visibility of the stop light at Williamsburg Boulevard and Harrison Street when on Williamsburg in both directions.
- Need better street lighting in the 3400 block of George Mason.
- Put in traffic light at Old Dominion Drive and Little Falls Road.
- Plan what types of trees to be planted in road and other limited area spaces to allow for proper growth and visibility.
- Put in a light at Glebe Road and Rock Spring Road.
- Monitor drainage issues with new houses and construction sites.
- Correct the problem caused due to vegetation at 32nd and Harrison Streets.
- Monitor streams for DO₂ (dissolved O₂), turbidity, and E coli.
- Try to benefit the whole neighborhood with the projects chosen.
- Improve the crosswalk plan for the whole neighborhood.
- Improve the bike lane signage on Williamsburg Boulevard.
- The trees at the Yorktown Boulevard/Harrison Street intersection block the sight line for the traffic lights.
- The pedestrian only walkways need better markings.
- Traffic light at Glebe and Rock Spring Roads.
- Provide information to home owners about managing run-off.
- Alert residents if streams are contaminated.
- Fix or remove the stone pillar on Old Dominion.
- Make a tree plan the neighborhood.
- Get a history map (already created) for Rock Spring.

- Help to prevent invasive species.
 - Improve bus stops.
 - Help educate people to not block pedestrian walkways.
 - Improve street lighting on the 4900 block of 35th Street North.
 - Improve Jamestown Park.
-

Rock Spring Neighborhood Conservation Plan Committee

Mark Luncher, Chairman

Mary Cottrell

Judy Guerrero

Mike & Zoe Hathaway

Kevin Hillary

Bob Johnson

Sharon Jolly

Bill MacDougall

Nancy Nakhleh

Jerry Paull

Lynn Pollock

Kevin Scott

County Representative: Tim McIntosh

Photo credits for publication

Mary Cottrell

Robert Johnson [johnsonovi@comcast.net]

Mark Luncher

Appendix:

Neighborhood Demographics

Association Maps

County Staff Responses

Rock Spring Neighborhood Conservation Area

GLUP

Legend

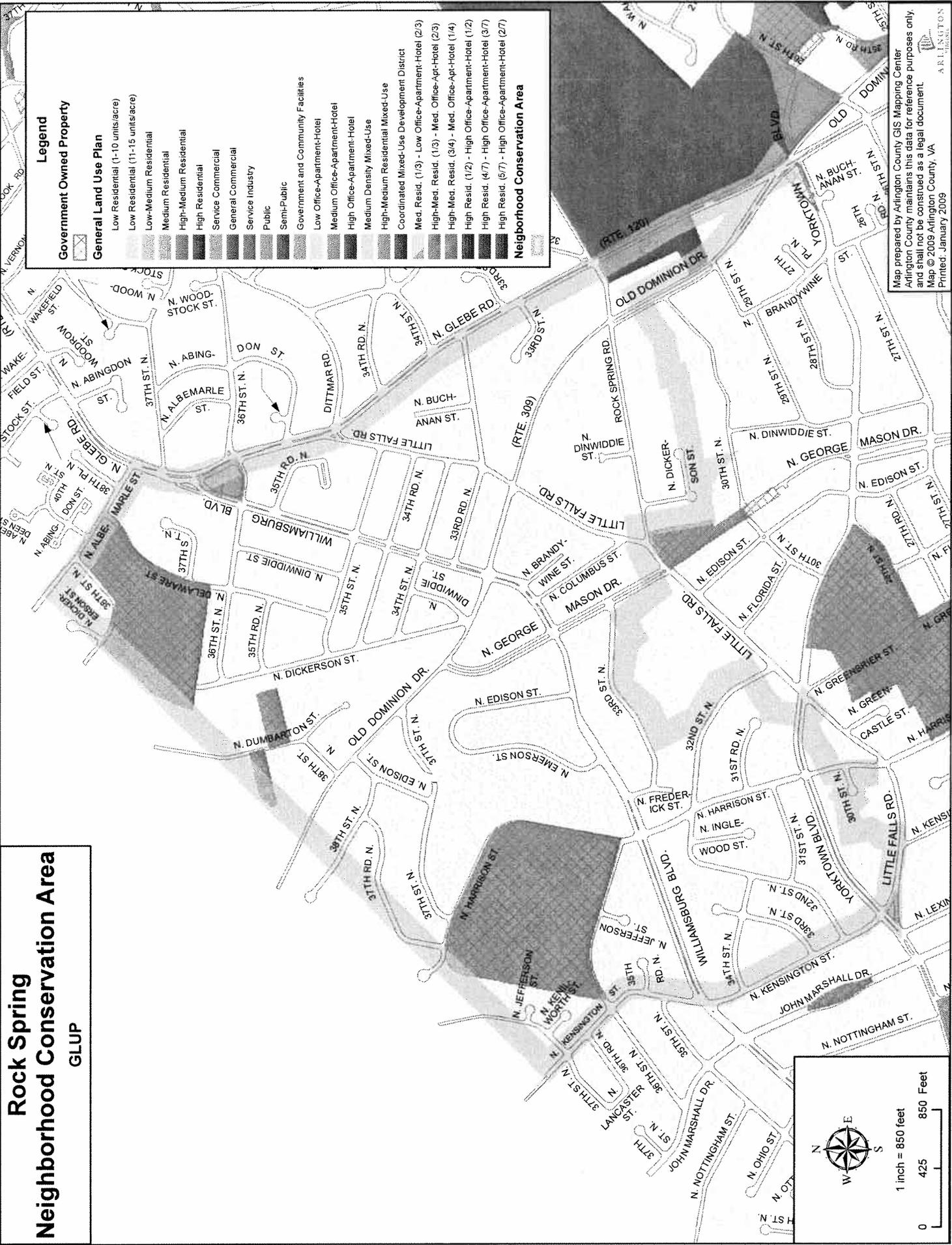
Government Owned Property

General Land Use Plan

- Low Residential (1-10 units/acre)
- Low-Medium Residential (11-15 units/acre)
- Medium Residential
- High-Medium Residential
- High Residential
- Service Commercial
- General Commercial
- Service Industry
- Public
- Semi-Public
- Government and Community Facilities
- Low Office-Apartment-Hotel
- Medium Office-Apartment-Hotel
- High Office-Apartment-Hotel
- Medium Density Mixed-Use
- High-Medium Residential Mixed-Use
- Coordinated Mixed-Use Development District
- Med. Resid. (1/3) - Low Office-Apartment-Hotel (2/3)
- High-Med. Resid. (1/3) - Med. Office-Apt-Hotel (2/3)
- High-Med. Resid. (3/4) - Med. Office-Apt-Hotel (1/4)
- High Resid. (1/2) - High Office-Apartment-Hotel (1/2)
- High Resid. (4/7) - High Office-Apartment-Hotel (3/7)
- High Resid. (5/7) - High Office-Apartment-Hotel (2/7)

Neighborhood Conservation Area

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CPHD

Rock Springs Civic Association

	1990		2000		Change 1990- 2000	% Change 1990- 2000
	Number	% of Total Population	Number	% of Total Population		
TOTAL POPULATION	2,599	100.0%	2,471	100.0%	-128	-4.9%
TOTAL NON- HISPANIC OR LATINO	2,463	94.8%	2,369	95.9%	-94	-3.8%
Population of One Race		n/a	2,320	93.9%	n/a	n/a
White alone	2,412	92.8%	2,206	89.3%	-206	-8.5%
Black or African- American alone	0	0.0%	25	1.0%	25	-
American Indian or Alaska Native alone	14	0.5%	1	0.0%	-13	-92.9%
Asian or Other Pacific Islander alone	37	1.4%	78	3.2%	41	110.8%
Some Other Race alone	0	0.0%	10	0.4%	10	-
Population of Two or More Races		n/a	49	2.0%	n/a	n/a
TOTAL HISPANIC OR LATINO	136	5.2%	102	4.1%	-34	-25.0%
AGE DISTRIBUTION						
Under 5 years old	187	7.2%	144	5.8%	-43	-23.0%
5-17 years old	319	12.3%	490	19.8%	171	53.6%
18-24 years old	85	3.3%	71	2.9%	-14	-16.5%
25-34 years old	315	12.1%	197	8.0%	-118	-37.5%
35-44 years old	400	15.4%	384	15.5%	-16	-4.0%
45-54 years old	325	12.5%	458	18.5%	133	40.9%
55-64 years old	364	14.0%	287	11.6%	-77	-21.2%
65-74 years old	428	16.5%	197	8.0%	-231	-54.0%

75-84 years old	176	6.8%	187	7.6%	11	6.3%
85 years and older	0	0.0%	56	2.3%	56	-

SEX

Male	1,320	50.8%	1,179	47.7%	-141	-10.7%
Female	1,279	49.2%	1,292	52.3%	13	1.0%

	1990		2000		Change 1990- 2000	% Change 1990- 2000
	Number	% of Total Households	Number	% of Total Households		
TOTAL HOUSEHOLDS	979	100.0%	941	100.0%	-38	-3.9%
Family Households	817	83.5%	706	75.0%	-111	-13.6%
Married Couples with Children	213	21.8%	294	31.2%	81	38.0%
Married Couples without Children	506	51.7%	334	35.5%	-172	-34.0%
Female Single Parent Households	7	0.7%	24	2.6%	17	242.9%
Other Family Households	91	9.3%	54	5.7%	-37	-40.7%
Non-Family Households	162	16.5%	235	25.0%	73	45.1%
HOUSEHOLD SIZE*						
1-Person Households	140	14.5%	182	19.3%	42	30.0%
2-Person Households	440	45.5%	345	36.7%	-95	-21.6%
3-Person Households	179	18.5%	177	18.8%	-2	-1.1%
4+ Person Households	209	21.6%	237	25.2%	28	13.4%

	1990		2000		Change 1990- 2000	% Change 1990- 2000
	Number	% of Total Housing Units	Number	% of Total Housing Units		
TOTAL HOUSING UNITS*	996	100.0%	957	100.0%	-39	-3.9%
Occupied Housing Units	968	97.2%	941	98.3%	-27	-2.8%
Owner-Occupied	913	91.7%	888	92.8%	-25	-2.7%
Renter-Occupied	55	5.5%	53	5.5%	-2	-3.6%
Vacant Housing						

Units	28	2.8%	16	1.7%	-12	-42.9%
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Source: U.S. Census Bureau, 1990 and 2000 Census of Population and Housing (SF1). Tabulated by Lisa Fowler, Arlington County CPHD - Research, Analysis and Graphics Section and Shirley Grant, Arlington County CPHD - Neighborhood Services.

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

n/a indicates data are not available for 1990.

RELATED RESOURCES

Planning Research and Analysis Team (PRAT)

- [Arlington County Profile](#)
- [Demographics](#)
- [Development Information](#)
- [Planning Information Reports](#)
- [Presentations](#)
- [Census 2010 Preparations](#)
- [FAQs](#)

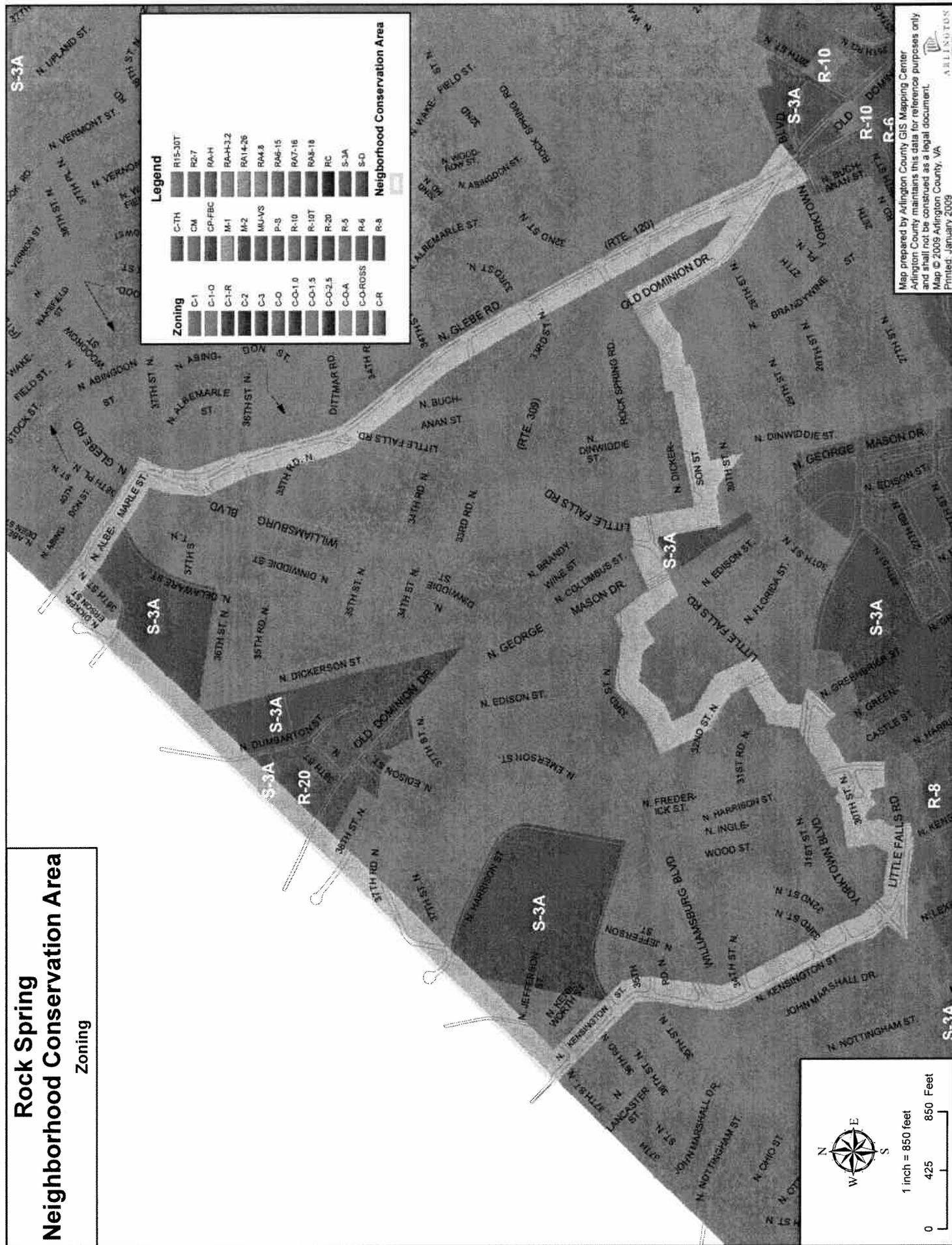
[Back to Planning Division Homepage](#)

Last Modified: April 03, 2009

Rock Spring Neighborhood Conservation Area Zoning

Zoning		Legend	
C-1	C-TH	R1S-30T	
C-1-O	CM	R2-7	
C-1-R	CP-FBC	RA-H	
C-2	M-1	RA-H-2.2	
C-3	M-2	RA-14-26	
C-O	MU-VS	RA-6-15	
C-O-1.0	P-S	RA-7-16	
C-O-1.5	R-10	RA-8-16	
C-O-2.5	R-19T	RC	
C-O-A	R-20	R-3	
C-O-ROSS	R-5	S-3A	
C-R	R-6	S-D	
	R-8		

Neighborhood Conservation Area



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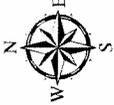
1 inch = 850 feet
 0 425 850 Feet

Rock Spring Neighborhood Conservation Area

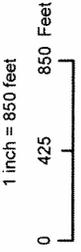
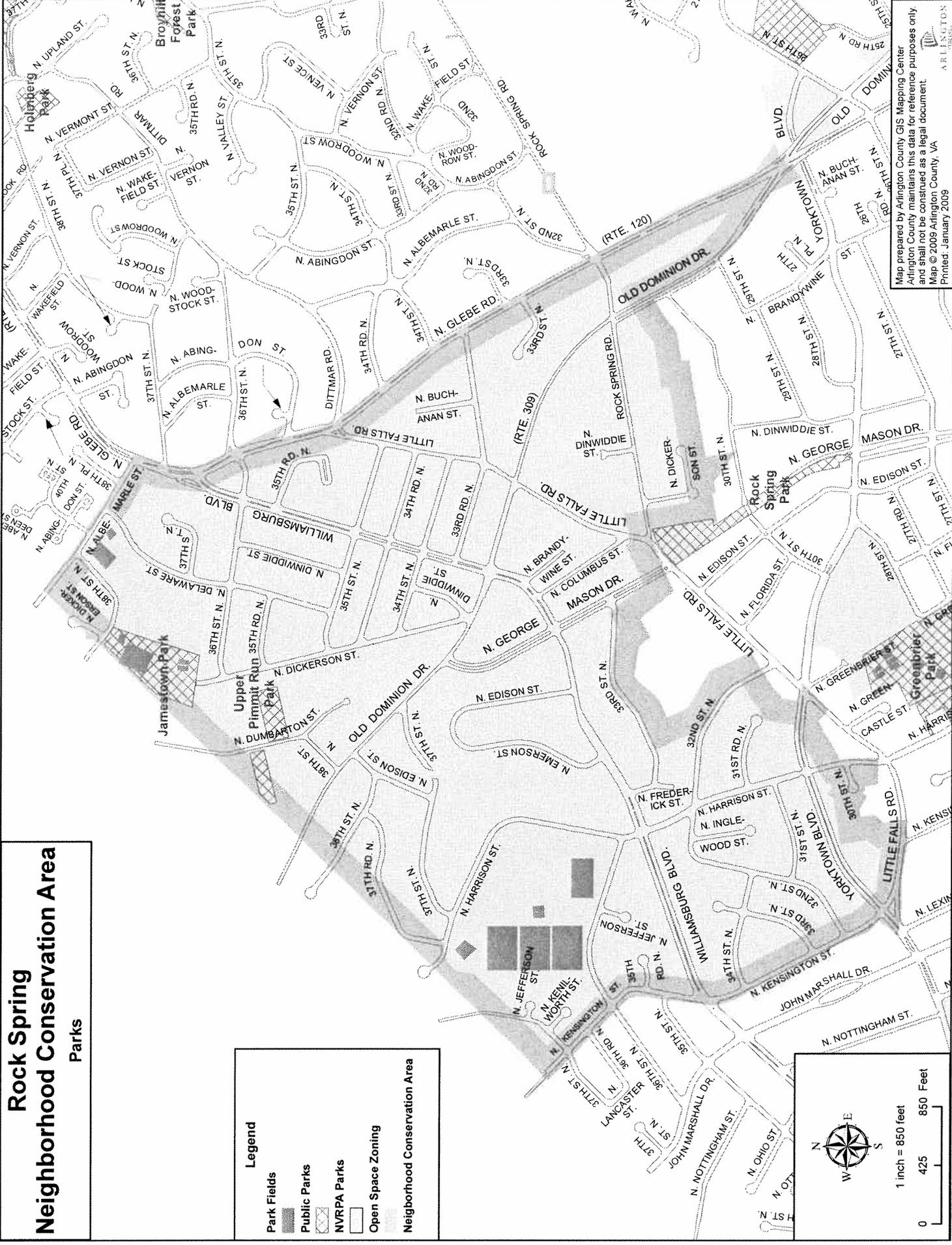
Parks

Legend

-  Park Fields
-  Public Parks
-  NVRPA Parks
-  Open Space Zoning
-  Neighborhood Conservation Area



1 inch = 850 feet

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Rock Spring Staff Comments

Sidewalks and Pedestrian Safety			
Recommendation No.	Location In Plan	Civic Association Recommendation	Comment (Department)
1	Page 10	Understanding that the County is encouraging installation of sidewalks wherever possible, there is some concern that the push for more sidewalks and curbs leads to increased storm water runoff. If sidewalk expansion continues, we support the most current Best Management Practices recommending the use of more pervious surfaces in sidewalk construction and numerous water and litter collection pockets with landscaping incorporated within them. Natural swales and proper grading and landscaping at runoff points are also just a couple of the options that could be implemented.	See response to Recommendation 23. Department of Environmental Services (DES)
2	Page 10	Realizing that encroaching vegetation from private property is the homeowners' responsibility, we suggest better communication of the requirements of homeowners to maintain the right of way on sidewalks abutting their properties. Contact this committee for specific blocks of the above mentioned roadways.	Information is already provided to homeowners, but greater attention to this issue could be undertaken in future County public outreach efforts. -DES
3	Page 11	Establish and enforce comprehensive storm water runoff plans for new and existing development.	The County currently implements the stormwater quality control requirements of the Chesapeake Bay Preservation Ordinance and the quantity control requirements of the Stormwater Detention Ordinance. At this time, authority to control stormwater runoff volumes from development projects is not provided by State code. New State stormwater management regulations are under development that staff hopes will provide more authority to control runoff volumes on-site as well as limit off-site impacts. These regulations are expected to go into effect in July 2010, with local adoption within 18 to 24 months of the effective date. -DES
4	Page 11	Better maintenance of storm drains, especially near intersections, such as the one located near the intersection of N. Harrison and Williamsburg Blvd.	WSS will inspect the storm system inlet(s) at N. Harrison St. & Williamsburg Blvd. and clean if needed. We do not have the staffing levels to clean all storm inlet points on a regular schedule. However, we can do it on an as-needed basis. Please contact the DES Call Center at 703-228-6570 to set up an inspection of a specific inlet. -DES

5	Page 11	Remove the requirement to always combine sidewalk construction with curb and gutter work. The unnecessary loss of land to adjacent property owners and removal of mature trees and landscaping seems like overkill and a wasteful expenditure of funds, in addition to adding more impervious surfaces to the over 40 percent rate the County is already enduring.	The adopted Pedestrian Element of the Master Transportation Plan provides for consideration of a sidewalk exemption where there are potential adverse impacts to significant mature trees. Exemptions will not be considered if sight distances or other conditions create unsafe conditions for pedestrians; if the street segment is on a direct route to a school, park, church, trail, or other facility and has a significant amount of vehicle or pedestrian traffic; or if the street segment connects two blocks on a street that already has sidewalks. -CPHD
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Traffic

Recommendation No.	Location In Plan	Civic Association Recommendation	Comment (Department)
6	Page 12	<p>We ask Arlington County to develop a traffic management plan for RSCA which considers traffic completely. “Completely” includes developing plans for the major thoroughfares that run through and surround our Civic Association, developing plans to make traffic flow more safely and smoothly. We would like to separate residential from commercial traffic, encouraging habit changes and the use of better designed major traffic arteries, improved lighting and better use of signs for both pedestrians and automobiles. We also do not want to design a plan that helps one street at the expense of pushing traffic onto another street or adjacent civic association.</p> <p>The Rock Spring neighborhood believes that we need to examine the intersections to enhance safety and discourage cut-through traffic:</p> <ul style="list-style-type: none"> • All intersections along Williamsburg Blvd. • All intersections along Old Dominion Dr. • Other intersections mentioned by residents and are incorporated in this plan. 	Transportation Planning is typically done through other County-wide efforts such as the Master Transportation Plan or corridor plans for specific major arterial streets, rather than on a civic association basis. County policy addresses safety concerns as a high priority and efforts could be undertaken to evaluate potential measures to address community-identified safety concerns. -DES

8	Page 12	<p>Improve traffic management and pedestrian safety along Old Dominion Drive. This project includes improvement in the following areas of the plan: sidewalks and pedestrian safety, traffic safety, transportation, streetlights, utility lines and beautification. Because storm water management is such a concern for our neighborhood, we will consider the best means possible to mitigate storm water runoff.</p>	<p>A project to construct sidewalk and address storm water management along Old Dominion Drive is currently underway. Phase I (Lee Highway to Glebe Road) is currently under construction. Phase II (Glebe Road to 38th Street North) is designed and in right of way acquisition. Construction is expected in late 2012.</p> <p>Street lighting, utility work and beautification are all elements that the community could address through future Neighborhood Conservation projects. -DES</p>
9	Page 12	<p>Install additional speed limit signs and increase police surveillance, especially along Little Falls Road, Williamsburg Boulevard, and Old Dominion Drive.</p>	<p>Transportation Operations and Engineering staff will evaluate to determine areas where additional signage is feasible. Where applicable, staff will install appropriate signs in the spring or work with VDOT to have additional signage installed on state-maintained roadways. -DES</p>
11	Page 14	<p>Improved traffic and pedestrian signs (devices). Comprehensively look at all existing signs to determine where additional traffic control devices are needed, and whether some can be combined with other signs, relocated or eliminated. When a new sign is installed, consider the existing signs and weave it into the fabric of all existing signs.</p>	<p>Staff will evaluate existing signs to determine if additional traffic control devices are feasible, and whether some can be combined with other signs, relocated or eliminated. -DES</p>
12	Page 14	<p>Install a curb along the existing median on Williamsburg Boulevard between Glebe Road and Old Dominion Drive and resurface Williamsburg Boulevard with better markings to identify bike lanes and parking lanes. Additionally, install signs warning drivers that the road narrows to one lane.</p>	<p>A design is underway for a portion of this median to function as a stormwater quality treatment system as part of the implementation of the Watershed Retrofit Plan for the Little Pimmit Run Watershed (see response to #23). -DES</p>
13	Page 14	<p>Add a left turn arrow/alternate green for traffic turning from Old Dominion onto Williamsburg Blvd.</p>	<p>Transportation Engineering and Operations staff will collect appropriate volume and accident data in the Spring and evaluate the request for a left turn phase (arrow) or alternate green operation. -DES</p>

14	Page 14	Replace the mirror on Old Dominion across from N. Edison to allow traffic entering from N. Edison to see traffic approaching on Old Dominion.	Arlington County discontinued the use and/or installation of mirrors several years ago. It has been determined that mirrors oftentimes cause visibility distortion and confusion as vehicles approach them which could potentially lead to accidents and therefore liability concerns. -DES
15	Page 14	Posting of flash flooding signs near open streambed.	Staff believes it would be impractical and ineffective to post special 'flash flooding' signage at all of the County's stream access points. Periodic reminders in the 'Citizen,' on the County website, and in general outreach materials are more appropriate venues to communicate this information. -DES

Streetlights and Utility Lines

Recommendation No.	Location In Plan	Civic Association Recommendation	Comment (Department)
16	Page 18	Address the specific areas mentioned above. Contact us for exact blocks of concern. Investigate using more directionally specific lighting that would satisfy safety needs but not waste light skyward or into homes, coming more into alignment with the Dark Skies initiative.	Staff requests that the Civic Association specify locations, project limits, and type of lights requested. Staff will then evaluate and determine if those requests would best be handled by the Neighborhood Conservation program or by The Traffic Engineering and Operations Bureau. However, funding for any resulting projects should come from the Neighborhood Conservation Program. -DES
17	Page 18	Areas where a consistent and more attractive style would enhance the neighborhood most visibly would be along the major arterials of Old Dominion Drive and Williamsburg Boulevard. Yorktown Boulevard would be included for consideration but only a small section of that falls within our Civic Association.	Staff requests that the Civic Association specify locations, project limits, and type of lights requested. Staff will then evaluate and determine if those requests would best be handled by the Neighborhood Conservation program or by The Traffic Engineering and Operations Bureau. However, funding for any resulting projects should come from the Neighborhood Conservation Program. -DES
20	Page 18	Comprehensive neighborhood lighting improvements. The Rock Spring neighborhood would like to resolve specific lighting problems identified in the plan with approval and consensus of local residents. We will prioritize improvements on major arteries and heavy pedestrian areas.	Staff requests that the Civic Association specify locations, project limits, and type of lights requested. Staff will then evaluate and determine if those requests would best be handled by the Neighborhood Conservation program or by The Traffic Engineering and Operations Bureau. However, funding for any resulting projects should come from the Neighborhood Conservation Program. -DES

Public Safety

Recommendation No.	Location In Plan	Civic Association Recommendation	Comment (Department)
21	Page 20	The installation of sidewalks along Old Dominion Drive between Glebe Road and the Fairfax County border.	A project is planned for construction in late 2012 (see response to recommendation 8). -DES
22	Page 20	The installation of designated crosswalks on Williamsburg Boulevard.	Transportation Engineering and Operations staff will evaluate appropriate locations to install crosswalks on Williamsburg Boulevard. Identified locations will be marked with appropriate signage and pavement markings in the Spring/Summer 2010. -DES
23	Page 20	The Rock Spring neighborhood would like to establish a neighborhood-wide storm water mitigation initiative to better manage surface water during storm events. We would like the county to apply best storm water management practices to Williamsburg Middle and Jamestown Elementary Schools and surrounding properties. We also would like to develop a community wide program that would educate property owners to implement storm water retention techniques such as the use of rain barrels and rain gardens on their own properties, as appropriate. In addition, we want storm water retention elements integrated to the greatest extent practicable in capital improvement projects.	<p>Several key facts are critical to understand the current state of stormwater and watershed management in Arlington:</p> <ul style="list-style-type: none"> ○ Legacy land use and drainage decisions make stormwater and watershed management in urban areas like Arlington extremely challenging. ○ Traditional drainage and flood protection work remains necessary in urban areas like Arlington given the high levels of impervious cover in the County (>40%), extensive drainage network in place, and development proximity to stream corridors and major storm sewer lines. ○ Integration of traditional infrastructure needs with watershed management and environmental protection objectives and compliance requirements is the central challenge and focus of the County's comprehensive stormwater and watershed management program today. <p>Arlington County continues to pursue innovative and responsible watershed management techniques, taking into account the significant challenges of legacy land use and drainage decisions County-wide. A Watershed Retrofit Plan for the Little Pimmit Run watershed has recently been completed, and Arlington has already initiated capital projects to implement two of the identified retrofit opportunities. A bio-retention basin has been incorporated into the first phase of the Old Dominion Drive improvement project, which is currently underway. Two additional bioretention retrofit projects are also in the design phase, along Williamsburg Boulevard and the John Marshall Drive median. The County is also investigating other</p>

			<p>watershed management techniques, including pervious concrete, vegetated swales, and hydrodynamic stormwater facilities. However, as with any new technology, opportunity needs to be balanced with responsible use of finite resources, long-term performance and reliability, and other critical needs and objectives.</p> <p>It must also be emphasized that the Little Pimmit Run Watershed Retrofit Plan, undertaken by one of the leading watershed planning organizations in the country, the Center for Watershed Protection, found that watershed retrofit opportunities in the Little Pimmit Run watershed are relatively limited. Implementation of retrofit projects will require many years and such measures cannot solve today's acute flooding problems by themselves nor can these retrofits provide enough storage to solve flooding problems over the long-term. Therefore, proven urban drainage and flood control protection work remains a necessary and responsible component of Arlington's stormwater and watershed management programs. As these projects are undertaken, opportunities to incorporate stormwater storage and filtration will continue to be explored and implemented where feasible.</p> <p>As a core component of the comprehensive update of the County's Stormwater Master Plan that will begin in 2010, the County will continue to work with the Center for Watershed Protection to develop retrofit plans for other County subwatersheds. <u>This additional work will preclude devoting additional master planning resources solely to the Little Pimmit watershed.</u> Instead, finite staff resources will be focused on completing a comprehensive Stormwater Master Plan, as well as retrofit plans for the remaining County subwatersheds. These plans will provide an essential framework for planning and implementing specific retrofit projects identified through each retrofit plan, including the Little Pimmit Run retrofit plan as described above. Staff will also complete the work with the Little Pimmit Run 'downstream' advisory group.</p> <p>Arlington provides homeowner education and technical assistance for on-lot stormwater management. In particular, an ongoing series of rain barrel construction/distribution workshops, put together with regional local government partners, have been extremely well-attended. Staff also conduct outreach and provide technical assistance through the web, civic association meetings, and individual property owner meetings. The County is currently evaluating how to expand these efforts given existing finite resources and priorities. –DES</p>
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Land Use and Zoning

Recommendation No.	Location In Plan	Civic Association Recommendation	Comment (Department)
24	Page 21	The County should maintain the existing zoning of the neighborhood. It should also strictly enforce existing constraints and conditions on building and development, including controlling additional runoff, to preserve the character of the neighborhood and to help the environment.	Arlington County has a policy of preserving the single-family neighborhoods, while focusing new development and increased density along its Metro and transit corridors. In Addition, staff concurs that all development meet zoning and building code requirements and environmental regulations. -CPHD See response to Recommendation 3. -DES
25	Page 21	The Civic Association should push for a full range of "green" measures to reduce storm water runoff within the neighborhood as well upstream and should take an active role in the Little Pimmit Run Flood Control Project as it moves into its next phases.	See response to Recommendation 23. -DES
26	Page 21	The County and Civic Association should make information available to residents about procedures for dealing with eyesores such as the rules and regulations about what constitutes an eyesore and how residents can register complaints.	The Arlington County Code Enforcement Office investigates conditions at private properties relative to sub-standard conditions caused by deferred maintenance, over-growth of vegetation, inoperable vehicles and environmental noise. Complaints concerning the use of land are generally referred to a special zoning enforcement unit, which operates under the authority of the Zoning Administrator. For the purpose of efficiency all complaints relative to structures on, or the use upon, private property may be called into the Code Enforcement Office at 703-228-3232. Callers will be provided with an investigation number for each case initialized, as well as follow-up agencies and service/compliance expectations. -CPHD
27	Page 21	The County should make information available about plans for building houses in the neighborhood and the ways neighbors can use to keep informed and to voice any concerns about activities, appearance, or lack of progress on a building site.	The County continually shares information with the public regarding new Site Plan projects as they are submitted for review. For by-right development, the zoning office is the point of contact for any development information. -CPHD

Beautification

Recommendation No.	Location In Plan	Civic Association Recommendation	Comment (Department)
28	Page 23	Ensure that trees are compatible with the planting site, i.e. height of mature tree and the relationship to utility lines.	Staff supports selecting “the right tree for the right space”. Information on tree selection is available through VA Cooperative Extension at 703-228-6423 and through PRCR’s Landscape and Forestry Section at 703-228-7747. -PRCR
29	Page 23	Ensure that trees are maintained so that they are healthy and attractive.	PRCR tree maintenance staff are responsible for over 19,000 County street trees (plus many times that number in parks). The vast majority of staff resources are spent addressing tree safety hazards (our first priority). Unfortunately, the amount of time that can be dedicated to non-safety related pruning to improve tree health/structure is very limited. Specific requests for pruning can be directed to PRCR’s Landscape and Forestry Section at 703-228-7747. -PRCR

Cultural and Historic Resources

Recommendation No.	Location In Plan	Civic Association Recommendation	Comment (Department)
30	Page 25	Consider pursuing National Historic Designation.	The Historic Preservation Program (HPP) staff, as part of its mission, is reviewing and analyzing in an on-going process the results of its 13 year countywide historic resources survey. The HPP staff will be looking at the survey files from the Rock Spring area in the next two years and a determination will be made as to its National Register eligibility at that time. -CPHD
31	Page 25	Consider adding historical markers in appropriate locations throughout the neighborhood.	The HPP staff is very supportive of placing historic markers throughout the county and in this neighborhood. There are currently 2 historic markers in this neighborhood: a marker entitled George Nicholas Seagmuller, at 5115 Little Falls Road; and a marker entitled, John Saegmuller House, at 5105 Little Falls Road. The HPP is always open to recommendations for historic markers. –CPHD