



ARLINGTON COUNTY, VIRGINIA

**County Board Agenda Item
Meeting of June 12, 2010**

DATE: May 19, 2010

SUBJECT: Leeway Conservation Plan Update

C. M. RECOMMENDATION:

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

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

SUMMARY: The Leeway Civic Association began work on this plan update in 2005. A written survey was distributed to every household in the neighborhood in 2007. Neighborhood Conservation (NC) staff worked extensively with volunteer plan writers to complete and review this plan, which was approved by the Association in April of 2010. The Neighborhood Conservation Advisory Committee reviewed the plan on May 13, 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 Leeway neighborhood is a largely residential section of northwest Arlington. The predominant housing style is detached, single-family homes. The majority of the conservation area lies between Lee Highway and 22nd Street North from North George Mason Drive westward to North Quantico Street. An additional portion runs from Lee Highway northward to 27th Street North between North John Marshall Drive and North Kenilworth Street. It consists of 1,982 people, an 8.5% increase from 1990, living in 840 households.

This plan is an update to the neighborhood's 1993 plan. Under that plan several improvements were made within the conservation area. The Lee Center block was rezoned from C-1/R-6 to S-3A as recommended in the plan. Curb nubs and other traffic calming improvements were installed on North Harrison Street between Lee Highway and 22nd Street North. North Kensington Street was fully rebuilt between Lee Highway and 25th Road North with the addition of curb, gutter, storm drainage, and Carlyle streetlights. 22nd Street North was improved between the John Marshall/Ohio greenway and North Quantico Street in three phases with the

County Manager: MB/GA

County Attorney: CUMK SAM

Staff: Kellie Brown, CPHD, ONS

36.

addition of missing sidewalk, a tree-planting strip on the south side of the street, additional storm water collection points, curb and gutter up near North Quantico Street, and an overall narrower curb-to-curb profile that reduced vehicle speeds and emphasized this as a neighborhood, more pedestrian-oriented street. Similar neighborhood improvements are anticipated under the new plan update.

In 2007, surveys were distributed to each household within the neighborhood. The survey response rate for the neighborhood was 16 percent, which is well above the average response rate of 10 percent for Civic Associations in Arlington. In April of 2010, the Civic Association voted to adopt the plan. On May 13, 2010, the Neighborhood Conservation Advisory Committee (NCAC) reviewed and approved the Leeway Neighborhood Conservation Plan Update 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 Leeway Neighborhood Conservation Plan Update and recommends County Board acceptance of the plan, subject to staff comments attached to this report.

DISCUSSION: The Leeway Neighborhood Conservation Plan Update contains 58 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 Leeway Neighborhood Conservation Plan Update. This report and staff comments will be printed and bound with the Neighborhood Conservation Plan Update when it is published.

FISCAL IMPACT: The acceptance of the Leeway Neighborhood Conservation Plan Update 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 Leeway 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 three 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 Leeway Plan and recommends its acceptance; and

Whereas, the Planning Commission also recommended acceptance of the Leeway Neighborhood Conservation Plan, as updated through April, 2010.

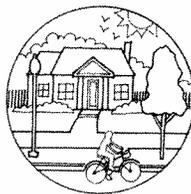
Now, therefore be it resolved that after careful consideration of the recommendations of the Neighborhood Conservation Advisory Committee, the County Board hereby accepts the Leeway Conservation Plan, as updated through April, 2010 as a statement of the Leeway neighborhood and directs the County Manager to ensure that the recommendations of this plan are considered in decision-making and actions that affect the Leeway neighborhood.

Leeway Neighborhood Conservation Plan

Arlington, Virginia



April 21, 2010



LEEWAY NEIGHBORHOOD CONSERVATION PLAN

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ACKNOWLEDGEMENTS

Many thanks are owed to the group of people who contributed their time and talents to producing this document. In particular, we would like to acknowledge the heroic efforts of:

- Lisa Godfrey, for nearly single-handedly inputting the voluminous survey data into a data base, enabling the completion of the community survey
- Steve Michener, for his time and never-ending patience in analyzing and formatting the survey data so results could be determined

The committee who wrote the document and spent untold hours poring over text, data and each other's edits:

- Rob Swennes
- Jennifer Michener
- Karla Brown
- Ladd Connell
- Pierre Boyer
- Vicki Howard
- Carolyn Connell
- Cathy Mercil

The following individuals also contributed their time and energy to data input and various tasks:

- David Brown
- Wendy Green
- Ole Morten Orset
- Daniel Wagner
- Dexter Hill

The following Arlington County staff were immensely helpful and gracious in assisting us with the various tasks required to complete this report:

- Kellie Brown, Neighborhood Planner
- Tim McIntosh, Neighborhood Planner

EXECUTIVE SUMMARY

The Leeway Neighborhood Conservation Area, according to data from the 2000 US Census, consists of 1,982 people, an 8.5% increase from 1990, living in 840 households. The area was built up largely as single-family homes for families coming to the Washington area around World War II, and it retains that core housing stock to this day. While the Lee Highway corridor has both commercial and townhouse developments, the remainder of the community is primarily single-family, owner-occupied homes, on well-tended lots, which provide Leeway a traditional neighborhood character that most civic association residents seek to preserve.

Land Use and Zoning: The Leeway area's existing land use is generally consistent with its zoning. The County's General Land Use Plan (GLUP) identifies a high percentage of the area as dedicated for low-density, residential development (1-10 units per acre). The area's present ratio of commercial to residential acreage as shown on the GLUP is considered satisfactory and should be maintained at about that ratio.

The Leeway community is in agreement that several guiding principles should govern any future planning effort in our portion of the Lee Highway corridor. These include:

- The vast majority of the Leeway area shall remain used for single-family homes built on lots zoned R-6 (the current zoning). For preservation of the Leeway neighborhood it is essential that the County adhere to the General Land Use Plan and to the current zoning districts when considering any future requests for development in the area.
- The commercial corridor along Lee Highway within Leeway should not extend any further west than its present boundary near the intersection of Lee Highway and N. Lexington Street.
- The future use of commercial property along the highway should continue to focus on the retail needs of the abutting residential communities in Arlington. Residents oppose expanding the depths of the current commercial zoned sections along Lee Highway to build higher density commercial space. However, the community would consider a plan for denser residential or commercial/ residential development of the currently R-6 zoned property abutting Lee Highway between N. George Mason Drive and N. Harrison Street, particularly if the plan includes removal or suitable relocation of the current communications tower adjacent to the site.

Neighborhood Conditions: The majority of Leeway residents believe sidewalks are needed on all streets to improve pedestrian and traffic safety. However, some residents are concerned that such improvements may diminish the rural feel of their streets and destroy established trees and shrubbery. Any infrastructure should be installed in such a manner as to maximize the greenery along the street, both by preserving existing trees and shrubbery where possible, and by planting new trees and shrubs to replace those lost and to add to the future neighborhood canopy and green space.

Traffic and Transportation: Because of its proximity to popular retail outlets and access to public transportation and major arterial roads, many traffic and transportation impacts are felt by Leeway area residents. Lee Highway, the four-lane road that bisects the Leeway community, would benefit from improved traffic flow near the I-66 on- and off-ramps, left turn signals at the North Sycamore Street intersection, and a pedestrian-activated traffic signal on Lee Highway.

Parks, Recreation and Beautification: The only public park and recreation area contained within the Leeway community boundaries is the Lee Center and its surrounding recreational area. Leeway's other open public areas are (1) the portion of the John Marshall greenway between 22nd Street North and Lee Highway, and (2) the undeveloped right of way for North Nottingham Street between 25th Road North and

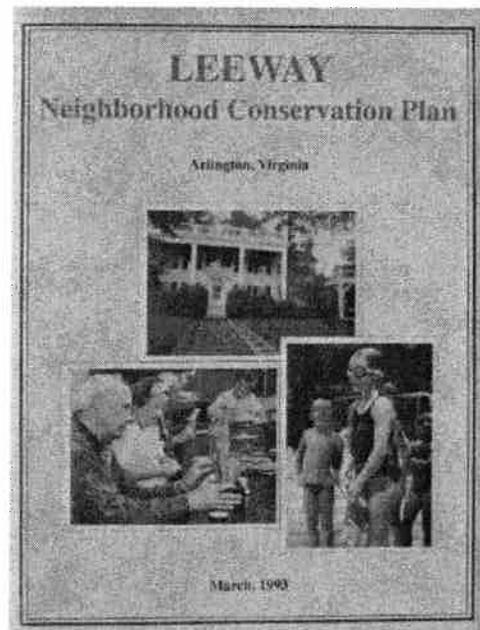
26th Street North. These parcels serve as the only County-owned green space for the 840 households in our conservation area. Therefore, the community recommends expanding access to parkland in the area by rededicating remaining portions of the undeveloped John Marshall right-of-way, from Lee Highway to Washington Boulevard as the John Marshall Park and purchasing privately owned land for use as “tot-lots” parkland and other recreational needs, while retaining the Lee Center as a community activities center and make any needed capital improvements. As future County funding allows, the community would like overhead utility and telephone wires to be transferred to underground conduits.

Commercial Environment and Impacts: Leeway’s commercial/business area extends along Lee Highway from N. George Mason Drive to a block west of N. Lexington St. The commercial area encompasses a variety of businesses and also includes a church, a private school, small apartment and townhouse developments, and the multi-purpose Lee Center. The businesses are of modest size and serve the Leeway community and beyond. The mix of local service and commercial establishments with apartment and townhouse developments along the Lee Highway corridor provides adequate access to retail and community services and to housing alternatives. However, some business facilities along Lee Highway are in relatively poor repair, negatively impacting the surrounding residential neighborhoods. Accordingly, the community recommends existing zoning codes be better enforced and that the County develop a model for alternatives for small business sites where commercial redevelopment is difficult to attract, such as for small and/or narrow properties. The County should ensure also adequate pedestrian (including handicapped) access to and from shopping areas.

Historic Preservation: The character of the Leeway neighborhood is one of single family homes with lot sizes of 6,000 square feet or more, mostly traditional architecture, walkable streets, mature trees, small neighborhood parks, convenience to low density commerce, and ease of public transportation access to nearby commercial centers. Recent improvements and redevelopments are signs of the continual renewal of the Leeway neighborhood as a highly desirable location to live. As a part of the Neighborhood Conservation program, it is important to support and preserve the overall character of the Leeway neighborhood, its significant tree canopy, and protection for historic homes and historic trees.

Urban Forestry: Urban forestry garners strong interest from area residents, with 94 percent of survey respondents favoring requirements for developers to “replace” the tree canopy destroyed for construction, 91 percent favoring incentives for businesses to plant trees and other landscaping, and strong backing for street plantings and trees as part of street improvement projects.

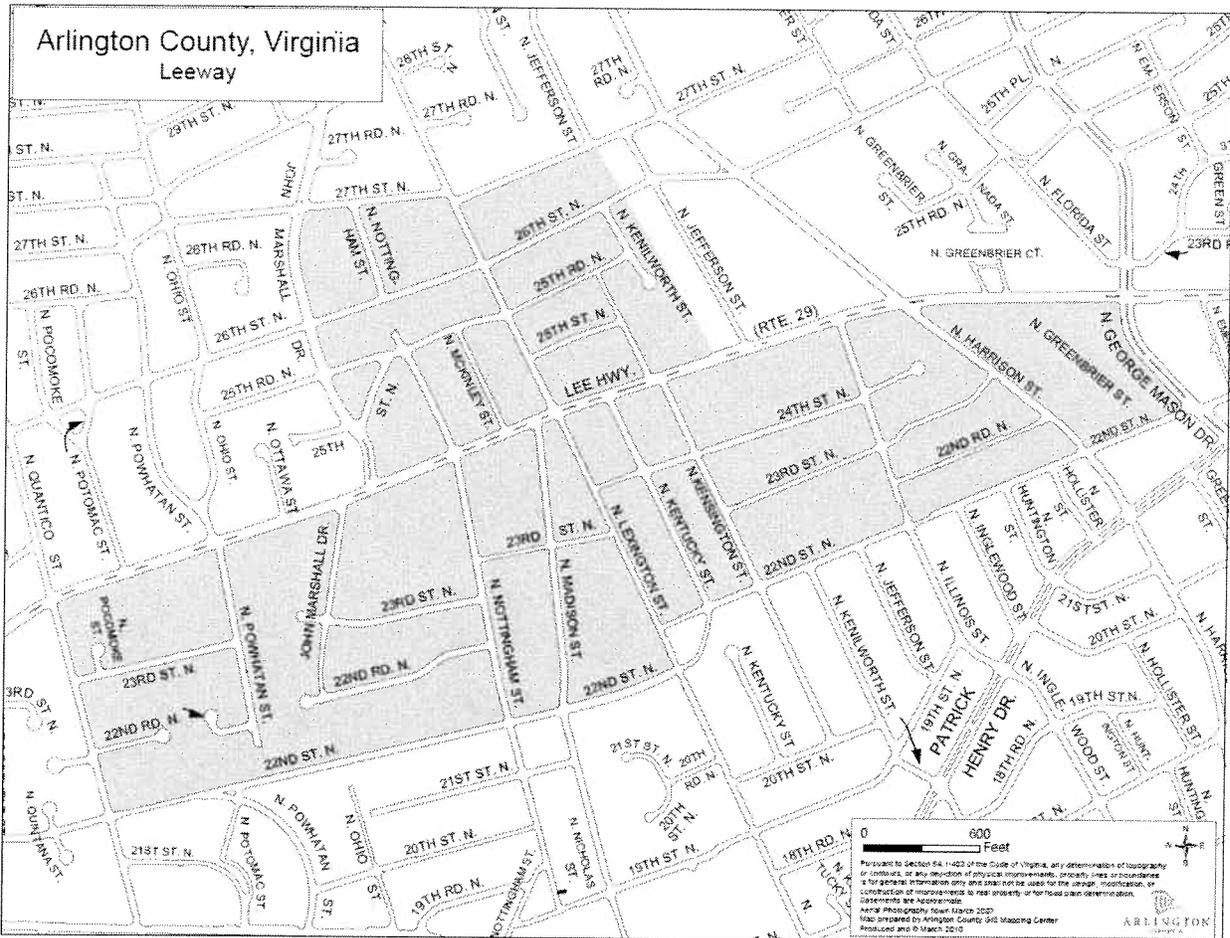
This new conservation plan for the Leeway area of Arlington replaces the original Leeway Neighborhood Conservation Plan of March 1993. Under that plan several improvements were made within the conservation area. The Lee Center block was rezoned from C-1/R-6 to S-3A as recommended in the plan. Curb nubs and other traffic calming improvements were installed on N. Harrison Street between Lee Highway and 22nd Street N. N. Kensington Street was fully rebuilt between Lee Highway and 25th Road N. with the addition of curb, gutter, storm drainage, and Carlyle streetlights. 22nd Street N. was improved between the John Marshall/Ohio greenway and N. Quantico Street in three phases with the addition of missing sidewalk, a tree-planting strip on the south side of the street, additional storm water collection points, curb and gutter up near N. Quantico Street, and an overall narrower curb-to-curb profile that reduced vehicle speeds and emphasized this as a neighborhood, more pedestrian-oriented street. Similar neighborhood improvements are anticipated under the new plan.



INTRODUCTION

The Leeway Neighborhood Conservation Area is a largely residential section of northwest Arlington (See Map # 1). The predominant housing style is detached, single-family homes. The majority of the conservation area lies between Lee Highway and 22nd Street North from North George Mason Drive westward to North Quantico Street. An additional portion runs from Lee Highway northward to 27th Street North between North John Marshall Drive and North Kenilworth Street (see Map # 1).

Map 1: Leeway Neighborhood Conservation Area



The area's residents last completed a Neighborhood Conservation (NC) Plan in 1993. Efforts to update the current conservation plan began with the appointment of Cathy Mercil to lead the effort in 2005 under the guidance of then-President Vicki Howard and NC Representative Rob Swennes. A neighborhood survey was proposed and distributed in 2007 which assessed the needs and opinions of the neighborhood and solicited the ideas of conservation area residents in shaping the next NC plan. After the survey data were compiled and analyzed, the following individual chapters were drafted and edited by the NC Plan Committee throughout 2009 and subsequently approved by the general membership of the Leeway-Overlee Civic Association in early 2010:

- Leeway History
- Land Use and Zoning

- Neighborhood Conditions – Sidewalk and Pedestrian Safety
- Traffic and Transportation
- Parks, Recreation and Beautification
- Commercial Environment and Impacts
- Historic Preservation
- Urban Forestry

Each of these chapters contains relevant data and discussions of the topic as it relates to Leeway Conservation Area residents. The intent was to provide a balanced description of the issues important to Leeway residents and to provide recommendations for future improvements for consideration by the Arlington County Board and various County governmental departments. The plan also contains three appendices: Demographic Profile, Leeway Survey Results, and Neighborhood Project List. The appendices include a wealth of information about the local community and its views.

The Leeway community offers a stable, nurturing living environment. Home to local service and commercial retail establishments, a nearby Metrorail station, and excellent community assets, such as the Lee Center with new butterfly garden and the Overlee pool complex, residents that settle in Leeway tend to stay for many years.

Neighborhood Goals

The principal goal of the Leeway Neighborhood Conservation Committee was to preserve and improve the highest quality environment for future generations. Additional neighborhood goals are as follows:

- Preserve the neighborhood's primary character as an area of single-family homes.
- Improve pedestrian safety, promote walking and bicycling, and enhance traffic safety along residential streets through a combination of sidewalk additions and improvements, lighting upgrades, street design, and traffic calming when necessary, in a manner that will maximize the greenery along the street.
- Promote commercial developments along Lee Highway that are attractive and walkable, focus on the retail needs of neighborhood residents, and blend with the residential nature of the community.
- Control noise and air pollution and preserve and enhance our tree canopy.
- Improve tree planting and care on public property such as the John Marshall Greenway and the Lee Center.
- Adhere to the General Land Use Plan and to the current zoning districts when considering any future requests for development in the area.
- Expand parkland in the Leeway conservation area both by conversion of unpaved street rights of way to linear parks [in particular, the John Marshall Greenway] and by purchasing privately owned land for use as "tot-lots" parkland and for other recreational needs.
- Retain the Lee Center as a community activities center and make any needed capital improvements.
- Promote a working relationship between personnel from the County's code enforcement office and the Police Department to ensure that codes addressing noise, light, trash, and other issues are enforced in the business areas.

- Make neighborhood business licenses contingent on providing realistic parking for the routine operations of the businesses, in order to minimize overflow parking onto adjoining neighborhood streets.
- Endorse land uses that will ensure that this neighborhood remains a highly attractive place to live and work for generations to come.

Thus, a number of desired improvements have been identified through the neighborhood survey, and they are discussed in the sections that follow.

The Leeway Neighborhood Conservation Committee members:

- Cathy Mercil
- Rob Swennes
- Jenni Michener
- Pierre Boyer
- Karla Brown
- Ladd Connell
- Vicki Howard
- Carolyn Connell

CHAPTER ONE

LEEWAY HISTORY

The initial European settlement of the Northern Virginia area was accomplished through land grants issued to English colonists. The majority of the Leeway area was included in a 1730 land grant to Simon Pearson and James Going. The remainder was included in a 1699 grant to John Colville.

In 1789, Simon Pearson's son, Thomas, sold a 500-acre tract "on the branches of Four Mile Run" to George Minor for 710 English pounds (Virginia specie).¹ The broad land holdings of the Minor family prior to the Civil War are still memorialized by Minor's Hill, the high ground adjacent to the intersection of Williamsburg Boulevard and North Sycamore Street. George Minor's land passed in divided shares to his sons. In the 1820's one son, Hugh Minor, encountered financial difficulties. In 1829 two tracts he held were sold at public auction by the Alexandria sheriff to cover judgment debts. Daniel Minor of Fairfax County purchased the rough 176 acres for between \$2.75 and \$4.75 an acre.² Daniel sold this farmland in 1849 to Nicholas Febrey. Ten years later it passed to his son, Henry W. Febrey. Febrey's farm encompassed the Leeway area bounded by North Quantico Street, Lee Highway and North Lexington Street. It extended south beyond what is now Washington Boulevard.

Henry Febrey was a prominent farmer in the area in the latter half of the 19th century. About ten years following his death in the early 1880's, his farmland was partitioned among his descendants. The plan attached to the 1893 court partition order divided the 177.75 acres into twelve tracts.³ The tracts are recorded in the 1900 map of Alexandria (later Arlington) County (see Map # 2). The stream shown flowing through the property toward Four Mile Run now lies under the greenway adjacent to North John Marshall Drive.

Much of the Leeway area east of North Lexington Street passed from John Colville to George Minor and then to his son, Smith Minor. A 56-acre tract of this land was purchased in 1889 by Joseph Fought.

Residential development in this area of farmlands did not begin in earnest until the 1920's. A 1931 map of the County by W. F. Sunderman (see Map # 3) shows two major subdivisions, Overlee Knolls and Tuckahoe Village, and the Lee Elementary School. The street names changed completely in 1935 when Arlington County unified its system of hamlets and new subdivisions. Mount Olivet Road and Elmhurst Avenue (formerly Greenough's Road) became North Lexington Street and North Quantico Street, respectively, in the Leeway area. Earlier north-south numbered streets, such as 7th Street in Tuckahoe Village, were converted to named streets in alphabetical order (North Kentucky Street). All then-existing east-west roads were renamed as numbered streets radiating north and south from Arlington Boulevard (Route 50).

Lee Highway, also known as U.S. Highway 29, bisects the Leeway neighborhood. It began as a dirt road connecting the colonial towns of Falls Church and Georgetown. Its importance grew at the time of the Civil War when it helped to connect military forts defending Washington, D.C. It also served as a major farm-to-market route into the city. For many decades it was known as the Georgetown and Fairfax Road. As highway usage grew, its importance increased. In 1923, President Harding changed its name to Lee Highway and dedicated it as the initial segment of the nation's first transcontinental highway (U.S. Route

¹ This sale was reconfirmed in a deed between Thomas Pearson and George Minor dated March 29, 1803. It is recorded in the land transfer books of the Arlington County Courthouse (Deed Book A-T, No.1, p. 49).

² Arlington Deed Books R, No.2, p. 303 and S, No.2, p. 147.

³ Arlington Deed Book M, No.4, p. 339.

50) from the Capital to California. Though this U.S. highway routing was shifted to Arlington Boulevard in 1935, Lee Highway remained a well-traveled route. It was widened to a four-lane roadway through Leeway in the early 1960's.



Febrey Family Home – 2230 N Powhatan Street

The suburban development of Leeway area began in earnest in the 1920's and continued in the following decades. Ten subdivisions were approved in the 1920's. Six subdivisions were approved in the 1930's, twelve in the 1940's and six in the 1950's. A final single-family residential subdivision was approved by the County a few years ago in the far eastern area of Leeway (see Map # 4).

A few houses in the neighborhood are of particular historic interest. One is the Febrey family home at 2230 North Powhatan Street, which was known as "Maple Shade." It was built on the Febrey farm in 1851 and originally fronted toward what is now North Quantico Street.

the 1950's it has served as the clubhouse for the Overlee Community Association. Another older structure is the Byars house at 2201 North Harrison Street, which dates from 1920.

Also over a century old is the Febrey-Kincheloe house at 6030 Lee Highway. Since

The footprint of roads and housing within the Leeway Conservation Area remained relatively constant since the 1960's. With the completion of the neighboring Interstate 66 in the early 1980's, and the addition of the Metrorail during the same period, the Leeway Conservation Area (as well as many other neighborhoods in Arlington) became increasingly urbanized. Due in part to the Washington Metropolitan Area's economic boom through the 1990's and early 2000's, the desirability of housing in the area increased housing prices dramatically. Higher land values in the Leeway Conservation Area led to a trend of subdividing residential lots (where possible), thus increasing the density of housing in the area. The impact of these changes included a residential building and renovation boom and increasing pressure on the current infrastructure, including roads.



Febrey-Kincheloe House – 6030 Lee Highway

Map 2: 1900 Map of Rural Leeway (North ↑)



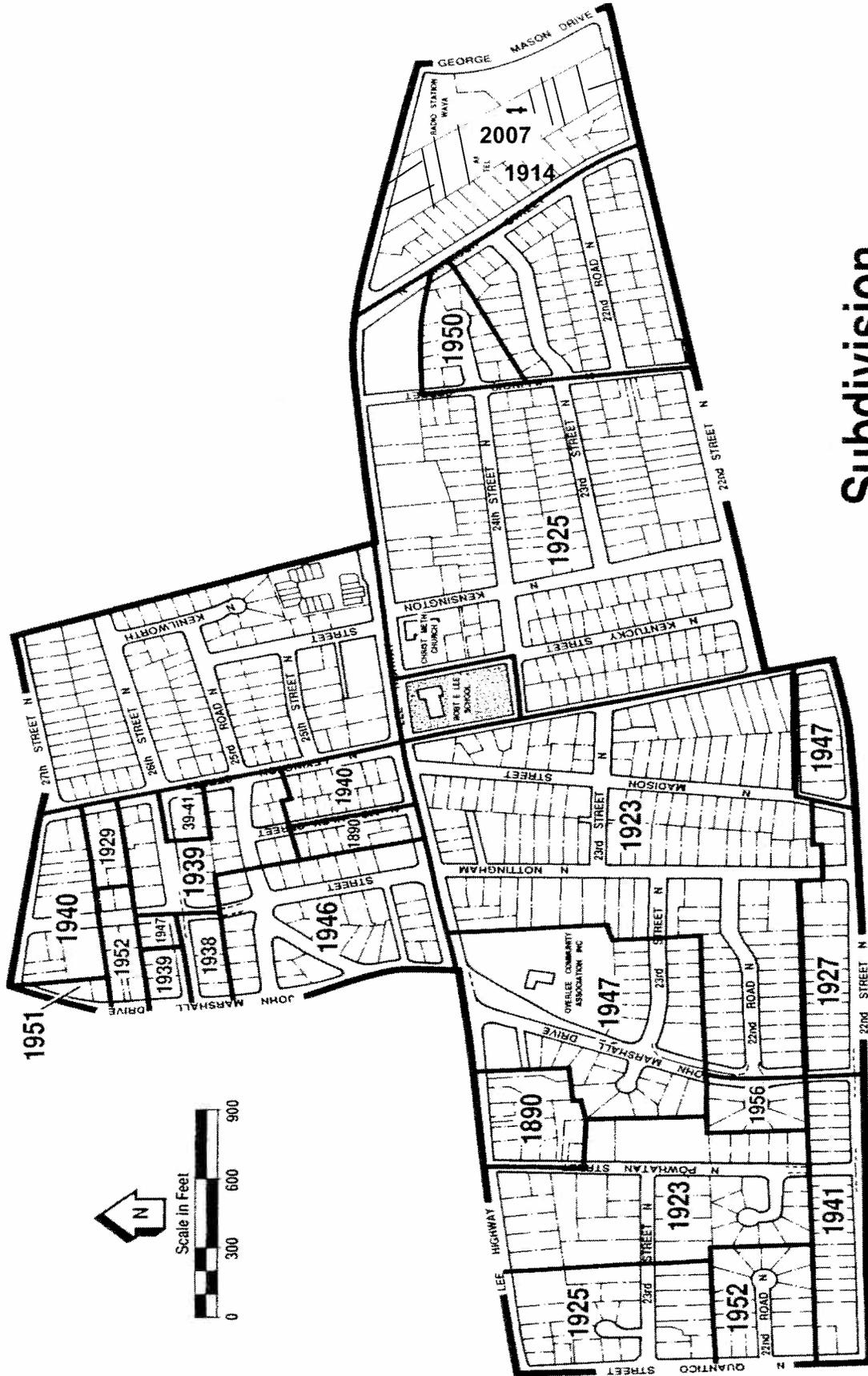
Source: Virginia Room, Arlington County Library

Map 3: 1931 Map of Leeway (North →)



Source: Virginia Room, Arlington County Library

Map 4: Subdivision Approval within Leeway by Year



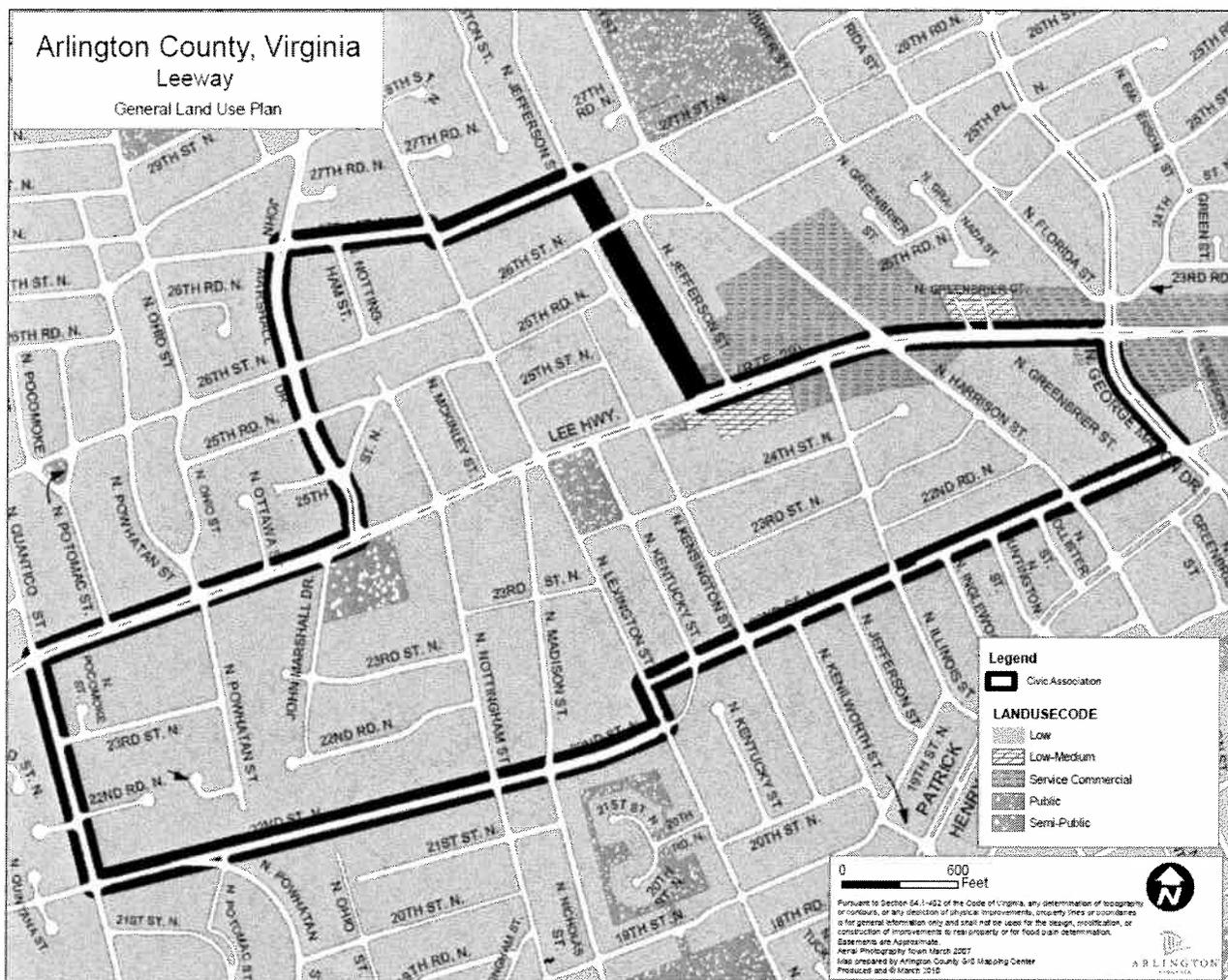
Subdivision

CHAPTER TWO

LAND USE AND ZONING

The Leeway neighborhood conservation area's existing land use is generally consistent with the zoning districts for the area. The few exceptions are discussed later in this chapter. The overall compatibility of land use and zoning is due in part to the planned development of most of the land in the 1920's through the 1950's as single-family residential subdivisions. Approximately 95% of the area is dedicated for residential use.

Map 5: Arlington County General Land Use Plan, Leeway



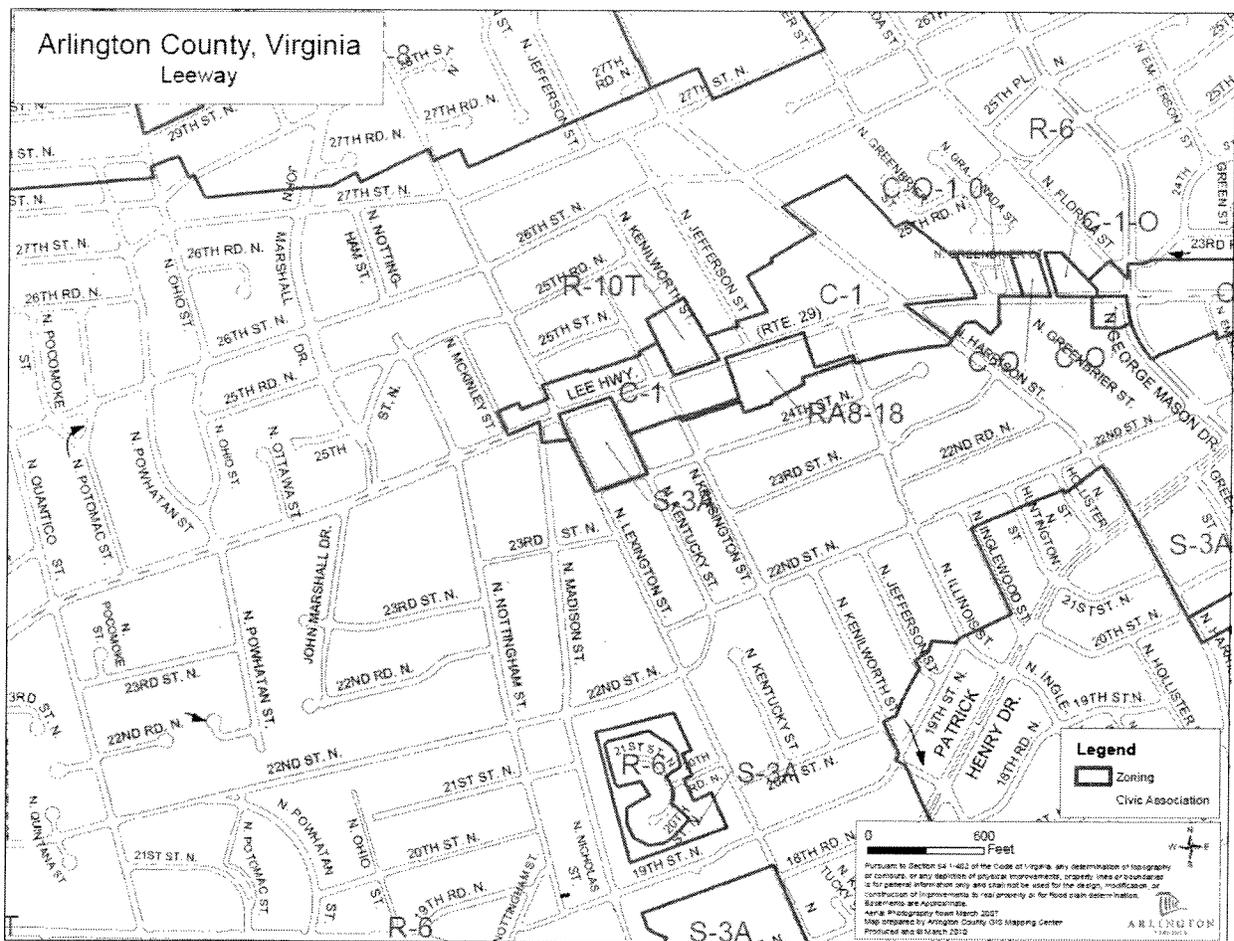
The Leeway resident survey conducted as a precursor to this conservation plan indicated the following:

- 94% of respondents indicated that they favored the Leeway area remaining a community of mostly single-family detached homes, versus the building of higher density residential or commercial properties.

- 93% of respondents indicated that the Arlington County Board should vote to limit the expansion of commercial property into residential neighborhoods; and
- 84% indicated that the Board should maintain or lessen the current population density in the neighborhood.

The County's General Land Use Plan (GLUP) identifies a high percentage of the Leeway neighborhood conservation area as dedicated for low-density, residential development (1-10 units per acre). Most of the property bordering Lee Highway, from North George Mason Drive westward to a block past the North Lexington Street intersection, is designated for "service commercial" usage on the GLUP. Property on the south side of Lee Highway, between North Illinois Street and North Kentucky Street, is reserved for "low-medium" residential development (16-30 units per acre). The present ratio of commercial to residential acreage in the Leeway neighborhood area as shown on the GLUP is considered satisfactory and should be maintained at about that ratio. Stores and services are close enough to be reached by car or a short walk.

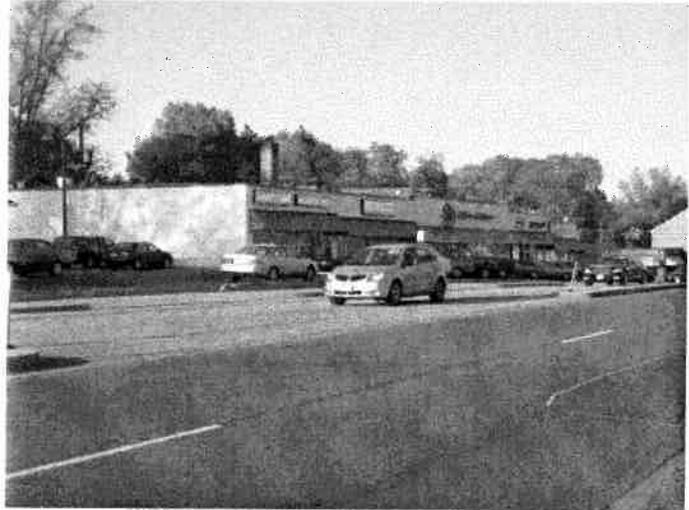
Map 6: Arlington County Zoning Map, Leeway Neighborhood



The zoning within the Leeway neighborhood conservation area largely parallels the General Land Use Plan. Virtually all the area identified on the GLUP as "low" residential (1-10 units per acre) is zoned "R-6". Under the Arlington County Zoning Ordinance an "R-6" single-family dwelling district is composed of lots with a minimum average width of 60 feet and a minimum lot area of 6,000 square feet. Under the

ordinance, cluster townhouse development through the site plan process is permitted in "R-6" zoning districts.

The majority of the commercial properties along Lee Highway are zoned "C-1", which means that they are intended for service and commercial development composed primarily of small, individual shops offering retail and personal services. Most of the businesses along this section of Lee Highway meet this definition. The commercial establishments in the neighborhood conservation area rely upon the surrounding residents for much of their business. There is in general a mutually supportive relationship between the business and residential communities.



Lee Highway North Side Shops

The zoning for two properties in this commercial corridor allows for more extensive development than currently exists on the sites. One lot is located on the southeast corner of North Harrison Street and has for several decades contained a large local bank (5350 Lee Highway). The lot is zoned "C-0-1.0". "C-0-1.0" zoning allows for nonretail commercial uses such as offices and financial institutions. The ratio of gross floor area of the structure to the total area of the site must not exceed 1.0 under this zoning category. That means that if the lot is 10,000 square feet in size, the total square footage of the building constructed on the lot may not exceed 10,000 square feet. This zoning classification would allow development of office buildings, hotels or apartments up to five or six stories through the site plan process. The community would NOT favor intense development of the property in a manner that would be inconsistent with the low height and density character of the surrounding commercial establishments and single-family neighborhoods. The southeastern portion of this C-0-1.0-zoned area is still listed for "low residential" usage on the GLUP.



Lee Highway and N Harrison Street Intersection

The second lot presently zoned for more extensive development than "C-1" is on the southwest corner of North George Mason Drive, the present home of a bank building. The lot is zoned "C-0". Under the current Zoning Ordinance this lot could be developed through the site plan process up to a density of gross floor area to site area of 3.8. Thus if the lot were 10,000 square feet in size, the building erected on it could have 38,000 square feet of floor space. The community is concerned that this development potential is excessive given the light service-commercial usage of most properties adjacent to this site.

Several decades ago at least two "C-1" zoned properties along Lee Highway were rezoned to permit townhouse or apartment development.

The local civic associations worked closely with the developer of the townhouses (Merry Mews), zoned "R-10T", on the north side of Lee Highway between North Kensington and North Jefferson Streets. An apartment complex was later developed on the south side of Lee Highway under "RA8-18" zoning. Conversion of additional C-1 property along Lee Highway to

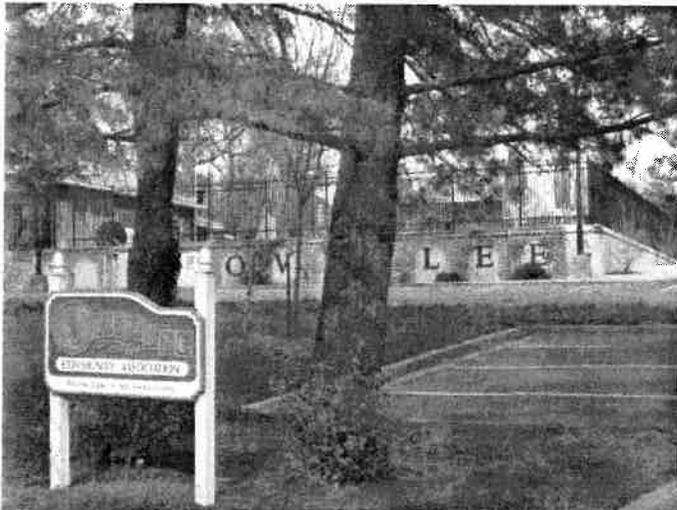
residential usage in the future is a matter of some concern, since the adjacent residential communities rely heavily upon the existing stores and service providers along the highway. Having necessary stores within walking distance or a short drive away adds to the quality of life in the neighborhood.

Two major establishments operate within the "R-6" zoned portion of Leeway under use permits issued by the County many years ago. The first is the large American Tower Corporation communications tower located at the end of the new single-family home subdivision on N. Greenbrier Street off of 22nd Street North. A transmission tower has existed in this location since 1949. This usage made sense when the surrounding acres were owned by AT&T and kept heavily wooded. This usage is incompatible with the dozen or more single-family homes now being built along N. Greenbrier up to the tower. The community would prefer that the tower be taken down or at least replaced by a less-conspicuous monotower erected at the fringe of the old AT&T property and adjacent to commercially zoned property not near existing homes.



American Tower Corporation Communications Tower

Denser development of the part of the old AT&T lot fronting on Lee Highway should be considered since no new single-family homes have been built abutting Lee Highway in this part of Arlington for over 60 years. The community would consider rezoning of this Lee Highway frontage through the site plan process to permit denser townhome development or a mixture of small commercial stores with condominiums above. This plan might include relocation of the current communications tower. Vehicular access to and from the development would need to be from Lee Highway, not a residential street.



Overlee Community Association – 6030 Lee Highway

The second major establishment operating under a use permit on residentially zoned land in Leeway is the Overlee Community Association located at 6030 Lee Highway near John Marshall Drive. The Overlee Community Association was established by local residents in 1957 as an incorporated, non-profit semi-public swimming club. It offers an extensive and successful youth swimming program and welcomed recreation and socializing opportunities for much of the Leeway community during the summer months. The lap pool within the complex was recently rebuilt. The water in that pool can be heated, thus allowing association members to extend their lap swimming season for several additional months. The Overlee complex blends well into the surrounding residential neighborhood and is a recognized

community asset. Although Overlee has operated a highly competitive and successful program for over 50 years and appears poised to continue for many more, community concern exists that at some future date the tract that the swimming club uses may be subdivided and redeveloped as either townhouses or single-family homes consistent with the existing "R-6" zoning of the property. Retention of this single remaining tract of largely undeveloped land in the community for recreational purposes is important to

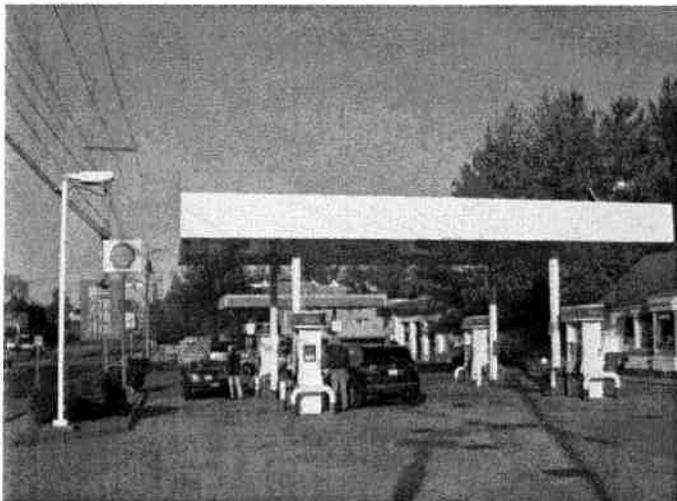
local residents. The existing Semi-Public designation of the parcel on the County's General Land Use Plan is appropriate, and the community would likely support any effort of the Overlee Community Association, Inc. to have the underlying zoning of this property changed from R-6 to S-3A. The zoning category "S-3A" (Special District) is used in Arlington to retain certain properties in a relatively undeveloped state for active or passive recreational activities. This zoning category is routinely used for County parks and schools.

The Lee Center at 5722 Lee Highway at the intersection with North Lexington Street served the community for many decades as an elementary school. In more recent times the building has functioned as a community resources facility and visual arts center for many local and County-sponsored activities. The center is operated by the Arlington Department of Parks, Recreation and Community Resources. Into the 1990s this block was zoned "C-1" along Lee Highway and "R-6" on the remainder. Rezoning of the Lee Center property to "S-3A" was a key recommendation in the neighborhood's March 1993 Neighborhood Conservation Plan and was achieved not long after the plan was accepted by the County Board. This change in zoning reflects the property's present use and helps to insure that future generations will be able to use this site for public purposes.



Lee Community Center – 5722 Lee Highway

The GLUP differs from the existing zoning in the area along Lee Highway near North Lexington Street. All of this area (except for the Lee Center) is designated as "low residential" on the GLUP. However, the property on the north side of the highway between North McKinley to beyond North Kensington Street to the east is zoned either C-1 or R-10T. The same is true on the south side of the highway between North Madison and North Kensington Streets. Since this is an established business area and has been for decades, the GLUP should be amended to reflect this fact.



Gas Station Along Lee Highway

Most of the commercially zoned property along Lee Highway was developed in the 1950s and consists of single-story buildings with large asphalt parking lots fronting the highway. The Leeway area has the largest concentration of gasoline and repair stations in Arlington County—which many residents recognize as a mixed blessing. There has been some movement to refurbish or replace a few of the old commercial buildings along Lee Highway. Many of the older buildings are seriously deficient under the County current building standards. The updated Harris Teeter supermarket in the N. Harrison Street shopping center and the new bank building at the corner of Lee Highway and N. Illinois Street are the principal examples of new, good construction. But there is concern that the community will not be best served if future development occurs without some degree of

advanced comprehensive planning.

Over the past several decades, major portions of the commercial core of Arlington County have been rejuvenated by painstaking community-based planning. While the Lee Highway corridor does not have the transportation infrastructure (or community desire) to support a Rosslyn-Ballston style redevelopment, a lower-key plan for future rebuilding along the commercial stretches of the highway is possible. The Arlington-East Falls Church neighborhood to our west is presently engaged in such an effort to determine its vision for what the commercial areas in that community should be in the decades to come and what redevelopment is desirable.



Lee Highway and N Illinois Street

The Leeway community looks forward at some future date to engaging in a similar discussion with the County planning staff and all interested parties.

The Leeway community is in agreement that several guiding principles should govern any future planning effort in our portion of the Lee Highway corridor. These include:

- The vast majority of the Leeway area shall remain used for single-family homes built on lots zoned R-6 (the current zoning).
- The commercial corridor along Lee Highway within Leeway shall not extend any further west than its present boundary near the intersection of Lee Highway and N. Lexington Street.
- The future use of commercial property along the highway shall continue to focus on the retail needs of the abutting residential communities in Arlington.
- The community opposes expanding the depths of the current commercial zoned sections along Lee Highway. Current buffer zones between commercial and high density residential properties and lower density residential (e.g., "R-6") properties should be preserved and enhanced. Edge development should minimize the impacts of the commercial properties along Lee Highway on residential parcels and neighborhoods.
- Motorized traffic access to businesses and multi-family residential buildings along Lee Highway must be via Lee Highway and not via the abutting neighborhood streets.

Recommendations:

1. The community opposes any rezoning that would extend the western boundary of the existing commercially zoned section of the Leeway neighborhood along Lee Highway. Commercial development should not extend further westward than its present boundaries at North McKinley and North Madison Streets.
2. The community opposes any rezoning of existing "C-1" zoned property to a higher density commercial zoning category. The community also opposes expanding the depths of the current commercial zoned sections along Lee Highway. It is important that the present base of local low-

rise community-oriented shops and businesses be preserved.

3. The community is likewise generally opposed to any future upzoning of the current R-6 residential zoning in the neighborhood. However, isolated lots zoned R-6 abutting Lee Highway should be rezoned for commercial or townhouse/ apartment development, as appropriate.
4. Any development on the "C-0" zoned lot at the southwest corner of North George Mason Drive and Lee Highway should not exceed 1.0 FAR in density and 35 feet in height. A rezoning to "C-1" is also supported. Rezoning would be consistent with the GLUP designation of the property as "service-commercial".
5. Any development of the "C-0-1.0" zoned lot at the southeast corner of North Harrison Street and Lee Highway should not exceed 1.0 FAR in density and 35 feet in height. A rezoning to "C-1" is also supported. Rezoning would be consistent with the GLUP designation of the property as "service-commercial". Any portion of the lot designated for "low residential" usage on the GLUP should be so used unless rezoned for townhouse development in accordance with Recommendation # 7 below.
6. The Leeway community opposes any zoning change to "C-1" zoned property that would raise the floor space-to-area ratio (FAR) above the 1.0 level normally allowed for "C-1" property under the Zoning Ordinance. No building higher than three stories should be constructed on any commercially zoned property within the conservation area.
7. The community would consider a plan for denser residential or commercial/residential development of the currently R-6 zoned property abutting Lee Highway between N. George Mason Drive and N. Harrison Street, particularly if the plan includes removal or suitable relocation of the current communications tower adjacent to the site.
8. For preservation of the Leeway neighborhood it is essential that the County adhere to the General Land Use Plan and to the current zoning districts when considering any future requests for development in the area.
9. The GLUP should be amended to show the "C-1" zoned property along Lee Highway between North Kensington and North McKinley Streets as "service commercial" rather than "low residential" since this area has been used for small business commercial purposes for decades.
10. If the County should initiate a planning study to scope out the parameters for future redevelopment of the Lee Highway commercial corridor, residents oppose expanding the depths of the current commercial zoned sections along Lee Highway to build higher density commercial space. Current buffer zones between commercial and higher density residential properties and lower density residential properties (e.g., "R-6") should be preserved and enhanced in any new plan. The goal is to ensure that edge development minimizes the negative impacts of commercial properties on residential properties, and to endorse land uses that will ensure that this neighborhood remains a highly attractive place to live and work for generations to come.

CHAPTER THREE

NEIGHBORHOOD CONDITIONS – SIDEWALKS AND PEDESTRIAN SAFETY

The Leeway area was largely built as single-family homes for families coming to the Washington area around World War II, and it retains that core housing stock to this day. While the Lee Highway corridor has both commercial and townhouse developments, the remainder of the community is primarily single-family, owner-occupied homes, on well-tended lots, which provide Leeway a traditional neighborhood character that most civic association residents seek to preserve.

The Leeway area varies widely in the amount of curb, gutter and sidewalk on each street. The quality of street lighting also differs from one street to another. As part of its Neighborhood Conservation Plan, community residents surveyed these features within the Leeway area to identify locations where capital improvements are particularly needed (see Map #7).

Curb, Gutter and Sidewalk

Map # 7 shows the existing curb, gutter and sidewalk in the Leeway Neighborhood Conservation Area.

The majority of residents living in the Leeway Conservation Area believe sidewalks are needed on all streets to improve pedestrian and traffic safety. However, some residents are concerned that such improvements may diminish the rural feel of their streets and destroy established trees and shrubbery. Most of the improvements recommended below have been chosen based upon safety concerns. Additional projects identified and qualified on a block-by-block basis shall be automatically incorporated into this Neighborhood Conservation Plan. It is anticipated that none of the recommended capital improvements will occur until the necessary majority of the affected property owners agrees to them.



John Marshall Greenway

A periodic concern of the community is the need for repair to existing curbs, gutters and sidewalks. The County's program for surveying and repairing existing concrete work should be aggressively pursued so that these items do not become unsafe or eyesores long before scheduled repairs.

The following improvements to the network of curbs, gutters and sidewalks are recommended by area residents:

Recommendations:

11. North Nottingham Street – install curb, gutter and sidewalk on the west side between Lee Highway and 22nd Street North.

Map 7: Leeway Sidewalk, Curb, and Gutter Inventory



12. North Illinois Street – install curb, gutter and sidewalks to ensure continuous sidewalk exists between 22nd Street North and Lee Highway.
13. 24th Street North – install curb, gutter and sidewalk between North Illinois Street and North Lexington Street.
14. 22nd Road North – install curb, gutter and sidewalk between North Illinois Street and North Harrison Street.
15. 23rd Street North – install curb, gutter and sidewalk between North Illinois Street and North Kensington Street.
16. 23rd Street North – install curb, gutter and sidewalk between North Lexington Street and North Nottingham Street.
17. North John Marshall Drive – install curb, gutter and sidewalk on the east side between 25th Road North and 25th Street North, and just north of 26th Street North. This will complete the sidewalk on this artery to Lee Highway.
18. North John Marshall Drive – install curb, gutter and possibly sidewalk on the east side between 23rd Street North and 22nd Road North.
19. North Madison Street – install curb, gutter and sidewalk between Lee Highway and 22nd Street North.
20. Install other curb, gutter and/or sidewalk where missing as qualified by property owners through the County's petition process and the Missing Links Program. See Exhibit 7 and the Neighborhood Project List in Appendix 3 for listing of streets without or with intermittent sidewalks.

In all of these, we recommend that infrastructure be installed in such a manner as to maximize the greenery along the street, both by preserving existing trees and shrubbery where possible, and by planting new trees and shrubs to replace those lost and to add to the future neighborhood canopy and green space. Studies show that urban and suburban streets with high levels of greenery are both safer and more valued as neighborhoods.⁴

Street Lighting and Utility Wiring

Map # 8 shows the existing street lighting within the Leeway Neighborhood Conservation Area.

The Leeway area exhibits several types of street lighting. The street lighting most common in the neighborhood is covered cobra-style lights. These are installed on existing utility poles. Coach-style lights were installed in the 1970s and 1980s as more pedestrian friendly lights. Coach lighting has been installed on portions of North Kenilworth, North Illinois, North Jefferson, and North Madison Streets and along the John Marshall greenway between 22nd Road North and 22nd Street North. For the past decade the County has primarily installed



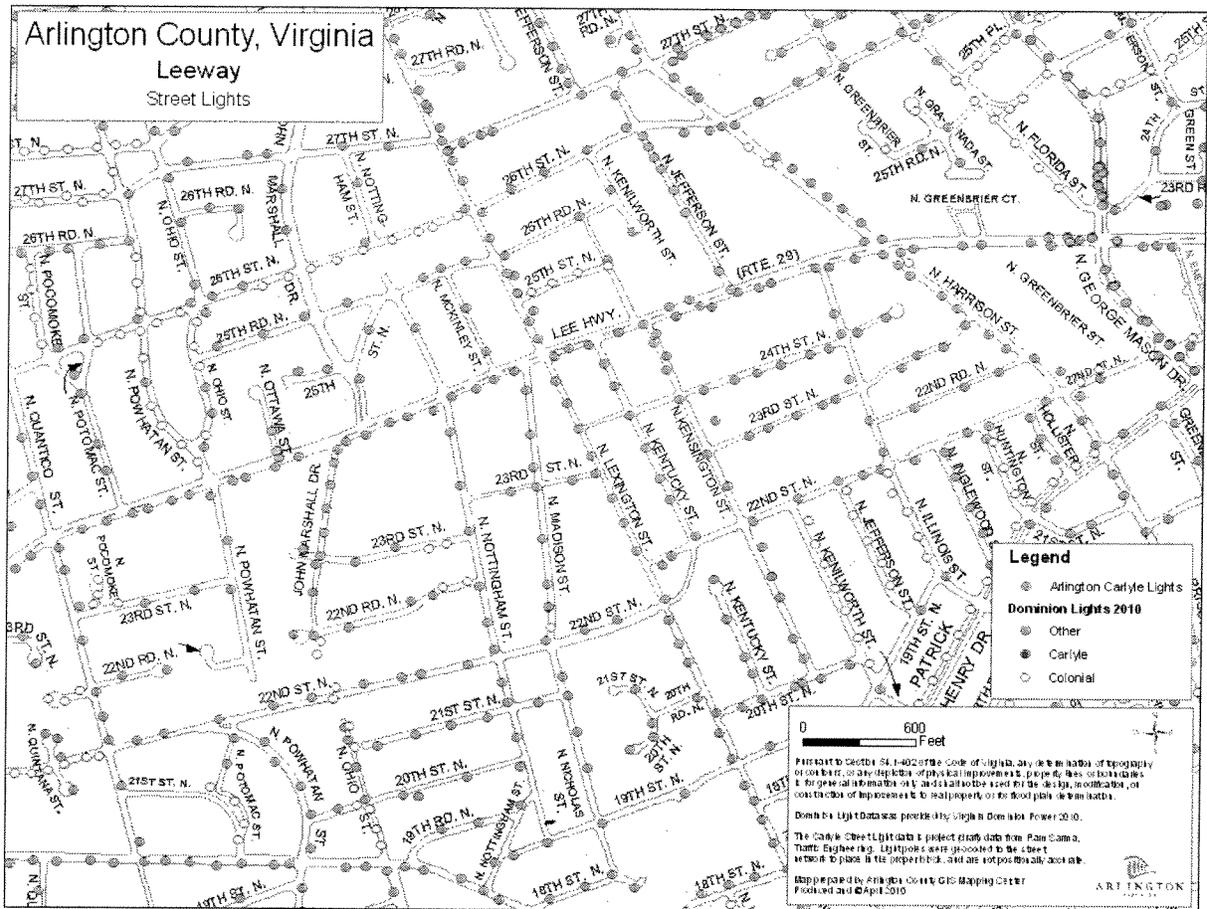
John Marshall Drive Looking Toward Lee Highway

⁴ See, e.g. (California) Local Government Commission, "Livable Communities and Urban Forests," 2008 [http://www.lgc.org/freepub/community_design/factsheets/urban_forests.html]; also, Project Evergreen, Lifestyle Benefits of Green Spaces [<http://www.projectevergreen.com/why-green-matters/lifestyle-benefits/>], and Clackamas County, "Benefits of Trees" [<http://www.ccurbangreen.org/Benefits.html>].

Carlyle-style pole lights in street improvement projects. These lights have replaced cobra-style lights on the affected neighborhood streets. Carlyle lights were installed on N. John Marshall Drive adjacent to the Overlee Community Association and along the south side of 22nd Street North between the greenway and North Quantico Street.

There are several deficiencies in the lighting network. The following lighting improvement locations are recommended by area residents.

Map 8: Leeway Street Light Inventory



Recommendations:

21. 5700 block of 22nd Street North, between North Lexington and North Kentucky Streets
22. 5700 block of 25th Road North, between North Lexington and North Kensington Streets (2 lights needed)
23. 2300 block of North Illinois Street, between 23rd and 24th Streets North
24. 2200 block of North Powhattan Street, between 22nd Road North and Lee Highway
25. Install additional lighting on other streets and public walkways as qualified by residents through the County's street light petition process. See Exhibit 8 and the Neighborhood Project List in Appendix 3 for additional lighting projects.
26. As future County revenues may permit, existing utility wiring in the Neighborhood Conservation Area should be rerouted underground and the existing telephone pole street lights replaced with Carlyle-style lights.

Traffic Calming

The Leeway area includes several streets with significant vehicle speed and volume problems that threaten the safety of pedestrians, particularly when streets lack sidewalks. Three streets currently qualify for Traffic Calming per the County standards. Our recommendation is that traffic calming measures be put in place to improve pedestrian safety on these streets and on streets that qualify based on subsequent measurements. Traffic calming should be considered as other street improvement projects are designed and implemented.

The following traffic-calming improvement locations have been endorsed by area residents.

Recommendations:

27. North Illinois Street – Traffic calming between Lee Highway and 22nd Street North. This should be implemented as part of sidewalk, curb and gutter project.
28. North Kentucky Street – Traffic calming between Lee Highway and 22nd Street North.
29. North Kensington Street – Traffic calming between Lee Highway and 22nd Street North.
30. Evaluate whether streets qualify for traffic calming as part of existing and new curb, gutter and/or sidewalk projects.

The specific form of traffic calming installed should reflect community consultation and meet County standards for community support.

Parking

The Leeway Conservation Area covers a large and diverse area, parts of which are closer to commercial facilities and mass transit than others. Neighborhoods adjacent to the Lee Harrison shopping center and those residing near the East Falls Church Metro station experience different parking (and other environmental) conditions than those living further away from the commercial areas. Those who live near commercial areas report a higher level of dissatisfaction with overflow of traffic and commercial parking into their neighborhoods.

Since the Leeway Conservation Area has mostly single family homes on narrow lots, many with no driveways or garages, the majority of the households in the conservation area park one or more vehicles on the street. On 22nd Street North between North Quantico and North Powhatan Streets, parking is zoned to limit overflow parking from the East Falls Church Metro. Otherwise, residents park on the streets with no restrictions. Those areas closer to non-residential areas including the metro, apartments, and commercial businesses experience overflow parking causing residents to compete for street parking. At some intersections in the conservation area, cars parked along the street are so close to the curb that line of sight is blocked for crossing motorists. These situations stand to be exacerbated with East Falls Church (EFC) re-development options currently being considered by the EFC planning task force.

The following recommendations have been endorsed by area residents.

Recommendations:

31. Enforce the existing ordinance restricting corner parking to ensure good line of sight for crossing motorists.

32. The County should develop new codes (other than zoned parking) that ensure adequate parking for commercial and multi-unit residential properties to minimize overflow parking onto adjoining neighborhood streets.

CHAPTER FOUR

TRAFFIC AND TRANSPORTATION

The Leeway Conservation area is considered a desirable location in which to live and spend leisure time due in part to its proximity to popular retail outlets and its access to public transportation and major arterial roads. Because of its popularity, many traffic and transportation impacts are felt by area residents.

In 2007, a survey of the neighborhood conservation area residents was conducted as a precursor to this plan. The survey revealed that:

- In 88% of households, at least one person commutes to work outside the home.
- In 48% of households, a second person commutes to work outside the home.
- For those who work outside the home, 42% of residents live 21 miles or more from their work place.
- For those who worked outside the home, car/motorcycle was the preferred mode of transportation (63%); 15% take the Metro subway; 9% commute on foot; 6% travel by bicycle; and 5% by bus.

These results indicated that the majority of Leeway residents regularly drive area streets to access major transportation arteries for transportation to and from work. Approximately 35% of those working outside the home use public or non-motorized transportation to get to work, most preferring Metro rail. The remainder of this chapter profiles the major thoroughfares in the Leeway Conservation Area and highlights problematic issues.

Major Local Roads

Lee Highway is a four lane road that bisects the Leeway community. This federal highway (U.S. Highway 29) runs mostly east-west through Arlington, from Rosslyn to East Falls Church. It carries an average of 23,000 cars per day, and greatly impacts many residents living in the Leeway conservation area.⁵ The volume of traffic on Lee Highway is due to high levels of density of housing built in surrounding areas, frequent use of the businesses at the Lee Harrison intersection, and the road's use as an east-west commuter route between Washington, DC and the near and far Washington suburbs. Particularly high traffic volumes on the road have been observed during rush hour, in part due to the heavy congestion and the enforcement of High Occupancy Vehicle (HOV) regulations on the nearby Interstate 66 (I-66). The volume of heavy commercial vehicles is also quite notable on Lee Highway especially during work hours.

This state-maintained highway consists of four lanes through Arlington County, with a mix of residential and commercial uses on both sides. The upgrades made to the Lee Harrison Shopping center, and its resulting increased use, have significantly impacted the traffic in and around the Lee Harrison intersection. Most weekends and evenings find the shopping center parking areas filled to capacity, and the resulting congestion spills out into the adjacent streets. The traffic signals at North Lexington Street, North Harrison Street and North George Mason Drive are a cause of considerable congestion during rush hour and at other busy times, such as Saturdays. In 2009, significant improvements were made to the intersections at

⁵ "Annual Average Daily Traffic Volume Estimates by Section of Route", Virginia Department of Transportation, Traffic Engineering Division, 2008.

Traffic on Lee Highway is highly impacted by the congestion of the on- and off- ramps of I-66 at the intersection of Lee Highway and Washington Boulevard, particularly during rush hour. While this intersection lies slightly outside our conservation area to the west, back-ups extending east on Lee Highway occur daily and can extend from Washington Boulevard into the Leeway conservation area. During congestion hours Lee Highway becomes gridlocked at the traffic light at North Sycamore Street. In addition, the lack of left turn signals at Lee Highway and North Sycamore Street makes the passage of cars difficult at this intersection. Pedestrian safety at this intersection is greatly compromised with the lack of left turn signals as well. The County should work with the Virginia Department of Transportation to improve traffic flow on Lee Highway near the I-66 on- and off-ramps, and install left turn signals on all approaches to the Lee Highway and North Sycamore Street intersection.

Increased bicycle usage is evident in the Leeway area. During the week, significant bicycle traffic centers on the streets leading to the East Falls Church Metrorail Station and the W&OD bicycle path. Other cyclists ride to and from the Ballston/ Rosslyn commercial corridor. Touring groups appear on the weekends on the existing John Marshall bicycle trail and along 22nd Street North, which parallels Lee Highway through Leeway.

North George Mason Drive, a primary arterial street, forms the eastern boundary of the neighborhood conservation area. It is in good condition and carries a significant amount of cross-county traffic. The traffic level is somewhat moderated by Arlington County's endorsement of the proposal that George Mason Drive not be developed between Yorktown Boulevard and Little Falls Road--thus preventing that artery from extending north to Old Dominion Drive near McLean.

North Lexington Street is a neighborhood-principal street running north-south through Leeway. It connects the Little Falls/Yorktown area with Lee Highway and the Washington Boulevard area. North Lexington Street provides key access to the Lee Center, the Westover Library, and the Westover shopping center. The roadway is steep in some parts with less than ideal visibility between Lee Highway and 22nd Street North. These safety issues were addressed in the past by restricting parking to the west side of the street through this area. In addition, to address the speed of vehicular traffic on North Lexington Street, numerous speed humps and raised crosswalks were installed both within and proximal to the Leeway conservation area. These numerous traffic calming measures have achieved their goal; however, residents of adjacent streets have experienced an increase in traffic as a result, presumably as motorists alter their route in an attempt to avoid the calming measures. A number of local residents are concerned about the numerous traffic calming mechanisms added to the area in recent years. For example, vehicular traffic traveling on North Lexington Street from Lee Highway past the intersection with 22nd Street North, the conservation area boundary, and through to North Glebe road encounters a total of 18 traffic calming mechanisms within 1.7 miles.

North Harrison Street is a minor arterial street running north-south through the eastern half of Leeway. It is used by local residents to commute between the areas near Yorktown Boulevard and Williamsburg Boulevard to the north and Washington Boulevard to the south. It also provides access to the shopping area at the intersection of Lee Highway and North Harrison Street and to several parks outside the Leeway conservation area boundaries. Harrison Street has benefited from traffic calming measures in the last decade. Similar vehicular off-loading to parallel streets occurred with the installation of North Harrison Street traffic calming measures.

North Illinois Street is a neighborhood-minor street beginning at Lee Highway and continuing south, past 22nd Street North, the conservation area boundary, through to Washington Boulevard. Because of its proximity to the commercial area of Lee Highway and to public transportation, it is frequently used by motorists and enjoys heavy pedestrian use. Road conditions vary along its length within the conservation area, including intermittent sidewalks and a substandard intersection at one end of the street. Sidewalk extends on the east from Lee Highway to 23rd Street North at which point it switches to the opposite side--then sidewalk, curb, and gutter disappear altogether as the road narrows dangerously at the intersection with 22nd Street North. Since North Illinois Street qualifies for traffic calming along this length, the County

should endeavor to calm traffic on this street and increase pedestrian safety by narrowing the street with sidewalk on the west side of North Illinois Street between Lee Highway and 23rd Street North and installing continuous curb, gutter, and sidewalk on one or both sides of North Illinois Street between 23rd Road and 22nd Street North.

North Nottingham Street is a neighborhood-minor street extending from north to south, connecting Lee Highway to Washington Boulevard. Thus, it is heavily traveled by cars, often at excessive speeds, particularly during rush hour. A four-way stop was installed at Nottingham and 22nd Street North, greatly improving the safety and speed of cars approaching that intersection. However, excessive speed remains a problem. Although North Nottingham Street has sidewalks south of 22nd Street North, it lacks a continuous sidewalk for pedestrians and those walking to public transportation on Lee Highway. Therefore, the County should install sidewalk on North Nottingham Street, from Lee Highway to 22nd Street North to provide continuous sidewalks from Lee Highway to Washington Boulevard.

In our community survey we asked residents what their major concerns were regarding area roads and transportation issues. They responded with the following concerns: inadequate sidewalks, curbs and gutters (see Appendix III for a list of the capital improvements needed in the Leeway conservation area related to streets); traffic calming needed; street paving needed; crosswalks needed (including lack of safe crossing of Lee Highway and other streets).

In light of the above concerns, the following recommendations are made:

Recommendations:

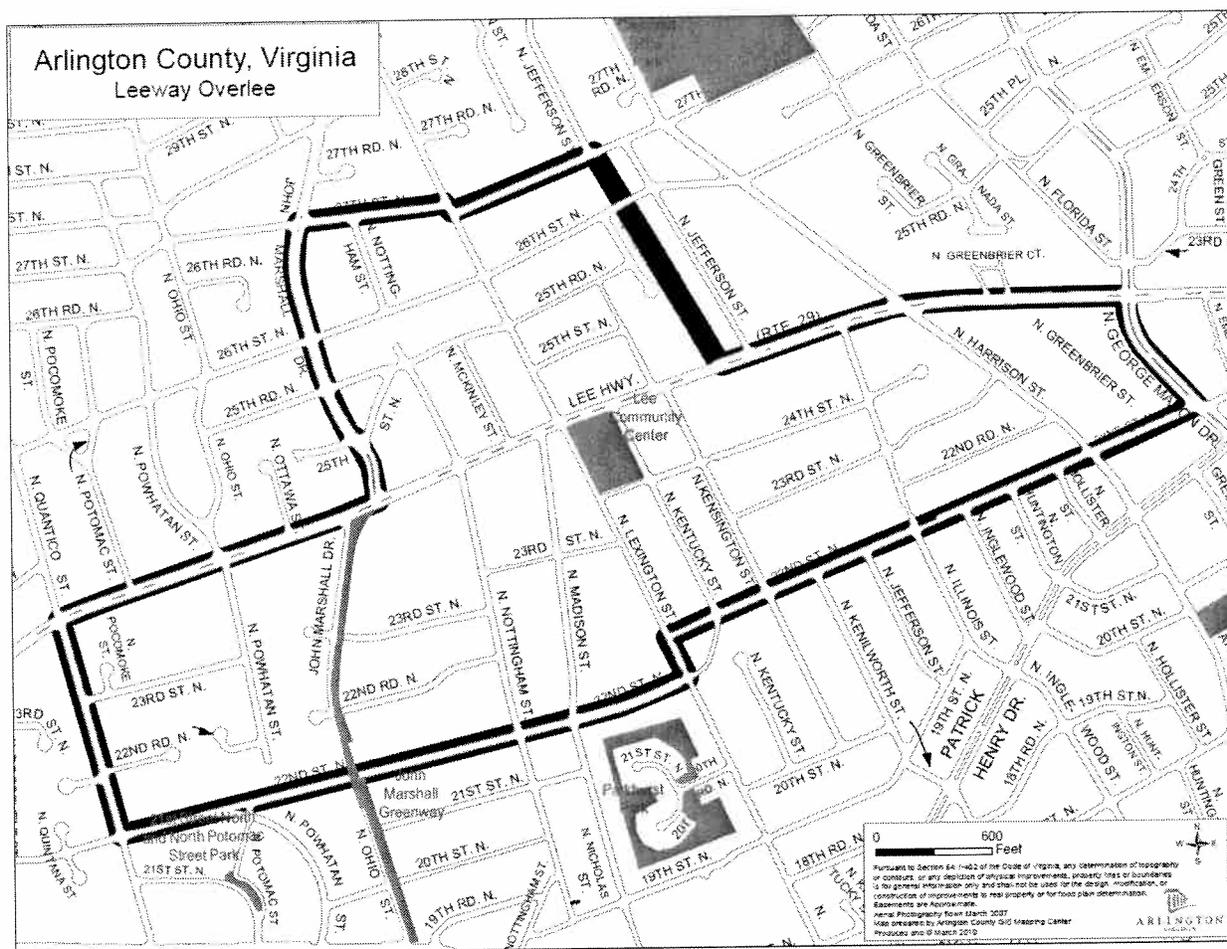
- 33. The County should improve traffic flow on Lee Highway near the I-66 on- and off-ramps to eliminate back-ups that occur on the surrounding streets, particularly during rush hour.
- 34. The County should install left turn signals, synchronized so as to minimize congestion, on all approaches to the Lee Highway and North Sycamore Street intersection.
- 35. At John Marshall Drive erect a pedestrian-activated traffic signal on Lee Highway to stop traffic for pedestrian crossing.
- 36. Install other capital improvements as noted in the Neighborhood Conditions section of the conservation plan and as outlined in Appendix III.

CHAPTER FIVE

PARKS, RECREATION AND BEAUTIFICATION

The only public park and recreation area contained within the boundaries of the Leeway community is the Lee Recreation and Visual Arts Center and its surrounding recreational area. Other open public areas within the Neighborhood Conservation Area include: (1) the portion of the John Marshall greenway between 22nd Street North and Lee Highway, and (2) the undeveloped right of way for North Nottingham Street between 25th Road North and 26th Street North. These parcels serve as the only County-owned green space for 840 households in our conservation area.

Map 10: Arlington County Park Map, Leeway



The Lee Recreation and Visual Arts Center: This space consists of a 1920s era building with a full block of recreational space. The building served as the Lee Elementary School for many decades. In the 1960s the County converted the property into a community center for the arts and for use as a senior center. The center offers classes and open studios for artists working in pottery, printmaking, and papermaking. A cooperative play group has operated there for over 30 years. The Lee Center provides valuable meeting

space to the community, and the outside areas also serve as playground space for students attending Rivendell, a private school located on Lee Highway between North Kensington and Kentucky Streets.



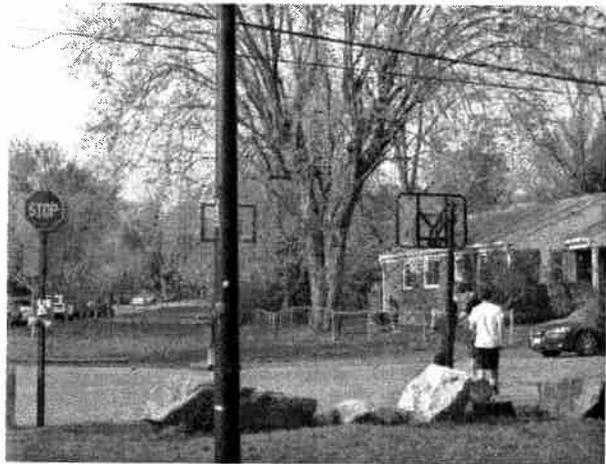
Lee Recreation and Arts Center

The grounds of the Lee Center contain a small baseball field, a tot lot and a small basketball court. The Lee Center grounds also contain a champion Scarlet Oak tree, recognized as a Virginia heritage tree. In 2008, the addition of a butterfly garden; upgrades to the tot lot, baseball and basketball areas; and increased parking provided much-needed enhancements to this space. Preservation of these improved facilities was enhanced by a Memorandum of Understanding executed between the County and the Rivendell school in January 2008 covering students' use of the space.

Greenway between 22nd Street North and Lee Highway: This narrow strip of land was originally designated as right-of-way for a future four-lane road connecting Washington

Boulevard with Lee Highway. In the 1980s the County removed the development of this portion of land from its Master Thoroughfare Plan. Since then improvements to the space have been implemented to enhance its recreational use as parkland and attractiveness to residents. It is now used as a play space for neighborhood children and is a popular dog walk and transit route for pedestrians and cyclists. The Leeway Overlee Civic Association has used this strip of land annually since the late 1970s for its popular community day and yard sale. However, the greenway parcels have not yet been formally designated as parkland by the County and remain somewhat at risk in their current status.

The frequency of use of County parkland within the civic association boundaries was assessed in



John Marshall Drive at 22nd Road North



Greenway between 22nd Street North and Lee Highway

our 2007 community survey. A significant number of Leeway residents use the public parcels at least monthly or yearly.

Nearby open areas used for recreation outside the Leeway conservation boundary include the portion of the John Marshall greenway south of 22nd Street North and the Custis (I-66) and Four Mile Run bike trails. Nearby parks outside the Leeway neighborhood conservation area utilized by community residents include:

- Big Walnut Park
- Parkhurst Park



Overlee Community Association

- J.W. Ayers Playground adjacent to Reed School
- Chestnut Hills Playground
- Greenbrier Playing Field (including the pool, track and tennis courts) at Yorktown High School
- Tuckahoe Park

In our 2007 community survey, when asked whether the County should consider purchasing privately owned land for use as “tot-lots” parkland and other recreation needs, roughly half responded “Yes”.

The Overlee Community Association at 6030 Lee Highway, a private swimming club of 800 member families, is another frequently utilized community facility. It lies within the Leeway conservation area, and many Leeway families are members of Overlee. The club’s assets include an L-shaped 25-meter pool and diving area, a 25-meter heated lap pool, a children’s wading pool and a large clubhouse (the historic Febrey-Kincheloe home). The clubhouse is used for private and

public gatherings. For many years the Overlee swimming and diving teams have been strong competitors in the Northern Virginia Swimming League. Part of the original association property along John Marshall Drive was deeded to the County in 1957 for future development of that roadway. After completion of the roadway was abandoned by the County in the 1980s, the County returned the property to the association at its request.



Overlee Community Association

Recommendations:

37. Expand access to parkland in the Leeway conservation area by purchasing privately owned land for use as “tot-lots” parkland and other recreational needs.

38. Improve the John Marshall right-of-way (existing street and greenway) so as to increase community use of the space and improve its appearance and safety. The principal improvement needed is the installation of curb, gutter and possibly sidewalk along the east side of the existing roadway between 23rd Street North and 22nd Road North.
39. Rededicate the remaining portions of the undeveloped John Marshall right-of-way, from Lee Highway to Washington Boulevard, which the County owns in fee simple, as the John Marshall Park (a linear park of Arlington County).
40. Retain the Lee Center as a community activities center and make any needed capital improvements.
41. Maintain the undeveloped North Nottingham Street right-of-way, between 25th Street North and 26th Street North, as public green space and as possible as a tot lot.
42. Maintain the undeveloped North Powhatan Street right-of-way, between 22nd Street North and 22nd Road North, as a pedestrian walkway only.
43. Develop and implement a shade tree replacement plan for those sections of the neighborhood conservation area (such as 22nd Street North between the greenway and North Quantico Street) where roadside shade trees are an integral part of the neighborhood appearance. Replacement trees should be chosen to reflect the available space. The varieties should reduce interference with overhead utility and telephone wires and reduce long-term sidewalk damage. Silver maple and willow trees should not be used.
44. As future County funding allows, transfer to underground conduits all overhead utility and telephone wires and remove the present telephone pole system.

CHAPTER SIX

COMMERCIAL ENVIRONMENT AND IMPACTS

Leeway's commercial/business area extends along Lee Highway from N. George Mason Drive to a block west of N. Lexington St. The commercial area encompasses a variety of businesses, including four service stations, restaurants, banks, a video outlet, appliance & paint stores, professional offices, and other retail establishments. This corridor also includes a church, a private school, small apartment and townhouse developments, and the Lee Center, a multi-purpose facility operated by the County. The businesses are of modest size and serve the Leeway community and beyond. The present mix of local service and commercial establishments with apartment and townhouse developments along the Lee Highway corridor provides adequate access to retail and community services and to housing alternatives.

The proximity of residential neighborhoods in the conservation area to local businesses results in many positive and negative consequences for Leeway area residents. Positive impacts include walkable access to various kinds of essential services. The renaissance of the Lee Harrison shopping center has attracted many types of new businesses to the area, a trend that is appreciated nearly universally. These conveniences make the Leeway area a highly desirable destination for many Arlingtonians (as reflected in the increased volume of vehicular and foot traffic in and around the shopping center).



Rivendell School – 5700 Lee Highway

A survey of Leeway residents on commercial/business issues assessed the degree of concern they had with 11 issues regarding commercial development. The most problematic issues ranked by the respondents were: "Traffic," "Parking availability at stores," "General appearance of commercial area," "Level of upkeep of commercial area," "Safety while walking," and "Safety while driving." The least problematic issues ranked in the survey were: "Commercial parking overflow into your neighborhood," "Bright Lights," "Noise," and "Trash." Most residents who live close to the Leeway commercial areas reported significantly more problems with traffic, bright lights, trash, parking, and commercial parking overflow. "Traffic" remains the most problematic of all the issues. Individuals living further away from the commercial areas ranked all issues lower than those living closer, except for "Safety while walking" and "Ease of use" of commercial areas.

The majority of respondents would like the County to move forward with a long-term development plan for Lee Highway and would like to require commercial developers to contribute financially to a fund for traffic calming and pedestrian safety in the neighborhood.

Some business facilities along Lee Highway are in relatively poor repair, negatively impacting the surrounding residential neighborhoods. Depending on the date of the issuance of a business use permit, building and environmental code requirements vary, resulting in lack of uniform compliance with modern codes regarding storm water management, environmental pollutants, fencing, light pollution abatement, etc. Businesses operating under older use permits often appear run down and contribute to the degradation of the area. Lack of code enforcement for businesses exacerbates this problem.

For example, despite the fact that all businesses must adhere to the County's noise ordinance, repeated infractions occur, which significantly disrupts those living in the surrounding neighborhoods. Deliveries to businesses adjoining residential neighborhoods occur in pre-dawn hours and often exceed permitted decibel levels, despite County code prohibiting such noise levels. Refrigerated tractor trailers can be heard idling overnight outside of the grocery stores at the Lee Harrison shopping center, which is also not consistent with current County code. One reason this situation has persisted is that for noise infractions occurring outside of normal business code enforcement hours, residents must make a report to the police department, which is not equipped or charged to provide monitoring of County code. Thus, there appears to be a system break-down within County departments in enforcing the noise code for area businesses.

The shopping centers at the intersection of Lee Highway and Harrison Street lack pedestrian entrances to the facilities (including handicapped access) for those who approach the shopping centers without a car. At the Harris-Teeter grocery store within the shopping center, individuals on foot or in wheelchairs must either jump the curb and approach the shops by weaving through parked and moving cars, or must approach the shops via the vehicle entrance, proceeding in queue with entering vehicles. Obviously, this poses a danger for pedestrians and discourages accessing these shops without the use of cars. County staff who review and approve plans for commercial areas should ensure pedestrian access points to commercial areas.

Other untoward effects of businesses on residential neighborhoods include the following:

- Residential streets adjacent to the commercial area are often used by vehicles servicing area businesses as an alternative route to Lee Highway. This practice disrupts residential life on many levels and should be discouraged.
- Some of the businesses in the Leeway area lack adequate parking for their normal operations. As a result, businesses routinely use residential streets for parking overflow. In issuing new business permits (or renewing existing permits), the County should carefully analyze and determine if the existing property can adequately serve the parking needs of the business. Historical use of off-property street parking should be assessed and discouraged. If parking allotments for the particular business are not adequate for its routine operations, the business license should not be issued.

One factor limiting modernization of some properties is that lots are small and not suitable for retail redevelopment.

Recommendations:

45. The County should develop a model for alternatives for small business sites where commercial redevelopment is difficult to attract, such as those small and/or narrow properties.
46. The existing zoning code should be enforced to prevent automobile repair businesses from storing automobiles on residential streets.
47. Personnel from the County's code enforcement office and the Police Department should work together to ensure that codes addressing noise, light, trash, and other issues are enforced in the business areas.
48. To encourage pedestrian use of shopping areas, the County should ensure adequate pedestrian (including handicapped) access to and from shopping areas.
49. The County should develop new code or enhance existing code regarding the routine use of residential streets by large industrial trucks, including tractor trailers and construction vehicles.

50. Arlington County should not issue business licenses when the business property has inadequate parking for its routine operations. The County should make licenses provisional and contingent on parking mitigation measures.

CHAPTER SEVEN

HISTORIC PRESERVATION

The character of the Leeway neighborhood has changed totally since its beginnings in the early 1700's when most residents lived on farms. It is important to define the character of the Leeway neighborhood as it exists today in order to provide a basis for what residents desire to preserve as further development occurs in the immediate and surrounding areas. The following defines the character of the current Leeway neighborhood: single family homes with lot sizes of 6000 square feet or more, mostly traditional architecture, walkable streets, mature trees, a few small neighborhood parks, convenience to low density commerce, and ease of public transportation access to nearby commercial centers such as Ballston, Clarendon, Rosslyn, and other points in the greater Washington area.

In the past two decades, some streets in the Leeway area have experienced considerable redevelopment, changing the age and styles of numerous single-family houses and altering the neighborhood's overall appearance. For example, a number of

unique one-story Pomponio houses in the area built post-WWII as affordable homes in the 1940's have been demolished and replaced. Likewise, a number of solid masonry Colonial and Cape Cod style homes have been replaced by much larger wood-framed homes. Some of these new homes have come in two- or three-house clusters, but most often they have been individual replacements. The styles of the new houses vary, but without exception they are considerably larger than their predecessors both in height and lot coverage. Lastly, many original homes in the area have been modified to the side or rear to increase interior space. In some cases the total exterior of the original house has been altered.



Pomponio-Style House

These improvements and redevelopments of the Leeway area are signs of the continual renewal of the neighborhood as a highly desirable location to live. The consistent high resale values of these properties attest to this. As a part of the Neighborhood Conservation program, it is important to emphasize the protection and preservation of the following:

1. The overall character of the Leeway-Overlee neighborhood
2. Significant tree canopy in many areas of the neighborhood
3. Meaningful protection for historic homes in the Leeway area
4. Historic trees in the area through managed care.

Recommendations:

51. Any residential or commercial development that could alter the current character of the Leeway neighborhood should be closely reviewed by local residents and modified if possible to reflect community sensitivities.
52. Require replenishment of tree canopy as part of redevelopment of commercial and/or residential

properties. (The preservation of the existing tree canopy is further discussed in the Urban Forestry section of this NC Plan.)

53. Identify, register and protect significant historic homes in the Leeway neighborhood.
54. Identify, register and protect significant trees in the Leeway neighborhood.

CHAPTER EIGHT

URBAN FORESTRY

Urban forestry issues garnered strong interest from area residents. Reflecting the impact of the extensive redevelopment changes, 94 percent of survey respondents favored requirements for developers to “replace” the tree canopy destroyed for reconstruction. Many of the torn-down older homes had trees that were at least 50 years old—mainly oaks, maples, tulip poplars, and black walnuts. The tendency of developers to choose small, short-lived, decorative trees (cherries were especially popular) further altered the nature of the tree canopy in the neighborhood and the ability of the trees to support birds and other wildlife, long a feature of the area, with nuts, seeds, and shelter.



Historic Oak on Grounds of Lee Center

Despite Leeway’s limited commercial areas, 91 percent of survey respondents favored incentives for businesses to plant trees and other landscaping. In most cases, however, the impervious surface coverage of the commercial lots highly restricts possible plantings. A notable exception is the bank built in 2009 at the intersection of North Illinois Street and Lee Highway. The bank allocated a wide buffer strip of trees and other vegetation both to help minimize the impact of light and noise pollution from vehicles coming to and going from the property and to replace tree canopy lost under a previous lessee.

Respondents expressed strong backing for street plantings and trees. Some recent street improvement projects, notably on 22nd Street North and North Harrison Street included such plantings.

Recommendations:

55. Continue the annual County tree “giveaway” to encourage planting of long-living trees to continue redevelopment of lost tree canopy.
56. Encourage developers to plant drought-resistant, long-living trees in redevelopment of residential and commercial property.
57. Encourage (mandate, if possible) planting and maintenance of appropriately sized, drought-resistant trees as a part of street improvement projects, while ensuring good street visibility and unobstructed power lines.
58. Improve tree planting and care on other public property such as the greenway and the Lee Center. Protect trunks of existing trees from weed-whackers and lawn mowers.

APPENDICES

Appendix I. Demographic Profile

Appendix II. Leeway Survey Results

Appendix III. Neighborhood Project List

Appendix IV. Staff Comments

APPENDIX I

DEMOGRAPHIC PROFILE

Data from the 2000 US Census indicate that the Arlington neighborhoods that constitute the Leeway Neighborhood Conservation Area consist of 1,982 people, an 8.5% increase from the 1990 census. These individuals live in 840 households.¹

A racial breakdown of our residents indicates that approximately 83% of residents are White, 8% Hispanic/Latino, 6% Asian/Pacific Islander, 1.4% Black/African-American, and all others were under 1%. Trends indicate that the number of people in all race categories other than Hispanic and Asian decreased from the 1990 census. These statistics imply that Leeway is a growing area and remains largely white, with significant populations of Hispanics and Asians.

The age distribution in our conservation area is skewed to younger groups: approximately 22% of residents are under 17 years; 20% are 18-34; 20% are 35-44 (the largest group) 17% are 45-54; 9% are 55-64; and 12% are 65 and older. That the age demographic in the Leeway conservation area changed dramatically from 1990 to 2000. All groups but the 35-44 year olds changed significantly. The groups markedly increasing their numbers since 1990 include: up to five years old (+138%, to 152); 5-17 (+44% to 286); 45-54 (+88% to 339); and 55-64 (+54% to 183). The groups that lost a significant number of members from the 1990 census include: 25-34 (-17% to 310); 65-74 (-56% to 104); 75-84 (-24% to 101). From these numbers it appears that younger families with school age children are rapidly replacing the older residents of our neighborhoods.

Gender in our area is less skewed, with approximately 49% of residents being male and 51% female. The majority of households in Leeway are "family" households (65%) and nearly 35% are "non-family" households. Family households, married couples with children and married couples without children, each constitute the same number of households, at approximately 28% each. Only 1.5% of households are headed by a female single parent (a category for male single parent did not exist in the 2000 Census Bureau report). Over half of the households in our area contain 2 persons or less, approximately 10% less than in 1990. Households with 3 or more persons constituted nearly 42%; those with 4+ persons gained approximately 33% from 1990. The neighborhood survey conducted as a precursor to this conservation plan revealed that 99% (150/151) of respondents reported living in a single-family, detached house; the remaining respondent reported living in a single-family, attached home; and no surveys were received from those living in a condominium or apartments.

In summary, the 2000 US Census indicates that our conservation area consists mainly of single-family households containing two or fewer individuals, although the average household size is 2.4 persons. The population trends include more children and middle-age individuals moving (or being born) into the area, and a greater population of those of Hispanic and Asian heritage.

¹ Source: U.S. Census Bureau, 1990 and 2000 Census of Population and Housing (SF1). Tabulated by Lisa Fowler, Arlington County CPHD - Planning Research and Analysis Team and Shirley Grant, Arlington County CPHD - Neighborhood Services.

APPENDIX II

LEEWAY SURVEY RESULTS

2007 Leeway Overlee Neighborhood Conservation Plan Survey Results

April 12, 2007

1. Which category below best describes the type of housing in which you live? (Choose one)

Single-family detached (150)	Single-family attached (1)	Total (151)
90%	1%	100%

2. Approximately how long have you lived within the Leeway Overlee conservation area?

1-5 years	6-10 years	11-15 years	16-20 years	over 20 years	Total
35	36	24	13	44	152
23%	24%	16%	9%	29%	100%

3. How would you rank the general physical condition of your neighborhood (including the state of streets, sidewalks, houses, public property and private property)?

Poor Condition	Satisfactory Condition	Excellent Condition	Total
3	125	19	147
2%	85%	13%	100%

4. Do you consider street parking to be a problem in your neighborhood?

Yes	No	Don't Know	Total
44	104	7	155
28%	67%	5%	100%

5. If you consider parking in your neighborhood to be a problem, what are the causes? (Check all that apply)

Commuters from outside the neighborhood.	10 (10%)
Residents do not use their driveways.	22 (21%)
Lack of residents-only parking restrictions.	5 (5%)
Too many cars for one household.	30 (29%)
Group houses/Boarding houses.	6 (6%)
Overflow parking from parks and public spaces.	9 (9%)
Overflow parking from businesses, apartment Buildings, schools	10 (10%)
Parking of commercial vehicles	9 (9%)
Too many parking restrictions	2 (2%)

9. Do you favor the Leeway Overlee area remaining neighborhoods of mostly single-family detached homes (versus allowing building of higher density residential or commercial properties)?

Yes	No	Don't know	Total
139	3	6	148
94%	2%	4%	100%

10a. In the future, if zoning changes to our neighborhood area are proposed by property owners, please indicate your preferences below. Limit the expansion of commercial property into residential neighborhoods

Yes	No	Don't know	Total
136	6	4	146
93%	4%	3%	100%

10b. In the future, if zoning changes to our neighborhood area are proposed by property owners, please indicate your preferences below. Maintain or lessen the current population density

Yes	No	Don't know	Total
124	11	12	147
84%	7%	8%	100%

12. The widths of neighborhood streets in the area vary considerably—from as little as 26 feet to 46 feet wide. Wider streets generally encourage faster vehicle speeds, while narrower streets are considered safer but may be more difficult for maneuvering vehicles. In general, which of the following most closely reflects your view? (Check one)

Favor wider neighborhood streets to allow faster movement of cars.	1 (1%)
Favor narrower neighborhood streets to keep motor vehicle traffic slower.	47 (31%)
Favor keeping neighborhood streets at their current widths.	103 (68%)

13. R1. If you work outside the home, how far do you commute to your place of business? (Choose one) RESIDENT #1

0-5 miles	6-10 miles	11-15 miles	16-20 miles	21+ miles	N/A
32	14	3	2	60	31
23%	10%	2%	1%	42%	22%

13. R2. If you work outside the home, how far do you commute to your place of business? (Choose one) RESIDENT #2

0-5 miles	6-10 miles	11-15 miles	16-20 miles	21+ miles	N/A
29	7	6	4	26	21
31%	8%	6%	4%	28%	23%

13. R1. If you work outside the home, please indicate the types of transportation you commonly use when you commute to work: (Check all that apply) RESIDENT #1

Car or motorcycle	Bicycle	Bus	Metro train	Walk/run	Other
91	9	7	21	13	3
63%	6%	5%	15%	9%	2%

14. R2. If you work outside the home, please indicate the types of transportation you commonly use when you commute to work: (Check all that apply) RESIDENT #2

Car or motorcycle	Bicycle	Bus	Metro train	Walk/run	Other
59	5	7	13	6	6
61%	5%	5%	14%	6%	6%

16. Please rank how often you use each of the two public spaces within our neighborhood in good

weather: (Check one box for each location)

	Monthly	Yearly	Rarely	Total
John Marshall/Ohio greenway (Lee Hwy. to Washington Blvd.)	35 24%	26 18%	87 59%	148 100%
Lee Recreation and Visual Arts Center	21 14%	48 32%	79 53%	148 100%
Lee Center (outside grounds)	26 18%	29 20%	92 63%	147 100%

17-18. For the public spaces in our conservation area that you use, please evaluate how they meet your needs:

	John Marshall/Ohio greenway	Lee Center and Grounds
Adequate size?	Yes 67 / No 57 54% / 46%	Yes 74 / No 53 58% / 42%
Adequate open space?	Yes 65 / No 59 52% / 48%	Yes 77 / No 50 61% / 39%
Adequate tree coverage?	Yes 61 / No 63 49% / 51%	Yes 62 / No 65 49% / 51%
Adequate County maintenance?	Yes 67 / No 57 54% / 46%	Yes 56 / No 71 44% / 56%
Adequate access?	Yes 70 / No 54 56% / 44%	Yes 73 / No 54 57% / 43%
Adequate facilities?	Yes 44 / No 80 35% / 65%	Yes 51 / No 76 40% / 60%
Adequate lighting?	Yes 63 / No 61 51% / 49%	Yes 68 / No 59 54% / 46%
Adequate safety?	Yes 69 / No 55 56% / 44%	Yes 73 / No 54 57% / 43%

19. Are there any parcels of public land in our neighborhood conservation district that could benefit from beautification?

Yes	No	Don't know
30	15	74
25%	13%	62%

20. Should the County consider purchasing privately owned land for use as "tot-lots", parkland and other recreation needs?

Yes	No	Don't know
72	42	32

49% 29% 22%

21. Do you think that crime is a problem in the Leeway Overlee area?

Yes	No	Don't know
16	108	25
11%	72%	17%

22. Is there a sufficient police presence in your neighborhood?

Yes	No	Don't know
56	30	60
38%	21%	41%

23. Please rank how safe you feel when walking in our neighborhood streets at night:

Very unsafe 3 (2%) Safe 80 (55%) Very safe (64 (44%))

24. Please rank your satisfaction with the following Arlington County services:

	Very Satisfied	Satisfied	Very Dissatisfied
a. Trash collection services	85 57%	53 36%	11 7%
b. Recycling services	76 51%	63 42%	11 7%
c. Waste processing (sewer) services	76 55%	53 39%	10 7%
d. Availability of child care services	1 4%	17 65%	8 31%
e. Availability of special services for the elderly	2 10%	19 90%	0 0%
f. Availability of special services for the handicapped	4 21%	15 79%	0 0%
g. Library services	52 38%	74 55%	10 7%

26. Rank the degree to which you experience problems with the following in the Lee Highway commercial area:

	No Problem	Moderate Problem	Big Problem
a. Noise	66 45%	70 48%	11 7%
b. Traffic	22 15%	103 68%	25 17%
c. Bright Lights	79 53%	62 41%	9 6%

d. Trash	60 41%	80 54%	7 5%
e. Safety while walking	38 26%	91 61%	20 13%
f. Safety while driving	33 22%	103 69%	14 9%
g. Parking availability at stores	26 18%	103 70%	17 12%
h. Commercial parking overflow into your neighborhood	92 62%	50 34%	6 4%
i. General appearance of commercial area	23 16%	110 74%	15 10%
j. Level of upkeep of commercial area	23 16%	106 74%	15 10%
k. Ease of use (traffic, parking, walkability, etc.)	31 21%	107 74%	7 5%

29. Should the County develop a long-term plan for redevelopment of commercial property along Lee Highway?

Yes	No	Don't know
115	17	19
76%	11%	13%

30. Should developers of new commercial projects be required to make financial contributions to a fund for traffic calming and pedestrian safety projects in the neighborhood?

Yes	No	Don't know
110	16	20
75%	11%	14%

Neighborhood changes. Indicate the degree to which the following have impacted you or are of concern to you:

	No Problem	Moderate Problem	Big Problem
31. Impact on privacy	52 35%	88 56%	13 9%
32. Changing character of neighborhood	32 21%	93 62%	25 17%
33. Parking / traffic issues	37 25%	89 60%	22 15%
34. Loss of trees and natural landscape	15 10%	92 63%	40 27%

35. Increasing taxes	15 10%	85 58%	46 32%
36. Quality of life	38 26%	97 66%	12 8%
37. Loss of diversity in our neighborhoods	37 26%	92 64%	14 10%
38. Affordability	17 12%	89 41%	40 27%
39. Water runoff / soil erosion	30 21%	91 62%	25 17%

40. In general, should trees be planted on our streets whenever adequate tree-planting space exists or can be created within the public right-of-way?

Yes	No	Don't know
137	7	8
90%	5%	5%

41. Do you favor a program that provides incentives for businesses to plant trees and add other landscaping?

Yes	No	Don't know
137	7	7
91%	5%	5%

42. Do you favor requirements for developers to replace the tree canopy that is destroyed with development projects?

Yes	No	Don't know
141	4	5
94%	3%	3%

APPENDIX III

NEIGHBORHOOD PROJECT LIST

[This list is taken from the Neighborhood Infrastructure Plan for Leeway issued by the Neighborhood Conservation staff of Arlington in April 2007.]

Neighborhood Project List Neighborhood Name: Leeway

Streets that Need Curb, Gutter & Sidewalks (Streets with no sidewalk on either side of street)

Item #	Street Name	Starting Block	Left side Distance (LF)	Right side Distance (LF)	Total (LF)
1	22ND RD N	5400	850	850	1700
2	22ND ST N	5720	270	270	540
3	23RD ST N	5800	340	680	680
4	23RD ST N	5500	390	390	780
5	23RD ST N	5600	520	520	1040
6	23RD ST N	5900	410	410	820
7	23RD ST N	6000	300	300	600
8	24TH ST N	5500	390	390	780
9	24TH ST N	5600	470	560	1030
10	25TH RD N	5700	470	520	990
11	25TH ST N	5700	520	520	1040
12	26TH ST N	5700	440	440	880
13	N MADISON ST	2300	330	330	660
14	N MADISON ST	2400	330	330	660
15	N MCKINLEY ST	2400	160	160	320
16	N NOTTINGHAM ST	2250	200	200	400
17	N NOTTINGHAM ST	2300	560	520	1080
18	N NOTTINGHAM ST	2230	220	260	480
	Total	18	7,170	7,310	14,480

Streets that Need Extensions for Partial Sidewalks (Some sidewalks exist on each side of street, but neither side is complete)

Item #	Street Name	Starting Block	Left side Distance (LF)	Right side Distance (LF)	Total (LF)
19	23 RD ST N	6200	680	600	1280
20	24 TH ST N	5700	60	260	320
21	24 TH ST N	5720	220	170	390
22	25 TH RD N	5600	80	80	160
23	26 TH ST N	5800	550	290	840
24	JOHN MARSHALL DR	2500	150	270	420
25	N ILLINOIS ST	2230	120	180	300
26	N ILLINOIS ST	2200	120	240	360
27	N KENSINGTON ST	2200	100	440	540
28	N KENTUCKY ST	2300	120	420	540
29	N KENTUCKY ST	2200	300	370	670
30	N MADISON ST	2200	740	830	1570
31	N MCKINLEY ST	2500	200	200	400
32	N NOTTINGHAM ST	2200	220	410	630
33	N NOTTINGHAM ST	2600	280	330	610
34	N POWHATAN ST	2300	500	210	710
35	N POWHATAN ST	2216	210	230	440
	Total	17	4,650	5,530	10, 180

Streets with Missing Sidewalks
(Sidewalk on one side of street only)

Item #	Street Name	Starting Block	Left side Distance (LF)	Right side Distance (LF)	Total (LF)
36	22 ND RD N	6000	0	260	260
37	22 ND RD N	6230	0	150	150
38	22 ND ST N	5400	0	170	170
39	22 ND ST N	5430	0	260	260
40	22 ND ST N	5450	0	280	280
41	22 ND ST N	5500	0	280	280
42	22 ND ST N	5520	0	290	290
43	22 ND ST N	5700	0	290	290
44	22 ND ST N	5600	0	290	290
45	25 TH ST N	6000	0	330	330
46	26 TH ST N	5600	160	0	160
47	26 TH ST N	5618	80	0	80
48	27 TH ST N	5800	400	0	400
49	27 TH ST N	5900	110	0	110
50	27 TH ST N	6000	150	0	150
51	27 TH ST N	5700	410	0	410
52	JOHN MARSHALL DR	2520	70	0	70

Item #	Street Name	Starting Block	Left side Distance (LF)	Right side Distance (LF)	Total (LF)
53	N ILLINOIS ST	2300	250	0	250
54	N ILLINOIS ST	2400	330	0	330
55	N KENSINGTON ST	2300	0	300	300
56	N KENTUCKY ST	2400	0	140	140
57	N NOTTINGHAM ST	2500	0	100	100
58	N QUANTICO ST	2226	330	0	330
59	N QUANTICO ST	2300	400	0	400
60	N QUANTICO ST	2200	200	0	200
	Total	25	2890	3140	6030

Streets with Missing Curbs

Item #	Street Name	Starting Block	Left side Distance (LF)	Right side Distance (LF)	Total (LF)
61	22ND RD N	5400	520	850	1370
62	22ND ST N	5720	270	270	540
63	22ND ST N	5700	40	0	40
64	22ND ST N	6216	460	390	850
65	22ND ST N	5500	0	40	40
66	23RD ST N	5900	410	410	820
67	24TH ST N	5720	220	170	390
68	25TH RD N	5600	80	0	80
69	JOHN MARSHALL DR	2500	0	110	110
70	N ILLINOIS ST	2230	0	130	130
71	N ILLINOIS ST	2200	120	240	360
72	N MADISON ST	2200	100	0	100
	Total	12	2220	2610	4830

Streets that Qualify for Traffic Calming

Item #	Street	Street Segment	85th Speed	Volume
73	N. Illinois Street	Lee Highway to 22nd Street N	30	1080
74	N. Kentucky Street	Lee Highway to 22nd Street	32	246
75	N. Kensington Street	Lee Highway to 22nd Street N	31	686

Parks

Item #	Park Name	Brief Project Description
76	Lee Center Grounds	Add play infrastructure for older children and swings.

Street Lights

Item #	Block & Street Name	Brief Project Description
77	22nd & Illinois Street Intersection	Install additional lighting at intersection or trim trees blocking light

Beautification

Item #	Block & Street Name	Brief Project Description
78	6200 block of 22 nd St. N. (Powhatan to Quantico)	Install curb, gutter and replacement sidewalk to create a 4'-wide tree planting strip on south side of street (no utility poles there). Install shade trees and Carlyle lights. (In part overlaps Item # 64 above.)
79	5900 – 6000 blocks of 22 nd St. N. (Madison to Ohio greenway)	Relocated curb & gutter on south side to narrow street by 4' and thus make a shade tree planting strip. Install street trees and Carlyle lights.
80	6000 block 23 rd St. N. (Nottingham to John Marshall)	Create 8'-wide center median strip with curb & gutter, shade trees & Carlyle lights.
81	2200 & 2300 blocks N. Nottingham St. (22 nd	Install new curb & gutter to

	St. to Lee Hwy.)	narrow west side of street by 4 feet to provide ROW for installation of sidewalk on west side. (In part overlaps Item # 32 above.)
82	6000 block 27 th St. N. (Nottingham to John Marshall Dr.)	Same as item 80.
83	2400 – 2600 blocks N. John Marshall Dr. (Lee Hwy. to 27 th St.)	Same as Item 80.
84	5600 – 5800 blocks 26 th St. N. (Jefferson to John Marshall)	Same as Item 80.
85	5800 block 25 th Rd. N. (Lexington to John Marshall)	Same as Item 80.
86	5500 – 5600 block of N. 24 th Street	Same as Item 80.

Other

Item #	Block & Street Name	Brief Project Description
87	Lee Center	Add additional play equipment for older children

Appendix IV Leeway Staff Comments

Land Use and Zoning			
Recommendation No.	Location In Plan	Civic Association Recommendation	Comment (Department)
1 - 3	Pg 22 - 23	<ol style="list-style-type: none"> 1. The community opposes any rezoning that would extend the western boundary of the existing commercially zoned section of the Leeway neighborhood along Lee Highway. Commercial development should not extend further westward than its present boundaries at North McKinley and North Madison Street. 2. The community opposes any rezoning of existing "C-1" zoned property to a higher density commercial zoning category. The community also opposes expanding the depths of the current commercial zoned sections along Lee Highway. It is important that the present base of local low-rise community-oriented shops and businesses be preserved. 3. The community is likewise generally opposed to any future upzoning of the current R-6 residential zoning in the neighborhood. However, isolated lots zoned R-6 abutting Lee Highway should be rezoned for commercial or townhouse/ apartment development, as appropriate. 	<p>The County does not proactively rezone private property and, at this time, no planning study for this area has been scheduled. Should a property owner submit a rezoning request, staff would evaluate this request to see if it is in keeping with the General Land Use Plan ("GLUP") designation of the site and is appropriate given the surrounding context and guidance of other relevant County policies and practices. (CPHD)</p> <p>The GLUP is the primary policy guide for future development of the County. Development should be consistent with a site's GLUP designation and staff would not consider any change in the GLUP or zoning designation of a site without a planning study and public review process. The GLUP can be amended in only one of two ways - either through an application from a property owner or through a County-initiated planning study. In either scenario, however, the County would carefully evaluate any change to the GLUP and the community would be involved. (CPHD)</p> <p>The County values its existing residential neighborhoods and its neighborhood-serving retail, both of which contribute to the vitality and walkability of Arlington, making it a great place live, work and play. Two major policy goals of the County outlined in the GLUP are: "Preserve and enhance existing single-family and apartment neighborhoods" and "Preserve and enhance neighborhood retail areas." (CPHD)</p>
4 - 5	Pg 23	<ol style="list-style-type: none"> 4. Any development on the "C-O" zoned lot at the southwest corner of North George Mason Drive and Lee Highway should not exceed 1.0 FAR in density and 35 feet in height. A rezoning to "C-1" is also supported. Rezoning would be consistent with the GLUP designation of the property as "service commercial". 5. Any development of the "C-O-1.0" zoned lot at the southeast corner of North Harrison Street and Lee Highway should not exceed 1.0 FAR in density and 35 feet in height. A rezoning to "C-1" is also supported. Rezoning would be consistent with the GLUP designation of the property as "service commercial". The portion of the lot designated for "low residential" usage on the GLUP should be so used unless rezoned for townhouse development in accordance with Recommendation # 7 	<p>The County does not proactively change the zoning designation of a site and, at this time, no planning study for this area is scheduled. (CPHD)</p> <p>A property is allowed to develop by-right in accordance with its existing zoning designation. There is no community review process involved in by-right development and the County has little leverage in asking developers to accommodate certain County or community recommendations. Should a developer come in with a by-right project under the existing zoning designation for the site, he or she would be able to take full advantage of the density and height provisions in that zoning district, provided the setback, parking and other pertinent regulations were met. By-right C-O allows for single-family residential development of approximately 7 units per acre and approximately .4 or .6 FAR, based on the site size, and up to 35 feet in height. (CPHD)</p> <p>However, should a property develop under the site-plan provisions of a zoning district, which typically allow more density and height than the by-right zoning provisions, there is an extensive public review process with</p>

		below.	accommodations for community benefits to mitigate potential impacts. Should a developer propose a site plan project, the County would take into consideration the existing GLUP designation, height and density of surrounding buildings, as well as other relevant County policies and practices, in its evaluation of the proposal. (CPHD) C-O-1.0 allows for the same by-right densities and heights as C-O. (CPHD)
6	Pg 23	The Leeway community opposes any zoning change to "C-1" zoned property that would raise the floor space-to-area ratio (FAR) above the 1.0 level normally allowed for "C-1" property under the Zoning Ordinance. No building higher than three stories should be constructed on any commercially zoned property within the conservation area.	At this time, there is no planning study scheduled for this area. If this commercial area is to be part of any future study, staff would work closely with impacted neighborhoods to develop a vision and plan. (CPHD)
7	Pg 23	The community would consider a plan for denser residential or commercial/residential development of the currently R-6 zoned property abutting Lee Highway between N. George Mason Drive and N. Harrison Street, particularly if the plan includes removal or suitable relocation of the current communications tower adjacent to the site.	The County would review any submitted development proposal and evaluate it based on the GLUP and the Zoning Ordinance, as well as within the context of adjacent properties and uses. The County Board and staff bring all GLUP and rezoning amendments through a full public process and recognize the importance of the community's input in this process. (CPHD)
8	Pg 23	For preservation of the Leeway neighborhood it is essential that the County adhere to the General Land Use Plan and to the current zoning districts when considering any future requests for development in the area	Arlington County has a policy of preserving the single-family neighborhoods shown on the GLUP, while focusing new development and increased density along its Metro and transit corridors. There are no plans at this time for making any changes to the "Low" Residential, "Low-Medium" Residential or "Service Commercial" designations for the Leeway neighborhood. (CPHD)
9	Pg 23	The GLUP should be amended to show the "C-1" zoned property along Lee Highway between North Kensington and North McKinley Streets (other than the Lee Center) as "service commercial" rather than "low residential". The community views this area as an important buffer between the commercial and residential sections of the neighborhood.	At this time, there is no planning study scheduled for this area. If this commercial area is to be part of any future study, staff would work closely with impacted neighborhoods to develop a vision and plan. (CPHD)
10	Pg 23	If the County should initiate a planning study to scope out the parameters for future redevelopment of the Lee Highway commercial corridor, residents oppose expanding the depths of the current commercial zoned sections along Lee Highway to build higher density commercial space. Current buffer zones between commercial and higher density residential properties (i.g., "R-12") and	At this time, there is no planning study scheduled for this area. If this commercial area is to be part of any future study, staff would work closely with impacted neighborhoods to develop a vision and plan. (CPHD)

		lower density residential (i.g., "R-6") properties should be preserved and enhanced in any new plan. The goal is to ensure that edge development minimizes the negative impacts of commercial properties on residential properties, and to endorse land uses that will ensure that this neighborhood remains a highly attractive place to live and work for generations to come.	
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Neighborhood Conditions – Sidewalks and Pedestrian Safety			
Recommendation No.	Location In Plan	Civic Association Recommendation	Comment (Department)
11 - 20	Pg 25 - 27	10 recommendations for streetscape improvement/ sidewalk installation projects in Leeway	<p>DES staff supports the provision of sidewalks along at least one side of all streets and on both sides of arterials. Staff will work with the community to design projects that attempt to preserve significant trees where possible. (DES)</p> <p>Watershed retrofit plans are under development for the Upper Four Mile Run subwatersheds. Synergies with curb and gutter and traffic calming projects are being explored to design and implement identified watershed retrofit projects. A "watershed retrofit" is the addition of a stormwater treatment facility to an area that currently does not have stormwater treatment. Adding stormwater treatment can help slow down, and filter, the stormwater runoff before it flows into local streams. (DES - Utilities and Environmental Policy)</p> <p>Potential impacts to trees and their root systems should be considered when proposing/designing curb, gutter and sidewalk projects. (PRCR)</p>
21	Pg 28	5700 block of 22 nd Street North, between North Lexington and North Kentucky Streets – Street lighting	<p>There is no room on the south side of 22nd Street North to add street lights. The north side needs curb, gutter and possibly sidewalk installed before Carlyle lights can be added. (DES)</p> <p>Potential impacts to trees and their root systems should be considered when proposing/designing curb, gutter and sidewalk projects. (PRCR)</p>
22	Pg 28	5700 block of 25 th Road North, between North Lexington and North Kensington Streets (2 lights needed) – Street lighting	<p>There is only one street light in the entire block. Consider adding street lights through the NC program. (DES)</p> <p>Potential impacts to trees and their root systems should be considered when proposing/designing curb, gutter and sidewalk projects. (PRCR)</p>

23	Pg 28	2300 block of North Illinois Street, between 23 rd and 24 th Streets North – Street lighting	Two additional lights can be added on the existing wooden poles. This should be approved and coordinated through NC. (DES) Potential impacts to trees and their root systems should be considered when proposing/designing curb, gutter and sidewalk projects. (PRCR)
24	Pg 28	2200 block of North Powhatan Street, between 22 nd Road North and Lee Highway – Street lighting	Two additional lights can be added on the existing wooden poles. This request should be coordinated and approved through NC. (DES) Potential impacts to trees and their root systems should be considered when proposing/designing curb, gutter and sidewalk projects. (PRCR)
26	Pg 28	As future County revenues may permit, existing utility wiring in the Neighborhood Conservation Area should be rerouted underground and the existing telephone pole street lights replaced with Carlyle-style lights.	Undergrounding of utilities in residential neighborhoods is prohibitively expensive. (DES)
27	Pg 29	North Illinois Street – Traffic calming between Lee Highway and 22 nd Street North. This should be implemented as part of sidewalk, curb and gutter project.	This street qualifies for traffic calming based upon previously collected data and is on the waiting list for traffic calming assistance. The street width could be narrowed as part of a sidewalk project. The types of traffic calming measures available will depend on the documented speeds and roadway geometry. (DES)
28	Pg 29	North Kentucky Street – Traffic calming between Lee Highway and 22 nd Street North.	An approved traffic calming project for this street is currently being designed and will likely be constructed later this calendar year. (DES)
29	Pg 29	North Kensington Street – Traffic calming between Lee Highway and 22 nd Street North.	Traffic data collected on this street in the past indicate that documented travel speeds are high enough to qualify for traffic calming, and that it is on the list of streets waiting to be selected for traffic calming assistance. (DES)
30	Pg 29	Evaluate whether streets qualify for traffic calming as part of existing and new curb, gutter and/or sidewalk projects.	As potential curb, gutter and sidewalk projects are developed, staff will also assess whether these streets qualify for traffic calming, and if so, possibly include traffic calming measures in the project design. (DES)

Traffic and Transportation

Recommendation No.	Location In Plan	Civic Association Recommendation	Comment (Department)
33	Pg 34	The County should improve traffic flow on Lee Highway near the I-66 on- and off-ramps to eliminate back-ups that occur on the surrounding streets, particularly during rush hour.	Transportation, Engineering, and Operations (TE&O) staff will review the signal timings along the Lee Highway corridor as part of the traffic signal optimization project scheduled to start this year. (DES)
34	Pg 34	The County should install left turn signals, synchronized so as to minimize congestion, on all approaches to the Lee Highway and North Sycamore Street intersection.	TE&O staff will evaluate all approaches for left-turn phases. If warranted, staff will consider the feasibility of implementing such phases on the overall intersection and corridor operations. (DES)
35	Pg 34	At John Marshall Drive erect a pedestrian-activated traffic signal on Lee Highway to stop traffic for pedestrian crossing.	TE&O staff will perform data collection efforts and a complete traffic signal warrant analysis. Lee Highway is maintained by VDOT, therefore, staff will work with VDOT traffic staff to consider appropriate traffic control measures to address the pedestrian crossing concerns. (DES)

Parks, Recreation and Beautification

Recommendation No.	Location In Plan	Civic Association Recommendation	Comment (Department)
37	Pg 37	Expand access to parkland in the Leeway conservation area by purchasing privately owned land for use as "tot-lots" parkland and other recreational needs.	The County is currently developing a land acquisition policy with the Parks and Recreation Commission that will offer guidance for acquiring land for County use. The Land Acquisition Policy will be completed by the end of 2010. (PRCR)
38	Pg 38	Improve the John Marshall right-of-way (existing street and greenway) so as to increase community use of the space and improve its appearance and safety. The principal improvement needed is the installation of curb, gutter and possibly sidewalk along the east side of the existing roadway between 23 rd Street North and 22 nd Road North.	The proposed improvements are acceptable to PRCR, noting that potential impacts to trees and their root systems should be considered when proposing/designing curb, gutter and sidewalk projects. (PRCR)
39	Pg 38	Rededicate the remaining portions of the undeveloped John Marshall right-of-way, from Lee Highway to Washington Boulevard, which the County owns in fee simple, as the John Marshall Park (a linear park of Arlington County).	County does not currently have a plan for transferring right-of-way to park land. (PRCR)

40	Pg 38	Retain the Lee Center as a community activities center and make any needed capital improvements.	In the proposed FY 2011 budget Lee Center will become an "enterprise" operation with a focus on the arts. All programming at the center will recover costs and many will be in partnership with arts organizations to eliminate net tax support for PRCR's direct expenses of Lee Center operations. Capital improvements will be made as necessary. (PRCR)
41	Pg 38	Maintain the undeveloped North Nottingham Street right-of-way, between 25 th Street North and 26 th Street North, as public green space and as possible as a tot lot.	County does not currently have a plan for transferring right-of-way to park land. PRCR has no plans to alter the site. The forthcoming Land Acquisition Policy will address what types of spaces should go where. See staff response to comment 37. (PRCR)
42	Pg 38	Maintain the undeveloped North Powhatan Street right-of-way, between 22 nd Street North and 22 nd Road North, as a pedestrian walkway only.	This area will continue to be maintained as a pedestrian walkway. (PRCR)
43	Pg 38	Develop and implement a shade tree replacement plan for those sections of the neighborhood conservation area (such as 22 nd Street North between the greenway and North Quantico Street) where roadside shade trees are an integral part of the neighborhood appearance. Replacement trees should be chosen to reflect the available space. The varieties should reduce interference with overhead utility and telephone wires and reduce long-term sidewalk damage. Silver maple and willow trees should not be used.	Arlington County's Parks and Natural Resources Division currently replaces trees that have been removed from street right-of-ways where appropriate planting conditions exist. Replacement tree species are selected to accommodate site conditions. Questions and requests for tree planting should be directed to 703-228-6525. (PRCR)
44	Pg 38	As future County funding allows, transfer to underground conduits all overhead utility and telephone wires and remove the present telephone pole system.	Undergrounding of utilities in residential neighborhoods is prohibitively expensive. (DES) Potential impacts to trees and their root systems should be considered when proposing/designing underground conduits for utilities. (PRCR)

Historic Preservation

Recommendation No.	Location In Plan	Civic Association Recommendation	Comment (Department)
51	Pg 41	Any residential or commercial development that could alter the current character of the Leeway neighborhood should be closely reviewed by local residents and modified if possible to reflect community sensitivities.	A property is allowed to develop by-right in accordance with its existing zoning designation. There is no community review process involved in by-right development and the County has little leverage in asking developers to accommodate certain County or community recommendations. Development of a style guide to provide guidance in design may be appropriate. (CPHD) If the development is part of a site plan, the Historical Affairs and Landmark Review Board (HALRB) and the Historic Preservation Program (HPP) staff would both attend and participate in the site plan review process,

			and would offer comment and advice to ensure the preservation of the neighborhood character. (CPHD)
52	Pg 41	Require replenishment of tree canopy as part of redevelopment of commercial and/or residential properties. (The preservation of the existing tree canopy is further discussed in the Urban Forestry section of this NC Plan.)	<p>County authority to mandate tree planting and preservation on private property is limited. Tree canopy requirements associated with development are regulated through the County's Chesapeake Bay Preservation Ordinance. The County's Parks and Natural Resources Division forestry staff reviews development permit applications to ensure that tree planting and preservation plans are in compliance with the ordinance. (PRCR)</p> <p>Both the HALRB and the HPP staff support this recommendation. Ensuring that the understory is developed and protected will secure a tree canopy for the present and future. (CPHD)</p> <p>Chesapeake Bay Preservation Ordinance establishes minimum tree canopy requirements for development/redevelopment (from 10% to 20% of lot at 20 years). (DES)</p>
53	Pg 42	Identify, register and protect significant historic homes in the Leeway neighborhood.	The Historic Preservation Program has already surveyed and identified all of the historic buildings in the neighborhood. Possible National Register nominations for either building types (Pomponio houses) or the neighborhood (historic district) are being studied. Real protections are only established through the creation of a locally designated historic district. Such a proposal must be generated by the neighborhood. At this time no such proposal is being contemplated. (CPHD)
54	Pg 42	Identify, register and protect significant trees in the Leeway neighborhood.	<p>A description of County programs and application materials associated with the designation of significant trees can be found at: http://www.arlingtonva.us/Departments/ParksRecreation/scripts/parks/ParksRecreationScriptsParksTrees.aspx (PRCR)</p> <p>Both the HALRB and the HPP staff support this recommendation. It is an activity that is best undertaken by the urban foresters in PRCR. (CPHD)</p>
Urban Forestry			
Recommendation No.	Location In Plan	Civic Association Recommendation	Comment (Department)
55	Pg 43	Continue the annual County tree "giveaway" to encourage planting of long-living trees to continue redevelopment of lost tree canopy.	Arlington County's Parks and Natural Resources Division plans to continue the annual Neighborhood Day tree distribution program unless budget constraints impact available funding. (PRCR)

56	Pg 43	Encourage developers to plant drought-resistant, long-living trees in redevelopment of residential and commercial property.	County authority to mandate species selection for tree planting on private property associated with development is limited. However, staff encourages the planting of trees appropriate to the site. (PRCR)
57	Pg 43	Encourage (mandate, if possible) planting and maintenance of appropriately sized, drought-resistant trees as a part of street improvement projects, while ensuring good street visibility and unobstructed power lines.	County forestry staff review plans for tree planting associated with street improvement projects. Recommendations include appropriate species and spacing to best accommodate site conditions. (PRCR)
58	Pg 43	Improve tree planting and care on other public property such as the greenway and the Lee Center. Protect trunks of existing trees from weed-whackers and lawn mowers.	<p>Arlington County's Parks and Natural Resources Division strives to optimize the planting and maintenance of trees on County property to the extent that budget and resources permit. (PRCR)</p> <p>Six new trees were planted at Lee Center in 2009; more trees may be planted in the future in other appropriate areas. (PRCR)</p> <p>Mowing contractors are instructed to avoid damaging tree trunks when trimming and mowing. (PRCR)</p> <p>Questions regarding tree planting and instances of tree damage can be reported to 703-228-6525. (PRCR)</p>