

A Regular Meeting of the County Board of Arlington County, Virginia, held in Room 307 of 2100 Clarendon Boulevard thereof on Saturday, November 19, 2011 at 8:34 a.m.

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

ALSO PRESENT: BARBARA M. DONNELLAN, County Manager
STEPHEN MacISAAC, County Attorney
HOPE L. HALLECK, Clerk

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PUBLIC COMMENT

Robert Atkins spoke about Arlington values.

Mark Blacknell of the Friends of Long Bridge Park spoke in support of the completion and connection of Long Bridge Park, especially for cyclists.

Martha Moore of the Arlington Civic Federation requested that Board members make their views known about the upcoming comprehensive sign ordinance revisions.

Matt Wavro spoke of the importance of having full Board membership in light of Ms. Favola's election to State Senate. He advocated that a special election be held in January as opposed to April.

Mike Nardolilli, President of Northern Virginia Conservation Trust (NVTC) informed the Board that conserved acreage increased in the NVTC Region by 323% from 2005-2010, exceeding the National and Statewide average. He urged the County to work on meeting two outstanding tasks from the 2005 Public Spaces Master Plan: addition of a land acquisition policy and a green infrastructure plan.

Nancy Swain of the Arlington Ridge Civic Association spoke about the Penn Place long-range planning process and the importance of a balanced procedure and inquired about the status of a response to the questions ARCA submitted about Penn Place.

Norma Palmatier of the Tree Stewards of Arlington and Alexandria thanked the Board for supporting the Fall Tree Distribution in October. The event was successful, with over 1,200 trees distributed along with educational materials. Ms. Palmatier also requested that a similar program be developed for trees in the public right-of-way.

Audrey Clement of the Green Party of Virginia raised concerns about enforcement of the sign ordinance and the removal of her candidate signs from permitted places.

Jim Huysz spoke about the need for a year-round shelter, affordable housing, and an updated living-wage ordinance in the County.

Tom Carter of the Arlington Egg Project presented a petition in support of modification of the zoning ordinance to allow residents to keep small numbers of hens in their backyards, prohibit roosters, and help ensure secure, proper and humane housing for hens.

Naomi Verdugo of the Community Services Board (CSB) thanked the Board for their support of the CSB in the past and urged support in the coming budget process.

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ANALYSIS OF CONTINGENT ACCOUNTS.

The Board received a Summary of Fiscal Year 2012 Contingent Accounts showing balances of \$1,000,000 in General and no funds in Affordable Housing Investment Fund as of November 4, 2011.

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CONSENT ITEMS (ITEMS 1-33) CITIZENS INTERESTED IN REMOVING AN ITEM FROM THE CONSENT AGENDA MUST SUBMIT A SPEAKER SLIP TO THE CLERK AT THE SATURDAY, NOVEMBER 19, 2011, MEETING BEFORE 9 A.M. PUBLIC TESTIMONY ON REMOVED ITEMS WILL OCCUR AT THE RECESSED MEETING ON TUESDAY, NOVEMBER 29, 2011, AT 6:30 P.M. (NO TESTIMONY TAKEN ON SATURDAY).

A motion was made by MARY HYNES, Vice Chairman, seconded by BARBARA A. FAVOLA, Member to approve the County Manager’s recommendation for all consent items except items #3, 4, 20, 22, 27, 29 and 32, which will be subject to full hearing at the November 29, 2011 County Board recessed meeting. The motion was adopted and carried by a vote of 5 to 0. The voting recorded as follows: CHRISTOPHER ZIMMERMAN, Chairman – Aye, MARY HYNES, Vice Chairman - Aye, JAY FISETTE, Member - Aye, BARBARA A. FAVOLA, Member – Aye, J. WALTER TEJADA, Member – Aye.

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SITE PLANS/AMENDMENTS/REVIEW

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1. SP#65 SITE PLAN AMENDMENT REVIEW FOR AN OUTDOOR CAFE IN THE PUBLIC RIGHT-OF-WAY FOR PIZZA AUTENTICA, LOCATED AT 2450 CRYSTAL DRIVE (RPC# 34-020-034).

On the consent agenda vote, after a duly advertised public hearing, the Board adopted the following ordinance:

BE IT ORDAINED that, pursuant to application SP #65 on file in the Office of the Zoning Administrator for renewal of the subject use permit for an outdoor café in the public right-of-way for the parcel of real property known as 2450 Crystal Drive (RPC# 34-020-034), approval is granted and the parcel so described shall be used according to the approval requested by the application, subject to all previously approved conditions with a County Board review in three (3) years (November 2014).

[Board Report #1](#)

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2. SP #82 SITE PLAN AMENDMENT FOR A COMPREHENSIVE SIGN PLAN INCLUDING ROOFTOP SIGNS FOR THE DOUBLETREE HOTEL LOCATED AT 300 ARMY NAVY DRIVE, (RPC# 35-001-009, -010, -012, -023, -164, AND 35-002-002).

On the consent agenda vote, after a duly advertised public hearing, the Board deferred the request for a site plan amendment to the January 2012 regular County Board meeting.

[Board Report #2](#)

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5. SP #227 SITE PLAN AMENDMENT FOR A FACILITY OF HIGHER EDUCATION WITHIN EXISTING OFFICE SPACE LOCATED AT 1701 CLARENDON BOULEVARD. (CALIFORNIA UNIVERSITY OF MANAGEMENT AND SCIENCES) (RPC# 17-010-035)

On the consent agenda vote, after a duly advertised public hearing, the Board adopted the following ordinance to approve a site plan amendment to SP #227 for a facility of higher education within existing office space for California University of Management and Sciences (CalUMS), subject to the proposed conditions of the ordinance applicable only to this site plan amendment.

WHEREAS, an application for a Site Plan Amendment dated September 12, 2011, for Site Plan #227 was filed with the Office of the Zoning Administrator: and

WHEREAS, as indicated in Staff Report[s] provided to the County Board for its November 19, 2011 meeting, and through comments made at the public hearing before the County Board, the County Manager recommends that the County Board approve the Site Plan Amendment subject to all previous conditions and new or revised conditions; and

WHEREAS, the County Board held a duly-advertised public hearing on that Site Plan Amendment on November 19, 2011 and finds, based on thorough consideration of the public testimony and all materials presented to it and/or on file in the Office of the Zoning Administrator, that the improvements and/or development proposed by the Site Plan as amended:

- Substantially complies with the character of master plans, officially approved neighborhood or area development plans, and with the uses permitted and use regulations of the district as set forth in the Zoning Ordinance.
- Functionally relates to other structures permitted in the district and will not be injurious or detrimental to the property or improvements in the neighborhood; and
- Is so designed and located that the public health, safety and welfare will be promoted and protected.

NOW THEREFORE, BE IT ORDAINED that, as requested by an application dated September 12, 2011, for Site Plan #227, and as such application has been modified, revised, or amended to include the drawings, documents, conditions and other elements on file in the office of Zoning Administration (which drawings are hereafter collectively referred to as "Revised Site Plan Application"), for a Site Plan Amendment for a facility of higher education within existing office space for California University of Management and Sciences (CalUMS) known as RPC# 17-010-035, at 1701 Clarendon Blvd, approval is granted and the parcel so described shall be used according to the site plan on file as amended by the Revised Site Plan Application, subject to all previously approved conditions (numbers 1 through 25) with new condition numbers 1 through 4 (for CalUMS Educational Facility) as follows:

New Conditions (Site Plan Amendment – CalUMS Educational Facility):

1. The applicant agrees to comply with all requirements set forth in all applicable ordinances and regulations, including, by way of illustration and not limitation, those administered by the Community Code Enforcement Office, Environmental Health Bureau and the Fire Marshal's Office, including securing the appropriate building permit prior to the issuance of a certificate of occupancy.
2. The applicant agrees that classes shall be offered only Monday through Friday between 9 a.m. and 1 p.m. and between 6 p.m. and 10 p.m.

3. The applicant agrees that individual classes shall be limited to a maximum of 20 students per classroom (four (4) classrooms total) with at least 2-3 instructors and a staff administrator available on-site at any given time. The applicant shall submit a copy of their class schedule detailing how it will meet these requirements to the Zoning Administrator upon application for a certificate of occupancy.
4. The applicant shall encourage students and staff to walk, bike, and use public transportation by providing information at the educational facility and on its website regarding public transit and other alternatives to driving.

[Board Report #5](#)

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6. SP#357 SITE PLAN AMENDMENT FOR PUBLIC UTILITY/TELECOMMUNICATIONS FACILITY LOCATED AT 1600 WILSON BOULEVARD (RPC# 17-010-037).

On the consent agenda vote, after a duly advertised public hearing, the Board adopted the ordinance to approve a site plan amendment to SP #357 for a public utilities/telecommunications facility for the WRIT Rosslyn building, subject to the proposed conditions of the ordinance applicable only to this site plan amendment, and with no further scheduled County Board review.

WHEREAS, an application for a Site Plan Amendment dated August 25, 2011, for Site Plan #357 was filed with the Office of the Zoning Administrator: and

WHEREAS, as indicated in Staff Report[s] provided to the County Board for its November 19, 2011 meeting, and through comments made at the public hearing before the County Board, the County Manager recommends that the County Board approve the Site Plan Amendment subject to all previous conditions and new or revised conditions; and

WHEREAS, the County Board held a duly-advertised public hearing on that Site Plan Amendment on November 19, 2011, and finds, based on thorough consideration of the public testimony and all materials presented to it and/or on file in the Office of the Zoning Administrator, that the improvements and/or development proposed by the Site Plan as amended:

- Substantially complies with the character of master plans, officially approved neighborhood or area development plans, and with the uses permitted and use regulations of the district as set forth in the Zoning Ordinance.
- Functionally relates to other structures permitted in the district and will not be injurious or detrimental to the property or improvements in the neighborhood; and
- Is so designed and located that the public health, safety and welfare will be promoted and protected.

NOW THEREFORE, BE IT ORDAINED that, as requested by an application dated August 25, 2011, for Site Plan #357, and as such application has been modified, revised, or amended to include the drawings, documents, conditions and other elements on file in the office of Zoning Administration (which drawings are hereafter collectively referred to as "Revised Site Plan Application"), for a Site Plan Amendment to allow a public utilities/telecommunications facility known as RPC# 17-010-037, at 1600 Wilson Boulevard, approval is granted and the parcel so described shall be used according to the Revised Site Plan Application, subject to the following conditions:

1. The applicant agrees that the telecommunications facility will be constructed as shown on plans dated October 19, 2011 and approved by the County Board on November 19, 2011.

[Clerk's note: as set forth in the document entitled "Addendum-11-19-11-A- SP#357" attached for the public record to these minutes.]

2. The applicant agrees to identify a community liaison who will be available to address any concerns regarding the facility operation. The name and telephone number of the liaison shall be provided to the Radnor/Ft. Myer Heights and North Rosslyn Civic Associations and the Zoning Administrator.
3. The applicant agrees that the proposed rooftop equipment shelter and related utility connection equipment shall match the exterior appearance and colors of the existing hotel building.
4. The applicant agrees that the antennas shall be removed within ninety (90) days after any cessation of use.

[Board Report #6](#)

Addendum-11-19-11-A- SP#357

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7. **SP #409 SITE PLAN AMENDMENT, TO ALLOW AN ADDITIONAL 6,500 SQUARE FEET FOR RETAIL MEZZANINE SPACE TO BE USED AMONG RETAIL BAYS AND AMEND CONDITION #64 TO ALLOW MEZZANINE HEIGHT WITHIN RETAIL CLEAR HEIGHT, LOCATED AT 1712, 1716, AND 1720 WILSON BOULEVARD AND 1711 CLARENDON BOULEVARD, AND AN UNADDRESSED PARCEL ON CLARENDON BOULEVARD (RPC# 17-010-008, -009, -022, -023 & -030).**

On the consent agenda vote, after a duly advertised public hearing, the Board adopted the ordinance to allow an exclusion of 6,500 square feet of additional mezzanine retail space to be used among retail bays within the first floor clear height, subject to modified Condition #64 and to all previously approved conditions.

WHEREAS, an application for a Site Plan Amendment dated August 5, 2011 for Site Plan # 409, was filed with the Office of the Zoning Administrator; and

WHEREAS, as indicated in Staff Report[s] provided to the County Board for its November 19, 2011 meeting, and through comments made at the public hearing before the County Board, the County Manager recommends that the County Board approve the Site Plan Amendment subject to numerous conditions as set forth in the Staff Report; and

WHEREAS, the County Board held a duly-advertised public hearing on that Site Plan Amendment on November 19, 2011 and finds, based on thorough consideration of the public testimony and all materials presented to it and/or on file in the Office of the Zoning Administrator, that the improvements and/or development proposed by the Site Plan as amended:

- Substantially complies with the character of master plans, officially approved neighborhood or area development plans, and with the uses permitted and use regulations of the district as set forth in the Zoning Ordinance and modified as follows:

An exclusion of 6,500 square feet of retail mezzanine GFA within the first floor clear heights as shown on the 1776 Wilson Boulevard Ground Level Mezzanine Plan. [Clerk's note: as set forth

in the document entitled "Addendum-11-19-11-B- SP#409" attached for the public record to these minutes.]

- Is so designed and located that the public health, safety and welfare will be promoted and protected.

NOW THEREFORE, BE IT ORDAINED that, as originally requested by an application dated August 5, 2011 for Site Plan # 409, and as such application has been modified, revised, or amended to include the drawings, documents, conditions and other elements designated in Condition #64 below (which drawings, etc... are hereafter collectively referred to as "Revised Site Plan Application"), for a Site Plan Amendment for mezzanine retail GFA within first floor clear heights, for the real property known as RPC # 17-010-008, -009, -004, -006, -022, -023, -030, and 1712, 1716, and 1720 Wilson Boulevard, and 1711 and unaddressed parcel Clarendon Boulevard, approval is granted and the parcel so described shall be used according to the October 13, 2007 approval, as amended by the Revised Site Plan Application, subject to all previously approved conditions (#1 through 84) with condition #64 revised as follows:

64. Retail Elements

- a. The developer agrees to develop and implement a retail attraction and marketing plan for ~~the 25,719~~ approximately 32,200 square feet of retail space located on the first floors of the office and residential buildings. The plan shall identify the types of retail desired, the marketing strategy to attract the retail, and strategies to retain the retail. The retail attraction and marketing plan shall be in accordance with the approved Retail Action Plan for the Rosslyn-Ballston Corridor, dated January 2001. The retail attraction and marketing plan shall be reviewed and approved by the Department of Economic Development before being submitted to the Zoning Administrator. The above-grade building permit shall not be issued until documentation has been provided to the Zoning Administrator assuring that the plan has been approved by the Department of Economic Development. Any change in the use of the retail space from retail to office or other non-retail use shall require a site plan amendment.
- b. The retail spaces shall be designed and constructed to include interior and exterior improvements necessary to ensure that they are functional and attractive to prospective retailers and that they animate the street frontage. These elements shall include, but are not limited to: approximately 17 foot floor to floor heights, as shown on the plans dated September 24, 2007; retail mezzanine space of varying heights within the 17 foot floor-to-floor heights; access to the service corridor/areas as shown on the architectural plans dated September 24, 2007; direct street frontage and access; rough-in of utilities, i.e., sprinkler heads, plumbing, electrical wiring, and stubs for extensions; provision for any venting systems required for any food preparation or restaurant use; and sufficient transparency of the building facade to achieve adequate street exposure.

[Board Report #7](#)

Addendum-11-19-11-B- SP#409

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USE PERMITS REQUEST/REVIEWS/AMENDMENTS

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- 8. THE REQUEST FOR THIS ITEM HAS BEEN WITHDRAWN. U-2586-88-1 ARLINGTON COUNTY DEPARTMENT OF HUMAN SERVICES TO AMEND AN EXISTING USE PERMIT FOR A ROOFTOP SIGN IN THE "C-2" ZONING DISTRICT UNDER AZCO SECTION 34.A.3. "**

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- 9. U-2629-89-1 USE PERMIT REVIEW FOR LIVE ENTERTAINMENT AND DANCING AT 2039 WILSON BOULEVARD. (GUARAPO RESTAURANT) (RPC# 18-030-003)**

On the consent agenda vote, after a duly advertised public hearing, the Board approved the following ordinance:

BE IT ORDAINED that, pursuant to application U-2629-89 on file in the Office of the Zoning Administrator for renewal of the subject use permit for live entertainment and dancing for the parcel of real property known as 2039 Wilson Boulevard (Guarapo Restaurant) (RPC# 18-030-003), approval is granted and the parcel so described shall be used according to the approval requested by the application, subject to all previously approved conditions, and with a County Board review in five (5) years (November 2016).

[Board Report #9](#)

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- 10. U-2762-92-1 USE PERMIT REVIEW FOR PUBLIC UTILITY/TELECOMMUNICATIONS FACILITY, LOCATED AT N. GLEBE ROAD AND MILITARY ROAD.**

On the consent agenda vote, after a duly advertised public hearing, the Board approved the following ordinance:

BE IT ORDAINED that, pursuant to application U-2762-92-1 on file in the Office of the Zoning Administrator for renewal of the subject use permit for public utility/telecommunications facility for the parcel of real property known as North Glebe Road and Military Road, approval is granted and the parcel so described shall be used according to the approval requested by the application, subject to all previously approved conditions, with no further scheduled County Board review.

[Board Report #10](#)

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- 11. U-3134-05-2 USE PERMIT REVIEW FOR RESTAURANT PROVIDING LIVE ENTERTAINMENT; LOCATED AT 1041 N. HIGHLAND STREET (RPC# 18-026-004).**

On the consent agenda vote, after a duly advertised public hearing, the Board approved the following ordinance:

BE IT ORDAINED that, pursuant to application U-3134-05-2 on file in the Office of the Zoning Administrator for renewal of the subject use permit for restaurant providing live entertainment for the parcel of real property known as 1041 N. Highland Street (RPC# 18-026-004), approval is granted and the parcel so described shall be used according to the approval requested by the application, subject to all previously approved conditions, with an administrative review in six (6) months (May 2012), and a County Board review in one (1) year (November 2012).

[Board Report #11](#)

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12. U-3137-05-1 USE PERMIT REVIEW FOR FOOD DELIVERY SERVICE AT 2626 N. PERSHING DR. (VOCELLI PIZZA) (RPC# 18-056-004).

On the consent agenda vote, after a duly advertised public hearing, the Board approved the following ordinance:

BE IT ORDAINED that, pursuant to application U-3137-05-1 on file in the Office of the Zoning Administrator for renewal of the subject use permit for food delivery use for the parcel of real property known as 2626 N. Pershing Dr. (Vocelli Pizza) (RPC# 18-056-004), approval is granted and the parcel so described shall be used according to the approval requested by the application, subject to all previously approved conditions, with an administrative review in one (1) year, and with a County Board review in five (5) years (November 2016).

[Board Report #12](#)

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13. U-3270-10-1 USE PERMIT REVIEW FOR A STUDIO FOR PRIVATE MUSIC LESSONS AND ANCILLARY RETAIL SALES, LOCATED AT 2499 N. HARRISON ST., SUITE 11LL IN THE LEE HARRISON SHOPPING CENTER 2425, 2433, 2435, 2447, 2491, 2499, 2503, AND 2509 N. HARRISON ST. (RPC# 02-073-084)

On the consent agenda vote, after a duly advertised public hearing, the Board approved the following ordinance:

BE IT ORDAINED that, pursuant to application U-3170-10-1 on file in the Office of the Zoning Administrator for renewal of the subject use permit for the parcel of real property known as 2499 N. Harrison St., Suite 11LL in the Lee Harrison Shopping Center 2425, 2433, 2435, 2447, 2491, 2499, 2503, and 2509 N. Harrison St. (RPC# 02-073-084), approval is granted and the parcel so described shall be used according to the approval requested by the application, subject to all previously approved conditions, and with a County Board review in October 2013.

[Board Report #13](#)

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14. U-3309-11-1 USE PERMIT FOR LIVE ENTERTAINMENT AT EL RANCHO MIGUELEÑO RESTAURANT, LOCATED AT 3709 COLUMBIA PIKE (RPC# 23-039-031).

On the consent agenda vote, after a duly advertised public hearing, the Board deferred the request for live entertainment for a period of 6 months (until May 2012) to allow the applicant time to address the operational issues raised by the police.

[Board Report #14](#)

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15. U-3310-11-2 USE PERMIT FOR RESTAURANT PROVIDING LIVE ENTERTAINMENT; LOCATED AT 2933 WILSON BOULEVARD (RPC# 15-066-001). .

On the consent agenda vote, after a duly advertised public hearing, the Board approved the following ordinance:

BE IT ORDAINED that, pursuant to application U-3310-11-2 on file in the Office of the Zoning Administrator for renewal of the subject use permit for a restaurant providing live entertainment for the parcel of real property known as 2933 Wilson Boulevard (RPC# 15-066-001), approval is granted and the parcel so described shall be used according to the approval requested by the application, subject to the conditions of the staff report, with an administrative review in three (3) months (February 2012), and a County Board review in one (1) year (November 2012).

Proposed Conditions:

1. The applicant agrees that acoustic live entertainment is permitted only from 5 p.m. to 7 p.m. seven days per week. Non-acoustic live entertainment (live bands, DJ, and karaoke) shall be permitted only from 10 p.m. to 12:30 a.m. Fridays and Saturdays.
2. The applicant agrees to comply, by way of illustration and not limitation, with all applicable requirements of County and State Ordinances, the Environmental Health Bureau, and the Fire Marshal, the Police Department and the Alcohol Beverage Control Board (ABC).
3. The applicant agrees that on-site dedicated security shall be provided from 9:00 p.m. until closing on nights that have bands or deejays whose primary purpose is to serve a dancing crowd. The on-site security may consist of "in house" staff, so long as that staff is dedicated to security only during the hours of live entertainment.
4. The applicant agrees to comply with the Arlington County noise ordinance and further agrees that the restaurant's windows and doors shall remain closed during the times of live entertainment except for the purposes of entry, egress, and other intermittent uses, such as serving an outdoor seating area. Under no circumstances shall live entertainment be permitted outside of the building or broadcast over loudspeakers outside of the building. The applicant agrees that doors shall not be propped open during live entertainment.
5. The applicant agrees that all staff serving alcohol to customers shall have TIPS (Training for Intervention Procedures) certification.
6. The applicant agrees that dancing is not permitted until the applicant obtains a Dance Hall Permit from the Zoning Office.
7. The applicant agrees to post signs in windows telling patrons to respect the peace of residential neighborhoods and to avoid parking in the residential neighborhood where possible.
8. The applicant agrees to ensure that any patrons queuing outside should keep noise to a minimum.

9. The applicant agrees to make customers aware of proximity to Metro, available parking and any special parking arrangements through postings in the restaurant and on their website.
10. The applicant agrees to clean the sidewalk in front of its establishment each morning, including sweeping cigarette butts and litter that may have accumulated from any outdoor seating area, if applicable.
11. The applicant agrees to participate in the established Clarendon Live Entertainment Neighborhood Advisory Group, consisting of representatives of the Clarendon live entertainment establishments, the Clarendon Alliance, the Clarendon-Courthouse Civic Association, the Lyon Village Citizens Association, the Lyon Park Civic Association, and representatives of various County staff including Police, Fire Marshal, Code Enforcement, and Planning. The advisory group meets quarterly as required to work through issues associated with the live entertainment uses. One (1) of the quarterly meetings will consist of an educational seminar to review requirements and regulations of various departments, codes, and policies. The applicant agrees to have a representative with management authority in the restaurant attend all such meetings.
12. The applicant agrees to designate and make available a neighborhood liaison to communicate with nearby residents and neighbors to address concerns which may be related to the live entertainment and an onsite liaison that shall be available during the hours of the business operation to receive and respond to community concerns regarding the live entertainment. The name and telephone number shall be submitted to the Zoning Administrator and a copy sent to the Clarendon-Courthouse Civic Association, the Lyon Village Citizens Association, the Lyon Park Civic Association, and the Clarendon Alliance.
13. The applicant agrees that the approval for live entertainment at 2933 Wilson Boulevard is valid only for Mexicali Blues. Any other tenant/owner occupying the premises shall not be permitted to have live entertainment without prior approval of the County Board.

[Board Report #15](#)

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VACATIONS, EASEMENTS, RIGHTS OF WAY, ENCROACHMENTS & LEASES

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16. ENACTMENT OF AN ORDINANCE TO VACATE A FIVE (5) FOOT SANITARY SEWER EASEMENT LOCATED ON LOT 8, SECOND ADDITION TO ROSE PARK, 6287 15TH ROAD NORTH, (RPC #11040052), WITH CONDITIONS.

On the consent agenda vote, after a duly advertised public hearing, the Board:

1. Enacted the Ordinance to Vacate a Five (5) foot Sanitary Sewer Easement Located on Lot 8, Second Addition to Rose Park, 6287 15th Road North, (RPC #11040052), with Conditions.
2. Authorized the Real Estate Bureau Chief, or his designee, to execute the Deed of Vacation and all related documents on behalf of the County Board, subject to approval of the Deed of Vacation, as to form, by the County Attorney.

ORDINANCE TO VACATE A FIVE (5) FOOT SANITARY SEWER EASEMENT LOCATED ON LOT 8, SECOND ADDITION TO ROSE PARK, 6287 15TH ROAD NORTH, (RPC #11040052), WITH CONDITIONS.

BE IT ORDAINED that, pursuant to a request by Michael Louis Jensen and Mary Taylor Jensen, husband and wife, ("Applicants"), on file in the offices of the Department of Environmental Services, the following described easement: a three hundred and three (303) square foot, five (5) foot wide public sanitary sewer easement created by a single-lot subdivision plat dated October 9, 1956 and recorded on October 29, 1956 in Deed Book 1271, at Page 386, among the land records of Arlington County, Virginia, which easement is shown on the plat entitled "Plat Showing The Vacation of a 5' Sanitary Sewer Easement Lot 8 Second Addition to Rose Park (D.B. 1271, Pg. 383) Arlington County, Virginia", dated July 18, 2011, prepared by Scartz Surveys, attached to the County Manager's report dated October 18, 2011 as Exhibit "A", is hereby vacated, subject to the following conditions: [Clerk's note: as set forth in the document entitled "Addendum-11-19-11-C- Vacation 15th Road North" attached for the public record to these minutes.]

1. This Ordinance of Vacation solely relates to the County's legal interest in the public sanitary sewer easement hereby vacated, and therefore excludes the rights, if any, of abutting property owners or others.
2. The Applicants shall prepare and submit to the County the Deed of Vacation, including all required plats, for review and approval as to substance by the County Manager, or her designee, and for approval as to form by the County Attorney.
3. The Applicant shall record the Deed of Vacation and all plats required by the conditions of this Ordinance of Vacation among the land records of the Circuit Court of Arlington County, Virginia.
4. The Applicant shall pay all fees, including the fees for review, approval, and recording of all required documents associated with the Ordinance of Vacation.
5. The Deed of Vacation shall not be executed on behalf of the County Board until all the requirements of this Ordinance are satisfied.
6. All conditions of the Ordinance of Vacation shall be met by noon on October 15, 2012, or this Ordinance of Vacation shall become null and void without the necessity of any further action by the County Board.

[Board Report #16](#)

Addendum-11-19-11-C- Vacation 15th Road North

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17. **ENACTMENT OF AN ORDINANCE TO VACATE: 1) ALL OF THAT PORTION OF A TEN (10) FOOT DRAINAGE EASEMENT LOCATED ON LOTS "M", "N" AND ON THE SOUTHERLY PART OF LOT "O"; 2) ALL OF THAT PORTION OF A FIVE (5) FOOT SANITARY SEWER EASEMENT LOCATED ON LOT "N" AND ON THE SOUTHERLY PART OF LOT "O"; AND 3) ALL OF THAT PORTION OF A TEN (10) FOOT STORM SEWER EASEMENT LOCATED ON LOT "N" AND ON THE SOUTHERLY PART OF LOT "O," SAID LOTS BEING PART OF A RESUBDIVISION OF LOTS 44-60 INCLUSIVE, TUCKAHOE VILLAGE, LOCATED AT THE NORTHEAST CORNER OF 22ND STREET NORTH AND NORTH KENTUCKY STREET, (RPC # 10-009-013 AND -014), WITH CONDITIONS.**

On the consent agenda vote, after a duly advertised public hearing, the Board:

1. Enacted the Ordinance to Vacate: 1) all of that portion of a ten (10) foot drainage easement located on Lots "M", "N" and on the southerly part of Lot "O"; 2) all of that portion of a five (5) foot sanitary sewer easement located on Lot "N" and on the southerly part of Lot "O"; and 3) all of that portion of a ten (10) foot storm sewer easement located on Lot "N" and on the southerly part of Lot "O," said lots being part of a Resubdivision of Lots 44-60 Inclusive, Tuckahoe Village, located at the northeast corner of 22nd Street North and North Kentucky Street, (RPC # 10-009-013 and -014), with conditions (Attachment 1).
2. Authorized the Real Estate Bureau Chief, or his designee, to execute the Deed of Vacation and all related documents on behalf of the County Board, subject to approval of the Deed of Vacation, as to form, by the County Attorney.

ORDINANCE TO VACATE: 1) ALL OF THAT PORTION OF A TEN (10) FOOT DRAINAGE EASEMENT LOCATED ON LOTS "M", "N" AND ON THE SOUTHERLY PART OF LOT "O"; 2) ALL OF THAT PORTION OF A FIVE (5) FOOT SANITARY SEWER EASEMENT LOCATED ON LOT "N" AND ON THE SOUTHERLY PART OF LOT "O"; AND 3) ALL OF THAT PORTION OF A TEN (10) FOOT STORM SEWER EASEMENT LOCATED ON LOT "N" AND ON THE SOUTHERLY PART OF LOT "O," SAID LOTS BEING PART OF A RESUBDIVISION OF LOTS 44-60 INCLUSIVE, TUCKAHOE VILLAGE, LOCATED AT THE NORTHEAST CORNER OF 22ND STREET NORTH AND NORTH KENTUCKY STREET, (RPC # 10-009-013 AND -014), WITH CONDITIONS.

BE IT ORDAINED that, pursuant to a request by Nathan and Isa Glick, husband and wife, ("Applicant"), on file in the offices of the Department of Environmental Services, the following described portions of easements: 1) a one thousand four hundred and seventy (1,470) square foot portion of a ten (10) foot wide drainage easement located on Lots "M", "N" and on the southerly part of Lot "O", created by a Deed of Vacation and Resubdivision dated September 27, 1948, and recorded in Deed Book 853, at Page 209, among the land records of Arlington County, Virginia; 2) a four hundred and seventy-four (474) square foot portion of a five (5) foot wide sanitary sewer easement located on Lot "N" and on the southerly part of Lot "O", created by an Agreement dated January 14, 1941, and recorded in Deed Book 538, at Page 83, among the land records of Arlington County, Virginia; and 3) a one thousand and sixty-seven (1,067) square foot portion of a ten (10) foot wide storm sewer easement located on Lot "N" and on the southerly part of Lot "O", created by a Deed of Easement dated June 11, 1969, and recorded in Deed Book 1702, at Page 248, among the land records of Arlington County, Virginia, which portions of easements are shown on the plat entitled "Plat Showing Existing Sewer Conditions and Vacation of Various Easements Located On Lot "M", Lot "N" and Southerly Part of Lot "O" of A Resubdivision of Lots 44-60 Inclusive Tuckahoe Village Deed Book 863, Page 209 Arlington County, Virginia", dated September 22, 2011, prepared by Dominion Surveyors, Inc., attached to the County Manager's report dated October 31, 2011, as Exhibit "A", are hereby vacated, subject to the following conditions: [Clerk's note: as set forth in the document entitled "Addendum-11-19-11-D- Vacation Tuckahoe Village" attached for the public record to these minutes.]

1. The Applicant shall prepare and submit, to the County, for review and approval, the Deed of Vacation, all plats and all required deed(s) of dedication, subject to the approval thereof as to substance by the County Manager, or her designee, and approval as to form by the County Attorney. The Deed of Vacation shall reserve, unto the County, title to all existing County pipes and facilities within the areas of the easements being vacated; such pipes and facilities shall remain the property of the County.
2. The Applicant shall dedicate to the County an easement for public utilities purposes. The easement for public utilities purposes shall be dedicated to replace and expand the area of the existing easements being vacated. The final physical location, width,

and dimensions of such easement interest shall be determined by, and are subject to, the approval of the Director of DES, or his designee, provided however that the location, width, and dimensions shall include the area within which existing County pipes and facilities are located. Such deed of easement is subject to the approval as to form, by the County Attorney. The Real Estate Bureau Chief, Department of Environmental Services, or his designee, is authorized to accept the easement on behalf of the County Board. Applicant shall record at Applicant's expense, the deed of easement in the Land Records of Arlington County, Virginia.

3. The Applicant shall record the Deed of Vacation, all plats, and all required deed(s) of dedication required by the conditions of this Ordinance of Vacation among the land records of the Circuit Court of Arlington County, Virginia.
4. The Applicant shall pay all fees, including the fees for review, approval, and recording of all required documents associated with the Ordinance of Vacation.
5. The Deed of Vacation shall not be executed on behalf of the County Board until all the requirements of this Ordinance are satisfied.
6. All conditions of the Ordinance of Vacation shall be met by noon on November 19, 2013, or this Ordinance of Vacation shall become null and void without the necessity of any further action by the County Board.

[Board Report #17](#)

Addendum-11-19-11-D- Vacation Tuckahoe Village

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18. APPROVAL OF A DEED OF EASEMENT FOR A DEPARTMENT OF ENVIRONMENTAL SERVICES SIDEWALK PROJECT LOCATED ALONG OLD DOMINION DRIVE IN ARLINGTON COUNTY, VIRGINIA (RPC# 02-042-070).

On the consent agenda vote, after a duly advertised public hearing, the Board:

1. Approved the Deed of Easement, attached hereto as Exhibit 1, between Annette Lam and David Clemmer, Jr., wife and husband, and the County Board of Arlington County, Virginia, granting to the County a permanent easement for public sidewalk, utilities and storm drainage purposes on a portion of the property located on the service drive between 29th Street North and 30th Street North at 4806 Old Dominion Drive, in Arlington, Virginia (RPC# 02-042-070); [Clerk's note: as set forth in the document entitled "Addendum-11-19-11-E- Easement Old Dominion Drive" attached for the public record to these minutes.]
2. Authorized the Real Estate Bureau Chief, or his designee, to accept, on behalf of the County Board, the attached Deed of Easement, subject to approval as to form of all documents by the County Attorney.

[Board Report #18](#)

Addendum-11-19-11-E- Easement Old Dominion Drive

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19. APPROVAL OF A DEED OF RESTRICTIVE COVENANT FOR FIRE SEPARATION ON A

PORTION OF GLENCARLYN PARK ABUTTING THE EAST SIDE OF SOUTH ARLINGTON MILL DRIVE, RPC NO. 21-010-001.

On the consent agenda vote, after a duly advertised public hearing, the Board:

1. Approved the attached Deed of Restrictive Covenant for Fire Separation on a portion of Glencarlynn Park abutting the east side of South Arlington Mill Drive, RPC No. 21-010-001, to permit construction of the Arlington Mill Community Center, on Parcel B, Arlington Mill, RPC No. 22-001-725 in accordance with approved plans for Columbia Pike Form Based Code Use Permit # U-3199-08-2, as amended. [Clerk’s note: as set forth in the document entitled “Addendum-11-19-11-F-Deed S. Arlington Mill Drive” attached for the public record to these minutes.]
2. Authorized the Real Estate Bureau Chief, or his designee, to execute on behalf of the County Board, the Deed of Restrictive Covenant for Fire Separation, and all related documents, subject to approval, as to form, by the County Attorney.

[Board Report #19](#)

Addendum-11-19-11-F- Deed S. Arlington Mill Drive

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ORDINANCES, PLANS AND POLICIES

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CAPITAL PROJECTS

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21. APPROVE THE AWARD OF A CONTRACT TO SPINIELLO COMPANIES FOR THE INSTALLATION OF THE 36" RESERVOIR WATER MAIN PROJECT ALONG NORTH GLEBE ROAD, WILLIAMSBURG BLVD., AND 35TH STREET NORTH, FROM OLD GLEBE ROAD TO LITTLE FALLS ROAD, INVITATION TO BID NO. 579-12.

On the consent agenda vote, after a duly advertised public hearing, the Board:

1. Approved the award of Contract No. 579-12 to Spiniello Companies for the Installation of the 36” Reservoir Water Main Project, in the amount of \$3,821,000.00, and authorize an allocation of \$382,100.00 as a contingency for change orders and increased quantities, and \$382,100.00 for stipulated price items, for a total project authorization of \$4,585,200.00.
2. Authorized the Purchasing Agent to execute the contract documents, subject to review by the County Attorney.

[Board Report #21](#)

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APPROPRIATIONS, GRANT APPLICATIONS & OTHER CONTRACTS

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23. AUTHORIZATION FOR ACCEPTANCE AND APPROPRIATION OF A FISCAL YEAR 2012 HIGHWAY SAFETY PROGRAM GRANT AWARD FROM THE VIRGINIA DEPARTMENT OF MOTOR VEHICLES (DMV).

On the consent agenda vote, after a duly advertised public hearing, the Board:

1. Authorized the County Manager to accept \$18,850 in grant funds related to the FY 2012 Virginia Highway Safety Program.
2. Appropriated \$18,850 in FY 2012 from the Virginia Highway Safety Grant Program (101.364900) to the Sheriff's Office (101.22101) for costs associated with the administration of the grant program.

[Board Report #23](#)

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24. AUTHORIZATION TO SUBMIT THREE APPLICATIONS TO THE VIRGINIA DEPARTMENT OF TRANSPORTATION / COMMONWEALTH TRANSPORTATION BOARD FOR THE FY 2013 TRANSPORTATION ENHANCEMENTS PROGRAM.

On the consent agenda vote, after a duly advertised public hearing, the Board adopted the resolution authorizing application to the Virginia Transportation Enhancements Program, through the Virginia Department of Transportation (VDOT) / Commonwealth Transportation Board (CTB).

RESOLUTION AUTHORIZING APPLICATION TO THE TRANSPORTATION ENHANCEMENT PROGRAM

WHEREAS, the County Board of Arlington County, Virginia ("County Board"), desires to submit an application to the Virginia Department of Transportation / Commonwealth Transportation Board for an allocation of \$1,390,000 in Transportation Enhancement Program funds; and

WHEREAS, \$800,000 of these funds will be requested for the Safety Communications Program; and

WHEREAS, \$190,000 of these funds will be requested for the Potomac Yards Trail Connection; and

WHEREAS, \$400,000 of these funds will be requested for Bicycle/Pedestrian Wayfinding Program,

NOW, THEREFORE, BE IT RESOLVED THAT the County Board hereby supports the making of applications for such funds and authorizes and directs the County Manager or her designee to make applications to the Virginia Department of Transportation / Commonwealth Transportation Board for \$1,390,000 of Transportation Enhancement Program funds for the above-described projects, and further authorizes the County Manager or her designee to execute project administration agreements for any approved Transportation Enhancement projects, subject to the County Attorney's prior approval of such agreements as to form.

ADOPTED this 19th day of November 2011.

[Board Report #24](#)

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25. ADOPTION OF A RESOLUTION AUTHORIZING ARLINGTON COUNTY'S PARTICIPATION IN THE VIRGINIA DEPARTMENT OF TRANSPORTATION'S FISCAL YEAR 2013 REVENUE SHARING PROGRAM.

On the consent agenda vote, after a duly advertised public hearing, the Board adopted the "Resolution Authorizing Application to the Virginia Department of Transportation for FY 2013 Revenue Sharing Program Funds" to be submitted to the Virginia Department of Transportation ("VDOT").

RESOLUTION AUTHORIZING APPLICATION TO THE VIRGINIA DEPARTMENT OF TRANSPORTATION FY2013 REVENUE SHARING PROGRAM FUNDS

WHEREAS, the County Board of Arlington County, Virginia ("County Board") desires to submit an application to the Virginia Department of Transportation for an allocation of \$175,000 in Fiscal Year 2013 Revenue Sharing Program funds for the Shirlington Road Bridge Rehabilitation Project.

NOW, THEREFORE, BE IT RESOLVED THAT the County Board hereby supports the making of applications and authorizes and directs the County Manager to make applications to the Virginia Department of Transportation for \$175,000 of Fiscal Year 2013 Revenue Sharing Program funds for the above described projects, and further authorizes the County Manager to execute a project administration agreement for the approved revenue sharing project subject to approval of such agreement as to form by the County Attorney.

[Board Report #25](#)

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26. APPROVAL OF THE THIRD AMENDMENT TO THE 2009 MASTER AGREEMENT BETWEEN THE COUNTY BOARD AND THE VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION (DRPT).

On the consent agenda vote, after a duly advertised public hearing, the Board approved the Third Amendment dated July 1, 2011 to the Master Agreement, dated July 1, 2009, for use of Commonwealth Transportation Funds between the Department of Rail and Public Transportation (DRPT) and the County Board, in the form attached hereto, and authorize the County Manager to execute the Amendment, subject to approval of the document as to form by the County Attorney. [Clerk's note: as set forth in the document entitled "Addendum-11-19-11-G- VDOT Third Amendment" attached for the public record to these minutes.]

[Board Report #26](#)

Addendum-11-19-11-G- VDOT Third Amendment

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REQUESTS TO ADVERTISE

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28. REQUEST TO ADVERTISE AMENDMENT, RE-ENACTMENT AND RE-CODIFICATION CHAPTER 14.2 OF THE ARLINGTON COUNTY CODE TO UPDATE AND STANDARDIZE FORMATTING AND STYLING, AND TO CONFORM THE CHAPTER TO PREVIOUSLY APPROVED COUNTY BOARD ACTIONS.

On the consent agenda vote, after a duly advertised public hearing, the Board authorized advertisement of a public hearing on December 10, 2011, to adopt the re-codification of Chapter 14.2 of the County Code to standardize formatting, correct errors and bring the Chapter into conformance with approved County Board actions. [Clerk’s note: as set forth in the document entitled “Addendum-11-19-11-H- Chapter 14.2” attached for the public record to these minutes.]

[Board Report #28](#)

Addendum-11-19-11-H- Chapter 14.2

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OTHER

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30. CONSIDERATION OF A REGIONAL WATER SUPPLY PLAN DEVELOPED COLLABORATIVELY WITH OTHER JURISDICTIONS THROUGH THE NORTHERN VIRGINIA REGIONAL COMMISSION.

On the consent agenda vote, after a duly advertised public hearing, the Board adopted by resolution the Northern Virginia Regional Water Supply Plan which was developed collaboratively with other jurisdictions through the Northern Virginia Regional Commission.

A RESOLUTION APPROVING THE NORTHERN VIRGINIA REGIONAL WATER SUPPLY PLAN.

WHEREAS, Virginia State Water Control Board Regulation 9 VAC 25-780, Local and Regional Water Supply Planning, requires all counties, cities and towns in the Commonwealth of Virginia to prepare and submit a water supply plan to the Department of Environmental Quality (DEQ); and

WHEREAS, in March of 2007, the County Board authorized the County Manager to work with the Northern Virginia Regional Commission (NVRC) to develop a regional plan in conjunction with the other jurisdictions in northern Virginia; and

WHEREAS, this work is now complete and is the Northern Virginia Regional Water Plan as updated through November, 2011; and

WHEREAS, the adopted Regional Water Supply Plan will be submitted to the Virginia Department of Environmental Quality when adopted by all regional jurisdictions,

WHEREAS, on November 19, 2011, the Arlington County Board held a public hearing to accept public comment on the Regional Water Supply Plan; and

NOW, THEREFORE BE IT RESOLVED that the County Board of Arlington County hereby adopts the Northern Virginia Regional Water Supply Plan as it pertains to the Arlington County. Approval and adoption of this regional plan indicates support for and general agreement with the regional planning approach, but does not indicate approval or disapproval of conclusions and recommendations presented in the plan as they pertain to other localities. Arlington County reserves the right to comment on specific water supply alternatives in the future even though such alternatives may or may not be recommended in this adopted plan. Arlington County will not be

limited to specific water supply alternatives in this adopted plan and reserves the right to recommend additional alternatives for consideration in the future.

BE IT FURTHER RESOLVED that Arlington County intends that the Regional Water Supply Plan shall be revised to reflect changes in relevant data at least once every five years and resubmitted to DEQ every ten years in accordance with the regulation and sound planning practice.

[Board Report #30](#)

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31. PRIORITIES FOR FISCAL YEAR 2018 CONGESTION MITIGATION AND AIR QUALITY (CMAQ) AND REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP) FUNDING.

On the consent agenda vote, after a duly advertised public hearing, the Board endorsed the priorities for Fiscal Year 2018 Congestion Mitigation and Air Quality and Regional Surface Transportation Program CMAQ funding as shown in Table 1. [Clerk’s note: as set forth in the document entitled “Addendum-11-19-11-I- CMAQ and RSTP” attached for the public record to these minutes.]

[Board Report #31](#)

Addendum-11-19-11-I- CMAQ and RSTP

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33. MINUTES

On the consent agenda vote, after a duly advertised public hearing, the Board approved the minutes from the following meetings:

- October 15, 2011 Regular Meeting
- October 18, 2011 Recessed Meeting

[Board Report #33](#)

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REGULAR HEARING ITEMS

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34. GLENCARLYN NEIGHBORHOOD CONSERVATION PLAN UPDATE.

Following a duly advertised public hearing at which there were speakers, a motion was made by JAY FISETTE, Member, seconded by J. WALTER TEJADA, Member, to adopt the resolution to accept the Glencarlyn Neighborhood Conservation Plan Update, with County staff comments attached to the Plan as Appendix D, with direction to the manager that the included maps should accurately reflect the neighborhood conservation district and the boundary

should be determined. If it is determined to be different than that which is shown then the maps be amended appropriately. The motion was adopted by a vote of 5 to 0 as follows: CHRISTOPHER ZIMMERMAN, Chairman - Aye, MARY HYNES, Vice Chairman - Aye, BARBARA A. FAVOLA, Member - Aye, JAY FISETTE, Member - Aye, J. WALTER TEJADA, Member – Aye.

**Resolution to Accept the Glencarlyn
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, and
- 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 Glencarlyn Plan Update and recommends its acceptance; and

Whereas, the Planning Commission also recommended acceptance of the Glencarlyn Neighborhood Conservation Plan, as updated through November 2011,

NOW, THEREFORE, be it resolved by the County Board of Arlington County, Virginia, that after careful consideration of the recommendations of the Neighborhood Conservation Advisory Committee, the County Board hereby accepts the Glencarlyn Conservation Plan, as updated as of the date of this Resolution in November 2011, as a statement of the Glencarlyn neighborhood, and directs the County Manager to ensure that the recommendations of that Plan are considered in decision-making and actions that affect the Glencarlyn neighborhood. [Clerk’s note: as set forth in the document entitled “Addendum-11-19-11-I.A.- Glencarlyn NC Plan” attached for the public record to these minutes.]

[Board Report #34](#)

Addendum-11-19-11-I.A.- Glencarlyn NC Plan

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35. [**ENACTMENT OF AN ORDINANCE TO AMEND, REENACT AND RECODIFY § 25.1-12 \(RATE SCHEDULE, TOLLS, PAYMENT\) OF CHAPTER 25.1 \(TAXICABS\) OF THE ARLINGTON COUNTY CODE BY \(1\) AMENDING SUBSECTIONS 25.1-12\(A\) AND \(D\) RELATING TO THE INITIAL DROP AND EXTRA PASSENGER CHARGES, TO BECOME EFFECTIVE JANUARY 1, 2012, AND \(2\) ADDING NEW SUBSECTION 25.1-12\(L\) RELATING TO PAYMENT OF FARES BY CREDIT CARD, TO BECOME EFFECTIVE DECEMBER 1, 2012.**](#)

Following a duly advertised public hearing at which there were speakers, a motion was made by JAY FISETTE, Member, seconded by BARBARA A. FAVOLA, Member, to adopt the attached ordinance to amend, reenact and recodify § 25.1-12 of the Arlington County Code by:

- a. Amending subsections 25.1-12(A) and (D) relating to the initial drop and extra passenger charges, respectively, to become effective January 1, 2012, and
- b. Adding new subsection 25.1-12(L) relating to payment of fares by credit card, to become effective December 1, 2012.

An amended motion was made by MARY HYNES, Vice Chairman, seconded by CHRISTOPHER ZIMMERMAN, Chairman and carried by a vote of 5 to 0, the voting recorded as follows: J. WALTER TEJADA, Member - Aye, JAY FISETTE, Member - Aye, BARBARA A. FAVOLA, Member - Aye, MARY HYNES, Vice Chairman - Aye, CHRISTOPHER ZIMMERMAN, Chairman - Aye, to adopt the attached Ordinance to amend, reenact and recodify § 25.1-12 of the Arlington County Code by deleting item b: adding new subsection 25.1-12(L) relating to payment of fares by credit card.

A motion was made by J. WALTER TEJADA, Member, seconded by CHRISTOPHER ZIMMERMAN, Chairman and carried by a vote of 3 to 2 as follows: J. WALTER TEJADA, Member - Aye, MARY HYNES, Vice Chairman - Aye, CHRISTOPHER ZIMMERMAN, Chairman - Aye, JAY FISETTE, Member - No, BARBARA A. FAVOLA, Member - No, to amend the ordinance as follows. [Clerk's note: text to be deleted is shown in ~~striketrough~~, text to be added in shown in underline.]

§ 25.1-12 Rate schedule, tolls, payment.

The rate schedule for fares and service charges is as follows:

- A. For the first ~~one-fifth (1/5)~~ one-sixth (1/6) mile (initial drop charge): two dollars and seventy-five cents (\$2.75).
- B. For each succeeding ~~one-fifth (1/5)~~ one-sixth (1/6) mile or fraction thereof (mileage charge): ~~forty cents (\$0.40)~~ thirty-five cents (\$0.35).
- C. For each ~~sixty-four (64)~~ fifty-six (56) seconds of wait time: ~~forty cents (\$0.40)~~ thirty-five cents (\$0.35).

A motion was made by CHRISTOPHER ZIMMERMAN, Chairman, seconded by MARY HYNES, Vice Chairman and carried by a vote of 5 to 0, the voting recorded as follows: J. WALTER TEJADA, Member - Aye, JAY FISETTE, Member - Aye, BARBARA A. FAVOLA, Member - Aye, MARY HYNES, Vice Chairman - Aye, CHRISTOPHER ZIMMERMAN, Chairman - Aye, to adopt the attached Ordinance to amend, reenact and recodify § 25.1-12 of the Arlington County Code as follows. [Clerk's note: text to be deleted is shown in ~~striketrough~~, text to be added in shown in underline.]

- D. For each additional Passenger ~~over six (6) years of age~~ twelve (12) years of age and older, when more than one (1) Passenger is transported: ~~one dollar (\$1.00)~~ one dollar (\$1.00).

* * *

AN ORDINANCE TO AMEND, REENACT, AND RECODIFY § 25.1-12 (RATES OF FARE) OF CHAPTER 25.1 (TAXICABS) OF THE ARLINGTON COUNTY CODE, BY AMENDING SUBSECTIONS 25.1-12(A), (B), (C) AND (D) RELATING TO THE INITIAL DROP, MILEAGE, WAIT TIME AND EXTRA PASSENGER CHARGES, RESPECTIVELY, EACH TO BECOME EFFECTIVE ON JANUARY 1, 2012, AND TO ADD A NEW SUBSECTION 25.1-12(L) REQUIRING ALL TAXICABS TO BE EQUIPPED TO ACCEPT, AND TO ACCEPT, PAYMENT OF FARES BY CREDIT CARDS, TO BE EFFECTIVE ON APRIL 1, 2012.

- 1. **BE IT ORDAINED that § 25.1-12, subsections (A) and (D) of the Arlington County Code are amended, reenacted and recodified to read in pertinent part as follows, effective on January 1, 2012:**

§ 25.1-12. Rate schedule, tolls, payment.

The rate schedule for fares and service charges is as follows:

- A. For the first ~~one-fifth (1/5)~~ one-sixth (1/6) mile (initial drop charge): two dollars and seventy-five cents (\$2.75).
* * *
- B. For each succeeding ~~one-fifth (1/5)~~ one-sixth (1/6) mile or fraction thereof (mileage charge): ~~forty cents (\$0.40)~~ thirty-five cents (\$0.35).
* * *
- C. For each ~~sixty-four (64)~~ fifty-six (56) seconds of wait time: ~~forty cents (\$0.40)~~ thirty-five cents (\$0.35).
- D. For each additional Passenger ~~over six (6) years of age~~ twelve (12) years of age and older, when more than one (1) Passenger is transported: ~~one dollar (\$1.00)~~ one dollar (\$1.00).

- 2. ~~**BE IT FURTHER ORDAINED that new subsection (L) is added to § 25.1-12 of the Arlington County Code as follows, effective on December 1, 2012:**~~

~~* * *~~

~~L. As of December 1, 2012, each taxicab shall be equipped to accept, and shall accept, payment of fares by credit cards.~~

~~* * *~~

- 3. **BE IT FURTHER ORDAINED that the subsections of § 25.1-12 that are not amended by this ordinance shall remain in full force and effect as previously enacted.**

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[Board Report #35](#)

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36. U-3306-11-1 USE PERMIT OF ARLINGTON DESIGNER HOMES, INC TO MODIFY SETBACK AND YARDS ON A PIPE STEM LOT LOCATED ADJACENT TO 2615 N. NOTTINGHAM STREET (RPC# 01-075-020).

Following a duly advertised public hearing at which there were speakers, a motion was made by J. WALTER TEJADA, Member, seconded by MARY HYNES, Vice Chairman and carried by a vote of 5 to 0, the voting recorded as follows: J. WALTER TEJADA, Member - Aye, JAY FISETTE, Member - Aye, BARBARA A. FAVOLA, Member - Aye, MARY HYNES, Vice Chairman - Aye, CHRISTOPHER ZIMMERMAN, Chairman - Aye, to defer the subject use permit request to the December 10, 2011, County Board meeting.

[Board Report #36](#)

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37. [SP #350 SITE PLAN AMENDMENT REVIEW FOR RESTAURANT PROVIDING LIVE ENTERTAINMENT; LOCATED AT 1900 CLARENDON BLVD. \(RPC# 17-012-023\).](#)

Following a duly advertised public hearing at which there were speakers, a motion was made by JAY FISETTE, Member, seconded by MARY HYNES, Vice Chairman and carried by a vote of 5 to 0, the voting recorded as follows: J. WALTER TEJADA, Member - Aye, JAY FISETTE, Member - Aye, BARBARA A. FAVOLA, Member - Aye, MARY HYNES, Vice Chairman - Aye, CHRISTOPHER ZIMMERMAN, Chairman - Aye to adopt the following ordinance:

BE IT ORDAINED that, pursuant to application SP #350 on file in the Office of the Zoning Administrator for renewal of the site plan amendment for a restaurant providing live entertainment for the parcel of real property known as 1900 Clarendon Boulevard (RPC# 17-012-023), approval is granted and the parcel so described shall be used according to the approval requested by the application, for two (2) months to the January 21, 2012 County Board meeting.

[Board Report #37](#)

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38. [REQUEST FOR RATIFICATION AND AUTHORIZATION OF ADVERTISEMENT OF PUBLIC HEARINGS BY THE PLANNING COMMISSION ON NOVEMBER 28, 2011 AND BY THE COUNTY BOARD ON DECEMBER 10, 2011 TO CONSIDER A PROPOSED AMENDMENT TO SECTION 34 AND SECTION 20 \(APPENDIX A\) OF THE ARLINGTON COUNTY ZONING ORDINANCE TO PERMIT TEMPORARY SIDEWALK SIGNS, TO PERMIT UP TO FOUR SQUARE FEET OF COMMERCIAL MESSAGES ON UMBRELLAS WITHIN PERMITTED OUTDOOR CAFES, AND TO PERMIT COORDINATED PARKING SIGNS ON FACILITIES THAT PROVIDE PUBLIC PARKING DURING DEFINED HOURS.](#)

Following a duly advertised public hearing at which there were speakers, a motion was made by CHRISTOPHER ZIMMERMAN, Chairman, seconded by JAY FISETTE, Member and carried by a vote of 5 to 0, the voting recorded as follows: J. WALTER TEJADA, Member - Aye, JAY FISETTE, Member - Aye, BARBARA A. FAVOLA, Member - Aye, MARY HYNES, Vice Chairman - Aye, CHRISTOPHER ZIMMERMAN, Chairman - Aye, to adopt the resolution to ratify the advertisement placed on November 15, 2011, and to authorize further advertisement to be placed on November 22, 2011, as notification of public hearings by the Planning Commission on November 28, 2011 and by the County Board on December 10, 2011 to consider a proposed amendment to Section 34 of the Arlington County Zoning Ordinance to permit temporary sidewalk signs, to permit up to four square feet of commercial messages on umbrellas within permitted outdoor cafes, and to permit coordinated parking signs on facilities that provide public parking during defined hours. [Clerk's note: as set forth in the document entitled "Addendum-11-19-11-J- RTA Signs" attached for the public record to these minutes.]

[Board Report #38](#)

Addendum-11-19-11-J- RTA Signs

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39. RATIFICATION AND AUTHORIZATION OF ADVERTISEMENT OF PUBLIC HEARINGS ON THE FOLLOWING ZONING ORDINANCE AMENDMENTS FOR THE CRYSTAL CITY METRO STATION AREA:

- A. Adopt a new Section 25C. "C-O Crystal City" Commercial Office Building, Retail, Hotel, and Multiple-Family Dwelling Districts to codify permitted uses, use limitations, special exceptions, and other regulations governing land use for properties located in the Crystal City Coordinated Redevelopment District identified on the General Land Use Plan.
- B. Amend Sections 1, 2, 25B., and 36 to include new definitions related to Section 25C., update the list of districts in the County, and to clarify that provisions of Section 36.H.7 shall not apply to the "C-O Rosslyn" and "C-O Crystal City" Districts.

Following a duly advertised public hearing at which there were speakers, a motion was made by JAY FISETTE, Member, seconded by BARBARA A. FAVOLA, Member and carried by a vote of 5 to 0, the voting recorded as follows: J. WALTER TEJADA, Member - Aye, JAY FISETTE, Member - Aye, BARBARA A. FAVOLA, Member - Aye, MARY HYNES, Vice Chairman - Aye, CHRISTOPHER ZIMMERMAN, Chairman - Aye, to adopt the attached resolution to ratify the advertisement placed on November 15, 2011, and to authorize the advertisement placed on November 22, 2011, as notification of public hearings by the Planning Commission on November 28, 2011, and by the County Board on December 10, 2011, on the following Zoning Ordinance Amendments for the Crystal City Metro Station Area: [Clerk's note: as set forth in the document entitled "Addendum-11-19-11-K- Zoning Ordinance" attached for the public record to these minutes.]

- 1. Adopt a new Section 25C. "C-O Crystal City" Commercial Office Building, Retail, Hotel, and Multiple-Family Dwelling Districts to codify permitted uses, use limitations, special exceptions, and other regulations governing land use for properties located in the Crystal City Coordinated Redevelopment District identified on the General Land Use Plan.
- 2. Amend Sections 1, 2, 25B., and 36 to include new definitions related to Section 25C., update the list of districts in the County, and to clarify that provisions of Section 36.H.7 shall not apply to the "C-O Rosslyn" and "C-O Crystal City" Districts.

[Board Report #39](#)

Addendum-11-19-11-K- Zoning Ordinance

ooooo0ooooo

40. 2012 GENERAL ASSEMBLY LEGISLATIVE ITEMS

Following a duly advertised public hearing at which there were speakers, a motion was made by MARY HYNES, Vice Chairman, seconded by J. WALTER TEJADA, Member and carried by a vote of 5 to 0, the voting recorded as follows: J. WALTER TEJADA, Member - Aye, JAY FISETTE, Member - Aye, BARBARA A. FAVOLA, Member - Aye, MARY HYNES, Vice Chairman - Aye, CHRISTOPHER ZIMMERMAN, Chairman - Aye, that after receiving public comment on the Arlington County Board 2012 General Assembly Legislative Items at the November meeting, the Board closed the public hearing and will finalize the legislative items at the December 10, 2011 meeting.

[Board Report #40](#)

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ADDITIONAL ITEMS

ADJOURNMENT

Without objection, at 2:48 p.m., the Board recessed until the November 29, 2011 Recessed Meeting.

CHRISTOPHER ZIMMERMAN, Chairman

ATTEST:

HOPE L. HALLECK, CLERK

PROJECT INFORMATION

SCOPE OF WORK: INSTALLATION OF WIRELESS COMMUNICATION ANTENNAS ON THE ROOF TOP OF AN EXISTING BUILDING. SITE IS AN UNMANNED TELECOMMUNICATIONS FACILITY.

SITE ADDRESS: 1600 WILSON BLVD
ARLINGTON, VA 22209

LATITUDE: N 38° 53' 38.5338"

LONGITUDE: W 77° 04' 37.3907"

GROUND ELEVATION: 179' AMSL

JURISDICTION: ARLINGTON COUNTY

PARCEL ID: 17010037

ZONING: RA-H-3.2/CO/C-0-2.5

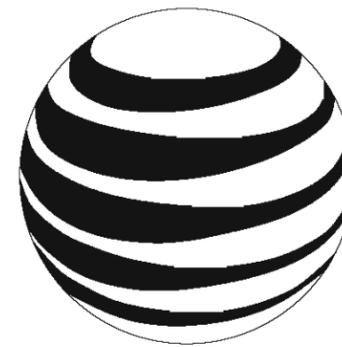
PROPERTY CLASS: 313-APARTMENT-HIGH RISE

MAP PAGE: 044-07

PROPERTY OWNER: WRIT LIMITED PARTNERSHIP

MAILING ADDRESS: 6110 EXECUTIVE BLVD. #800
ROCKVILLE, MD 20852

NAME OF APPLICANT: NEW CINGULAR WIRELESS PCS LLC



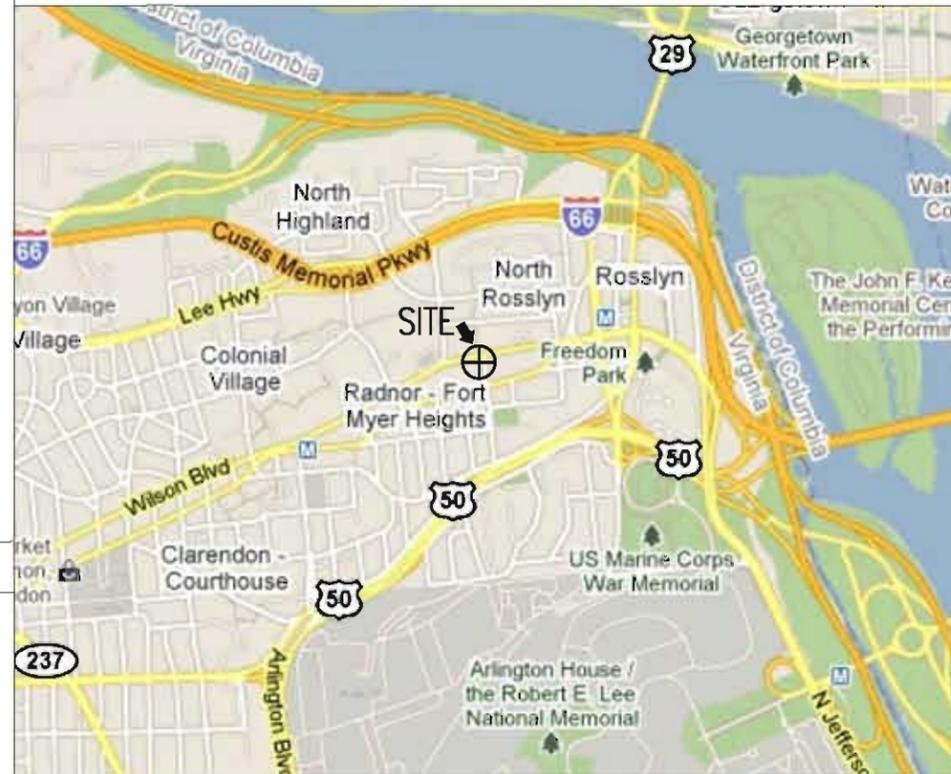
at&t

SITE NAME: THEODORE_WRIT
SITE NUMBER: 10140953_4140

VICINITY MAP

DIRECTION:

DEPART ON I-395 N HEAD NORTHEAST ON I-395 N 2.2 MI TAKE EXIT 8B TO MERGE ONTO VA-27 N/S WASHINGTON BLVD TOWARD PENTAGON/ARLINGTON CEMETERY/ROSSLYN 1.3 MI TAKE THE RAMP TO VA-110/PENTAGON NORTH PARKING 0.1 MI KEEP RIGHT AT THE FORK AND MERGE ONTO VA-110 N 1.3 MI CONTINUE ONTO WILSON BLVD ARRIVE AT 1600 WILSON BLVD ARLINGTON VA, 22209



SCALE: 1"=2000'



APPLICABLE BUILDING CODES AND STANDARDS

SUBCONTRACTOR'S WORK SHALL COMPLY WITH ALL APPLICABLE NATIONAL, STATE, AND LOCAL CODES AS ADOPTED BY THE LOCAL AUTHORITY HAVING JURISDICTION (AHJ) FOR THE LOCATION. THE EDITION OF THE AHJ ADOPTED CODES AND STANDARDS IN EFFECT ON THE DATE OF CONTRACT AWARD SHALL COVER THE DESIGN.

BUILDING CODE:
VIRGINIA UNIFORM STATEWIDE BUILDING CODE (VUSBC 2009)

ELECTRICAL CODE:
NATIONAL ELECTRICAL CODE (NEC 2008)

SUBCONTRACTOR'S WORK SHALL COMPLY WITH THE LATEST EDITION OF THE FOLLOWING STANDARDS:
AMERICAN CONCRETE INSTITUTE (ACI) 318, BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE.
AMERICAN INSTITUTE OF STEEL CONSTRUCTION (AISC), MANUAL OF STEEL CONSTRUCTION, ASD, NINTH EDITION.

TELECOMMUNICATIONS INDUSTRY ASSOCIATION (TIA)
TIA 222-F, STRUCTURAL STANDARDS FOR STEEL ANTENNA TOWER AND ANTENNA SUPPORTING STRUCTURES.
TIA 607, COMMERCIAL BUILDING GROUNDING AND BONDING REQUIREMENTS FOR TELECOMMUNICATIONS.

INSTITUTE FOR ELECTRICAL AND ELECTRONICS ENGINEERS (IEEE)
IEEE 81, GUIDE FOR MEASURING EARTH RESISTIVITY, GROUND IMPEDANCE, AND EARTH SURFACE POTENTIALS OF A GROUND SYSTEM.
IEEE 1100 (1999) RECOMMENDED PRACTICE FOR POWERING AND GROUNDING OF ELECTRONIC EQUIPMENT.
IEEE C62.41, RECOMMENDED PRACTICES ON SURGE VOLTAGES IN LOW VOLTAGE AC POWER CIRCUITS (FOR LOCATION CATEGORY "C3" AND "HIGH SYSTEM EXPOSURE").

TELCORDIA, GR-1275, GENERAL INSTALLATION REQUIREMENTS.

TELCORDIA, GR-1503, COAXIAL CABLE CONNECTIONS.

ANSI T1.311, FOR TELECOM - DC POWER SYSTEMS - TELECOM, ENVIRONMENTAL PROTECTION.

FOR ANY CONFLICTS BETWEEN SECTIONS OF LISTED CODES AND STANDARDS REGARDING MATERIAL, METHODS OF CONSTRUCTION, OR OTHER REQUIREMENTS, THE MOST RESTRICTIVE REQUIREMENT SHALL GOVERN. WHERE THERE IS CONFLICT BETWEEN A GENERAL REQUIREMENT AND A SPECIFIC REQUIREMENT, THE SPECIFIC REQUIREMENT SHALL GOVERN.

AT&T CONSTRUCTION: _____ AT&T RF: _____

AT&T COMPLIANCE: _____

UTILITY INFORMATION

POWER: DOMINION VIRGINIA POWER (888) 667-3000
TELCO: VERIZON (800) 483-5000

DRAWING INDEX

REV

| | | |
|-----|----------------------------------|---|
| T-1 | TITLE SHEET | 1 |
| A-0 | SITE PLAN | 1 |
| A-1 | PROPOSED EQUIPMENT LOCATION PLAN | 1 |
| A-2 | SOUTH ELEVATION | 1 |
| A-3 | WEST ELEVATION | 1 |
| A-4 | NORTH ELEVATION | 1 |
| A-5 | EAST ELEVATION | 1 |
| A-6 | SHELTER DETAILS | 1 |

NOTES

NOTE: MAGNETIC DECLINATION - 10° 46'W CHANGING BY 0° 0'W PER YEAR AS OF 05/27/11

Y:/Drawings - 2011/AT&T/Rooftops/Theodore/Zoning/T1.dwg 08-23-11 ABL 17:29:56



5661 COLUMBIA PIKE, SUITE 200
FALLS CHURCH, VA 22041-2868
TEL: (703) 671-6000
FAX: (703) 671-6300

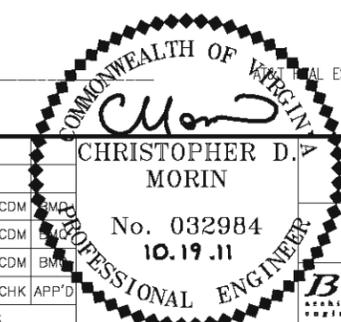
SITE NAME: THEODORE_WRIT
SITE NUMBER: 10140953_4140

1600 WILSON BLVD
ARLINGTON, VA 22209



7150 STANDARD DR.
HANDOVER, MD 21078

| | | | | | |
|-----------------|----------|-----------------------------|-----------|-----|-------|
| 3 | | | | | |
| 2 | | | | | |
| 1 | 08-05-11 | COUNTY COMMENTS | DR | CDM | AWA |
| 0 | 08-05-11 | FINAL ZONING DRAWINGS | AWA | CDM | AWA |
| A | 05-27-11 | PRELIMINARY ZONING DRAWINGS | GMW | CDM | BM |
| NO. | DATE | REVISIONS | BY | CHK | APP'D |
| SCALE: AS SHOWN | | DESIGNED C. MORIN | DRAWN AWA | | |

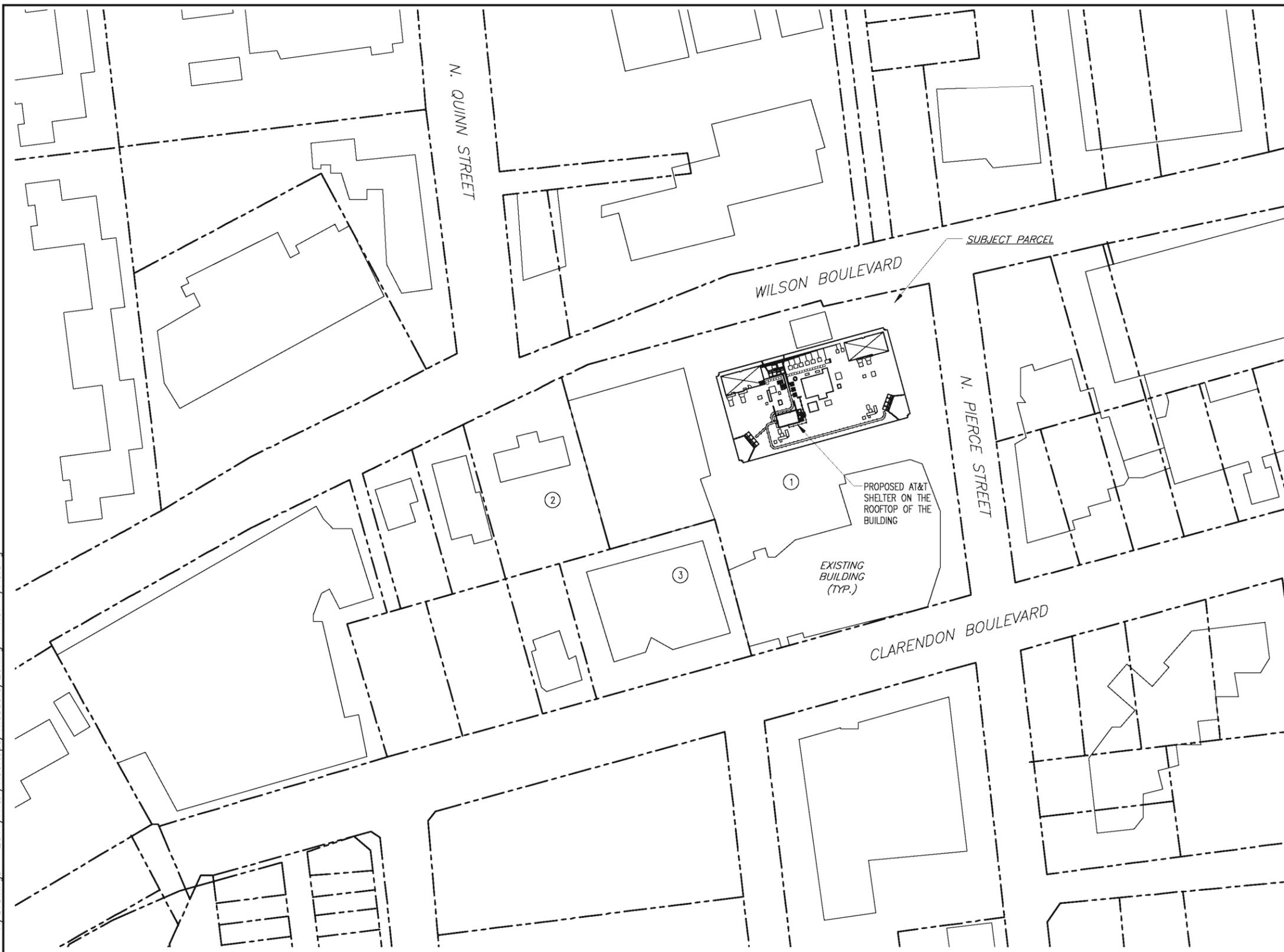


BC ARCHITECTS ENGINEERS
FALLS CHURCH, VA

TITLE SHEET

| | |
|----------------|-----|
| DRAWING NUMBER | REV |
| T-1 | 1 |

Y:/Drawings - 2011/AT&T/Rooftops/Theodore/Zoning - Rev 1/A0.dwg 10-18-11 DAVID 14:53:42



1. SUBJECT PARCEL
 OWNER: WRIT LIMITED PARTNERSHIP
 ADDRESS: 6110 EXECUTIVE BLVD #800, ROCKVILLE, MD 20852
 RPC#: 17010037
 ZONING: RA-H-3.2/C-0/C-0-2.5
 LOT SIZE: 85602 S.F.
 MAP BOOK PAGE: 044-07
 PROPERTY CLASS: 313-APARTMENT-HIGH RISE
 NEIGHBORHOOD: 870000
2. ADJACENT PARCEL
 ADDRESS: 1712 WILSON BLVD
 RPC#: 17010023
 ZONING C-0-2.5'
 OWNER: 1716 WILSON LLC
 % SKANSKA USA COMMERCIAL
 350 5TH AVE 32ND FLOOR
 NEW YORK, NY 10118
 MAP BOOK PAGE 044-11
 LOT SIZE 15480 SF
3. ADJACENT PARCEL
 ADDRESS: 1701 CLARENDON BLVD
 RPC#: 17010035
 ZONING C-0-2.5'
 OWNER: AMERICA CHIROPRACTIC ASSOCIATION INC
 1701 CLARENDON BLVD
 ARLINGTON, VA 22209
 MAP BOOK PAGE 044-11
 LOT SIZE 19650 SF



SITE PLAN
SCALE: 1"=100'



BC
architects
engineers

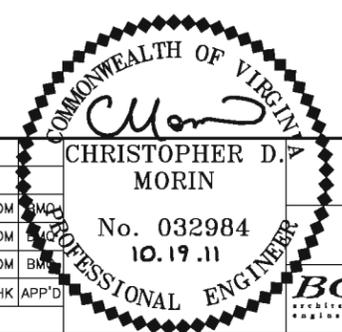
5661 COLUMBIA PIKE, SUITE 200
FALLS CHURCH, VA 22041-2868
TEL: (703) 671-6000
FAX: (703) 671-6300

SITE NAME: THEODORE_WRIT
SITE NUMBER: 10140953_4140

1600 WILSON BLVD
ARLINGTON, VA 22209



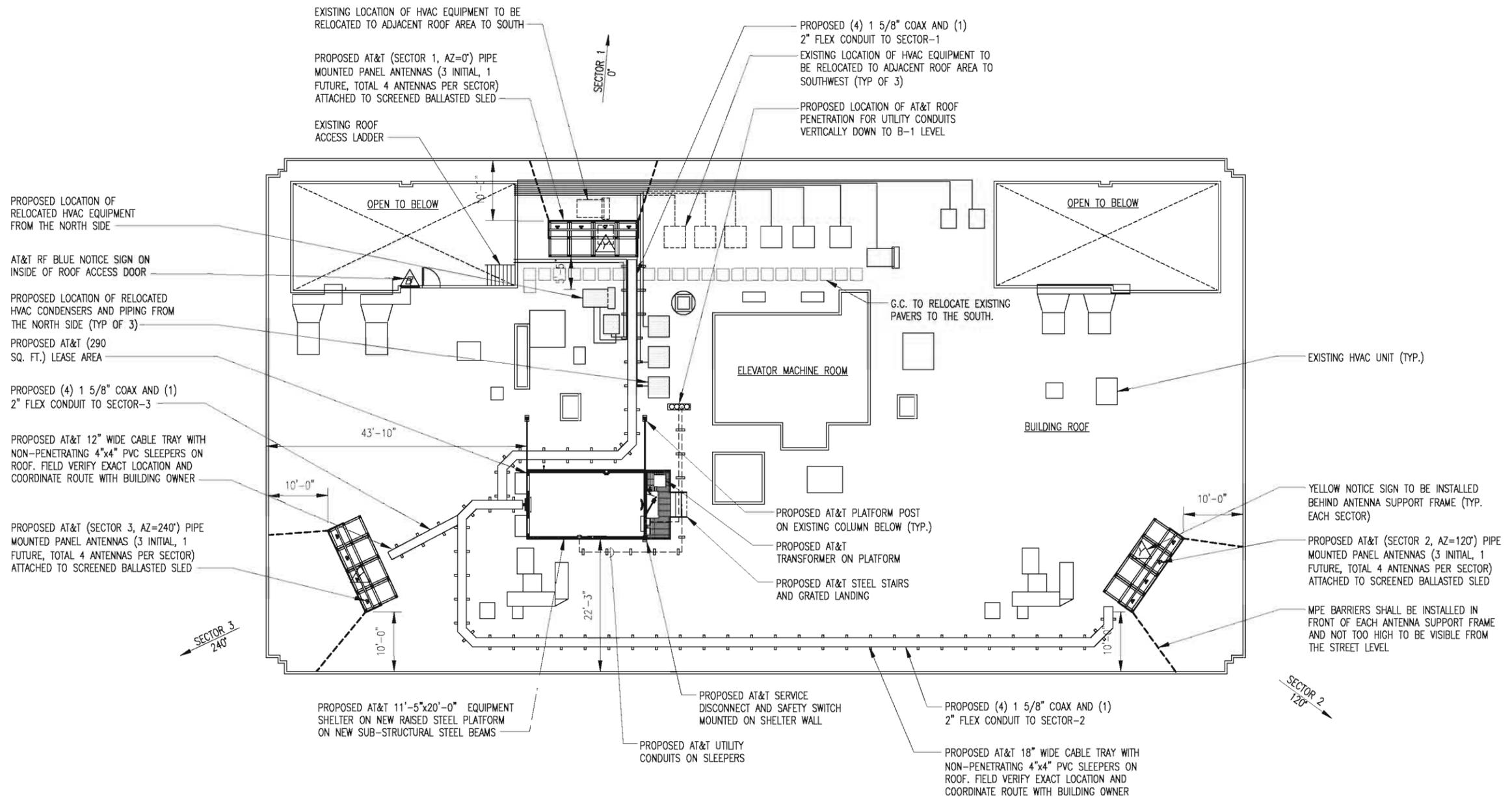
| 3 | | | | | | |
|-----------------|----------|-----------------------------|----------|----------|-------|-----|
| 2 | | | | | | |
| 1 | 08-05-11 | COUNTY COMMENTS | DR | CDM | SMC | |
| 0 | 08-05-11 | FINAL ZONING DRAWINGS | AWS | CDM | SMC | |
| A | 05-27-11 | PRELIMINARY ZONING DRAWINGS | GMW | CDM | BMC | |
| NO. | DATE | REVISIONS | BY | CHK | APP'D | |
| SCALE: AS SHOWN | | | DESIGNED | C. MORIN | DRAWN | AWS |



BC ARCHITECTS ENGINEERS
FALLS CHURCH, VA

SITE PLAN

| DRAWING NUMBER | REV |
|----------------|-----|
| A-0 | 1 |



PROPOSED EQUIPMENT LOCATION PLAN @ GROUND FLOOR
SCALE: 1"=20'



Y:/Drawings - 2011/AT&T/Rooftops/Theodore/Zoning/A1.dwg

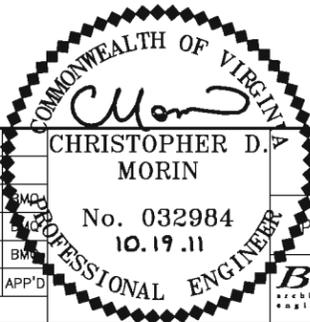


5661 COLUMBIA PIKE, SUITE 200
FALLS CHURCH, VA 22041-2868
TEL: (703) 671-6000
FAX: (703) 671-6300

SITE NAME: THEODORE_WRIT
SITE NUMBER: 10140953_4140
1600 WILSON BLVD
ARLINGTON, VA 22209



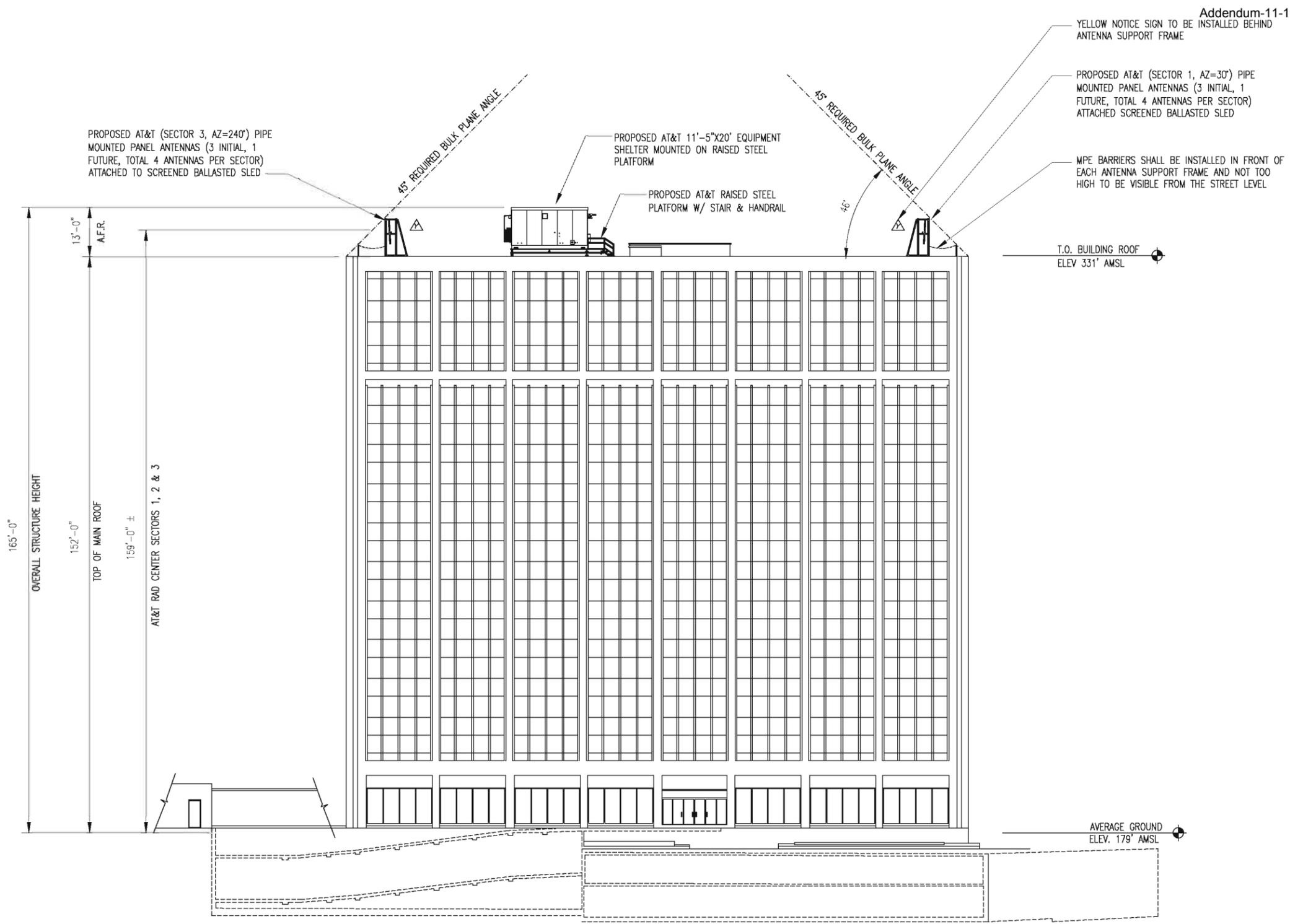
| 3 | | | | |
|-----------------|----------|-----------------------------|-------|-----------|
| 2 | | | | |
| 1 | 08-05-11 | COUNTY COMMENTS | DR | CDM |
| 0 | 08-05-11 | FINAL ZONING DRAWINGS | AWS | CDM |
| A | 05-27-11 | PRELIMINARY ZONING DRAWINGS | GMW | CDM |
| NO. | DATE | REVISIONS | BY | CHK APP'D |
| SCALE: AS SHOWN | | DESIGNED C. MORIN | DRAWN | AWS |



BC ARCHITECTS ENGINEERS
FALLS CHURCH, VA

PROPOSED EQUIPMENT LOCATION PLAN

| DRAWING NUMBER | REV |
|----------------|-----|
| A-1 | 1 |



Y:/Drawings - 2011/AT&T/Rooftops/Theodore/Zoning - Rev 1/A2.dwg

10-18-11 DAVID 15:32:43



SOUTH ELEVATION (1)
SCALE: 1"=30' (A-2)

BC
architects
engineers

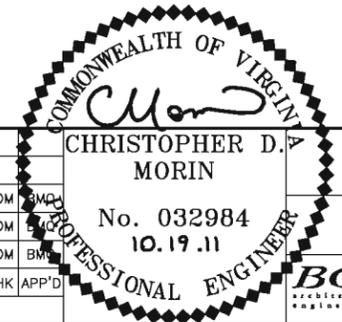
5661 COLUMBIA PIKE, SUITE 200
FALLS CHURCH, VA 22041-2868
TEL: (703) 671-6000
FAX: (703) 671-6300

SITE NAME: THEODORE_WRIT
SITE NUMBER: 10140953_4140

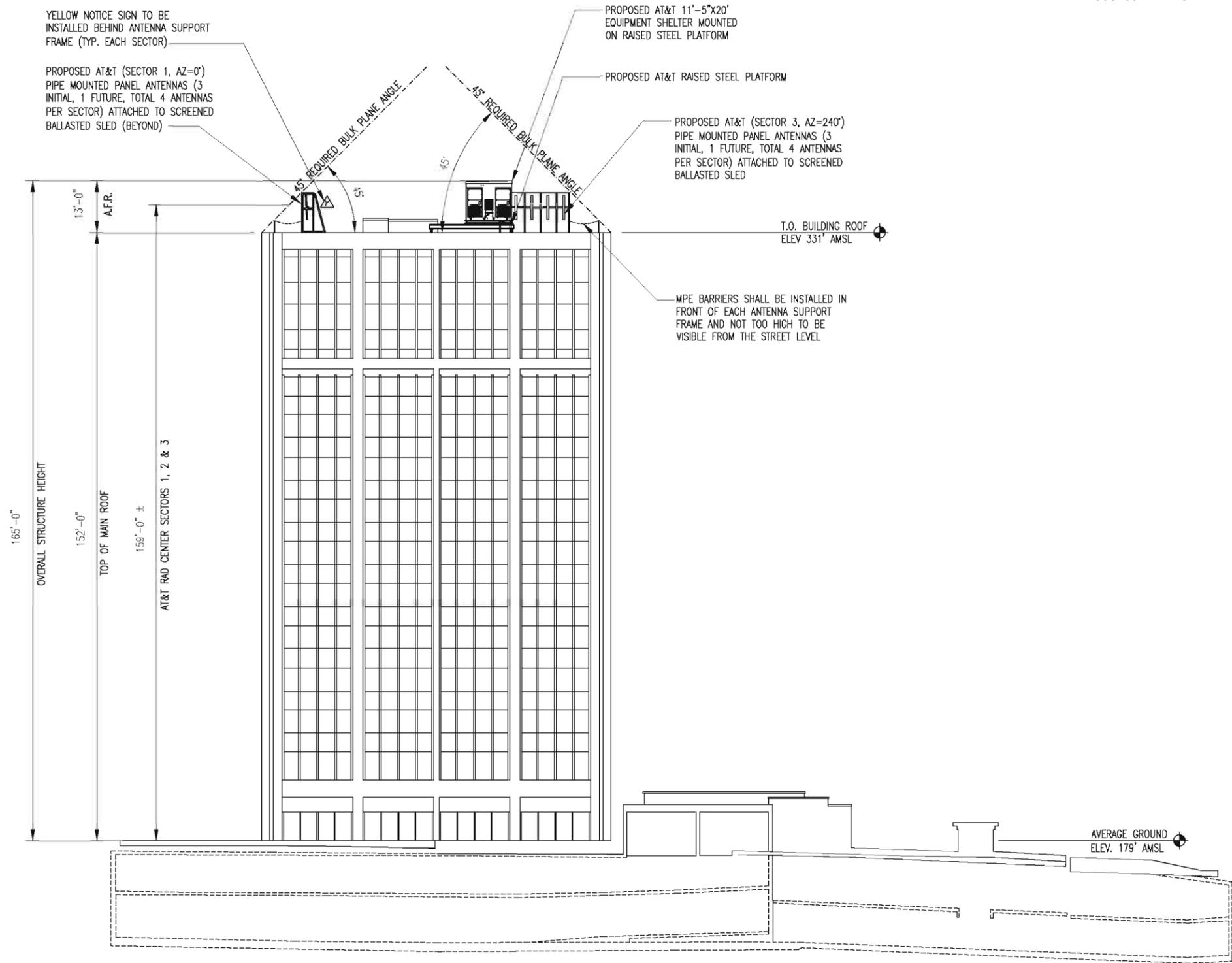
1600 WILSON BLVD
ARLINGTON, VA 22209



| 3 | | | | | |
|-----------------|----------|-----------------------------|-------|-----|-------|
| 2 | | | | | |
| 1 | 08-05-11 | COUNTY COMMENTS | DR | CDM | BMD |
| 0 | 08-05-11 | FINAL ZONING DRAWINGS | AWS | CDM | BMD |
| A | 05-27-11 | PRELIMINARY ZONING DRAWINGS | GMW | CDM | BMD |
| NO. | DATE | REVISIONS | BY | CHK | APP'D |
| SCALE: AS SHOWN | | DESIGNED C. MORIN | DRAWN | AWS | |



| | |
|---|-----|
| BC ARCHITECTS ENGINEERS FALLS CHURCH, VA | |
| SOUTH ELEVATION | |
| DRAWING NUMBER | REV |
| A-2 | 1 |



Y:/Drawings - 2011/AT&T/Rooftops/Theodore/Zoning - Rev 1/A3.dwg



WEST ELEVATION
SCALE: 1"=30'

BC
architects
engineers

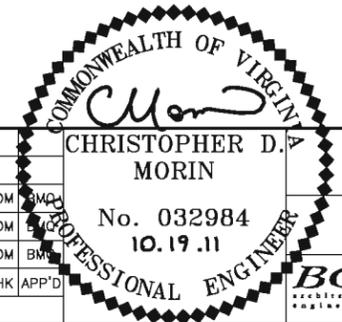
5661 COLUMBIA PIKE, SUITE 200
FALLS CHURCH, VA 22041-2868
TEL: (703) 671-6000
FAX: (703) 671-6300

SITE NAME: THEODORE_WRIT
SITE NUMBER: 10140953_4140

1600 WILSON BLVD
ARLINGTON, VA 22209



| | | | | |
|-----------------|----------|-----------------------------|-------|-----------|
| 3 | | | | |
| 2 | | | | |
| 1 | 08-05-11 | COUNTY COMMENTS | DR | CDM |
| 0 | 08-05-11 | FINAL ZONING DRAWINGS | AWS | CDM |
| A | 05-27-11 | PRELIMINARY ZONING DRAWINGS | GMW | CDM |
| NO. | DATE | REVISIONS | BY | CHK APP'D |
| SCALE: AS SHOWN | | DESIGNED C. MORIN | DRAWN | AWS |



| | |
|---|-----|
| BC ARCHITECTS ENGINEERS FALLS CHURCH, VA | |
| WEST ELEVATION | |
| DRAWING NUMBER | REV |
| A-3 | 1 |

YELLOW NOTICE SIGN TO BE INSTALLED BEHIND ANTENNA SUPPORT FRAME

PROPOSED AT&T (SECTOR 1, AZ=30°) PIPE MOUNTED PANEL ANTENNAS (3 INITIAL, 1 FUTURE, TOTAL 4 ANTENNAS PER SECTOR) ATTACHED SCREENED BALLASTED SLED

MPE BARRIERS SHALL BE INSTALLED IN FRONT OF EACH ANTENNA SUPPORT FRAME AND NOT TOO HIGH TO BE VISIBLE FROM THE STREET LEVEL

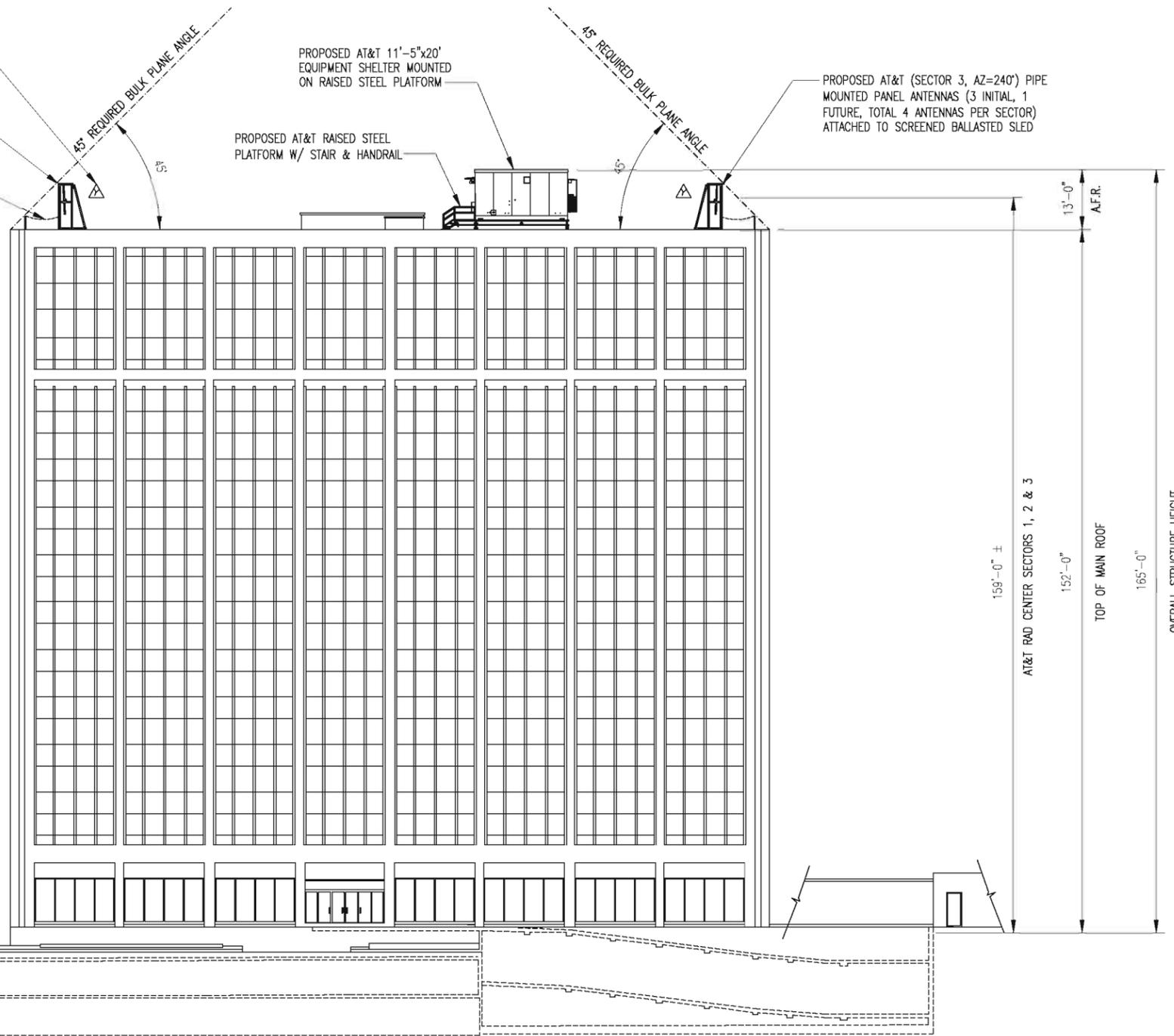
PROPOSED AT&T 11'-5"x20' EQUIPMENT SHELTER MOUNTED ON RAISED STEEL PLATFORM

PROPOSED AT&T RAISED STEEL PLATFORM W/ STAIR & HANDRAIL

PROPOSED AT&T (SECTOR 3, AZ=240°) PIPE MOUNTED PANEL ANTENNAS (3 INITIAL, 1 FUTURE, TOTAL 4 ANTENNAS PER SECTOR) ATTACHED TO SCREENED BALLASTED SLED

T.O. BUILDING ROOF
ELEV 331' AMSL

AVERAGE GROUND
ELEV. 179' AMSL



159'-0" ±
AT&T RAD CENTER SECTORS 1, 2 & 3
13'-0" A.F.R.
152'-0"
TOP OF MAIN ROOF
165'-0"
OVERALL STRUCTURE HEIGHT

SCALE IN FEET



NORTH ELEVATION 1
SCALE: 1"=30' A-4

10-18-11 DAVID 15:25:22 Y:/Drawings - 2011/AT&T/Rooftops/Theodore/Zoning - Rev 1/A4.dwg



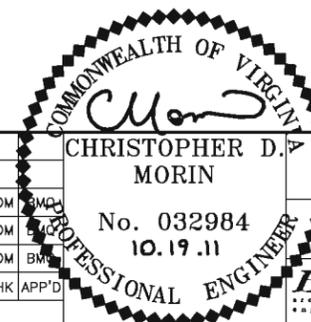
5661 COLUMBIA PIKE, SUITE 200
FALLS CHURCH, VA 22041-2868
TEL: (703) 671-6000
FAX: (703) 671-6300

SITE NAME: THEODORE_WRIT
SITE NUMBER: 10140953_4140

1600 WILSON BLVD
ARLINGTON, VA 22209



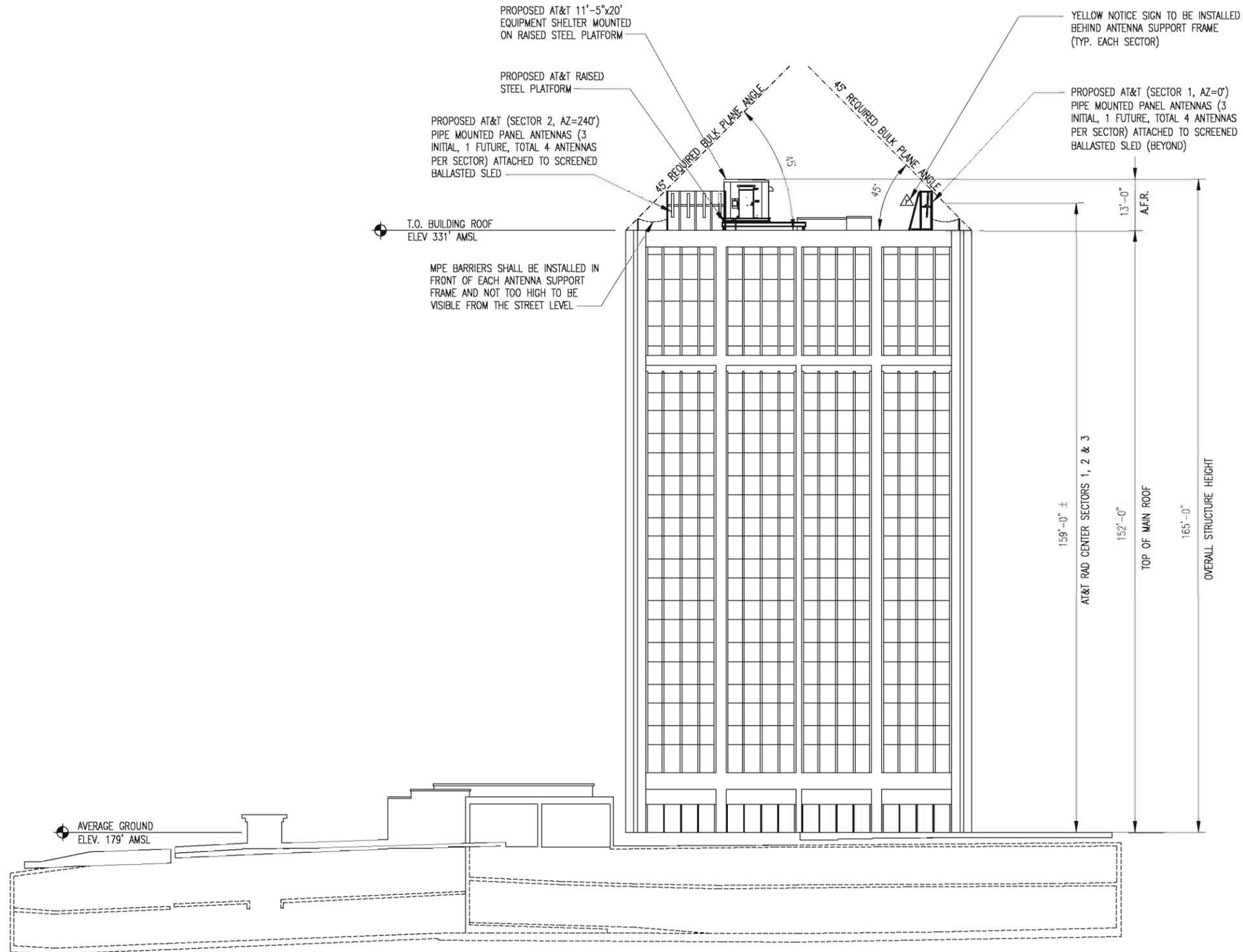
| 3 | | | | | | |
|-----------------|----------|-----------------------------|----------|----------|-------|-----|
| 2 | | | | | | |
| 1 | 08-05-11 | COUNTY COMMENTS | DR | CDM | BMP | |
| 0 | 08-05-11 | FINAL ZONING DRAWINGS | AWS | CDM | BMP | |
| A | 05-27-11 | PRELIMINARY ZONING DRAWINGS | GMW | CDM | BMP | |
| NO. | DATE | REVISIONS | BY | CHK | APP'D | |
| SCALE: AS SHOWN | | | DESIGNED | C. MORIN | DRAWN | AWS |



BC ARCHITECTS ENGINEERS
FALLS CHURCH, VA

NORTH ELEVATION

| | |
|----------------|-----|
| DRAWING NUMBER | REV |
| A-4 | 1 |



EAST ELEVATION
SCALE: 1"=30'

10-18-11 DAVID 15:25:40 Y:/Drawings - 2011/AT&T/Rooftops/Theodore/Zoning - Rev 1/A5.dwg

BC
architects
engineers

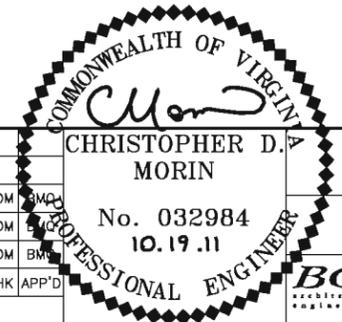
5661 COLUMBIA PIKE, SUITE 200
FALLS CHURCH, VA 22041-2868
TEL: (703) 671-6000
FAX: (703) 671-6300

SITE NAME: THEODORE_WRIT
SITE NUMBER: 10140953_4140

1600 WILSON BLVD
ARLINGTON, VA 22209



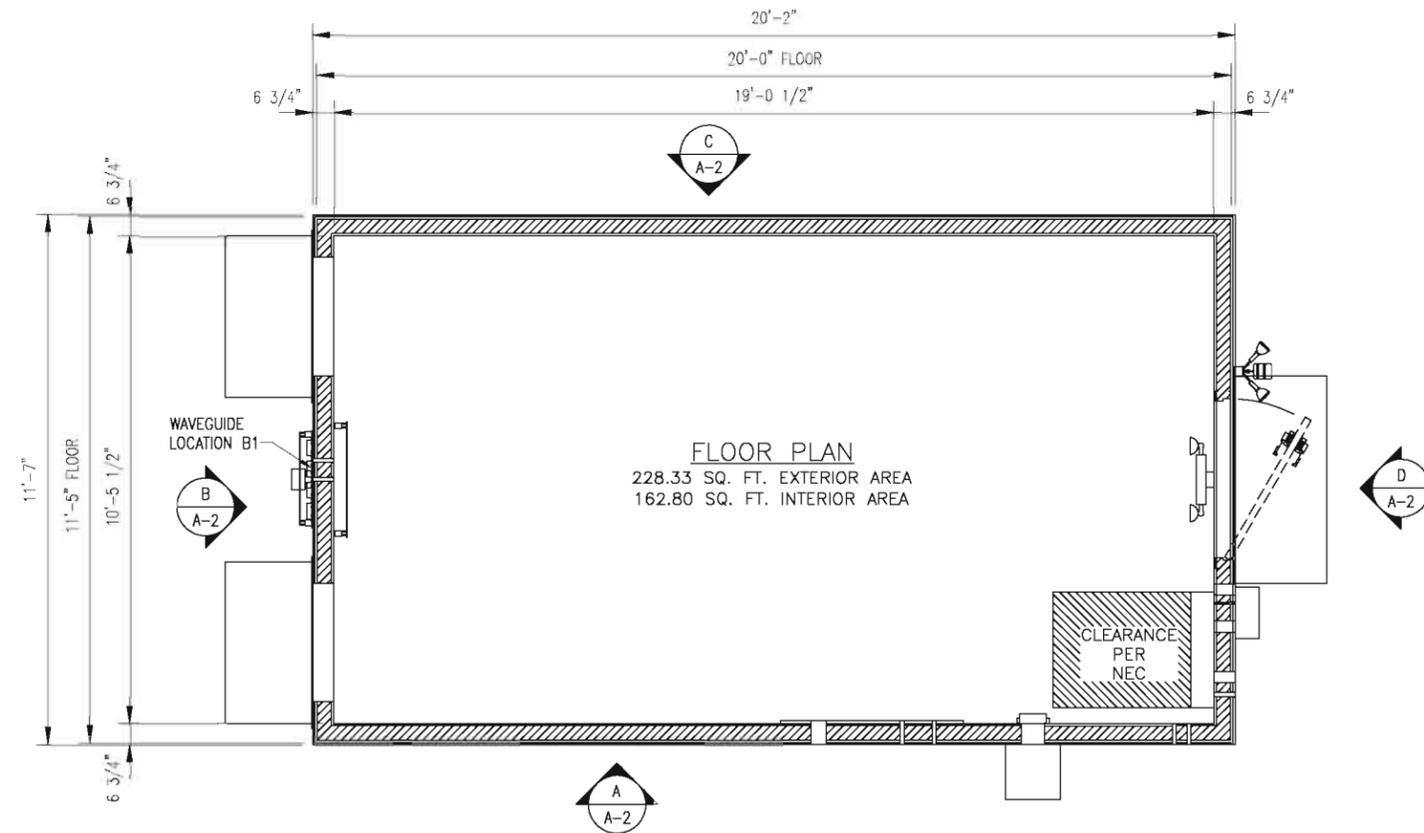
| 3 | | | | |
|-----------------|----------|-----------------------------|-------|-----------|
| 2 | | | | |
| 1 | 08-05-11 | COUNTY COMMENTS | DR | CDM |
| 0 | 08-05-11 | FINAL ZONING DRAWINGS | AWS | CDM |
| A | 05-27-11 | PRELIMINARY ZONING DRAWINGS | GMW | CDM |
| NO. | DATE | REVISIONS | BY | CHK APP'D |
| SCALE: AS SHOWN | | DESIGNED C. MORIN | DRAWN | AWS |



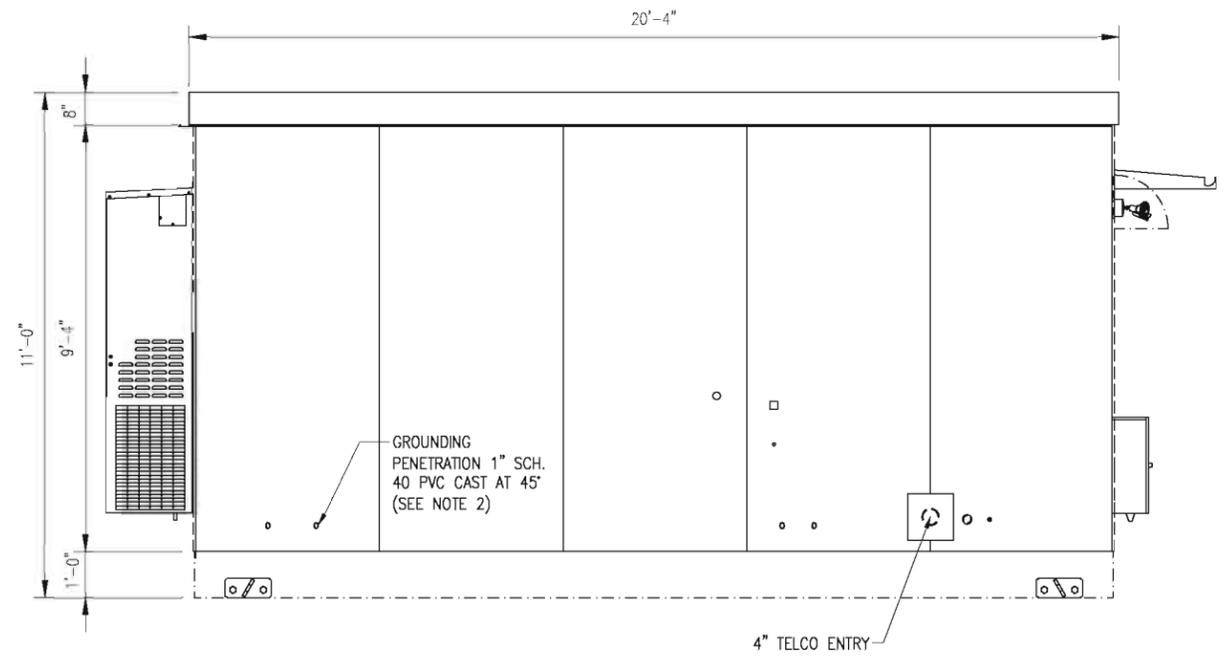
BC ARCHITECTS ENGINEERS
FALLS CHURCH, VA

EAST ELEVATION

| | |
|----------------|-----|
| DRAWING NUMBER | REV |
| A-5 | 1 |

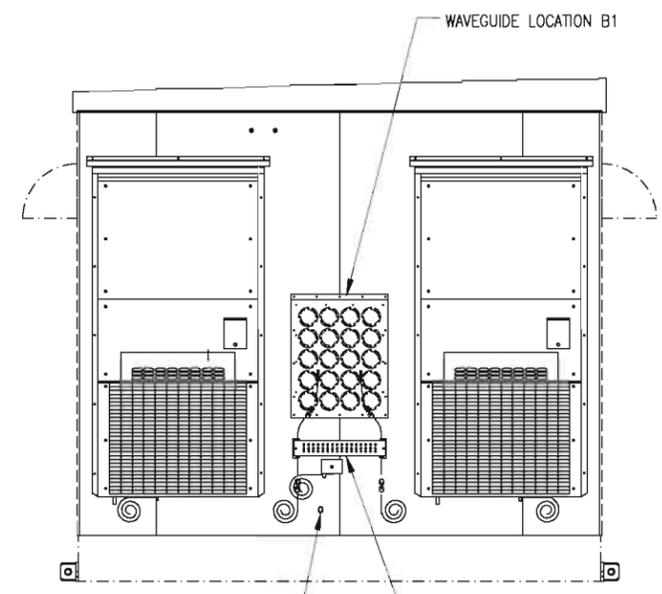


AT&T EQUIPMENT SHELTER (CELLXION - DCGW36) 1
 SCALE: N.T.S. A-6

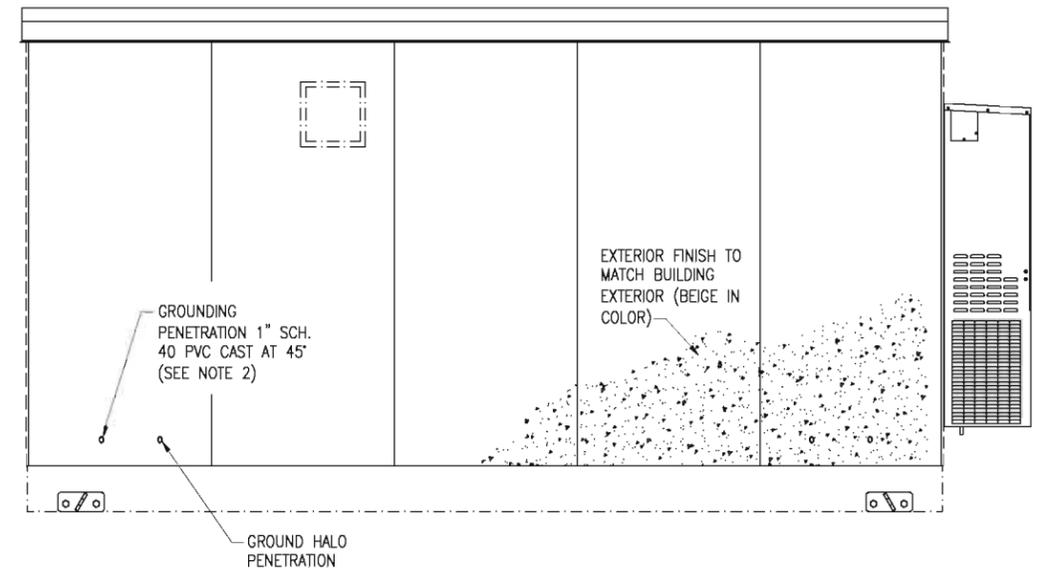


NOTES:
 1. LIGHT FIXTURE TO BE INSTALLED AT MANUFACTURER, TESTED FOR FUNCTION, REMOVED AND PACKED INSIDE FOR SHIPMENT.
 2. INSTALL ONLY AT REQUIRED WAVEGUIDE LOCATION.

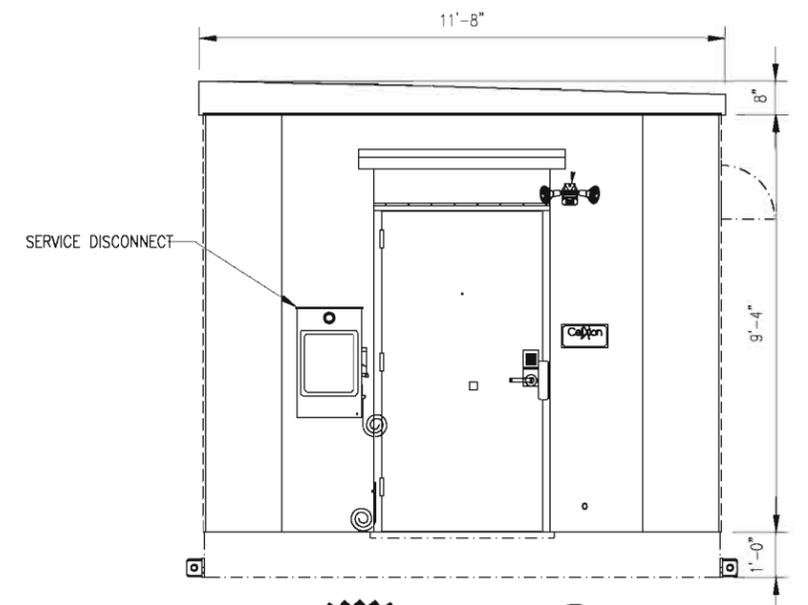
ELEVATION A
 SCALE: N.T.S. A-6



ELEVATION B
 SCALE: N.T.S. A-6



ELEVATION C
 SCALE: N.T.S. A-6



ELEVATION D
 SCALE: N.T.S. A-6

10-18-11 DAVID 15:32:02 Y:\Drawings - 2011\AT&T\Rooftops\Theodore\Zoning - Rev 1\A6.dwg



5661 COLUMBIA PIKE, SUITE 200
 FALLS CHURCH, VA 22041-2868
 TEL: (703) 671-6000
 FAX: (703) 671-6300

SITE NAME: THEODORE_WRIT
SITE NUMBER: 10140953_4140
 1600 WILSON BLVD
 ARLINGTON, VA 22209



| 3 | | | | |
|-----------------|----------|-----------------------------|-------|-----------|
| 2 | | | | |
| 1 | 08-05-11 | COUNTY COMMENTS | DR | CDM BMD |
| 0 | 08-05-11 | FINAL ZONING DRAWINGS | AWS | CDM BMD |
| A | 05-27-11 | PRELIMINARY ZONING DRAWINGS | GMW | CDM BMD |
| NO. | DATE | REVISIONS | BY | CHK APP'D |
| SCALE: AS SHOWN | | DESIGNED C. MORIN | DRAWN | AWS |

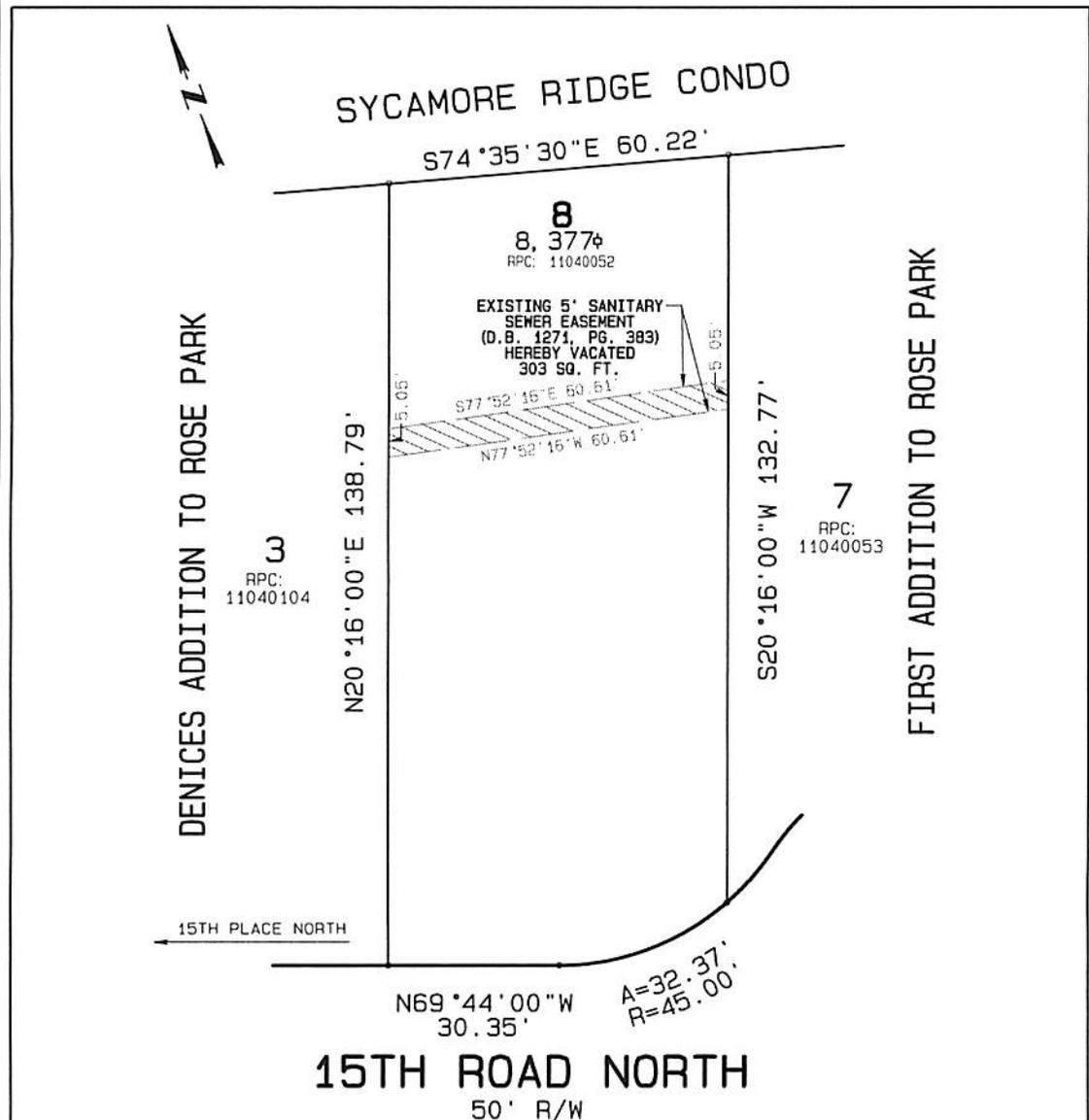


BC ARCHITECTS ENGINEERS
 FALLS CHURCH, VA

SHELTER DETAILS

| DRAWING NUMBER | REV |
|----------------|-----|
| A-6 | 1 |

COPYRIGHT SCARTZ SURVEYS - THIS IS A SERVICE DOCUMENT AND IS VALID FOR SIX MONTHS FROM DATE ISSUED.
THIS SURVEY WAS PERFORMED ACCORDING TO THE STANDARDS SET FORTH IN VIRGINIA CODE SECTION 54.1-407.



PLAT SHOWING
THE VACATION OF A
5' SANITARY SEWER EASEMENT
LOT 8
SECOND ADDITION TO
ROSE PARK
(D.B. 1271, PG. 383)
ARLINGTON COUNTY, VIRGINIA
SCALE: 1"=25' DATE: JULY 18, 2011

CASE NAME: JENSEN

NO TITLE REPORT FURNISHED.
PLAT SUBJECT TO RESTRICTIONS & EASEMENTS OF RECORD OR OTHERWISE.
FENCE LOCATIONS, IF SHOWN, ARE APPROXIMATE ONLY
AND DO NOT CERTIFY AS TO OWNERSHIP.

SCARTZ SURVEYS

LARRY N. SCARTZ LOCAL (703) 494-4181
CERTIFIED LAND SURVEYOR FAX (703) 494-3330
WOODBRIIDGE, VIRGINIA LARRY.SCARTZ@SCARTZ.COM



NOTES:

1. THE PROPERTY DELINEATED HEREON IS SHOWN AS RPC#S: 10009014 & 10009013 AND ARE ZONED R-6.
2. OWNERS: NATHAN AND ISA GLICK
5705 22nd STREET NORTH
ARLINGTON, VIRGINIA 22205
DB. 1699, PC. 558
3. NO TITLE REPORT FURNISHED.
4. THIS PROPERTY IS SUBJECT TO RESTRICTIONS OF RECORD.
5. THERE ARE NO FLOOD PLAINS OR RESOURCE PROTECTION AREAS ON THIS PROPERTY.
6. FENCES ARE FRAME.

**PLAT SHOWING
EXISTING SEWER CONDITIONS
AND
VACATION OF
VARIOUS EASEMENTS
LOCATED ON
LOT "M", LOT "N" AND SOUTHERLY PART OF LOT "O"
OF A RESUBDIVISION OF
TUCKAHOE VILLAGE**

DEED BOOK 853, PAGE 209
ARLINGTON COUNTY, VIRGINIA
SEPTEMBER 22, 2011
SCALE: 1" = 20'

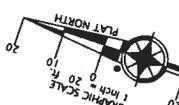
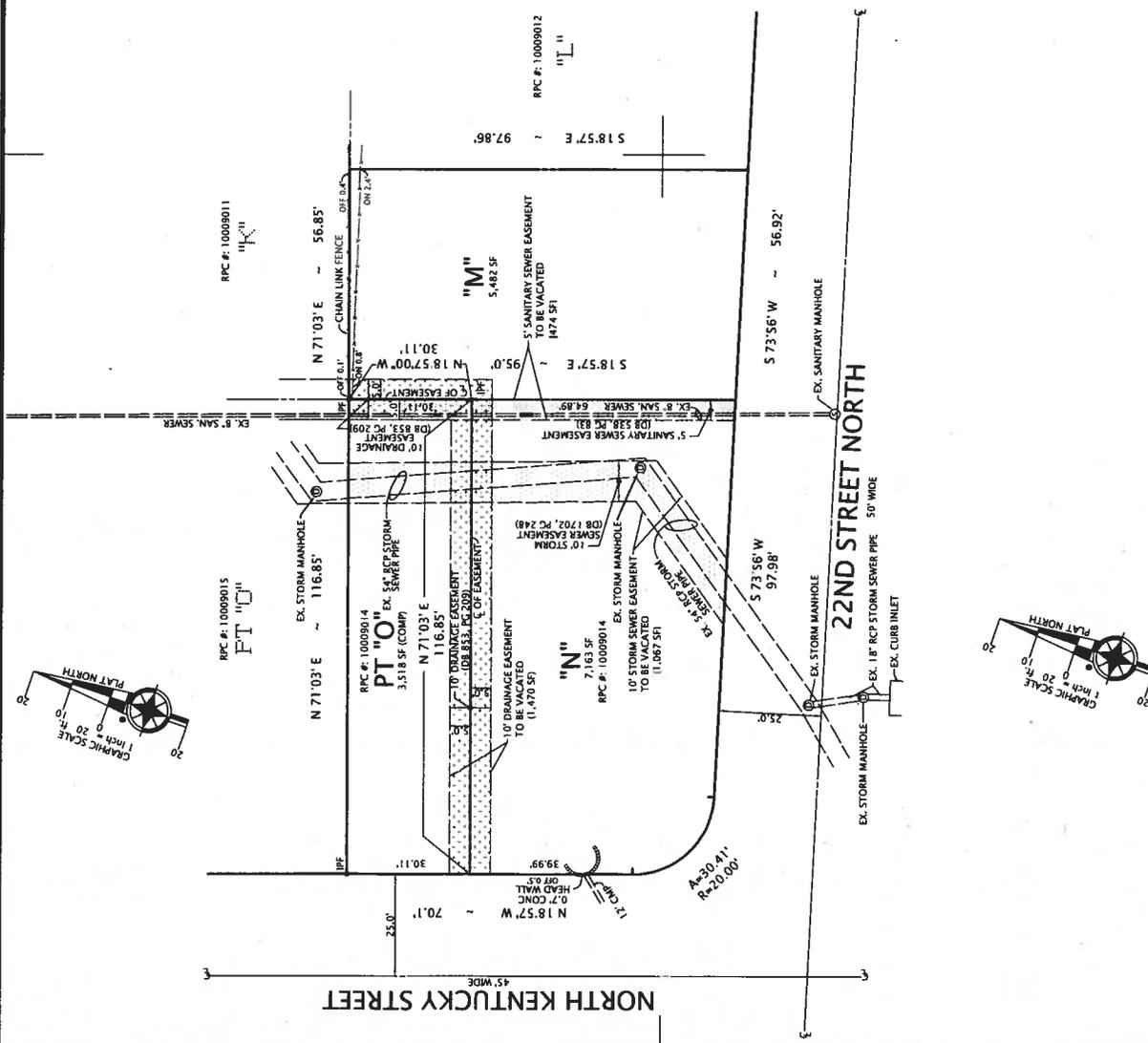
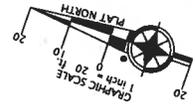
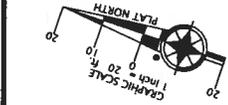
DOMINION Surveyors Inc.

8808-H PEAR TREE VILLAGE COURT
ALEXANDRIA, VIRGINIA 22309
703-619-6555
FAX 703-799-6412

COMMONWEALTH OF VIRGINIA
09/22/2011
GEORGE M. O'QUINN
LICENSE NO. 7069
CIVIL SURVEYOR

George M. O'Quinn

SHEET 1 OF 1



**RECORDING REQUESTED BY,
AND WHEN RECORDED RETURN TO:**

Real Estate Bureau Chief
Department of Environmental Services
Arlington County Government
2100 Clarendon Boulevard, Suite 800
Arlington, Virginia 22201

Exempt from Recordation Tax
Per Virginia Code § 58.1-811.A.3

DEED OF EASEMENT

This DEED OF EASEMENT is made this ____ day of _____, 201____, by **ANNETTE LAM** and **DAVID CLEMMER, JR.**, wife and husband ("Grantors"), and **THE COUNTY BOARD OF ARLINGTON COUNTY, VIRGINIA**, a body corporate ("Grantee").

For and in consideration of the sum of One Dollar (\$ 1.00) and the mutual benefits to be derived by the parties hereto, the receipt and sufficiency of which are hereby acknowledged, Grantors do hereby grant and convey unto the Grantee a perpetual easement for public sidewalk, utilities and drainage purposes over, under, upon and across **Four Hundred Ninety-three (493)** square feet of land ("Easement Area") situated in Arlington County, Virginia, as shown on the plat attached hereto and made a part hereof, entitled "**Plat Showing Easement Acquired for Public Sidewalk, Utilities and Storm Drainage Purposes, on Lot 2 of the Subdivision of Yeonas & Ellis – Woodmont LLC, Deed Book 4148, Page 1597, Arlington County, Virginia**" which plat was approved on **June 3, 2011**, by the Arlington County Subdivision and Bonds Administrator of the Department of Environmental Services (the "Plat"), being a portion of the same property acquired by the Grantors by deed dated **April 13, 2010**, recorded in the Land Records of the Arlington County Circuit Court in Deed Book **4357** at Page **199**, and more particularly described therein as "**Lot 2, YEONAS & ELLIS – WOODMONT, LLC SUBDIVISION, as duly dedicated, platted and recorded in Deed Book 4148 at Page 1597 among the Land Records of Arlington County, Virginia**" (the "Property"), together with the right of Grantee to construct, maintain, repair, reconstruct, replace and/or remove public sidewalk, utilities, and storm drainage facilities, including accessories and appurtenances thereto, within said Easement Area, and for such other purposes as are incidental and related thereto, and together with the right of ingress and egress over the Property, in order to construct, maintain, repair, reconstruct or replace the public sidewalk, utilities and storm drainage facilities within the above-described Easement Area (the Easement Area, and the rights related thereto, are referred to herein jointly as the "Easement").

Project: Old Dominion Drive from N. Glebe Road to Fairfax County Line
Project #: TBOD (the "Project")
RPC: 02042070
Address: 4806 Old Dominion Drive, Arlington, Virginia

Exhibit 1

Reference is hereby made to the Plat attached hereto and incorporated herein for a more full and complete description of the Easement Area hereby conveyed.

Grantors covenant that Grantors are seized of and have the right to convey the Easement, and that Grantors shall make no use of the Easement Area which is inconsistent with the Easement rights hereby conveyed.

Grantee agrees that, as soon as practicable after the completion of construction, maintenance, repair, reconstruction, or replacement of the public sidewalk, utilities, and storm drainage system within the Easement Area, the Grantee will, at no cost to the Grantors: (1) restore the disturbed area adjacent to the Easement Area as nearly as practicable to its original condition; (2) reseed (or resod, at the sole option of the Grantee) all damaged grass areas adjacent to the Easement Area; (3) reset (or replace with new nursery stock, at the sole option of Grantee), all existing trees, plants, shrubbery, and hedges on or adjacent to the Easement Area that are affected by the construction, maintenance, repair, reconstruction, or replacement of the public streets, sidewalks, utilities and drainage facilities within or adjacent to the Easement Area; and (4) guarantee any new nursery stock trees, plants, shrubbery, and hedges for one year against damage from the date of planting.

All facilities installed or constructed by the Grantee shall be and remain the property of the Grantee. No additional charge shall at any time be made for the property used or occupied by the Grantee's facilities. The Grantee shall have all rights and privileges reasonably necessary for the use of the Easement.

The Grantee shall only construct a public sidewalk within the Easement Area after the Grantee obtains permission to construct a public sidewalk along the adjoining property at 4801 29th Street North (RPC 02042069).

This Deed of Easement incorporates all agreements between the parties hereto. No representations or statements have been made which would modify, add to or change the terms of this Deed of Easement.

This Deed of Easement is contingent upon acceptance on behalf of the County Board of Arlington, Virginia.

This Deed of Easement shall be construed, interpreted, and applied according to the law of the Commonwealth of Virginia.

WITNESS the following signature(s):

[Signatures appear on the following pages]

Exhibit 1

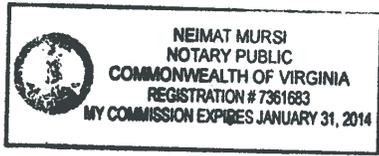
GRANTOR:

Annette Lam
ANNETTE LAM

State: Virginia
County: Arlingla

The foregoing instrument was acknowledged before me on this 23 day of September 2011, by Annette Lam, Grantor.

Notary Public: Niemal A. Jalil
My Commission expires: January 31, 2014



Project: Old Dominion Drive from N. Glebe Road to Fairfax County Line
Project #: TBOD (the "Project")
RPC: 02042070
Address: 4806 Old Dominion Drive, Arlington, Virginia

Exhibit 1

GRANTOR:

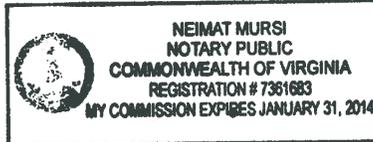

DAVID CLEMMER, JR.

State: Virginia

County: Arlington

The foregoing instrument was acknowledged before me on this 23 day of September 2011, by **David Clemmer, Jr.**, Grantor.

Notary Public: Nemat A. Jalti
My Commission expires: January 31, 2014



Project: Old Dominion Drive from N. Glebe Road to Fairfax County Line
Project #: TBOD (the "Project")
RPC: 02042070
Address: 4806 Old Dominion Drive, Arlington, Virginia

GRANTEE:

Accepted this _____ day of _____, 201____, on behalf of the County Board of Arlington County, Virginia, pursuant to a resolution, motion, or action of the said Board duly adopted on _____, 201____.

By: _____
For the County Board of Arlington County, Virginia

COMMONWEALTH OF VIRGINIA
COUNTY OF ARLINGTON, to-wit:

The foregoing instrument was acknowledged before me by _____, on behalf of THE COUNTY BOARD OF ARLINGTON COUNTY, VIRGINIA, a body corporate, this _____ day of _____, 201____.

Notary Public: _____
My Commission expires: _____

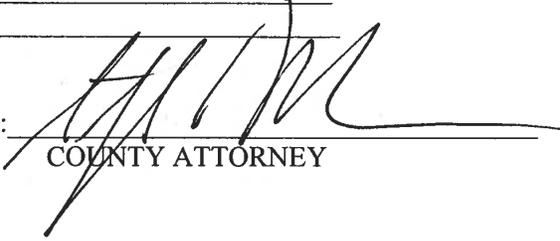
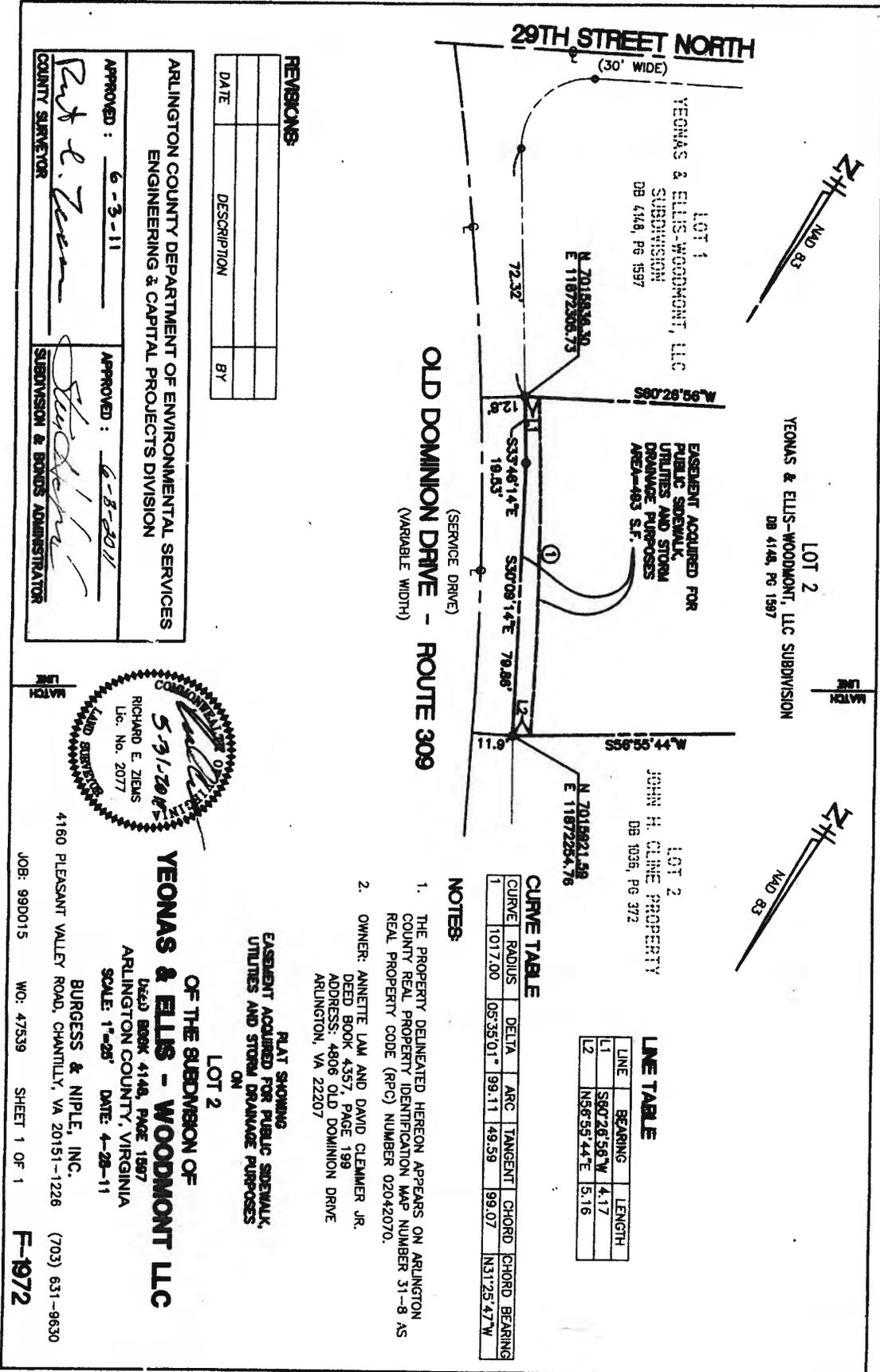
APPROVED AS TO FORM: 
COUNTY ATTORNEY

Exhibit 1



LOT 1
YEOMAS & ELLIS-WOODMONT, LLC
SUBDIVISION
DB 4148, Pg 1597

LOT 2
YEOMAS & ELLIS-WOODMONT, LLC SUBDIVISION
DB 4148, Pg 1597

LOT 2
JOHN H. CLINE PROPERTY
DB 1056, Pg 372

EASEMENT ACQUIRED FOR
PUBLIC SIDEWALK,
UTILITIES AND STORM
DRAINAGE PURPOSES
AREA-493 S.F.

CURVE TABLE

| CURVE | RADIUS | DELTA | ARC | TANGENT | CHORD | CHORD BEARING |
|-------|---------|-----------|-------|---------|-------|---------------|
| 1 | 1017.00 | 05:35:01" | 99.11 | 49.59 | 99.07 | N31°25'47"W |

LINE TABLE

| LINE | BEARING | LENGTH |
|------|-------------|--------|
| L1 | S80°28'56"W | 4.17 |
| L2 | N56°55'44"E | 5.16 |

NOTES:

1. THE PROPERTY DELINEATED HEREON APPEARS ON ARLINGTON COUNTY REAL PROPERTY IDENTIFICATION MAP NUMBER 31-8 AS REAL PROPERTY CODE (RPC) NUMBER 02042070.
2. OWNER: ANNETTE LAM AND DAVID CLEMMER JR.
DEED BOOK 4357, PAGE 199
ADDRESS: 4906 OLD DOMINION DRIVE
ARLINGTON, VA 22207

**PLAT SHOWING
EASEMENT ACQUIRED FOR PUBLIC SIDEWALK,
UTILITIES AND STORM DRAINAGE PURPOSES
ON**

**LOT 2
OF THE SUBDIVISION OF
YEOMAS & ELLIS - WOODMONT LLC**

DEED BOOK 4148, PAGE 1597
ARLINGTON COUNTY, VIRGINIA
SCALE: 1"=20'
DATE: 4-28-11

BURGESS & NIPLÉ, INC.
4180 PLEASANT VALLEY ROAD, CHANTILLY, VA 20151-1226
(703) 631-9630

JOB: 99D015 WO: 47539 SHEET 1 OF 1 **F-1972**



ARLINGTON COUNTY DEPARTMENT OF ENVIRONMENTAL SERVICES
ENGINEERING & CAPITAL PROJECTS DIVISION

APPROVED: 6-3-11
Paul E. Zeem
COUNTY SUPERVISOR

APPROVED: 6-8-2011
Stacy...
SUBDIVISION & BORDS ADMINISTRATOR

REVISIONS:

| DATE | DESCRIPTION | BY |
|------|-------------|----|
| | | |
| | | |

RPC #: 21010001 and 22001725

Return original document to:

Real Estate Bureau Chief
Department of Environmental Services
Arlington County Government
2100 Clarendon Boulevard, Suite 800
Arlington, Virginia 22201

DEED OF RESTRICTIVE COVENANT FOR FIRE SEPARATION

THIS DEED OF RESTRICTIVE COVENANT FOR FIRE SEPARATION (the “Deed”) is made this ____ day of _____ 2011, by the COUNTY BOARD OF ARLINGTON COUNTY, VIRGINIA, a body corporate and politic, as Grantor, and the COUNTY BOARD OF ARLINGTON COUNTY, VIRGINIA, a body corporate and politic, as Grantee. The County, as Grantor and Grantee, is hereinafter referred to as “County”.

RECITALS:

WHEREAS, the County is the owner of that certain real property and improvements known as Parcel B, Arlington Mill, RPC No. 22001725 (hereinafter referred to as the “Benefited Parcel”), which Benefited Parcel was acquired by the County as a portion of the property conveyed to Grantee by Special Warranty Deed, dated June 27, 1996, recorded in Deed Book 2784 at Page 1541, among the land records of Arlington County, Virginia; and

WHEREAS, the County is also the owner of that certain real property and improvements known as Glencarlynn Park, RPC No. 21010001, (hereinafter referred to as the “Burdened Parcel”); and

WHEREAS, the Benefited Parcel and the Burdened Parcel are each located along, and each abut, South Arlington Mill Drive on opposite sides of the right of way; and

WHEREAS, the County intends to construct, on the Benefited Parcel, the County’s Arlington Mill Community Center (“Approved Building”); and

WHEREAS, in order for the County to satisfy the building setback for fire separation (from any building constructed on the Burdened Property) required by the Virginia Uniform Statewide Building Code (“VUSBC”) for the construction of Approved, consistent with the design plans and Columbia Form Based Code Use Permit # U-3199-08-2, approved by the County Board of Arlington County, Virginia on June 19, 2008, as amended on December 11, 2009, the County has agreed to execute and record this Deed.

WITNESSETH:

THAT FOR AND CONSIDERATION of the sum of Ten Dollars (\$10.00), the receipt of which is hereby acknowledged, the covenants and agreements of the County set forth hereinafter, and other good and valuable consideration, the County, as Grantor and Grantee, for itself, and for its respective successors in title and interest as to the Benefited Parcel and as to the Burdened Parcel, hereby covenants and agrees as follows:

1. The County hereby covenants and agrees, to the benefit of the Benefited Parcel, and as a burden on the Burdened Parcel, that the County will not construct any building, as defined in the VUSBC, on the Burdened Parcel within an area 40.5 feet from the surface of the Approved Building across South Arlington Mill Drive from the Benefited Parcel. Such area is designated as “Fire Separation Area”, as such area is more particularly shown on a plat designated as Exhibit A to this Deed, attached hereto and made a part hereof, entitled “Exhibit A Plat Showing Fire Separation Area”, dated October 28, 2011, prepared by VIKA, Incorporated (the “Plat”), to satisfy the building setback for fire separation purposes required by the VUSBC.
2. Other than as specifically provided herein, this Deed shall create no further limitation on the County’s use of any portions of either the Burdened Parcel or the Benefited Parcel. This covenant, and the building restriction on Burdened Parcel hereby created, shall apply to, and benefit only, the Benefited Parcel, but only as to the existence thereon of the Approved Building.
3. The Burdened Parcel shall be held, transferred, sold, conveyed, and occupied

subject to, and restricted by, this covenant. By this Deed, the County, as Grantor, does hereby declare, covenant, agree and impose upon the Burdened Parcel the covenants contained herein, which covenants shall run with the land and shall benefit the Benefited Parcel. The Burdened Parcel is, and shall be held, transferred, sold and conveyed subject to the covenants of this Deed, which covenant shall be binding upon the Burdened Parcels and owners thereof.

4. The restrictive covenants of his Deed shall become effective upon the execution and recordation of this Deed on behalf of the County, and shall terminate and no longer be of any force or effect, upon the earlier to occur of:
 - A. The removal or destruction of the entire Approved Building, or the portion of the Approved Building, which portion requires the Fire Separation Area on the Burdened Parcel under the VUSBC, provided that such portion of the Approved Buildings has not been reconstructed, as evidenced by the issuance of a Certificate of Occupancy, within five (5) years after the date of such removal or destruction;
 - B. The modification of the portion of the Approved Building, which portion requires the Fire Separation Area on the Burdened Parcel under the VUSBC, so that such portion of the modified Approved Building no longer requires the Fire Separation Area on the Burdened Parcel for such portion of the Approved Buildings, as evidenced by a certification by the Chief Building Official, Inspection Services Division, Arlington County, Virginia, or any successor County Official authorized to administer the VUSBC (“County Building Official”); or
 - C. The VUSBC (and/or other then applicable building statute or code) is amended, revised, or readopted, so as to no longer require any Fire Separation Area on the Burdened Parcel for such portion of the Approved Buildings, or any modified building, as evidenced by a certification of the County Building Official.

5. Upon the occurrence of any of the events of termination listed in subparagraphs 4A, 4B, and 4C above, which event(s) would terminate the covenants of this Deed, the County shall record a release of such covenants among the land records of Arlington County, Virginia.
6. The County hereby declares that the agreements and covenants stated in this Deed are not covenants personal to the County, but are covenants real, running with the land.
7. This Deed shall not create in any person or entity, other the County and its successors in title to the Benefited Parcel, any rights as a third party beneficiary hereunder, or authorize any person or entity, other the County and its successors in title to the Benefited Parcel, any action to enforce the covenants of this Deed.
8. This Deed shall be construed, interpreted and applied according to the laws of the Commonwealth of Virginia.
9. The Recitals are hereby incorporated into this Deed.

WITNESS the following signatures and seals:

[SIGNATURES AND SEALS APPEAR ON THE FOLLOWING PAGES]

GRANTOR:

THE COUNTY BOARD OF ARLINGTON
COUNTY, VIRGINIA

By: _____(SEAL)

Name: _____

Title: _____

COMMONWEALTH OF VIRGINIA,
COUNTY OF _____, to wit:

I, the undersigned Notary Public, in and for the jurisdiction aforesaid, do hereby certify that _____, whose name is signed to the foregoing Agreement on behalf of the County Board of Arlington County, Virginia, appeared before me and personally acknowledged the same in my jurisdiction aforesaid.

GIVEN under my hand and seal this _____ day of _____,
2011.

Notary Public

My Commission expires: _____

GRANTEE:

COUNTY BOARD OF ARLINGTON COUNTY, VIRGINIA

Accepted this _____ day of _____, 20____, on behalf of the County Board of Arlington County, Virginia, pursuant to a Resolution, of the said Board duly adopted on _____, 2011.

By: _____
For the County Board of Arlington County, Virginia

Name: _____
Title: _____

COMMONWEALTH OF VIRGINIA
COUNTY OF ARLINGTON, to-wit:

The foregoing instrument was acknowledged before me by _____, on behalf of THE COUNTY BOARD OF ARLINGTON COUNTY, VIRGINIA, a body corporate, this _____ day of _____, 20_____.

Notary Public

My Commission expires: _____

Notary Registration No: _____

APPROVED AS TO FORM:

_____(Seal)

COUNTY ATTORNEY

**THIRD AMENDMENT TO THE
MASTER AGREEMENT FOR USE OF COMMONWEALTH
TRANSPORTATION FUNDS**

THIS THIRD AMENDMENT to the Master Agreement for Use of Commonwealth Transportation Funds, dated July 1, 2009, is made and executed as of the 1st day of July, 2011, by and between the Virginia Department of Rail and Public Transportation (the “Department”), acting by and through its Director, and the County Board of Arlington County (the “Grantee”).

RECITALS

WHEREAS, Section 11.3 of the Master Agreement for Use of Commonwealth Funds (the “Agreement”) provides that it may be amended by instrument signed by both parties; and

WHEREAS, the parties have entered into Amendment #1 of the Agreement by instrument dated March 1, 2010, and Amendment #2 to the Agreement by instrument dated July 1, 2010; and

WHEREAS, the Department wishes to add an additional section, known as Section 23.5, concerning the appointment of representatives to oversight boards upon request of the Department to the Agreement; and

WHEREAS, the Grantee is in agreement with the Department’s proposed amendment;

NOW, THEREFORE, in consideration of the covenants and agreements contained herein and pursuant to Article 11, Section 11.3 of the Agreement, the parties agree to amend the Agreement to add the following language:

Section 23.5 If the Department requests, the Grantee agrees to appoint one principal representative selected by the Department to the oversight board of any public transit service provider on which the Commonwealth is not already represented by a principal member and which benefits from state funding provided to the Grantee. If the members of an oversight board are determined through public election, or if complying with this

requirement will violate a federal or state statute or General Assembly authorization, this provision shall not apply.

All other provisions of the Agreement as amended by Amendment #1 and Amendment #2 remain unchanged and in full force.

IN TESTIMONY THEREOF, the parties have caused this Third Amendment to the Master Agreement for Use of Commonwealth Transportation Funds to be executed in duplicate, each by its duly authorized officers, all as of the day, month, and year hereinabove first written.

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF RAIL AND
PUBLIC TRANSPORTATION**

**Thelma Drake
Director**

WITNESS: _____
(NAME AND TITLE) DATE

COUNTY BOARD OF ARLINGTON COUNTY

**Name: _____
County Manager**

WITNESS: _____
(NAME AND TITLE) DATE

ARLINGTON COUNTY CODE

Chapter 14.2

MOTOR VEHICLES AND TRAFFIC*

* **Editors Note:** Ord. No. 92-33, adopted July 11, 1992, amended former Ch. 14, relative to motor vehicles and traffic, to read as herein set out in Ch. 14.2.

The provisions of former Ch. 14 derived from those ordinances listed in the Code Comparative Table as amendatory of Ch. 14.

Article I. Motor Vehicle Code

Division 1. Generally

- § 14.2-1. Adoption of sState Law.
- § 14.2-1.1. Definitions.
- § 14.2-2. Prohibition against parking of vehicles under ecertain econditions.
- § 14.2-3. Removal and disposition of unattended or abandoned vehicle.
- § 14.2-3.1. Authority to provide for temporary removal and disposition of vehicles involved in accidents.
- § 14.2-3.2. Leaving vehicles upon pprivate property prohibited.
- § 14.2-3.3. Removal or immobilization of motor vehicles against which there are outstanding parking violations; notice; repossession.
- § 14.2-3.4. Disposition of inoperable abandoned vehicles.
- § 14.2-4. Reserved.
- § 14.2-5. Unauthorized displaying upon a motor vehicle of any button, insignia, or emblem of ecertain associations or societies.
- § 14.2-6. Breaking, injuring, defacing, destroying, or preventing the operation of a motor vehicle, trailer, or semitrailer.
- § 14.2-7. Entering motor vehicle or trailer, or setting same in motion; exceptions.
- § 14.2-7.1. Fines for nonmoving violations.

Division 2. Regulation of Traffic

Subdivision A. General Provisions

- § 14.2-8. Drivers to obey signs.
- § 14.2-8.1. Fine for use of ecommuter lanes.
- § 14.2-9. Other than official signs prohibited.
- § 14.2-10. Injuring signs.
- § 14.2-11. Duty of County Manager; regulation of traffic.
- § 14.2-12. Maximum and minimum speed limits.
- § 14.2-12.1. Admissibility of ecertain eevidence in prosecution for exceeding speed limit.
- § 14.2-13. Suspension of license where speed limit exceeded by more than five (5) miles per hour.
- § 14.2-14. Payment of witness fees.
- § 14.2-15. Backing.
- § 14.2-16. Operator to give full time and attention to driving.
- § 14.2-17. Vehicle to be kept under eontrol.
- § 14.2-18. Penalty for violation of §§ 14.2-15 through 14.2-17.
- § 14.2-19. One-way roadways and rotary traffic islands.
- § 14.2-20. Special regulations applicable on streets and highways laned for traffic.
- § 14.2-20.1. Trucks prohibited on ecertain streets, with exceptions; penalty.
- § 14.2-21. Following too closely.

14.2-1

ARLINGTON COUNTY CODE

MOTOR VEHICLES AND TRAFFIC

- § 14.2-22. Duty of **d**river **r**eceiving **s**ignals.
- § 14.2-23. Blocking **i**ntersections.
- § 14.2-23.1. Photo-**m**onitoring of **t**raffic **l**ight **s**ignals.

Subdivision B. Protection of Pedestrians

- § 14.2-24. Playing on **s**treets or **h**ighways; **s**kiating, **r**oller **e**coasters, **e**tc.; County Manager **m**ay **e**close **s**treets for **e**coasting, **e**tc.
- § 14.2-25. Penalty for **v**iolating **s**ection § 14.2-24.
- § 14.2-26. When **v**ehicles to **s**top for **p**edestrian **g**uided by **d**og or **e**arrying **w**hite or **m**etallic **e**cane.
- § 14.2-27. Unlawful for **p**erson **n**ot **b**lind or **i**ncapacitated to **e**arry **s**uch **e**cane.
- § 14.2-28. Penalty for **v**iolating **s**ection § 14.2-26 or 14.2-27 of this Code.
- § 14.2-29. Construction of **s**ections §§ 14.2-26 through 14.2-28; **f**ailure to **u**se **e**cane or **g**uide **d**og **n**ot **e**contributory **n**egligence.
- § 14.2-30. Pedestrians to **o**bey **s**igns, **s**ignals, **e**tc.
- § 14.2-31. Creation of **s**afety **z**ones; **d**river **t**hrough **s**afety **z**one **p**rohibited.
- § 14.2-31.1. Operators of **m**otor **v**ehicles to **y**ield **r**ight-of-**w**ay to **p**edestrians in **e**crosswalks.

Subdivision C. Parking and Stopping on Highway

- § 14.2-32. Stopping, **s**tanding, or **p**arking in **a**lleys.
- § 14.2-33. Restricted and **n**o **p**arking **a**reas.
- § 14.2-34. Limitation on **p**arking of **e**commercial **v**ehicles **m**otor **h**omes, **e**camping **t**railers, **b**oats, and **b**oat **t**railers in **a**reas **z**oned for **r**esidential **u**se.
- § 14.2-35. Flares and **o**ther **s**ignals **w**hen **v**ehicle **d**isabled on **h**ighway **a**fter **d**ark--Generally.
- § 14.2-36. Same--When **r**ed **r**eflector **f**lares or **r**ed **l**anterns **r**equired **i**nstead of **f**lares.
- § 14.2-37. Same--When **r**ed **f**lags **r**equired **i**nstead of **f**lares.
- § 14.2-38. Stopping, **s**tanding or **p**arking **p**rohibited in **s**pecified **p**laces.
- § 14.2-38.1. Parking in **s**paces **r**estricted **f**or **u**se by **d**isabled **p**ersons.
- § 14.2-38.2. Reserved.
- § 14.2-38.3. Stopping or **p**arking in **l**oading zones.

Subdivision D. Parking Meter Zones

- § 14.2-39. Definitions.
- § 14.2-40. Designations of **z**ones.
- § 14.2-41. Designation of **p**arking **s**paces; **v**ehicles to be **p**arked **e**ntirely **w**ithin **p**arking **s**pace.
- § 14.2-42. Installation, **d**isplay of **s**ignals **s**howing **l**egal **p**arking, **e**tc.
- § 14.2-43. Operation **g**enerally; **o**verparking **g**enerally.
- § 14.2-44. Parking **t**ime **l**imits; **w**hen **p**arking **m**eters **o**perative.
- § 14.2-45. Parking **b**eyond **l**egal **p**arking **t**ime; **p**arking **w**hen **s**ignal **i**ndicates **o**verparking; **p**arking **a**cross **l**ines; **d**epositing **s**lags.
- § 14.2-46. Enforcement of **s**ubdivision.
- § 14.2-47. Collection, **e**tc., of **f**unds.
- § 14.2-48. Reservation of **p**owers.
- § 14.2-49. Penalty for **v**iolation of Subdivision.

Subdivision E. Mechanical Equipment and Inspection

- § 14.2-50. Traction **e**ngines and **t**ractors.

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ARTICLE I.

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DIVISION 1.

GENERALLY

- § 14.2-1. Adoption of **sS**tate **I**aw.

(a) Pursuant to the authority of ~~Section-§~~ 46.2-1313 of the Code of Virginia, all provisions and requirements of the laws of the Commonwealth of Virginia contained in Chapter 1 (~~Section-§~~ 46.2-100 et seq.) of

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Title 46.2 of the Code of Virginia; in Article 1 (Section § 46.2-300 et seq.), Article 6.1 (Section § 46.2-341.1 et seq.), Article 11 (Section § 46.2-371 et seq.), and Article 12 (Section § 46.2-389 et seq.) of Chapter 3 of Title 46.2 of the Code of Virginia; in Article 1 (Section § 46.2-600 et seq.), Article 2 (Section § 46.2-616 et seq.), Article 3 (Section § 46.2-645 et seq.), Article 4 (Section § 46.2-650 et seq.), Article 5 (Section § 46.2-655 et seq.), Article 6 (Section § 46.2-662 et seq.), Article 7 (Section § 46.2-685 et seq.), Article 8 (Section § 46.2-705 et seq.), Article 9 (Section § 46.2-711 et seq.), and Article 10 (Section § 46.2-725 et seq.) of Chapter 6 of Title 46.2 of the Code of Virginia; in Chapter 8 (Section § 46.2-800 et seq.); Chapter 10 (Section § 46.2-1000 et seq.); and Sections §§ 46.2-1240 and 46.2-1247 through 46.2-1253 of Title 46.2 of the Code of Virginia; those pertaining to dispositions in the Juvenile and Domestic Relations Court contained in Article 9 (Section § 16.1-278 et seq.) of Chapter 11 of Title 16.1 of the Code of Virginia; and in Article 2 (Section § 18.2-266 et seq.) of Chapter 7 of Title 18.2 of the Code of Virginia, except those which by their very nature can have no application within or to the County and those the violation of which constitutes a felony, are hereby adopted and incorporated as part of this Chapter of the Code of the County of Arlington, Virginia, by reference and made applicable within the County.

(b)B. Pursuant to Section § 1-13-39-21-220 of the Code of Virginia, the incorporation of the above-referenced provisions of the Code of Virginia shall include all future amendments to such provisions. Any future amendments to provisions of the Code of Virginia incorporated by reference herein shall become effective at the same time the amended state law becomes effective. (Ord. No. 92-33, 7-11-92; Ord. No. 93-13, 7-1-93; Ord. No. 94-19, 6-18-94; Ord. No. 95-16, 9-9-95; Ord. No. 95-17, 10-17-95; Ord. No. 96-14, 6-29-96; Ord. No. 96-15, 7-20-96; Ord. No. 97-13, 6-21-97; Ord. No. 98-17, 7-1-98; Ord. No. 99-15, 6-26-99; Ord. No. 00-15, 5-20-00; Ord. No. 01-14, 6-30-01; Ord. No. 02-19, 6-22-02; Ord. No. 04-18, 06-26-04)

§ 14.2-1.1. Definitions.

(a)A. The words and phrases-terms defined in § 46.2-100, Code of Virginia, shall, when used in this Chapter, have the meanings respectively ascribed to them in such section, except in those instances where the context clearly indicates a different meaning unless the context clearly indicates otherwise.

(b)B. The following words and phrases-terms, when used in this Article, shall, for the purpose of this Article, have meaning respectively ascribed to them in this section except in those instances where the context clearly indicates a different meaning; shall have the following meanings unless the context clearly indicates otherwise:

(+) "Washington National Airport"; means the area described in 49 U.S.C. 2401 as modified by Executive Order 9851 signed May 13, 1947, within the boundaries of the Commonwealth of Virginia. (9-1-59; 8-29-61; 11-24-64; 1-16-67; 8-5-78; Ord. No. 87-19, 6-7-87; Ord. No. 89-14, 7-1-89; Ord. No. 92-33, 7-11-92)

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§ 14.2-2. Prohibition against parking of vehicles under certain conditions.

(a)A. It shall be unlawful for any person to park, keep, or permit to be parked or kept any motor vehicle, trailer, or semitrailer in or on any public highway, street, alley, public easement, or other public thoroughfare in the County, unless:

(1) The motor vehicle shall be currently inspected and approved in accordance with the provisions of the laws of the State;

(2) The vehicle shall be currently registered and licensed to be operated upon the highways of the State in accordance with the provisions of the laws of the State; and

(3) The vehicle shall be currently licensed to be operated upon the highways of the County in accordance with the laws of the County.

(b)B. It shall be unlawful for any person to park, keep, or abandon, or permit to be parked, kept, or abandoned any motor vehicle, trailer or semitrailer in or on any interstate highway in the County continuously for a

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period of more than twenty-four (24) hours even though the motor vehicle be properly inspected, registered, and licensed.

~~(c)~~C. It shall be unlawful to park any motor vehicle, trailer, or semitrailer on the public streets or public grounds of the County unattended by the owner or operator, in such a manner as to constitute a hazard to traffic.

~~(d)~~D. It shall be unlawful to park any motor vehicle, trailer, or semitrailer on the public streets or public grounds of the County in violation of official temporary "No Parking" signs erected to facilitate emergency repairs, special events or like activities. Such official temporary "No Parking" signs shall be erected twenty-four (24) hours prior to the initiation of any enforcement action. Official temporary "No Parking" signs shall be erected in a uniform manner as prescribed by traffic engineering and shall be marked on the reverse side with the date and the date signs were erected. Any motor vehicle, trailer, or semitrailer parked in violation of this ~~S~~section is subject to ticketing and towing.

~~(e)~~E. It shall be unlawful to park any motor vehicle, trailer, or semitrailer, whether attended or unattended, so as to prevent the use of a curb ramp located on public property or on privately-owned property which is open to the public. A summons for the offense may be issued by ~~p~~Police ~~d~~Department employees without the necessity of a warrant being obtained by the owner of any private property.

~~(f)~~F. No person shall idle the engine of a bus for more than ten (10) minutes when the bus is parked, left unattended, or is stopped for other than traffic or maintenance reasons. The provisions of this section shall not apply to school buses or public transit buses. Violators of this subsection shall be subject to a civil penalty of fifty dollars (\$50.00).
(9-1-59; Ord. No. 85-43, 2-1-86; Ord. No. 92-33, 7-11-92; Ord. No. 93-21, 10-23-93; Ord. No. 96-11, 6-29-96)

§ 14.2-3. Removal and ~~d~~isposition of ~~u~~nattended or ~~a~~bandoned ~~v~~ehicle.

Whenever any motor vehicle, trailer, or semitrailer is found on the public streets or public grounds unattended by the owner or operator and constitutes a danger or hazard to pedestrian or motor vehicle traffic, or parked in a temporary "No Parking" zone in violation of § 14.2-2 ~~D~~(~~d~~) of this chapter, or left unattended for more than ten (10) days upon any public property or privately-owned property other than the property of the owner of such motor vehicle, trailer, or semitrailer, or abandoned upon such public property or privately-owned property without the permission of the owner, lessee, or occupant thereof, or stalled or rendered immobile as a result of adverse weather conditions or other emergency situations on any public roadway, any such motor vehicle, trailer, or semitrailer may be removed for safekeeping by or under the direction of a police officer or other uniformed employee to a storage garage or area, provided, however, that no such vehicle shall be so removed from privately-owned premises without the written request of the owner, lessee, or occupant thereof. Provided, further, that the person at whose request such motor vehicle, trailer, or semitrailer is removed from privately-owned property shall indemnify the County against any loss or expense incurred by reason of removal, storage, or sale thereof. It shall be presumed that such motor vehicle, trailer, or semitrailer, or part thereof, is abandoned if it lacks either a current license plate or, a current County sticker, or a valid ~~s~~State inspection sticker, and it has been in a specific location for four (4) days without being moved. Each removal shall be reported immediately to the ~~e~~Chief of ~~p~~Police of the County and notice thereof given to the owner of the motor vehicle, trailer, or semitrailer as promptly as possible. The owner of such vehicle, trailer, or semitrailer, before obtaining possession thereof, shall pay to the County all reasonable costs incidental to the removal, storage and locating the owner of the motor vehicle, trailer, or semitrailer, or show to the satisfaction of the County Manager or his designee that the removal was not authorized or execute an appearance bond in the amount of such charges with good and solvent surety.

Within ten (10) days of paying such charges or posting bond to secure the release of his vehicle, trailer, or semitrailer, the owner may request a hearing in writing. Either the County Manager or his designee shall hear the dispute within two (2) weeks of the request, if practicable; otherwise, as soon as practicable after two (2) weeks. If the County Manager or his designee determines that the removal was not authorized, the owner shall be refunded the charges paid to secure the release of his vehicle.

Should such owner fail or refuse to pay the cost or should the identity or whereabouts of such owner be unknown and unascertainable after a diligent search has been made, and after notice to him at his last known address

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and the holder of any lien of record in the office of the Department of Motor Vehicles in Virginia against the motor vehicle, trailer, or semitrailer, the ~~e~~Chief of ~~p~~Police of the County may, after holding the motor vehicle, trailer, or semitrailer thirty (30) days and after due notice of sale dispose of the same at public sale and the proceeds from the sale shall be forwarded by the selling officer to the Treasurer of the County, provided that if the value of such motor vehicle, trailer, or semitrailer be determined by three (3) disinterested dealers or garagemen to be less than one hundred fifty dollars (\$150.00), it may be disposed of by private sale or junked. The Treasurer shall pay from the proceeds of sale the cost of removal, storage, investigation as to ownership and liens and notice of sale and the balance of such funds shall be held by him for the owner and paid to the owner upon satisfactory proof of ownership.

If no claim has been made by the owner for the proceeds of such sale, the remaining funds may be deposited to the general fund or any special fund of the County. Any such owner shall be entitled to apply to the County within three (3) years from the date of the sale and if timely application is made therefor, the County shall pay the same to the owner without interest or other charges. No claim shall be made nor shall any suit, action, or proceeding be instituted for the recovery of such funds after three (3) years from the date of such sale. (11-24-64; 1-16-67; 4-20-74; 8-9-80; Ord. No. 85-43, 2-1-86; Ord. No. 92-33, 7-11-92)

§ 14.2-3.1. Authority to ~~p~~Provide for ~~t~~Temporary ~~r~~Removal and ~~d~~Disposition of ~~v~~Vehicles ~~i~~Involved in ~~a~~Accidents.

Whenever a motor vehicle, trailer, or semitrailer involved in an accident is found upon the highways or streets within the County and is so located as to impede the orderly flow of traffic, the police may (i) at no cost to the owner or operator, remove such motor vehicle, trailer, or semitrailer from the highways or streets to some point in the vicinity where such motor vehicle, trailer, or semitrailer will not impede the flow of traffic or (ii) have the vehicle removed to a storage area for safekeeping and shall report the removal to the Department of Motor Vehicles of the Commonwealth and to the owner of the vehicle as promptly as possible. If the vehicle is removed to a storage area under clause (ii), the owner shall pay to the parties entitled thereto all costs incidental to its removal and storage. (11-24-64; Ord. No. 92-33, 7-11-92; Ord. No. 92-41, 8-8-92)

§ 14.2-3.2. Leaving ~~v~~Vehicles upon ~~p~~Private ~~p~~Property ~~p~~Prohibited.

It shall be unlawful for any person to leave any motor vehicle, trailer, semitrailer, on the private property of any other person without his consent. Upon complaint of the owner of the property on which such motor vehicle, trailer, semitrailer, or part thereof has been abandoned for more than five (5) days, such motor vehicle, trailer, semitrailer, or part thereof may be removed by or under the direction of a police officer to a storage garage or area; provided that the person at whose request such motor vehicle, trailer, semitrailer, or part thereof is so removed shall indemnify the County against any loss or expense incurred by reason of removal, storage, or sale thereof.

In the case of the removal of a motor vehicle, trailer, semitrailer or part thereof from private property, when the same cannot be readily sold, such motor vehicle, trailer, semitrailer, or part thereof may be disposed of in such manner as provided in Chapter 19, Code of Arlington County.

In all other respects, the provisions of § 14.2-3 shall apply to such removals; provided that disposal of a motor vehicle, trailer, or semitrailer may at the option of the governing body of the County be carried out under either the provisions of § 14.2-3 or under the provisions hereof after a diligent search for the owner, after notice to him at his last known address, and to the holder of any lien of record in the Office of the Department of Motor Vehicles in Virginia against such motor vehicle, trailer, or semitrailer, and after the motor vehicle, trailer, or semitrailer has been held at least sixty (60) days.

The Department of Motor Vehicles shall be notified of the disposition of any motor vehicle, trailer, or semitrailer under § 14.2-3 or the provisions hereof. (1-16-67; Ord. No. 92-33, 7-11-92)

§ 14.2-3.3. Removal or ~~i~~mmobilization of ~~m~~Motor ~~v~~Vehicles ~~a~~gainst ~~w~~hich ~~t~~here ~~a~~re ~~o~~utstanding ~~p~~arking ~~v~~iolations; ~~n~~otice; ~~r~~epossession.

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A. Whenever there is found any motor vehicle parked upon the public streets or public grounds within Arlington County against which there are three (3) or more outstanding unpaid or otherwise unsettled parking violation notices, such vehicle may, by towing or otherwise, be removed or conveyed to a place within Arlington County or without in an adjacent locality designated by the Chief of Police for the temporary storage of such vehicles; or such vehicle may be immobilized in such a manner as to prevent its removal or operation except by, or under the direction of, an authorized officer of the ~~p~~Police ~~d~~Department of the County. Any removal, conveyance or immobilization of the vehicle pursuant to this section shall be by, or under the direction of, an officer of the ~~p~~Police ~~d~~Department of the County.

~~(1)~~1. *Notice of immobilization, removal, or impoundment.* It shall be the duty of the officer removing or immobilizing such motor vehicle, or under whose direction such vehicle is removed or immobilized, to inform as soon as practicable the owner of the removed or immobilized vehicle of the fact of the towing or immobilization with a reference which explains the nature and circumstances of the prior unsettled parking violations. In any case involving immobilization of a vehicle pursuant to this section there shall be placed on such vehicle, in a conspicuous manner, a notice warning that such vehicle has been immobilized and that any attempt to move such vehicle might result in damage thereto.

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~~(2)~~2. *Effect of failure to secure repossession of immobilized vehicle within twenty-four (24) hours.* The owner of an immobilized vehicle, or other duly authorized person, shall be allowed not less than twenty-four (24) hours from the time of immobilization to repossess or secure the release of the vehicle. If the owner fails to repossess or secure the release of the vehicle within this time period, the vehicle may be removed to a storage area for safekeeping under the direction of a police officer of the County.

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B. The owner, or other duly authorized person, shall be permitted to repossess or to secure the release of the vehicle by payment of all outstanding parking violation notices for which the vehicle was removed or immobilized and by payment of all reasonable costs incidental to the immobilization, removal and storage of the vehicle and efforts to locate the owner of the vehicle. Should such owner fail or refuse to pay such fines and costs, or should the identity or whereabouts of such owner be unknown and unascertainable, such vehicle may be sold in accordance with the procedures set forth in § 46.2-1216 of the Code of Virginia. (3-4-78; Ord. No. 88-12, 6-25-88; Ord. No. 91-18, 5-14-91; Ord. No. 92-33, 7-11-92)

§ 14.2-3.4. Disposition of ~~i~~noperable ~~a~~bandoned ~~v~~ehicles.

~~(a)~~A. Notwithstanding any other provisions of this ~~C~~chapter, any motor vehicle, trailer, or semitrailer which in the opinion of the County Manager is inoperable and, by virtue of its condition, cannot be feasibly restored to operable condition as determined by an independent appraiser, and:

~~(1)~~1. Is left unattended on public property for more than ten (10) days; or

~~(2)~~2. Has remained without consent on private property, including, but not limited to, any commercial parking place, motor vehicle storage facility, or establishment for the service, repair, maintenance, or sale of motor vehicles, whether or not such vehicle was brought onto or left at such property with or without the consent of the owner or person in control of the property for more than ten (10) days;

may be disposed of to a demolisher without the title.

~~(b)~~B. Notification of intent to tow and date for demolition will be placed on all inoperable abandoned vehicles for a ten- ~~(10)~~ day period after the vehicle has been so identified. Notification of intent to demolish will be mailed registered or certified to the registered owner of the vehicle as shown on official government records reasonably available, and no delivery will take place to a demolisher until it is either:

~~(1)~~1. ~~d~~Determined that no such records are reasonably available; or

~~(2)~~2. ~~t~~en (10) days have passed since the mailing of the notification.

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(Ord. No. 86-15, 6-14-86; Ord. No. 92-33, 7-11-92)

§ 14.2-4. Reserved.

Editors Note: Ord. No. 92-34, adopted July 11, 1992, and Ord. No. 92-42, adopted Aug. 8, 1992, deleted former § 14.2-4, relative to penalties for misdemeanors, which derived from Ord. No. 92-33, adopted July 11, 1992.

§ 14.2-5. Unauthorized ~~d~~Displaying ~~u~~Upon a ~~m~~Motor ~~v~~Vehicle of ~~a~~Any ~~b~~Button, ~~i~~Insignia, or ~~e~~Emblem of ~~e~~Certain ~~a~~Associations or ~~s~~Societies.

No person shall display upon a motor vehicle the insignia or emblem of any automobile club, medical society, order of police, trade union or veterans' organization or use such button, insignia, or emblem to obtain aid or assistance, unless entitled to display or use the same under the constitution, bylaws, rules, or regulations of the organization concerned. A violation of this section shall be a Class 3 misdemeanor.

(9-1-59; 11-24-64; Ord. No. 92-33, 7-11-92; Ord. No. 92-34, 7-11-92; Ord. No. 92-42, 8-8-92)

§ 14.2-6. Breaking, ~~i~~Injuring, ~~d~~Defacing, ~~d~~Destroying, or ~~p~~Preventing the ~~o~~Operation of a ~~m~~Motor ~~v~~Vehicle, ~~t~~Trailer, or ~~s~~Semitrailer.

Any person who shall individually or in association with one (1) or more others willfully break, injure, tamper with, or remove any part or parts of any motor vehicle, trailer, or semitrailer for the purpose of injuring, defacing, or destroying such motor vehicle, trailer, or semitrailer, or temporarily or permanently preventing its useful operation, or for any purpose against the will or without the consent of the owner of such motor vehicle, trailer, or semitrailer, or who shall in any other manner willfully or maliciously interfere with or prevent the running or operation of such motor vehicle, trailer, or semitrailer, shall be guilty of a misdemeanor and be punishable by fine not exceeding five hundred dollars (\$500.00) or confinement in jail not exceeding twelve (12) months, or both. The provisions of this section shall not apply to a bona fide repossession of a motor vehicle by the holder of a lien on such motor vehicle or by the agents or employees of such lien holder.

(9-1-59; Ord. No. 92-33, 7-11-92)

§ 14.2-7. Entering ~~m~~Motor ~~v~~Vehicle or ~~t~~Trailer, or ~~s~~Setting ~~s~~Same in ~~m~~Motion; ~~e~~Exceptions.

Any person who shall, without the consent of the owner or person in charge of a motor vehicle, trailer, or semitrailer, climb into or upon such motor vehicle, trailer, or semitrailer with intent to commit any crime, malicious mischief, or injury thereto or who, while a motor vehicle, trailer, or semitrailer is at rest and unattended, shall attempt to manipulate any of the levers and starting crank or other device, brakes, or mechanism thereof or to set such motor vehicle, trailer, or semitrailer in motion, with the intent to commit any crime, malicious mischief, or injury thereto, shall be guilty of a misdemeanor, except that the foregoing provision shall not apply when any such act is done in an emergency or in furtherance of public safety or by or under the direction of an officer in the regulation of traffic or performance of any other official duty. A violation of this section is punishable by fine not exceeding five hundred dollars (\$500.00) or confinement in jail not exceeding twelve (12) months, or both.

The provisions of this section shall not apply to a bona fide repossession of a motor vehicle by the holder of a lien on such motor vehicle or by the agents or employees of such lien holder.

(9-1-59; Ord. No. 92-33, 7-11-92)

§ 14.2-7.1. Fines for ~~a~~Nonmoving ~~v~~Violations.

Each law enforcement officer or other employee charged with the duty of enforcing violations shall attach to each vehicle whose operator is in violation of ~~sections-§§~~ 14.2-1, 14.2-2, 14.2-3, 14.2-3.1, 14.2-32, 14.2-33, 14.2-34, 14.2-38, 14.2-38.1, 14.2-40, 14.2-41, 14.2-42, 14.2-43, 14.2-44, 14.2-45, 14.2-85, 14.2-87, 14.2-96 and 14.2-106 of the County Code, a notice to the operator thereof that such vehicle has been parked in violation of one (1) or more of these sections.

~~(a)A.~~ The fines to be paid prior to issuance of a warrant for violation of Arlington County parking ordinances, except as otherwise provided in ~~section-§~~ 14.2-7.1 ~~B(b)~~, shall be the following:

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1. Thirty-five dollars (\$35.00) for exceeding the time limit on meter (~~sections-§§~~ 14.2-42, 14.2-43, 14.2-44, and 14.2-45).
2. Fifty dollars (\$50.00) for parking in restricted zone (~~sections-§§~~ 14.2-33 and 14.2-40); fifty dollars (\$50.00) for parking, without consent, on private property (~~section-§~~ 14.2-3.2); and sixty dollars (\$60.00) for unlawful parking on a weather emergency street (~~section-§~~ 14.2-87);
3. Fifty dollars (\$50.00) for not parking on the right side of two-way street (~~section-§~~ 14.2-2 and ~~Section-§~~ 46.2-889 of the Code of Virginia);
4. Fifty dollars (\$50.00) for parking on an interstate highway continuously for more than twenty-four (24) hours (~~section-§~~ 14.2-2); fifty dollars (\$50.00) for leaving a motor vehicle unattended for a period of ten (10) days (~~section-§~~ 14.2-3); and fifty dollars (\$50.00) for abandoned vehicle (~~section-§~~ 14.2-3);
5. Fifty dollars (\$50.00) for parking commercial vehicle in residential zone (~~sections-§§~~ 14.2-33 and 14.2-34);
6. Fifty dollars (\$50.00) for parking outside designated space (~~section-§~~ 14.2-38);
7. Fifty dollars (\$50.00) for parking within twenty (20) feet of corner (~~section-§~~ 14.2-38);
8. Fifty dollars (\$50.00) for parking within fifteen (15) feet of fire hydrant (~~section-§~~ 14.2-38);
9. Fifty dollars (\$50.00) for obstructing traffic, violating temporary "No Parking" zone, or creating a hazard (~~sections-§§~~ 14.2-2, 14.2-3, 14.2-32, 14.2-38, and 14.2-86, and ~~Section-§~~ 46.2-888 of the Code of Virginia);
10. Fifty dollars (\$50.00) for leaving vehicle unattended with motor running (~~Section-§~~ 46.2-1071 of the Code of Virginia);
11. Fifty dollars (\$50.00) for failure to display valid Virginia license tags (~~section-§~~ 14.2-2 and ~~Section-§~~ 46.2-715 of the Code of Virginia);
12. Fifty dollars (\$50.00) for failure to display valid Arlington license tag (~~section-§~~ 14.2-2);
13. Fifty dollars (\$50.00) for failure to display any valid license tag (~~section-§~~ 14.2-2);
14. Fifty dollars (\$50.00) for failure to display valid Virginia inspection sticker (~~section-§~~ 14.2-2);
15. Fifty dollars (\$50.00) for parking in a fire lane (~~section-§~~ 14.2-38);
16. Fifty dollars (\$50.00) for double parking (~~section-§~~ 14.2-38);
17. Five hundred dollars (\$500.00) for unlawful parking in a space restricted for use by disabled persons (~~section-§~~ 14.2-38.1); and
18. Fifty dollars (\$50.00) for parking in a residential restricted zone (~~section-§~~ 14.2-106);
19. Fifty dollars (\$50.00) for any nonmoving violation for which a fine is not specifically provided elsewhere in this chapter;
20. Fifty dollars (\$50.00) for parking or placing any automobile, truck, trailer or other vehicle upon or in any street, alley or parkway for the purpose of selling or offering the same for sale or rent.
21. Fifty dollars (\$50.00) for parking or placing any automobile, truck, trailer or other vehicle not defined

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as a tour bus in a tour bus parking zone.

~~22.~~ Sixty dollars (\$60.00) for tour buses that exceed the time line on a meter in a tour bus zone.

~~(b)B.~~ Notwithstanding ~~Section §~~ 14.2-7.1 ~~A(a)~~, fines to be paid prior to issuance of a warrant for violation of the following Arlington parking ordinances occurring at Washington National Airport shall be:

~~(1)1.~~ Thirty dollars (\$30.00) for exceeding time limit on meter (~~Section §~~ 14.2-43);

~~(2)2.~~ Forty dollars (\$40.00) for parking in restricted or reserved area without a permit (~~Section §~~ 14.2-96);

~~(3)3.~~ Fifty-five dollars (\$55.00) for parking within fifteen (15) feet of a fire hydrant (~~Section §~~ 14.2-38);

~~(4)4.~~ Fifty-five dollars (\$55.00) for double parking (~~Section §~~ 14.2-38); and

~~(5)5.~~ Fifty-five dollars (\$55.00) for parking a motor vehicle, except in an attended parking area, for over seventy-two (72) hours without the specific approval of the Airport Manager (~~Section §~~ 14.2-96).

The fines assessed in accordance with this ~~S~~section shall be paid by the violator within thirty (30) days of issuance of the notice of violation. If payment is not made within thirty (30) days, the violator will be assessed a late payment fee of twenty-five dollars (\$25.00) for each outstanding notice of violation. Nothing in this Section shall affect any fines, forfeitures, or penalties set for violation of Arlington County ordinances after issuance of a parking summons or warrant.

(9-23-78; 2-24-79; Ord. No. 82-3, 4-1-82; Ord. No. 85-15, 4-27-85; Ord. No. 85-43, 2-1-86; Ord. No. 86-4, 1-25-86; Ord. No. 86-6, 2-8-86; Ord. No. 87-10, 4-4-87; Ord. No. 87-19, 6-7-87; Ord. No. 89-13, 7-1-89; Ord. No. 90-35, 10-20-90; Ord. No. 92-10, 7-1-92; Ord. No. 92-33, 7-11-92; Ord. No. 92-34, 7-11-92; Ord. No. 92-42, 8-8-92; Ord. No. 92-49, 9-26-92; Ord. No. 92-52, 11-14-92; Ord. No. 97-12, 6-21-97; Ord. No. 97-13, 6-21-97; Ord. No. 98-6, 7-1-98; Ord. No. 98-18, 6-6-98; Ord. No. 02-02, 1-26-02; Ord. No. 06-03, 3-14-06; Ord. No. 10-02, 4-24-10; Ord. No. 10-07, 4-24-10, effective 7-1-10)

DIVISION 2.

REGULATION OF TRAFFIC

Subdivision A.

General Provisions

§ 14.2-8. Drivers to ~~o~~Obey ~~s~~Signs.

The driver of a motor vehicle, trailer, or semitrailer shall obey and comply with the requirements of road and highway signs, markings, or lights erected upon the authority of the ~~s~~State ~~H~~Highway ~~e~~Commission, proper agencies of the federal government, or the County Manager; and the failure of such driver to comply with this provision shall constitute a traffic infraction and be punishable by a fine of not more than two hundred dollars (\$200.00). For the purpose of this section, every place and way in Arlington County open to the use of the public for purposes of vehicular travel and owned by WMATA, or owned by WMATA and open to use only by WMATA, or those having the express or implied permission of WMATA, are hereby designated as highways by the County Board pursuant to § 46.2-100 of the Code of Virginia.

(9-1-59; 2-23-74; 1-5-80; 2-9-80; Ord. No. 91-18, 5-14-91; Ord. No. 92-33, 7-11-92; Ord. No. 92-34, 7-11-92; Ord. No. 92-42, 8-8-92)

§ 14.2-8.1. Fine for ~~u~~Use of ~~e~~Commuter ~~H~~Lanes.

Any person operating a motor vehicle in a designated commuter lane in violation of § 14.2-11 shall be subject to a fine of not less than ten dollars (\$10.00) nor more than fifty dollars (\$50.00). Those vehicles which are

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permitted to enter commuter lanes solely for the purpose of making right or left turns shall make a right or left turn, as the case may be, at the next intersection where such turns are permitted by law.
(10-13-73; 8-5-78; Ord. No. 92-33, 7-11-92; Ord. No. 92-34, 7-11-92; Ord. No. 92-42, 8-8-92)

§ 14.2-9. Other than ~~e~~Official ~~s~~Signs ~~p~~Prohibited.

No unauthorized person shall erect or maintain upon any highway any warning or direction sign, marker, signal, or light in limitation of any official sign, marker, signal, or light erected under the provisions of this Division, and no person shall erect or maintain upon any highway any traffic or highway sign or signal bearing thereon any commercial advertising. Nothing in this section shall be construed to prohibit the erection or maintenance of signs, markers, or signals bearing thereon the name of an organization which has been authorized to erect the same by the ~~s~~State ~~h~~Highway ~~e~~Commission or by the County Manager, nor shall this section be construed to prohibit the erection by contractors or public utility companies of temporary signs approved by the ~~s~~State ~~h~~Highway ~~d~~Department or the County Manager warning motorists that work is in progress upon the highway or adjacent thereto.
(9-1-59; Ord. No. 92-33, 7-11-92)

§ 14.2-10. Injuring ~~s~~Signs.

Any person who shall deface, injure, knock down or remove any sign legally posted as provided in this ~~D~~ivision shall be guilty of a Class 2 misdemeanor.
(9-1-59; Ord. No. 92-33, 7-11-92; Ord. No. 92-34, 7-11-92; Ord. No. 92-42, 8-8-92)

§ 14.2-11. Duty of ~~e~~County ~~m~~Manager; ~~r~~Regulation of ~~t~~Traffic.

It shall be the duty of the County Manager to direct the removal, placing, erection, and changing of such signs, signals, and markings as in his judgment may be required in accordance with §§ 33.1-46.2, 46.2-1219, 46.2-1300 through 46.2-1302, and 46.2-1304 of the Code of Virginia. This duty shall include, but not be limited to, the erection of stop signs, yield right-of-way signs, turn prohibition signs, the designation of one-way streets, through streets, and commuter lanes.
(8-9-73; Ord. No. 91-18, 5-14-91; Ord. No. 92-33, 7-11-92)

§ 14.2-12. Maximum and ~~m~~Minimum ~~s~~Speed ~~l~~imits.

~~(a)~~A. No person shall drive any vehicle upon a highway in this ~~e~~County at a speed in excess of twenty-five (25) miles per hour except upon the following highways or portions thereof on which the speed limits shall be as follows:

Thirty (30) miles per hour upon:

North 10th Street between Arlington Boulevard and North Washington Boulevard.

Fairfax Drive between North Monroe Street and North Glebe Road.

George Washington Parkway, marked portions either side of Key Bridge.

Kirkwood Road from Washington Boulevard to Spout Run Parkway.

Lorcom Lane from Old Dominion Drive to Spout Run Parkway.

Nellie Custis Drive from Lorcom Lane to Military Road.

South Arlington Mill Drive from Shirlington Road to Walter Reed Drive.

North Carlin Springs Road from North Glebe Road to Arlington Boulevard.

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South Carlin Springs Road from Arlington Boulevard to Columbia Pike.

Fairfax Drive from Arlington Boulevard to North Barton Street.

Little Falls Road from Yorktown Boulevard at North Kensington Street to Williamsburg Boulevard.

Quaker Lane from Shirley Highway to King Street.

Walter Reed Drive from Columbia Pike to King Street.

North Westmoreland Street from Arlington County line to Fairfax Drive.

South 15th Street from Jefferson Davis Highway to South Hayes Street.

Chain Bridge Road from North Glebe Road to Fairfax County Line.

Washington Boulevard from Kirkwood Road to Lee Highway.

Williamsburg Boulevard from North Glebe Road to North 29th Street.

Yorktown Boulevard from North 26th Street to North Kensington Street.

Old Dominion Drive from Lorcom Lane to North Abingdon Street.

Military Road from North Glebe Road to Lee Highway.

South George Mason Drive from Arlington Boulevard to Fairfax County line.

South Four Mile Run Drive (West Roadway) from Columbia Pike to South Walter Reed Drive.

Washington Boulevard from North Pershing Drive to North 10th Street.

Columbia Pike from South Oak Street to South Dinwiddie Street.

Army Navy Drive from South 25th Street to South Nash Street.

South Eads Street from South 15th Street to Army Navy Drive.

South Hayes Street from South 15th Street to South 12th Street.

Wilson Boulevard from North Glebe Road to Fairfax County Line.

South Four Mile Run Drive from South Walter Reed Drive to Shirlington Road.

North George Mason Drive from Yorktown Boulevard to Arlington Boulevard.

South Eads Street from South 24th Street to South Glebe Road.

North Roosevelt Street from North 17th Street to Falls Church City line.

North Sycamore Street from Williamsburg Boulevard to North Washington Boulevard.

Clarendon Boulevard from Washington Boulevard to North Oak Street.

Crystal Drive from Jefferson Davis Highway to South 12th Street.

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Fairfax Drive from Little Falls Road to Washington Boulevard.

Fort Myer Drive from Key Bridge to Arlington Boulevard (including underpass).

Fort Myer Drive underpass at Wilson Boulevard.

North Glebe Road from Arlington Boulevard to Lee Highway.

Lee Highway from the Federal line at the approach to Key Bridge at Rosslyn to North Nash Street.

Lee Highway from North Quincy Street to Falls Church City Line.

North Lynn Street from Arlington Boulevard to Key Bridge.

North Meade Street from Arlington Boulevard to Jackson Avenue.

Washington Boulevard from Lee Highway to North Westmoreland Street.

Wilson Boulevard from Jefferson Davis Highway to Washington Boulevard.

Thirty-five (35) miles per hour upon:

U.S. Route 1.

Old Dominion Drive from Military Road to Lorcom Lane.

Columbia Pike from South Dinwiddie Street to Fairfax County line.

South Glebe Road from West Glebe Road to Jefferson Davis Highway.

State Route 233 (Airport Viaduct) from Jefferson Davis Highway to Mount Vernon Parkway right-of-way.

South 5th Road from South Carlin Springs Road to Fairfax County line.

Washington Boulevard from Arlington Boulevard to North Pershing Drive.

Old Dominion Drive from North Abingdon Street to North Glebe Road.

Army Navy Drive from South Nash Street to South 12th Street.

South Joyce Street from Columbia Pike to Army Navy Drive.

North Sycamore Street from North Washington Boulevard to North 17th Street.

South Glebe Road from West Glebe Road to Arlington Boulevard.

South Hayes Street from South 15th Street to Army Navy Drive.

Old Dominion Drive from North Glebe Road to Fairfax County line.

North Glebe Road from Lee Highway to ramp from Military Road.

Lee Highway from North Veitch Street to North Quincy Street.

Spout Run Parkway from George Washington Memorial Parkway to Lee Highway.

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Forty (40) miles per hour upon:

George Washington Memorial Parkway from Four Mile Run to Spout Run Parkway.

Henry G. Shirley Memorial Highway (I-395) from the Federal line at the approach to 14th Street Bridge to Arlington Ridge Road connection (Bridge 16).

Lee Highway from North Nash Street to North Veitch Street.

Forty-five (45) miles per hour upon:

South Washington Boulevard from Boundary Channel to Henry G. Shirley Memorial Highway.

South Washington Boulevard from Henry G. Shirley Memorial Highway to Arlington Boulevard.

Jefferson Davis Highway (Route 110) from Wilson Boulevard to U.S. Route 1.

Arlington Boulevard (U.S. Route 50) except parallel marginal or service roads which shall be twenty-five (25) miles per hour.

Fifty (50) miles per hour upon:

George Washington Memorial Parkway from Spout Run Parkway to Fairfax County line.

Fifty-five (55) miles per hour upon:

Henry G. Shirley Memorial Highway (I-395) from Alexandria line to the District of Columbia line at the 14th Street Bridge.

Sixty-five (65) miles per hour upon:

Henry G. Shirley Memorial Highway (I-395) High Occupancy Vehicle (HOV) lanes from Alexandria line to Mile Marker 8.0.

~~(b)B.~~ In any event, irrespective of the provisions of subsection ~~A(a)~~ above, no person shall drive any vehicle upon a highway in the County at a speed in excess of:

~~(1)1.~~ Forty-five (45) miles per hour if the vehicle is a truck, road tractor, tractor truck, or combination of vehicles designed to transport property, or is a motor vehicle being used to tow a vehicle designed for self-propulsion or a house trailer.

~~(2)2.~~ Thirty-five (35) miles per hour if the vehicle is being used as a school bus carrying children.

~~(3)3.~~ Forty-five (45) miles per hour if the vehicle or combination of vehicles is operating under a special permit issued by the Commonwealth Transportation Board in accordance with §§ 46.2-1112, 46.2-1129, 46.2-1139, and 46.2-1141 through 46.2-1149 of the Code of Virginia.

~~(c)C.~~ In any event, irrespective of the type or use of vehicle driven, no person shall drive same in excess of fifteen (15) miles per hour between portable signs or fixed blinking signs placed in the highway bearing the word "School" which word shall indicate that school children are present in the immediate vicinity.

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~~(d)~~ No person shall drive a motor vehicle at such a slow speed as to impede the normal and reasonable movement of traffic except when reduced speed is necessary for safe operation or in compliance with law.

~~(e)~~ In any event, irrespective of the type or use of vehicle driven, no person shall drive same in excess of fifteen (15) miles per hour in any public alley in this County.

~~(f)~~ Any person violating this Section shall be punishable by a fine of up to two hundred dollars (\$200.00).

~~(g)~~ The County Manager or his designee may temporarily reduce the speed limit on any highway in which work is being done in Arlington County. The County Manager or his designee may reduce such speed limit for a period not to exceed sixty (60) days or, after traffic engineering study is completed to determine if the reduced speed limit is warranted, for a longer period of time until the work is complete. Any such speed area or zone shall be clearly indicated by markers or signs.

(9-1-59; 9-24-66; 11-18-67; 1-3-70; 2-21-73; 7-13-74; 12-18-76; Ord. No. 89-27, 11-18-89; Ord. No. 91-18, 5-14-91; Ord. No. 92-33, 7-11-92; Ord. No. 92-34, 7-11-92; Ord. No. 92-42, 8-8-92; Ord. No. 93-23, 11-22-93; Ord. No. 00-31, § 1, 12-18-00; Ord. No. 02-22, § 1, 10-19-02; Ord. No. 07-12, 9-08-07; Ord. No. 09-19, 10-24-09; Ord. No. 10-20, 10-23-10)

§ 14.2-12.1. Admissibility of ~~e~~Certain ~~e~~Evidence in ~~p~~Prosecution for ~~e~~Exceeding ~~s~~Speed ~~L~~Limit.

In the trial of any person charged with exceeding any maximum speed limit in this County, the court may receive as evidence a sworn report of the results of a calibration test of the accuracy of the speedometer in the motor vehicle operated by the defendant or the arresting officer at the time of the alleged offense.
(1-16-67; Ord. No. 92-33, 7-11-92)

§ 14.2-13. Suspension of ~~H~~License ~~w~~Where ~~s~~Speed ~~L~~imit ~~e~~Exceeded ~~b~~By ~~m~~More ~~t~~Than ~~f~~Five (5) ~~m~~Miles ~~p~~Per ~~h~~Hour.

When any person shall be convicted for the second and each subsequent time within the period of one (1) year of violating any provisions of this ~~A~~rticle which designates the maximum speed limit for the operation of motor vehicles and the judge or jury shall find in each case that such person exceeded the prescribed speed limit by more than five (5) miles per hour, then in addition to any other penalties provided by law, the operator's permit of such person shall be suspended for a period of sixty (60) days. The provisions of this section shall not apply in any case unless the applicable legal speed limit is forty-five (45) miles per hour or more.

In case of conviction, the court or judge shall require the delivery of the operator's permit to the court where it shall be held in accordance with § 46.2-398 of the Code of Virginia, as amended. The provisions of § 46.2-411, Code of Virginia, as amended, shall not apply to any person whose license is revoked under the provisions of this section.
(11-24-64; Ord. No. 91-18, 5-14-91; Ord. No. 92-33, 7-11-92)

§ 14.2-14. Payment of ~~w~~Witness ~~f~~Fees.

In any case in which there is a charge of driving while under the influence of intoxicants or drugs, or in any case involving a violation of a motor vehicle ordinance in which the drinking of such intoxicants or the taking of drugs is found to be a contributing factor, the court or judge before whom such case is tried or in which a plea of guilty is entered, may direct the payment of a reasonable fee to any physician or chemist called as an expert witness for the prosecution. The clerk shall in such case pay such fees out of the gross receipts for traffic fines in his hands before paying such fines over into the County Treasury. No such fee shall be paid, however, to any witness for the defendant.
(9-1-59; Ord. No. 92-33, 7-11-92)

§ 14.2-15. Backing.

The operator of any vehicle in the County shall not back such vehicle unless such movement can be made

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with safety and without interfering with other traffic.
(9-1-59; Ord. No. 92-33, 7-11-92)

§ 14.2-16. Operator to ~~g~~Give ~~f~~Full ~~t~~Time and ~~a~~Attention to ~~e~~Driving.

No person shall operate a motor vehicle upon the highways of this County without giving his full time and attention to the operation of the vehicle.
(9-1-59; Ord. No. 92-33, 7-11-92)

§ 14.2-17. Vehicle to be ~~k~~Kept ~~u~~Under ~~e~~Control.

No person shall operate a motor vehicle upon the highways of this County, failing to keep the vehicle under proper control at all times.
(9-1-59; Ord. No. 92-33, 7-11-92)

§ 14.2-18. Penalty for ~~v~~Violations of §§ 14.2-15 through 14.2-17.

Any person who violates any provision of the three (3) preceding sections shall, upon conviction thereof, be punished by a fine not exceeding one hundred dollars (\$100.00) or imprisonment in jail not exceeding ten (10) days, or both.
(11-24-64; Ord. No. 92-33, 7-11-92)

§ 14.2-19. One-~~w~~Way ~~r~~Roadways and ~~r~~Rotary ~~t~~Traffic ~~i~~Islands.

~~(a)~~A. The County Manager may designate any highway or separate roadway under the jurisdiction of the County for one-way traffic and shall erect appropriate signs, and traffic thereon shall move only in the direction designated.

~~(b)~~B. A vehicle passing around a rotary traffic island shall be driven only to the right of such island.
(9-1-59; Ord. No. 92-33, 7-11-92)

§ 14.2-20. Special ~~r~~Regulations ~~a~~Applicable on ~~s~~Streets and ~~h~~Highways ~~l~~Aned for ~~t~~Traffic.

Whenever any highway has been divided into clearly marked lanes for traffic, drivers of vehicles shall obey the following regulations:

~~(a)~~A. Any vehicle proceeding at less than the normal speed of traffic at the time and place and under the conditions existing shall be driven in the lane nearest the ~~right~~-hand edge or curb of the highway when such lane is available for travel, except when overtaking and passing another vehicle or in preparation for a left turn or as permitted in paragraph ~~D~~(~~d~~) of this section;

~~(b)~~B. A vehicle shall be driven as nearly as is practicable entirely within a single lane and shall not be moved from such lane until the driver has ascertained that such movement can be made with safety;

~~(c)~~C. Upon a highway which is divided into three (3) lanes a vehicle shall not be driven in the center lane except when overtaking and passing another vehicle or in preparation for a left turn or unless such center lane is at the time allocated exclusively to traffic moving in the direction the vehicle is proceeding and is signposted or marked to give notice of such allocation;

~~(d)~~D. The County Manager may designate right-hand lanes for slow moving traffic and where such lanes are signposted or marked to give notice of such designation, a vehicle may be driven in any lane allocated to traffic moving in the direction such vehicle is proceeding, but when traveling within such inside lanes vehicles shall be driven at approximately the speed authorized in such lanes and speed shall not unnecessarily be decreased so as to block, hinder, or retard traffic;

~~(e)~~E. Whenever a highway is marked with double traffic lines consisting of a solid line immediately

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adjacent to a broken line, no vehicle shall be driven to the left of such line if the solid line is on the right of the broken line, except that it shall be lawful to make a left turn for the purpose of entering or leaving a public, private, or commercial road or entrance;

~~(f)E.~~ Wherever a highway is marked with double traffic lines consisting of two (2) immediately adjacent solid lines, no vehicle shall be driven to the left of such lines, except that it shall be lawful to make a left turn for the purpose of entering or leaving a public, private, or commercial road or entrance. (9-1-59; Ord. No. 92-33, 7-11-92)

§ 14.2-20.1. Trucks ~~p~~rohibited on ~~e~~certain ~~s~~treets, ~~w~~ith ~~e~~xceptions; ~~p~~enalty.

~~(a)A.~~ It shall be unlawful for any person to use or cause to be used any truck, except for the purpose of receiving loads or making deliveries, on the following portions of the following streets:

- ~~(1)1.~~ North Highland Street between Lee Highway and 13th Street North;
- ~~(2)2.~~ North Danville Street between Lee Highway and Wilson Boulevard;
- ~~(3)3.~~ Key Boulevard between North Veitch Street and North Jackson Street;
- ~~(4)4.~~ North Hartford Street between 13th Street North and 17th Street North;
- ~~(5)5.~~ 17th Street North between North Hartford Street and Kirkwood Road.
- ~~(6)6.~~ North Fillmore Street between Wilson Boulevard and North Highland Street.
- ~~(7)7.~~ North Edgewood Street between Franklin Road and North Highland Street.
- ~~(8)8.~~ South Columbus Street between Columbia Pike and South George Mason Drive.
- ~~(9)9.~~ South Frederick Street between Columbia Pike and South George Mason Drive.
- ~~(10)10.~~ 19th Street North between North Tuckahoe Street and North Westmoreland Street.
- ~~(11)11.~~ North Westmoreland Street between 19th Road North and 19th Street North.
- ~~(12)12.~~ 4th Street North between Washington Boulevard and North Fillmore Street.
- ~~(13)13.~~ North Edgewood Street between North Pershing Drive and 3rd Street North.

~~(b)B.~~ This section shall not apply to:

~~(1)1.~~ ~~p~~ersons residing on the portions of the streets described in subsection A(~~a~~) above when such persons are using or causing to be used any truck on a portion of such street for access to such person's residence; or

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~~(2)2.~~ ~~e~~mergency vehicles, firefighting vehicles, or County vehicles providing government services.

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~~(c)C.~~ Any person who violates this section shall, upon conviction thereof, be punished by a fine of not more than two hundred dollars (\$200.00). (Ord. No. 99-22, 11-13-99; Ord. No. 00-29, § 1, 11-18-00; Ord. No. 05-12, 10-15-05)

§ 14.2-21. Following ~~t~~oo ~~e~~closely.

The driver of a motor vehicle shall not follow another motor vehicle, trailer, or semitrailer more closely than is reasonable and prudent, having due regard to the speed of both vehicles and the traffic upon, and conditions of, the highway at the time.

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The driver of any motor truck or bus shall not follow another motor truck or bus within two hundred (200) feet when upon any highway in this County.
(9-1-59; Ord. No. 92-33, 7-11-92)

§ 14.2-22. Duty of ~~d~~Drivers ~~r~~Receiving ~~s~~Signals.

Drivers receiving a signal from another driver shall keep their vehicle under complete control and shall be able to avoid an accident resulting from a misunderstanding of such signal.
(9-1-59; Ord. No. 92-33, 7-11-92)

§ 14.2-23. Blocking ~~i~~Intersections.

No driver of a motor vehicle shall enter an intersection or crosswalk, regardless of traffic signals, when the vehicular traffic is so congested beyond the intersection in the direction he intends to travel that he will be unable to proceed entirely through the intersection.
(9-1-59; Ord. No. 92-33, 7-11-92)

§ 14.2-23.1. Photo-~~m~~Monitoring of ~~t~~Traffic ~~l~~Light ~~s~~Signals.

~~(a)A.~~ For the purposes of this section, the following words shall have the meanings set out below. The following words and terms, when used in this section, shall have the following meanings unless the context clearly indicates otherwise:

~~(+)1.~~ "System" means a traffic light signal violation-monitoring system that operates by means of a vehicle sensor installed to work in conjunction with a traffic light that automatically produces two or more photographs, two or more microphotographs, a videotape or other recorded images of each vehicle at the time it is used or operated in violation of Virginia Code § 46.2-833, § 46.2-835, or § 46.2-836, as amended, which are incorporated by reference in § 14.2-1 of this Chapter 14.2. For each such vehicle, at least one recorded image shall be of the vehicle before it has illegally entered the intersection, and at least one recorded image shall be of the same vehicle after it has illegally entered that intersection.

~~(?)2.~~ "Owner" means the registered owner of a vehicle on record with the Department of Motor Vehicles.

~~(b)B.~~ The County Manager or ~~the manager's~~ his designee may install and operate, at no more than one intersection for every ten thousand (10,000) residents within the County, a System for the purpose of imposing monetary liability on the operator of a motor vehicle for failure to comply with traffic light signals within the County.

~~(e)C.~~ Proof of violation; presumption.

~~(+)1.~~ Proof of a violation of this section shall be evidenced by information obtained from the System. A certificate, sworn to or affirmed by a law enforcement officer employed by the ~~e~~County, or a facsimile thereof, based upon inspection of photographs, microphotographs, videotape or other recorded images produced by the System, shall be prima facie evidence of the facts contained therein. Any photographs, microphotographs, videotape or other recorded images evidencing such a violation shall be available for inspection in any proceeding to adjudicate liability for a violation of this section.

~~(?)2.~~ Prima facie evidence that the vehicle described in the summons issued pursuant to subsection ~~E~~(~~e~~) was operated in violation of this section, together with proof that the defendant was at the time of such violation the owner, lessee or renter of the vehicle, shall constitute in evidence a rebuttable presumption that such owner, lessee or renter of the vehicle was the person who committed the violation. This presumption shall be rebutted if owner, lessee or renter of the vehicle files an

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affidavit by regular mail with the eClerk of the eGeneral eDistrict eCourt that he or she was not the operator of the vehicle at the time of the alleged violation or testifies in open court under oath that he or she was not the operator of the vehicle at the time of alleged violation. Such presumption shall also be rebutted if a certified copy of a police report, showing that the vehicle had been reported to the police as stolen prior to the time of the alleged violation, is presented, prior to the return date established on the summons issued pursuant to this section, to the court adjudicating the alleged violation.

(d)D. The operator of a vehicle shall have violated this section and shall be liable for a monetary penalty of up to fifty dollars (\$50.00) if the operator is found, as evidenced by information obtained from the sSystem, to have failed to comply with a traffic light signal. No monetary penalty imposed under this section shall include court costs. Imposition of a penalty under this section shall not be deemed a conviction as an operator, and shall not be made part of the operating record of the person upon whom such liability is imposed; nor shall it be used for insurance purposes in the provision of motor vehicle insurance coverage.

(e)E. A summons for a violation of this section may be executed pursuant to Section-§ 19.2-76-2 of the Code of Virginia (1950), as amended. Notwithstanding the provisions of Section-§ 19.2-76 of the Virginia Code, a summons for a violation of this section may be executed by mailing by first-class mail a copy of the summons to the address of the owner, lessee or renter of the vehicle. In the case of a vehicle owner, the copy shall be mailed to the address contained in the records of the Department of Motor Vehicles; in the case of a vehicle lessee or renter, the copy shall be mailed to the address contained in the records of the lessor or renter. Every such mailing shall include, in addition to the summons, a notice of (i) the summoned person's ability to rebut the presumption that he was the operator of the vehicle at the time of the alleged violation through the filing of an affidavit as provided in subsection C-D and (ii) instructions for filing such affidavit, including the address for which the affidavit is to be sent. If the summoned person fails to appear on the date of return set out in the mailed summons, the summons shall be executed in the manner set out in Section-§ 19.2-76.3 of the Code of Virginia. No proceedings for the contempt or arrest of a person summoned by mailing shall be instituted or failure to appear on the return date of the summons. Any summons executed for a violation of this section shall provide to the person summoned at least sixty (60) business days from the mailing of the summons to inspect information collected by a traffic light signal violation monitoring system in connection with the violation.
(Ord. No. 98-1, 1-17-98; Ord. No. 07-14, 9-18-07)

Subdivision B.

Protection of Pedestrians

§ 14.2-24. Playing on sStreets or hHighways; sSkating, rRoller eCoasters, eEtc.; County Manager mMay eClose sStreets for eCoasting, eEtc.

(a)A. No person shall play on a highway or street in this County other than upon the sidewalks thereof. No person shall use on a highway or street in said County, roller skates, coasters, or similar vehicles or toys or other devices on wheels or runners (including sleds, except as otherwise permitted in designated areas), except bicycles and motorcycles. The County Manager may, by placing of signs, signals, or barriers, temporarily close streets or otherwise limit their use by motor vehicles to the end that such streets may be used for parades, sledding, street dances, coaster derbies and other activities of this general nature. Operators of motor vehicles shall follow the directions of such signs or signals. Other users of such closed or limited area shall follow the directions posted.

(b)B. No person riding upon any bicycle, roller skates, toys, or other devices or wheels or runners shall attach the same or himself to any vehicle upon a roadway.
(9-1-59; Ord. No. 92-33, 7-11-92)

§ 14.2-25. Penalty for vViolating Section-§ 14.2-24.

Any person convicted of violating any of the provisions of §_14.2-24 shall be fined not less than two dollars

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(\$2.00) nor more than twenty-five dollars (\$25.00) for each offense.
(9-1-59; 1-16-67; Ord. No. 92-33, 7-11-92)

§ 14.2-26. When ~~v~~Vehicles to ~~s~~Stop for ~~p~~Pedestrian ~~g~~Guided by ~~d~~Dog or ~~e~~Carrying ~~w~~White or ~~m~~Metallic ~~e~~Cane.

Whenever a totally or partially blind pedestrian is crossing or attempting to cross a public street or highway guided by a dog guide or carrying a cane which is predominantly metallic or white in color, with or without a red tip, the driver of every vehicle approaching the intersection or place of crossing shall bring his vehicle to a full stop before arriving at such intersection or place of crossing, unless such intersection or place of crossing is controlled by a traffic officer or traffic light.

(9-1-59; 11-24-64; Ord. No. 90-16, 7-1-90; Ord. No. 92-33, 7-11-92)

§ 14.2-27. Unlawful for ~~p~~Person ~~n~~Not ~~b~~Blind or ~~i~~Incapacitated to ~~e~~Carry ~~s~~Such ~~e~~Cane.

It is unlawful for any person, unless totally or partially blind or otherwise incapacitated, while on any public street or highway in this County, to carry a cane which is metallic or white in color, with or without a red tip.

(9-1-59; 11-24-64; Ord. No. 90-16, 7-1-90; Ord. No. 92-33, 7-11-92)

§ 14.2-28. Penalty for ~~v~~Violating § 14.2-26 or 14.2-27 of this Code.

Any person who violates any provision of § 14.2-26 of this Code shall, upon conviction thereof, be punished by a fine not exceeding five hundred dollars (\$500.00).

Any person who violates any provision of § 14.2-27 of this Code shall, upon conviction thereof, be punished by a fine not exceeding two hundred fifty dollars (\$250.00).

(9-1-59; Ord. No. 90-16, 7-1-90; Ord. No. 92-33, 7-11-92; Ord. No. 92-34, 7-11-92; Ord. No. 92-42, 8-8-92)

§ 14.2-29. Construction of Sections §§ 14.2-26 through 14.2-28; ~~f~~Failure to ~~u~~Use ~~e~~Cane or ~~g~~Guide ~~d~~Dog ~~n~~Not ~~e~~Contributory ~~n~~Negligence.

Nothing contained in §§ 14.2-26 through 14.2-28 shall be construed to deprive any totally or partially blind or otherwise incapacitated person not carrying such a cane or walking stick or not being guided by a dog of the rights and privileges conferred by law upon pedestrians crossing streets or highways, nor shall the failure of such totally or partially blind or otherwise incapacitated person to carry a cane or walking stick, or to be guided by a guide dog upon the streets, highways, or sidewalks in this County be held to constitute nor be evidence of contributory negligence.

(9-1-59; Ord. No. 92-33, 7-11-92)

§ 14.2-30. Pedestrians to ~~o~~Obey ~~s~~Signs, ~~s~~Signals, ~~e~~Etc.

~~(a)~~A. Pedestrians shall obey signs and signals erected on highways or streets in this County for the direction and control of travel and traffic and they shall obey the orders of police officers engaged in directing traffic and travel on the highways and streets in this County. Violations of this section shall be punished by a fine not exceeding five- dollars (\$5.00) for each offense.

~~(b)~~B. Pedestrian traffic is controlled by the above except when such movement is governed by a pedestrian control signal.

(9-1-59; Ord. No. 92-33, 7-11-92)

§ 14.2-31. Creation of ~~s~~Safety ~~z~~Zones; ~~d~~Driving ~~t~~Through ~~s~~Safety ~~z~~Zone ~~p~~Prohibited.

The County Manager may, by placing adequate markings or signs, create safety zones in the streets. The driver of a vehicle shall not at any time drive through or over a safety zone.

(9-1-59; Ord. No. 92-33, 7-11-92)

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§ 14.2-31.1. Operators of ~~m~~Motor ~~v~~ehicles to ~~y~~ield ~~r~~ight-of-~~w~~ay to ~~p~~edestrians in ~~e~~crosswalks.

~~(a)~~A. The County Manager is authorized, upon receipt of a recommendation from the Director of Environmental Services, to provide for the installation and maintenance of highway signs at marked crosswalks specifically requiring operator of motor vehicles, at the locations where such signs are installed, to yield the right-of-way to pedestrians crossing or attempting to cross the highway.

~~(b)~~B. Any operator of a motor vehicle who fails to yield the right-of-way to any pedestrian, at any marked crosswalk where a sign described in subsection ~~A~~(~~a~~) above is installed, shall be guilty of a traffic infraction punishable by a fine of no less than one hundred dollars (\$100.00) or more than five hundred dollars (\$500.00). (Ord. No. 01-2, § 1, 1-27-01; Ord. No. 04-25, 10-2-04)

Subdivision C.

Parking and Stopping on Highway

§ 14.2-32. Stopping, ~~s~~tanding, or ~~p~~arking in ~~a~~lleys.

No person shall stop, stand, or park a vehicle within an alley in a business district except for the expeditious loading or unloading of materials, and no person shall stop, stand, or park a vehicle in any other alley in such a manner or under such conditions as to leave available less than ten (10) feet of the width of the roadway for the free movement of vehicular traffic. (9-1-59; Ord. No. 92-33, 7-11-92)

§ 14.2-33. Restricted and ~~n~~o ~~p~~arking ~~a~~reas.

The County Manager is hereby authorized and directed to determine and define street areas within which the volume of vehicular traffic is such as to require restrictions upon parking of vehicles; to classify vehicles with reference to parking; to designate the time, place, and manner in which such vehicles may be allowed to park upon the highways; to make such rules and regulations as traffic conditions may require in various areas and under the varying conditions which may prevail at different times. It shall be the duty of the County Manager, upon the promulgation of such regulations, and before the same shall become effective, to give such public notice thereof by establishing and posting signs, or otherwise, as may be reasonably adequate to make clear to the operators of vehicles in "no parking" or "restricted parking" areas the existence, nature, and requirements of such regulations. From and after the effective date of regulations imposed in any area by virtue of the provisions of this ~~A~~article, it shall be unlawful for any person to stop or park any vehicle in any restricted or prohibited area otherwise than in accordance with these regulations. (9-1-59; Ord. No. 92-33, 7-11-92)

§ 14.2-34. Limitation on ~~p~~arking of ~~e~~commercial ~~v~~ehicles ~~m~~otor ~~h~~omes, ~~e~~camping ~~t~~railers, ~~b~~oats, and ~~b~~oat ~~t~~railers in ~~a~~reas ~~z~~oned for ~~r~~esidential ~~u~~se.

~~(a)~~A. *Limitation on parking of commercial vehicles.*

~~(+)~~L. For the purposes of this subsection, a commercial vehicle is defined as any of the following:

- a. Any vehicle with a gross vehicle weight of twelve thousand (12,000) pounds or more.
- b. Any vehicle designed to carry sixteen (16) or more passengers, including the driver.
- c. Any vehicle of any size that is being used in the transportation of hazardous materials as defined in ~~Section~~ § 46.2-341.1 of the Code of Virginia.
- d. Any trailer or semitrailer, regardless of whether such trailer or semitrailer is attached to another vehicle.

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e. Any vehicle with three (3) or more axles.

~~(2)2.~~ It shall be unlawful for any person to park any commercial vehicle, except for utility generators located on trailers and being used to power network facilities during a loss of commercial power and for those commercial vehicles temporarily parked while loading or unloading passengers or goods, materials or supplies, or while involved in construction work, or while performing services such as repair and/or installation of equipment, within or along any public street or highway of the County where the land abutting such public street or highway is zoned for residential use under the Zoning Ordinance of the County then in effect.

~~(b)B.~~ *Limitation on parking of vehicles for commercial purposes.*

~~(+)1.~~ It shall be unlawful for any person to park any motor vehicle, trailer, or semitrailer for commercial purposes, except for utility generators located on trailers and being used to power network facilities during a loss of commercial power and for those temporarily parked while loading or unloading passengers or goods, materials or supplies, or while involved in construction work, or while performing services such as repair and/or installation of equipment, within or along any public street or highway of the County where the land abutting such public street or highway is zoned for residential use under the Zoning Ordinance of the County then in effect.

~~(e)C.~~ *Limitation on parking of motor homes and camping trailers.*

~~(+)1.~~ For the purposes of this subsection, a motor home is defined as a private motor vehicle with a normal seating capacity of not more than ten (10) persons, including the driver, designed primarily for use as living quarters for human beings.

~~(2)2.~~ For purposes of this subsection, a camping trailer is defined as a vehicle that has collapsible sides and contains sleeping quarters but may or may not contain bathing and cooking facilities and is designed to be drawn by a motor vehicle.

~~(3)3.~~ It shall be unlawful for any person to park any motor home or camping trailer within or along any public street or highway of the County, where the land abutting such public street or highway is zoned for residential use, for a period of five (5) consecutive days.

~~(4)D.~~ *Limitation on parking of boats and boat trailers.*

~~(+)1.~~ For purposes of this subsection, a boat is defined as a vessel as defined in ~~Section §~~ 29.1-700 of the Code of Virginia.

~~(2)2.~~ It shall be unlawful to park any boat or boat trailer within or along any public street or highway of the County where the land abutting such public street or highway is zoned for residential use under the Zoning Ordinance of the County then in effect.

~~(e)E.~~ For purposes of this subsection, in instances where a public street or highway serves as the boundary between an area zoned for residential use and an area zoned for another use, then the centerline of that public street or highway shall be considered as the boundary between the two (2) areas. In such instances, the provisions of this section shall apply only to the side of the public street or highway that abuts the area zoned for residential use.

~~(4)E.~~ Any person who shall violate this subsection shall be punished by a fine of not less than twenty-five ~~dollars~~ (\$25.00) nor more than one hundred dollars (\$100.00). (9-1-59; 5-10-61; 8-29-61; 3-12-62; Ord. No. 92-33, 7-11-92; Ord. No. 92-30, 7-11-92; Ord. No. 94-2, 2-5-94; Ord. No. 03-16, 6-23-03)

§ 14.2-35. Flares and ~~o~~Other ~~s~~Signals ~~w~~When ~~v~~Vehicle ~~d~~Disabled on ~~b~~Highway ~~a~~After ~~d~~Dark--Generally.

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Whenever any bus, truck, trailer, house trailer, or mobile home is disabled and stops upon any portion of the traveled portion of any highway in this County, except those which are artificially lighted at night, at any time, during which lights are required upon motor vehicles by § 46.2-1030 of the Code of Virginia, the operator of such bus, truck, trailer, house trailer, or mobile home shall place or cause to be placed on the roadway three (3) red reflector flares or torches of a type approved by the Superintendent of the Department of State Police of Virginia. One (1) of the flares or torches shall be placed in the center of the lane of traffic occupied by the disabled bus, truck, trailer, house trailer, or mobile home and not less than one hundred (100) feet therefrom in the direction of traffic approaching in that lane, one (1) not less than one hundred (100) feet from such bus, truck, trailer, house trailer, or mobile home in the opposite direction and one (1) at the traffic side of such bus, truck, trailer, house trailer, or mobile home not closer than ten (10) feet from the front or rear thereof; provided, however, that if such bus, truck, trailer, house trailer, or mobile home is disabled within five hundred (500) feet of a curve or crest of a hill, or other obstruction to view, the flares or torches in that direction shall be so placed as to afford ample warning to other users of the highway, but in no case less than five hundred (500) feet from the disabled vehicle. (9-1-59; 11-24-64; 1-16-67; Ord. No. 92-33, 7-11-92)

§ 14.2-36. Same--When ~~r~~Red ~~r~~Reflector ~~f~~Flares or ~~r~~Red ~~l~~Lanterns ~~r~~Required ~~i~~Instead of ~~f~~Flares.

If any such vehicle is used for the transportation of flammable liquids in bulk, whether loaded or empty or for transporting flammable gases, red reflector flares or red electric lanterns of a type approved by the ~~s~~Superintendent of ~~s~~State ~~p~~Police shall be used. Such reflectors or lanterns shall be lighted and placed upon the roadway in the manner provided in the preceding section. (9-1-59; 11-24-64; Ord. No. 92-33, 7-11-92)

§ 14.2-37. Same--When ~~r~~Red ~~f~~Flags ~~r~~Required ~~i~~Instead of ~~f~~Flares.

During such time as lights on motor vehicles are not required, red flags not less than twelve (12) inches both in length and width shall be used in place of flares, torches, reflectors, or lanterns. The flags shall be placed upon the roadway in the manner prescribed in §§ 14.2-36 and 14.2-37 above for flares, torches, reflectors, and lanterns, except that no flag shall be required to be placed at the side of such vehicle; but if the disablement of such vehicle continues into the period when lights on motor vehicles are required, flares, torches, reflectors, or lanterns shall be placed as required by §§ 14.2-36 and 14.2-37 above. (9-1-59; Ord. No. 92-33, 7-11-92)

§ 14.2-38. Stopping, ~~s~~Standing or ~~p~~Parking ~~p~~Prohibited in ~~s~~Specified ~~p~~Places.

~~(a)A.~~ No person shall stop, stand, or park a vehicle, except when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer or traffic-control device, in any of the following places:

- ~~(1)1.~~ On a sidewalk;
- ~~(2)2.~~ In front of a public or private driveway;
- ~~(3)3.~~ Within an intersection;
- ~~(4)4.~~ Within fifteen (15) feet of a fire hydrant or entrance to a fire station;
- ~~(5)5.~~ Within twenty (20) feet from the intersection of curb lines or, if none, then within fifteen (15) feet of the intersection or property lines at an intersection of highways unless otherwise designated;
- ~~(6)6.~~ On a crosswalk;
- ~~(7)7.~~ On the roadway side of any vehicle stopped or parked at the edge of curb of a street;
- ~~(8)8.~~ In any fire lane designated by the Fire Chief in accordance with § 8-3/F-313.0 ~~[8-10.3.6]~~ of the Arlington County Fire Prevention Code;

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~~(9)9.~~ In any designated school bus loading zone;

~~(10)10.~~ In front of emergency exits of schools and other public buildings or grounds which have been designated by the County Manager.
(12-10-75; Ord. No. 92-33, 7-11-92)

§ 14.2-38.1. Parking in ~~s~~Spaces ~~r~~Restricted for ~~u~~Use by ~~d~~Disabled ~~p~~Persons.

It shall be unlawful for a vehicle not displaying disabled parking license plates, an organizational removable windshield placard, a permanent removable windshield placard, or a temporary removable windshield placard issued under Virginia Code ~~Section §~~ 46.2-1241, or DV disabled parking license plates issued under subsection B of Virginia Code ~~Section §~~ 46.2-739, to be parked in a parking space reserved for persons with disabilities that limit or impair their ability to walk or for a person who is not limited or impaired in his ability to walk to park a vehicle in a parking space so designated except when transporting a person with such a disability in the vehicle.

~~(a)A.~~ A summons or parking ticket for the offense may be issued by uniformed ~~p~~Police ~~d~~Department personnel without the necessity of a warrant being obtained by the owner of any private parking area.

~~(b)B.~~ In any prosecution charging a violation of this section, proof that the vehicle described in the complaint, summons, parking ticket, citation, or warrant was parked in violation of this section, together with proof that the defendant was at the time the registered owner of the vehicle, as required by Chapter 6 (~~Section §~~ 46.2-600 et seq.) of the Code of Virginia, shall constitute prima facie evidence that the registered owner of the vehicle was the person who committed the violation.

~~(c)C.~~ No violation of this section shall be dismissed for a property owner's failure to comply strictly with the requirements for disabled parking signs set forth in Virginia Code ~~Section §~~ 36-99.11, provided the space is clearly distinguishable as a parking space reserved for persons with disabilities that limit or impair their ability to walk.

Any person convicted under the provisions of this subsection shall be punished by a fine of five hundred dollars (\$500.00) for each offense.
(9-23-78; 1-27-81; Ord. No. 85-24, 7-1-85; Ord. No. 90-35, 10-20-90; Ord. No. 90-37, 11-20-90; Ord. No. 92-33, 7-11-92; Ord. No. 97-14, 6-21-97; Ord. No. 97-20, 7-19-97; Ord. No. 98-18, 6-6-98)

§ 14.2-38.2. Reserved.

Editors Note: Ord. No. 03-12, adopted May 17, 2003, repealed § 14.2-38.2, which pertained to removal of trespassing vehicles by owners of parking or other lot or building.

§ 14.2-38.3. Stopping or ~~p~~Parking in ~~l~~Loading ~~z~~Zones.

~~(a)A.~~ *Definitions: The following words and terms, when used in this section, shall have the following meanings unless the context clearly indicates otherwise:*

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~~(1)1.~~ "Loading zone"; means ~~Aa~~ space adjacent to a curb reserved for the exclusive use of commercial vehicles during the loading or unloading of passengers or materials.

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~~(2)2.~~ "Commercial vehicles"; means ~~Aa~~ motor vehicle used for the transportation of persons or material and which is licensed as a commercial vehicle or which is so designated as a commercial vehicle by advertising on the vehicle stating the name of the company in lettering of three (3) inches or larger.

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~~(b)B.~~ The County Manager is authorized to adopt administrative regulations for the establishment of loading zones. The administrative regulations shall provide criteria for where such loading zones may be established. Establishment of a loading zone shall be at the discretion of the County Manager and based upon the

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results of an engineering and traffic investigation.

~~(e)C.~~ No person shall stop or park a vehicle for any purpose other than for the expeditious unloading and delivery or pick-up and loading of materials or passengers in any place marked as a loading zone during hours applicable to such zones. In no case shall the stop for loading and unloading of materials or passengers exceed thirty (30) minutes.
(Ord. No. 84-30, 10-13-84; Ord. No. 92-33, 7-11-92)

Subdivision D.

Parking Meter Zones

§ 14.2-39. Definitions.

The following words and ~~phrases~~ terms, when used in this ~~S~~subdivision, shall have the following meanings ~~ascribed to them in this Section unless the context clearly indicates otherwise:~~

~~“In-vehicle parking regulator” shall means~~ and includes any mechanical or electronic device or meter not inconsistent with this ~~S~~section which is properly obtained for lease or purchase from the County and which is used, placed or attached inside a motor vehicle for the regulation of parking by authority of this ~~S~~section. Each such in-vehicle parking regulator in use shall at all times indicate by appropriate signal or display the balance of legal parking time, and at the expiration of such period shall indicate illegal or overtime parking.

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~~“Multi-space parking meter” shall means~~ a pay station located within a parking meter zone, placed or erected for the regulation of parking by authority of this ~~S~~subdivision, that allows for a single location for the payment and control of parking thereon for multiple parking spaces placed a various locations along streets or on surface lots.

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~~“Park, parking” shall means~~ the standing of a vehicle, whether occupied or not, upon a street otherwise than while actually engaged in receiving or discharging passengers or loading merchandise in obedience to traffic regulations, signs or signals or an involuntary stopping of the vehicle by reason of causes beyond the control of the operator of the vehicle.

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~~“Parking meter” shall means~~ and includes any single-space or multi-space mechanical or electronic device or other meter not inconsistent with this ~~S~~section used, placed, or erected for the regulation of parking by authority of this ~~S~~subdivision. Each parking meter installed shall indicate by proper legend the legal parking times established by the County and when operated shall at all times either indicate the balance of legal parking time and the expiration of such period shall indicate illegal or overtime parking, or produce a receipt which provides the same information.

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~~“Parking meter space” shall means~~ any space within a parking meter zone which is duly designated for the parking of a single vehicle by lines painted or otherwise durably marked on the curb or on the surface of the street adjacent to or adjoining the parking meters.

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~~“Parking meter zone” shall means~~ and includes any restricted street or surface lot upon which parking meters are installed and in operation.

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~~“Parking permit” shall means~~ a printed sticker or card issued by the County Manager or his ~~agent~~ designee to allow parking at a designated off-street location.

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~~“Single-space parking meter” shall means~~ and includes any mechanical or electronic device or other meter not inconsistent with this ~~S~~section used, placed, or erected for the regulation of parking at a single parking space immediately adjacent to the meter by authority of this ~~S~~subdivision.

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~~“Street” shall means~~ any public street, avenue, road, alley, highway, lane, path, or other public place located in the County and established for the use of vehicles.

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~~“Tour Bbus” shall means~~ any motor carriers that conform to the State of Virginia definitions of “charter bus”, “contract bus carrier”, “contract passenger” and “sightseeing carrier”, and have a seating capacity in excess of ~~twenty-five (25)~~ passengers, and undertake to transport people for compensation for the purpose of long-distance group travel or local sightseeing. This definition shall not include school buses or motor vehicles operated on regular schedules and/or regular routes and/or charge individual or separate fares for such transportation. (9-1-59; 7-3-67; Ord. No. 89-30, 11-21-89; Ord. No. 92-33, 7-11-92; Ord. No. 10-01, 3-13-10; Ord. No. 10-02; 4-24-10)

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§ 14.2-40. Designations of ~~#~~Zones.

~~(a)A.~~ The County Manager is hereby authorized to designate the specific portions or areas of highways, streets, parking lots, and roads in the County of Arlington, Virginia, to be known as parking meter zones, and upon which parking meters shall be installed and maintained. Such parking meter zones to be established in the discretion of the County Manager, based upon the results of an engineering and traffic investigation.

~~(b)B.~~ Parking meter zones now in existence as heretofore established shall continue to be maintained upon the specific portions or areas of highways, streets, parking lots, and roads heretofore designated by action of the County Board of Arlington County, Virginia, unless and until the County Manager, in his discretion based upon an engineering study and investigation, shall determine otherwise and eliminate the existing parking meter zones or any of them or any parking meter zones hereafter designated by him.

~~(c)C.~~ The County Manager is authorized to designate and post land owned or leased by the County Board as a permit parking zone, to be restricted to holders of valid parking permits. Parking permits shall include the following:

~~(1)1.~~ Employee permits.

~~(2)2.~~ Temporary permits.

~~(3)3.~~ Juror permits.

~~(4)D.~~ It shall be unlawful to park any vehicle in permit parking zones without a valid current permit.

~~(e)E.~~ Any person who shall violate this section shall be punished by a fine of not less than one dollar (\$1.00) nor more than one hundred dollars (\$100.00). (12-12-60; 7-3-67; 7-8-72; Ord. No. 92-33, 7-11-92)

§ 14.2-41. Designation of ~~p~~Parking ~~s~~Spaces and ~~a~~Areas; ~~v~~Vehicles to be ~~p~~Parked ~~e~~Entirely ~~w~~Within ~~p~~Parking ~~s~~Space.

The County Manager or ~~his~~ designee is hereby directed and authorized to mark off, or have marked off, individual parking spaces in parking zones designated and described in ~~Section-§~~ 14.2-40 of this Code, and in such other zones as may hereafter be established, with such parking spaces to be designated by lines painted or durably marked on the curbing or surface of the street. At each space so marked off it shall be unlawful to park any vehicle in such a way that the vehicle shall not be entirely within the limits of the space so designated. Parking areas without lines defining individual spaces may also be designated by the County Manager or ~~his~~ designee in parking zones with such areas designated through the use of signs. (9-1-59; Ord. No. 92-33, 7-11-92; Ord. No. 10-01, 3-13-10)

§ 14.2-42. Installation, ~~d~~Display of ~~s~~Signals ~~s~~Showing ~~H~~Legal ~~p~~Parking, ~~e~~Etc.

~~(a)A.~~ In parking meter zones provided in ~~Section-§~~ 14.2-40 of this Code, the County Manager or ~~his~~ designee may cause single-space parking meters to be installed upon the curb or sidewalk immediately adjacent to the parking spaces. Each device shall be so set as to display a signal showing legal parking upon the deposit of the appropriate coin or coins, lawful money of the United States of America, or use of a credit card or other acceptable

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form of payment as determined by the County Manager or his designee, for the period of time prescribed by this Ssubdivision. Each single-space parking meter shall be so arranged that upon the expiration of the lawful time limit it will indicate by a proper visible signal that the lawful parking period has expired and in such cases the right of such vehicle to occupy such space shall cease and the operator, owner, possessor, or manager thereof shall be subject to the penalties provided.

~~(b)~~B. The County Manager or his designee may also cause to be made available to the public for lease or purchase in-vehicle parking regulators for the regulation of parking which provides for prepaid parking. Each such device shall be able to differentiate between long-term and short-time parking periods and rates and shall be capable of being attached within the user's vehicle in such manner as to permit the unobstructed view of its display from outside said vehicle in the manner described in ~~Section-§~~ Section-§ 14.2-43. Each such device shall be so set as to display a signal showing the amount of legal parking time remaining at the rate and for the period of time as is designated by proper direction on the parking meter for the parking space being used. Each such device shall also be so arranged that upon expiration of the lawful time limit it will indicate by a proper visible signal or display that the lawful parking period has expired and in such cases the right of such vehicle to occupy such space shall cease and the operator, owner, possessor or manager thereof shall be subject to the penalties provided. The County Manager or his designee may also authorize accommodations for persons with disabilities as may be necessary concerning such in-vehicle parking regulators, including other means of prepaid parking for disabled persons who are not physically able to operate in-vehicle parking regulators.

~~(e)~~C. The County Manager or his designee may also cause to be installed multi-space parking meters to provide metering for more than one parking space at a time on the street, in surface lots or in garages within parking meter zones. Immediately after occupancy of a multi-space parking meter space, the operator of a vehicle shall deposit a coin or paper currency of the United States or use a credit card or other acceptable form of payment as determined by the County Manager or his designee, in said multi-space meter and follow operational procedures in accordance with the instructions posted on the meter. Failure to follow the operational procedures, or remain in the parking space upon the expiration of the lawful time limit, shall cause the operator, owner, possessor, or manager of the vehicle thereof to be subject to the penalties provided.
(9-1-59; Ord. No. 89-30, 11-21-89; Ord. No. 92-33, 7-11-92; Ord. No. 99-7, 4-10-99; Ord. No. 10-01, 3-13-10)

§ 14.2-43. Operation gGenerally; oOverparking gGenerally.

Except in a period of emergency determined by an officer of the Fire or Police Departments, or in compliance with the directions of a police officer or traffic-control sign or signal, when any vehicle shall be parked in any parking space or area within a parking meter zone, during the hours of meter operation the operator of such vehicle shall, upon entering such space or area, immediately deposit or cause to be deposited in such meter such proper coin of the United States or use a credit card or other acceptable form of payment as determined by the County Manager or his designee, and when appropriate display a receipt in or on the vehicle per the instructions on the parking meter or shall designate such time on the display of an in-vehicle parking regulator as is required for such parking space and as is designated by proper direction on the meter. Failure to deposit such proper coin, credit card or other acceptable form of payment and when appropriate to display a receipt in or on the vehicle per the instructions on the parking meter, or to designate such time on the display of an in-vehicle parking regulator and to attach said in-vehicle parking regulator to the inside of the parked vehicle in such manner that the parking time display on the regulator is not obstructed and clearly visible through the front windshield from outside said vehicle shall constitute a violation of this Ssection. Upon the deposit of such coin, credit card or other acceptable form of payment, or when appropriate the proper display of such receipt in or on the vehicle, or the proper designation of such time on the display of an in-vehicle parking regulator and the proper attachment of the in-vehicle parking regulator to the parked vehicle, the parking space or area may be lawfully occupied by such vehicle during the period of time which has been prescribed for the part of the street in which such parking space is located. Any person placing a vehicle in a parking meter space adjacent to a meter which indicates that unused time has been left in the meter by the previous occupant of the space shall not be required to deposit a coin, credit card, or other acceptable form of payment, or to designate time on an in-vehicle parking regulator so long as his occupancy of such space does not exceed the unused parking time indicated on the parking meter for such space. If such vehicle shall remain parked in any parking space beyond the parking time limit set for such parking, or if the meter shall indicate illegal parking, and no remaining balance of legal parking time is displayed within said vehicle on an in-vehicle parking regulator obtained from the County, then, and in that event, such vehicle shall be considered as

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parking overtime and beyond the period of legal parking time, and such parking shall be deemed a violation of this ~~S~~section.

(9-1-59; Ord. No. 89-30, 11-21-89; Ord. No. 92-33, 7-11-92; Ord. No. 10-01, 3-13-10)

§ 14.2-44. Parking ~~t~~Time ~~L~~Limits; ~~w~~When ~~p~~Parking ~~m~~Meters ~~e~~Operative.

~~(a)~~A. The County Manager or his designee may designate the approved parking meter zone as established under ~~Section §~~ 14.2-40 of this Code as thirty (30) minute, one (1) hour, two (2) hour, or over two (2) hour parking meter zones. Notwithstanding any provision of this Subdivision D to the contrary, a vehicle displaying disabled parking license plates, organizational removable windshield placards, permanent removable windshield placards, temporary removable windshield placards issued under § 46.2-1241 of the Code of Virginia, "DV" disabled parking license plates issued under § 46.2-739 B of the Code of Virginia, disabled parking license plates issued under § 46.2-731 of the Code of Virginia, or a duly authorized handicapped license plate, decal or permit issued by the Department of Motor Vehicles or similar state agency of another state or the District of Columbia, may be parked for sixty (60) minutes in a thirty (30) minute parking meter zone, two (2) hours in a one-hour parking meter zone, and four (4) hours in a two (2) hour parking meter zone.

~~(b)~~B. Parking or standing a vehicle during the hours of meter operation in a designated space or area in a parking meter zone shall be lawful upon the deposit of coin or coins of the United States of America or upon the use of a credit card or other acceptable form of payment or upon the proper designation of time on an in-vehicle parking regulator at the following maximum rates, unless a lower rate is determined by the County Manager after considering, among other factors, volume, duration, and time of duty of metered parking space utilization:

~~(1)~~1. *Thirty (30) minute parking meter zone:* One dollar and twenty-five cents (\$1.25) for each hour parked.

~~(2)~~2. *One (1) hour parking meter zone:* One dollar and twenty-five cents (\$1.25) for each hour parked.

~~(3)~~3. *Two (2) hour parking meter zone:* One dollar and twenty-five cents (\$1.25) for each hour parked.

~~(4)~~4. *Four (4) hour parking meter zone:* One dollar and twenty-five cents (\$1.25) for each hour parked.

~~(5)~~5. *Over four (4) hour meter zone:* One dollar (\$1.00) for each hour parked.

~~(6)~~6. *Tour bus parking zone:* Three dollars (\$3.00) for each hour parked.

~~(e)~~C. Said parking meters, except those in tour bus parking zones, shall be operated in said parking meter zones every day between the hours of 8:00 a.m. and 6:00 p.m. except Sundays and holidays; provided, however, that the County Manager or his designee may provide for different hours of meter operation in such parking meter zones whenever he determines that traffic conditions in any particular zone required such change; in which case the County Manager shall cause a tag, showing the hours of meter operation, to be affixed to each meter in the zone affected by such change and he shall have other appropriate signs erected showing the hours of legal parking in such zone. Upon the affixing of such tag and erection of such signs, the hours of meter operation shall be that indicated on such tags and signs.

(7-9-69; 6-3-72; 3-17-80; Ord. No. 83-12, 7-1-83; Ord. No. 88-10, 5-21-88; Ord. No. 89-30, 11-21-89; Ord. No. 92-33, 7-11-92; Ord. No. 98-4, 6-1-98; Ord. No. 99-7, 4-10-99; Ord. No. 07-06, 4-21-07, effective 7-01-07; Ord. No. 10-01, 3-13-10; Ord. No. 10-02, 4-24-10)

§ 14.2-45. Parking ~~b~~Beyond ~~L~~Legal ~~p~~Parking ~~t~~Time; ~~p~~Parking ~~w~~When ~~s~~Signal ~~i~~Indicates ~~e~~Overparking; ~~p~~Parking ~~a~~Across ~~L~~Lines; ~~d~~Depositing ~~s~~Slugs.

It shall be unlawful and a violation of the provisions of this ~~S~~subdivision for any person to:

~~(a)~~A. Cause, allow, permit, or suffer any vehicle registered in the name of or operated by such person to be parked overtime or beyond the period of legal parking time established for any parking meter zone or tour bus parking zone to deposit in any parking meter any coin, credit card, or other acceptable form of payment, or to

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designate a balance of parking time on an in-vehicle parking regulator for the purpose of parking beyond the maximum legal parking time for the particular parking meter zone.

~~(b)~~B. Permit any vehicle during the hours of parking meter operations to remain or be placed in any parking space adjacent to any single-space parking meter while the meter is displaying a signal or in the case of a multi-space meter when the receipt issued to the parker on payment or the payment record issued to parking meter enforcement personnel indicates that the vehicle occupying such parking space has already parked beyond the period prescribed for such parking space, unless there is an in-vehicle parking regulator attached to the vehicle in the manner described in § 14.2-43 and the display of such in-vehicle parking regulator indicates that a balance of legal parking time remains for such parking space or area.

~~(e)~~C. Park any vehicle across any line or marking of a parking meter space or in such position that the vehicle shall not be entirely within the area designated by such lines or markings.

~~(4)~~D. Deface, injure, tamper with, open or willfully break, destroy or impair the usefulness of any parking meter or in-vehicle parking regulator installed under the provisions of this ~~S~~Subdivision.

~~(e)~~E. Deposit or cause to be deposited in any parking meter any slugs, device, or metal substance, or other substitute for lawful coins.

~~(4)~~F. Alter, recharge, or tamper with an in-vehicle parking regulator for the purpose of obtaining parking time for which payment has not been properly made to the County.

~~(e)~~G. Use an in-vehicle parking regulator which has not been properly obtained from the County for the purpose of obtaining parking time for which payment has not been properly made to the County.
(9-1-59; Ord. No. 89-30, 11-21-89; Ord. No. 92-33, 7-11-92; Ord. No. 10-01, 3-13-10; Ord. No. 10-02, 4-24-10)

§ 14.2-46. Enforcement of Subdivision.

It shall be the duty of the Chief of Police to enforce the provisions of this ~~S~~Subdivision.
(9-1-59; Ord. No. 92-33, 7-11-92)

§ 14.2-47. Collection, ~~e~~Etc., of ~~f~~Funds.

The collection of all funds deposited in the parking meters and all fees paid for the lease or purchase of in-vehicle parking regulators shall be the responsibility of the Treasurer of the County. Such collection of funds shall be carried out under such rules, regulations, and procedures as the County Manager may from time to time prescribe. The Treasurer shall account for all funds collected from parking meters or paid to the County to lease or purchase in-vehicle parking regulators in the same manner as that prescribed for other County monies.
(9-1-59; Ord. No. 89-30, 11-21-89; Ord. No. 92-33, 7-11-92)

§ 14.2-48. Reservation of ~~p~~Powers.

Nothing in this ~~S~~Subdivision shall be construed as prohibiting the County from providing for bus stops, taxicab stands, and other matters of similar nature, including the loading or unloading of trucks, vans, or other commercial vehicles.
(9-1-59; Ord. No. 92-33, 7-11-92)

§ 14.2-49. Penalty for ~~v~~Violation of Subdivision.

Any person who shall violate or fail to comply with any of the provisions of this subdivision, or who shall counsel, aid or abet any such violation or failure to comply, shall be punished by a fine of not less than one dollar (\$1.00) nor more than fifty dollars (\$50.00).
(9-1-59; Ord. No. 92-33, 7-11-92; Ord. No. 92-34, 7-11-92; Ord. No. 92-42, 8-8-92)

Subdivision E.

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Mechanical Equipment and Inspection

§ 14.2-50. Traction ~~e~~Engines and ~~f~~Tractors.

The County Manager may in his discretion issue special permits authorizing the operation upon a highway of traction engines or tractors having movable tracks with transverse corrugations upon the periphery of such movable tracks. A fee of two dollars (\$2.00) shall be charged for each permit at the time of issuance. (Ord. No. 92-33, 7-11-92)

Subdivision F.

Size and Weight, Etc.

§ 14.2-51. Extension of ~~l~~oads ~~b~~Beyond ~~f~~ront of ~~v~~ehicles.

No train of vehicles or vehicle operated alone shall carry any load extending more than three (3) feet beyond the front thereof. (9-1-59; Ord. No. 92-33, 7-11-92)

§ 14.2-52. Towing ~~u~~nlicensed or ~~u~~ninspected ~~m~~Motor ~~v~~ehicle.

Nothing in this ~~C~~hapter shall be construed to prohibit towing an unlicensed motor vehicle or motor vehicle which has not been inspected pursuant to Article 21 (§ 46.2-1157 et seq.) or Article 22 (§ 46.2-1176 et seq.) of Chapter 10, Title 46.2 of the Code of Virginia.

Nor shall anything in this ~~C~~hapter prohibit the towing of an unlicensed trailer or semitrailer used on a construction site as an office or for storage or a trailer or semitrailer which has been used on a construction site as an office or for storage, but which has not been inspected pursuant to Article 21 of Chapter 10, Title 46.2, of the Code of Virginia, provided that any such unlicensed or uninspected trailer or semitrailer (i) is towed by a tow truck, wrecker, or other vehicle designed and equipped for the towing of inoperable or disabled vehicles; (ii) is operated only in intrastate commerce; (iii) has an actual gross weight, including contents, of no more than fifteen thousand (15,000) pounds; (iv) is secured to the towing vehicle by means of safety chains; and (v) is equipped with rear-mounted bar lights which function as tail lights, brake lights, and turn signals as provided in Article 3 (§ 46.2-1010 et seq.) of Chapter 10, Title 46.2, of the Code of Virginia. However, nothing in this section shall authorize the towing or drawing of an unlicensed or uninspected trailer or semitrailer by means of a tractor truck except for the purpose of having such trailer or semitrailer inspected as provided in § 46.2-1157, Code of Virginia. (9-1-59; Ord. No. 91-23, 7-1-91; Ord. No. 92-33, 7-11-92)

§ 14.2-53. Maximum ~~s~~ize and ~~l~~oad ~~l~~imitations--Generally.

~~(a)A.~~ *Width.* No vehicle, including any load thereon, but excluding the mirror required by § 46.2-1082 of the Code of Virginia, 1950, shall exceed a total outside width as follows:

~~(+)~~1. Farm tractor: One hundred eight (108) inches;

~~(+)~~2. Passenger bus: One hundred two (102) inches;

~~(+)~~3. Other vehicles: Ninety-six (96) inches.

~~(+)~~B. *Height.*

~~(+)~~1. No vehicle unladen or with load shall exceed a height of thirteen (13) feet six (6) inches.

~~(+)~~2. Nothing contained in this section shall be construed to require either the public authorities or railroad companies to provide vertical clearances of overhead bridges or structures in excess of

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twelve (12) feet six (6) inches, or to make any changes in the vertical clearances of existing overhead bridges or structures crossing streets or highways. The operator or owner of vehicles operating on streets or highways shall be held financially responsible for any damage to overhead bridges or structures that result from collisions therewith.

~~(3)3.~~ The operator or owner of any vehicle colliding with an overhead bridge or structure shall notify immediately, either in person or by telephone, the public authority, or railroad company, owning or maintaining such overhead bridge or structure, or a police officer of the fact of such collision, and his name, address, operator's or chauffeur's license number, and the registration number of his vehicle. Failure to give such notice immediately, either in person or by telephone, shall constitute a misdemeanor.

~~(e)C.~~ Length.

~~(4)1.~~ Except for passenger buses, no motor vehicle exceeding a length of thirty-five (35) feet shall be operated upon a highway of this County. No passenger bus exceeding a length of forty (40) feet shall be operated upon a highway of this County. The actual length of any combination of vehicles coupled together including any load thereon shall not exceed a total of fifty-five (55) feet; and no tolerance shall be allowed thereon. Provided, however, that the County Manager, when good cause is shown, may issue a special permit for combinations in excess of fifty-five (55) feet including any load thereon where the object or objects to be carried cannot be moved otherwise.

~~(2)2.~~ The actual length of any combination of a towing vehicle and any mobile home or house trailer coupled together shall not exceed a total length of fifty-five (55) feet, including coupling.

~~(4)D.~~ *Exceptions.* The limitations upon size of vehicles prescribed in § 14.2-53 herein shall not apply to farm machinery other than farm tractors when such farm machinery is temporarily propelled, hauled, transported, or moved upon the highway by a farm machinery distributor or dealer or by a farmer in the ordinary course of business nor to fire-fighting equipment of any county, city, town, or fire-fighting company or association.

~~(e)E.~~ Weight.

~~(4)1.~~ The maximum gross weight and axle weight to be permitted on the road surface of any highway shall be in accordance with the provisions of this section.

~~(2)2.~~ For the purposes of this section, the following definitions shall apply. The following words and terms, when used in this section, shall have the following meanings unless the context clearly indicates otherwise:

a. ~~"Single axle";~~ means Aan assembly of two (2) or more wheels whose centers are in one (1) transverse vertical plane or may be included between two (2) parallel transverse vertical planes forty (40) inches apart, extending across the full width of the vehicle.

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b. ~~"Tandem axle";~~ means Aany two (2) or more consecutive axles whose centers are more than forty (40) inches but not more than eighty-four (84) inches apart, and are individually attached to and/or articulated from a common attachment to the vehicle including a connecting mechanism designed to equalize the load between axles.

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c. ~~"Single-axle weight";~~ means Fthe total weight transmitted to the road by all wheels whose centers may be included between two (2) parallel transverse vertical planes forty (40) inches apart, extending across the full width of the vehicle.

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d. ~~"Tandem-axle weight";~~ means Fthe total weight transmitted to the road by two (2) or more consecutive axles whose centers may be included between parallel transverse vertical planes spaced more than forty (40) inches and not more than eight-four (84) inches apart; extending across the full width of the vehicle.

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e. ~~“Group of axles”~~ means ~~A~~all of the axles located under a vehicle or combination.

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~~(3)3.~~ The single-axle weight of any vehicle or combination shall not exceed twenty thousand (20,000) pounds, nor shall it exceed six hundred fifty (650) pounds per inch, width of tire, measured in contact with the surface of the highway. The tandem-axle weight of any vehicle or combination shall not exceed thirty-four thousand (34,000) pounds, and no one (1) axle of such tandem unit shall exceed the weight permitted for a single axle. Furthermore, the weight imposed upon the highway by two (2) or more consecutive axles individually attached to the vehicle and spaced not less than forty (40) inches nor more than eighty-four (84) inches apart shall not exceed thirty-four thousand (34,000) pounds and no one (1) axle of such unit shall exceed the weight permitted for a single axle.

~~(4)4.~~ The total gross weight imposed upon the highway by a vehicle or combination shall not exceed the maximum weight given for the respective distance between the first and last axle of the group of axles measured longitudinally to the nearest foot as set forth in the following table:

Table
Maximum Weight

| Distance in feet between the extremes of any group of axles | Maximum weight in pounds | | | | |
|---|--------------------------|---------|---------|---------|---------|
| | 2 axles | 3 axles | 4 axles | 5 axles | 6 axles |
| 4 | 34,000 | | | | |
| 5 | 34,000 | | | | |
| 6 | 34,000 | | | | |
| 7 | 34,000 | | | | |
| 8 | 34,000 | 34,000 | | | |
| 9 | 39,000 | 42,500 | | | |
| 10 | 40,000 | 43,500 | | | |
| 11 | | 44,000 | | | |
| 12 | | 45,000 | 50,000 | | |
| 13 | | 45,500 | 50,500 | | |
| 14 | | 46,500 | 51,500 | | |
| 15 | | 47,000 | 52,000 | | |
| 16 | | 48,000 | 52,500 | 58,000 | |
| 17 | | 48,500 | 53,500 | 58,500 | |
| 18 | | 49,500 | 54,000 | 59,000 | |
| 19 | | 50,000 | 54,500 | 60,000 | |
| 20 | | 51,000 | 55,500 | 60,500 | 66,000 |
| 21 | | 51,500 | 56,000 | 61,000 | 66,500 |
| 22 | | 52,500 | 56,500 | 61,500 | 67,000 |
| 23 | | 53,000 | 57,500 | 62,500 | 68,000 |
| 24 | | 54,000 | 58,000 | 63,000 | 68,500 |
| 25 | | 54,500 | 58,500 | 63,500 | 69,000 |

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| | | | | | |
|----|--|--------|--------|--------|--------|
| 26 | | 55,500 | 59,500 | 64,000 | 69,500 |
| 27 | | 56,000 | 60,000 | 65,000 | 70,000 |
| 28 | | 57,000 | 60,500 | 65,500 | 71,000 |
| 29 | | 57,500 | 61,500 | 66,000 | 71,500 |
| 30 | | 58,500 | 62,000 | 66,500 | 72,000 |
| 31 | | 59,000 | 62,500 | 67,500 | 72,500 |
| 32 | | 60,000 | 63,500 | 68,000 | 73,000 |
| 33 | | | 64,000 | 68,500 | 74,000 |
| 34 | | | 64,500 | 69,000 | 74,500 |
| 35 | | | 65,500 | 70,000 | 75,000 |
| 36 | | | 66,000 | 70,500 | 75,500 |
| 37 | | | 66,500 | 71,000 | 76,000 |
| 38 | | | 67,500 | 72,000 | 77,000 |
| 39 | | | 68,000 | 72,500 | 77,500 |
| 40 | | | 68,500 | 73,000 | 78,000 |
| 41 | | | 69,500 | 73,500 | 78,500 |
| 42 | | | 70,000 | 74,000 | 79,000 |
| 43 | | | 70,500 | 75,000 | 80,000 |
| 44 | | | 71,500 | 75,500 | |
| 45 | | | 72,000 | 76,000 | |
| 46 | | | 72,500 | 76,500 | |
| 47 | | | 73,500 | 77,500 | |
| 48 | | | 74,000 | 78,000 | |
| 49 | | | 74,500 | 78,500 | |
| 50 | | | 75,500 | 79,000 | |
| 51 | | | 76,000 | 80,000 | |

~~(5)5.~~ Provided, however, that motor vehicles which are registered with the Virginia Department of Motor Vehicles or ~~s~~State ~~e~~Corporation ~~e~~Commission prior to July 1, 1956, may be permitted to operate under:

- a. The preceding paragraphs of this ~~S~~subdivision in conformity therewith; or
- b. Under the provisions of the statutes of this ~~s~~State in force on January 1, 1956, but such operation shall only be permissible during the period in which the motor vehicle remains in operating condition. When such vehicle ceases to be operable the option to operate under this provision shall terminate. All vehicles, operation of which is desired under the provisions of subsection ~~(2)~~ of this ~~P~~paragraph, shall be registered with the ~~s~~State ~~d~~Department of ~~h~~Highways and obtain a permit without cost, so to do.

~~(6)6.~~ It shall be unlawful for any person willfully to remove, alter, deface, or tamper with any number, plate, bracket, sticker, decal, indication, or other device indicating the manufacturer's gross vehicle weight rating of any vehicle which (i) has a manufacturer's gross vehicle weight rating of fifteen thousand (15,000) pounds or less and (ii) has been modified by alteration of its height from the ground. Violation of this section shall constitute a Class 3 misdemeanor.

(9-1-59; 11-24-64; 1-16-67; Ord. No. 85-11, 2-23-85; Ord. No. 91-18, 5-14-91; Ord. No. 91-27, 7-30-91; Ord. No. 92-33, 7-11-92)

§ 14.2-54. Same--Exception as to ~~v~~Vehicles ~~d~~Designed for ~~t~~Towing ~~d~~Disabled ~~v~~Vehicles.

The provisions of § 14.2-53 shall not apply to a vehicle designed for towing disabled vehicles when towing such vehicle in an emergency in such manner that a part of the combined weight of the two (2) vehicles rests upon an axle or axles of the towing vehicle, provided the towed and towing vehicles each are within the weight limits prescribed in § 14.2-53. The provisions of this section shall not be construed to permit the violation of any lawfully

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established load limit on any bridge.
(9-1-59; Ord. No. 92-33, 7-11-92)

§ 14.2-55. Liquidated ~~d~~Damages for ~~v~~Violation of ~~w~~Weight ~~l~~Limits; ~~p~~Powers of ~~e~~Enforcement ~~o~~Officers; ~~f~~Forfeiture of ~~v~~Vehicle and ~~e~~Cargo; ~~e~~Charges ~~a~~Additional to ~~o~~Other ~~l~~Liability.

~~(a)~~**A.** Upon conviction of any person for violation of any weight limit as provided in this ~~C~~chapter, the court shall assess the owner, operator, or other person causing the operation of such overweight vehicle liquidated damages in the amount of two cents (\$0.02) per pound for each pound of excess weight over the prescribed limit when the excess is five thousand (5,000) pounds or less, and five cents (\$0.05) per pound for each pound of excess weight over the prescribed limit when such excess is more than five thousand (5,000) pounds. Such assessment shall be entered by the court as a judgment for the County, the entry of which shall constitute a lien upon the overweight vehicle. Such sums shall be paid into court or collected by the attorney for the Commonwealth and forwarded to the County Treasurer and allocated to the fund appropriated for the construction and maintenance of County highways.

~~(b)~~**B.** Any officer authorized to make arrests and weigh vehicles under the provisions of this ~~C~~chapter may, for a period of twenty-four (24) hours without a court order and thereafter upon a written order of the court either before or after conviction, hold the vehicle involved in the overweight violation, provided the same is not registered with the Department of Motor Vehicles, until the amount assessed, if after conviction, or subject to be assessed, if before conviction, together with the cost of holding or storing of the vehicle, be paid, or until a bond by or on behalf of the offending person is given for payment as the court may direct of the amount assessed or to be assessed with surety approved by the court or its clerk.

~~(c)~~**C.** In the event the amount so assessed be not paid or no bond be given as provided hereinabove, the vehicle involved in the overweight violation shall be stored in a place of security as may be designated by the owner or operator of the vehicle. If no place be designated, the officer making the arrest shall designate the place of storage. The owner or operator shall be afforded the right of unloading and removing the cargo from such vehicle. The risk and cost of such storage shall be borne by the owner or operator of such vehicle.

~~(d)~~**D.** If within sixty (60) days from the time of the conviction for the overweight violation the offending party does not pay the assessment imposed by this section, together with the cost of storing such vehicle and cargo, if the cargo is not removed as herein provided, the vehicle and cargo shall be forfeited to the County and sold to satisfy the assessment and cost of storage.

~~(e)~~**E.** Upon notification of the failure of such person to pay the amount assessed, together with the payment of cost of holding such vehicle under this section, the ~~d~~ivision or the ~~d~~epartment of ~~s~~tate ~~p~~olice may thereafter deny the offending person the right to operate a motor vehicle or vehicles upon the highways of this ~~s~~tate until such assessment has been paid.

~~(f)~~**F.** The charge hereinabove specified shall be in addition to any other liability which may be legally fixed against such owner or operator for damage to a highway or bridge attributable to such weight violation.
(11-24-64; Ord. No. 92-33, 7-11-92)

§ 14.2-56. Permits for ~~e~~Excessive ~~s~~Size and ~~w~~Weight.

The County Manager acting in his discretion upon application in writing and good cause being shown therefor may issue a special permit in writing authorizing the applicant to operate or move a vehicle upon the highway of a size or weight exceeding the maximum specified by law. Every such permit may designate the route to be traversed and contain any other restrictions or conditions deemed necessary by him.

The County Manager, upon application in writing made by the owner or operator of three-~~(3)~~ axle trucks hauling road construction materials and having a gross weight not exceeding forty-three thousand nine hundred (43,900) pounds, a single-~~(1)~~ axle weight not exceeding eighteen thousand (18,000) pounds and a tandem-axle weight not exceeding thirty-two thousand (32,000) pounds, shall issue to such owner or operator, without cost, a permit in writing authorizing the operation of such vehicles upon the highways. No such permit shall designate the route to be traversed, nor contain restrictions or conditions not applicable to other vehicles in their general use of the

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highways. Provided, further, the County Manager upon application in writing made by the owner or operator of three-~~(3)~~ axle vehicles used exclusively for the mixing of concrete in transit and having a gross weight not exceeding fifty thousand (50,000) pounds, a single- ~~(1)~~ axle weight not exceeding eighteen thousand (18,000) pounds, and a tandem-axle weight not exceeding thirty-six thousand (36,000) pounds, shall issue to such owner or operator, without cost, a permit in writing authorizing the operation of such vehicles upon the highways. No such permit shall designate the route to be traversed nor contain restrictions or conditions not applicable to other vehicles of this weight in their general use of the highways. No permit issued under this section providing for a tandem-axle weight in excess of thirty-two thousand (32,000) pounds shall be issued to include travel on the federal system of highways.

Every such permit shall be carried in the vehicle to which it refers and shall be open to inspection by an officer and it shall be a misdemeanor for any person to violate any of the terms or conditions of such special permit.

Any permit which has been heretofore or is hereafter issued by the County Manager pursuant to this section may be restricted so as to prevent travel on any federal-aid highway if the continuation of travel on such highway would result in a loss of federal-aid funds. Before any such permit is restricted by the County Manager, notice in writing must be given to the permittee.

(9-1-59; 11-24-64; 1-16-67; Ord. No. 92-33, 7-11-92)

§ 14.2-57. ~~Decrease of w~~Weight ~~l~~imits in ~~e~~Emergency ~~e~~Conditions.

~~(a)~~A. When an engineering study discloses that the operation over the highways by reason of deterioration, rain, snow or other climatic conditions will seriously damage any of the streets or highways under the jurisdiction of the County unless the weight limits provided for in § 14.2-53 of this Code are reduced, the County Manager may, by administrative regulation, decrease such weights and load limits for a total period not to exceed ninety (90) days in any one (1) calendar year. No such regulation shall be effective, however, until such signs shall be erected at each end of the section of the highway affected stating the weights specified in such regulations.

~~(b)~~B. Any person convicted of a violation of any provision of this section shall be punished by a fine of not less than ten dollars (\$10.00) nor more than five hundred dollars (\$500.00) or be confined in jail for not less than one (1) day nor more than six (6) months, or both, and the vehicle or combination of vehicles involved in such violation may be held upon an order of the court until all fines and cost have been satisfied.

(9-1-59; 1-16-67; Ord. No. 92-33, 7-11-92)

DIVISION 3.

ACCIDENT REPORTS

§ 14.2-58. ~~Accident r~~Reports--~~To b~~Be in ~~a~~Addition to ~~r~~Reports ~~r~~Required by ~~s~~State ~~l~~aw.

The report of accidents as required by this ~~D~~ivision are in addition to and not in lieu of any reports as required by §§ 46.2-371 through 46.2-377 of the Code of Virginia, 1950.

(9-1-59; Ord. No. 91-18, 5-14-91; Ord. No. 92-33, 7-11-92)

§ 14.2-58.1. ~~Same--When n~~Notice to be ~~g~~iven to ~~p~~Police.

The driver of any vehicle involved in any accident resulting in injury to or death of any person, or some person acting for him, shall immediately, by the quickest means of communication, give notice of the accident to the ~~p~~Police ~~d~~epartment of the County.

(9-1-59; 1-16-67; Ord. No. 92-33, 7-11-92)

§ 14.2-58.2. ~~Same--When w~~ritten ~~r~~Report to ~~p~~Police ~~r~~Required.

The driver of a vehicle involved in an accident:

~~(a)~~A. Resulting in injury to or death of any person or total property damage to an apparent extent of one

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thousand dollars (\$1,000.00) or more, or

~~(b)~~**B.** When there is reason to believe a motor vehicle involved in the accident was uninsured at the time of the accident,

and in which no police officer has conducted an investigation and filed a written report shall within five (5) days after the accident make a written report of it to the ~~p~~**P**olice ~~d~~**D**epartment of the County. This report shall be on appropriate forms furnished by the ~~p~~**P**olice ~~d~~**D**epartment of the County.

(12-21-74; 11-17-79; Ord. No. 87-16, 5-16-87; Ord. No. 92-33, 7-11-92; Ord. No. 92-45, 9-19-92)

§ 14.2-58.3. Same--Filed by ~~i~~I**nvestigating ~~o~~**O**fficer.**

Every law enforcement officer of Arlington County who in the course of duty investigates a motor vehicle accident of which report must be made according to the Code of Virginia, either at the time of and at the scene of the accident or thereafter and elsewhere by interviewing participants or witnesses shall, within twenty-four (24) hours after completing the investigation, forward a written report of the accident through the ~~s~~**S**ervices ~~d~~**D**ivision of the ~~p~~**P**olice ~~d~~**D**epartment to the Virginia Department of Motor Vehicles. This report, copies of which will be maintained by the ~~p~~**P**olice ~~d~~**D**epartment, shall be on forms provided by the Virginia Department of Motor Vehicles and shall include the name or names of the insurance carrier or of the insurance agent of the automobile liability policy on each vehicle involved in such accident.

(9-1-59; 1-16-67; Ord. No. 87-16, 5-16-87; Ord. No. 92-33, 7-11-92)

§ 14.2-58.4. Same--Inspection of ~~r~~R**eports ~~r~~**R**equired under §§ ~~14.2-58.2~~**14.2-58.2** and ~~14.2-58.3~~**14.2-58.3**; ~~e~~**C**opies of ~~s~~**S**uch ~~r~~**R**eports.**

Any report of an accident made pursuant to § 14.2-58.2 or § 14.2-58.3 of this ~~C~~**C**hapter shall be open to the inspection of any person involved in or injured in the accident, or as a result thereof, or his attorney, or any authorized representative of any insurance carrier reasonably anticipating exposure to civil liability as a consequence of the accident; provided, further, that the ~~p~~**P**olice ~~d~~**D**epartment shall, upon request of any such person, or attorney, or authorized insurance carrier representative, furnish a copy of any such report at the expense of such person, attorney or representative; provided, further, that the ~~p~~**P**olice ~~d~~**D**epartment, upon approval by the Commonwealth's Attorney, and at the expense of such person, attorney, or representative, shall furnish copies of photographs taken of such accident by police. A three dollar (\$3.00) fee for copies of such reports and a three dollar (\$3.00) fee for each photograph provided shall be charged by the ~~p~~**P**olice ~~d~~**D**epartment.

(9-1-59; 1-16-67; Ord. No. 83-13, 7-1-83; Ord. No. 87-16, 5-16-87; Ord. No. 92-33, 7-11-92)

§ 14.2-58.5. Same--Use in ~~e~~E**vidence.**

No report as required by §§ 14.2-58 through § 14.2-58.2 of this Code shall be used as evidence in any trial, civil or criminal, arising out of an accident, except that the ~~p~~**P**olice ~~d~~**D**epartment shall furnish, upon demand of any person who has or claims to have made such a report or upon demand of any court, a certificate showing that a specified accident report has or has not been made to the ~~p~~**P**olice ~~d~~**D**epartment solely to prove compliance or noncompliance with the requirement that the report be made to the ~~p~~**P**olice ~~d~~**D**epartment.

(9-1-59; 1-16-67; Ord. No. 92-33, 7-11-92)

§ 14.2-58.6. Same--Failure to ~~r~~R**eport ~~a~~**A**ccident or to ~~g~~**G**ive ~~e~~**C**orrect ~~i~~**I**nformation.**

Failure to report an accident as required in this ~~D~~**D**ivision or failure to give correctly the information required by the Chief of Police of the County in connection with any requisite report shall be a misdemeanor.

(9-1-59; Ord. No. 92-33, 7-11-92)

§ 14.2-58.7. Penalty for ~~v~~V**iolation.**

Any person who violates any provision of this ~~D~~**D**ivision shall be punished by confinement in jail for not more than ninety (90) days or by fine of not less than fifty dollars (\$50.00) nor more than two thousand five hundred dollars (\$2,500.00), or both.

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(9-1-59; 11-24-64; Ord. No. 91-34, 9-18-91; Ord. No. 92-33, 7-11-92)

DIVISION 4.

MISCELLANEOUS PROVISIONS

§ 14.2-59. Effect of ~~r~~Repeal ~~g~~Generally.

No repeal, amendment and reenactment, or recodification of any section of this ~~C~~chapter or any part thereof shall affect any offense or act committed or done, or any penalty or forfeiture incurred, or any right established, accrued, or accruing before the day upon which such repeal or amendment and reenactment takes effect, or any prosecution, suit, or proceeding pending on that day, except that the proceedings thereafter had shall conform, so far as practicable, to the provisions of this ~~C~~chapter.
(9-1-59; Ord. No. 92-33, 7-11-92)

§ 14.2-60. Severability.

It is hereby declared to be the intention of the County Board that the sections, paragraphs, sentences, clauses, and phrases of this Code are severable, and if any phrase, clause, sentence, paragraph, or section of this Code shall be declared unconstitutional or invalid by the valid judgment or decree of a court of competent jurisdiction, such unconstitutionality or invalidity shall not affect any of the remaining phrases, clauses, sentences, paragraphs, and sections of this Code.
(9-1-59; Ord. No. 92-33, 7-11-92)

ARTICLE II.

BICYCLES

§ 14.2-61. Reserved.

Editors Note: Ord. No. 99-5, adopted Feb. 20, 1999, repealed § 14.2-61, which pertained to definition.

§ 14.2-62. License and ~~r~~Registration.

~~(a)~~A. An owner may voluntarily register his bicycle with the County.

~~(b)~~B. Application for registration of ownership and a license will be made to the County upon a form prescribed by the County Manager.

~~(c)~~C. Upon receipt of such application in proper form, the ~~e~~County shall provide, at the expense of the ~~e~~County, a tag bearing the number of the license issued, which should be securely attached at the time of issuance, or upon receipt, to the bicycle.

~~(d)~~D. Substitute for lost or mutilated tags shall be issued to a person entitled thereto upon furnishing satisfactory information.

~~(e)~~E. It shall be the duty of the County Manager or his designee to keep a record of the issuance of each bicycle license, showing the registration number and license number of each bicycle, the name and address of the licensee, and such other description of the bicycle as the County Manager deems necessary for the administration of this section.

~~(f)~~F. Reserved.
(Ord. No. 82-15, 4-24-82; Ord. No. 92-33, 7-11-92; Ord. No. 99-21, 10-2-99)

§ 14.2-62.1. Disposition of ~~u~~Unclaimed ~~b~~Bicycles or ~~m~~Mopeds.

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(a)A. If any bicycle or moped is found and delivered to the pPolice dDepartment, the pPolice dDepartment shall, within a reasonable time, attempt to notify the owner and return the bicycle or moped to him. If the bicycle has a eCounty bicycle tag affixed, then the recorded owner shall be notified directly.

(b)B. If any bicycle or moped is found and delivered to the pPolice dDepartment by a private person and remains unclaimed for thirty (30) days after the location and description of the bicycle or moped has been published at least once a week for two (2) successive weeks in a newspaper of general circulation within the County, the bicycle or moped shall be given to the finder.

(c)C. If any bicycle or moped remains in the possession of the pPolice dDepartment unclaimed for more than thirty (30) days and the finder has not requested that it be given to him, the pPolice dDepartment shall dispose of it by public sale or donate it to a charitable organization located in Arlington County which has made written request to the Chief of Police. The Chief of Police or his designee shall have sole discretion to determine disposition of property under this provision.

(Ord. No. 87-17, 5-16-87; Ord. No. 92-33, 7-11-92; Ord. No. 94-24, 9-10-94)

§ 14.2-63. Defacing or rRemoving sSerial aNumbers.

(a)A. It shall be unlawful for any person to deface, remove, or modify from any bicycle the serial number imprinted thereon.

(b)B. It shall be unlawful to sell or purchase any bicycle on which the serial number or identification number has been defaced, removed, or modified without first registering same as provided in § 14.2-62.

(Ord. No. 92-33, 7-11-92)

§ 14.2-64. Equipment rRequirements.

(a)A. Every person fourteen (14) years of age or younger shall wear a protective helmet that meets the standards promulgated by the American National Standards Institute in the American National Standard for Protective Headgear for Bicyclists approved on March 12, 1984, or the Snell Memorial Foundations' 1990 Standard for Protective Headgear, whenever riding or being carried on a bicycle on any highway as defined in [Code of Virginia, §] 46.2-100, sidewalk, or public bicycle path. A copy of these standards are kept on file in the office of the pPolice dDepartment's sStaff sSupport sSection and may be examined from 8:00 a.m. until 4:00 p.m. on regular business days.

(b)B. Violation of subsection A(a) shall be punishable by a fine of twenty-five dollars (\$25.00). However, such fine shall be suspended (i) for first-time violators and (ii) for violators who, subsequent to the violation but prior to imposition of the fine, purchase helmets of the type required by this section.

(12-7-74; Ord. No. 92-33, 7-11-92; Ord. No. 93-12, 7-1-93; Ord. No. 99-5, 2-20-99)

§ 14.2-64.1. Establishment of bBicycle pPaths and rRegulation of the uUse tThereof.

(a)A. The existing and approved bike trails designated on the Arlington Bicycle Transportation Plan, adopted by the County Board of which not fewer than three (3) copies have been and are now filed in the office of the Clerk of the County Board and the Department of Environmental Services and may be viewed there during regular business hours on their regular business days, and the same is hereby adopted and incorporated as fully as if set out at length herein and such trails are hereby established as the bicycle paths of Arlington County.

(b)B. The use of such off-street bicycle paths by persons operating vehicles other than bicycles is prohibited and violations of this section shall be a misdemeanor. "Vehicle" as used herein means any motorized vehicle powered by an internal combustion engine, electrical motor, or other electrical device. The prohibition of this section shall not apply to County or park authority vehicles entering the off-street bicycle paths for maintenance, fire, and police patrol purposes.

(c)C. The prohibitions of this section do not apply to vehicles being used by handicapped persons when such use is necessary because of the handicapped condition of the person or persons using such vehicles.

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(1-25-75; Ord. No. 92-33, 7-11-92; Ord. No. 99-5, 2-20-99; Ord. No. 04-25, 10-2-04)

§ 14.2-64.2. Equipment ~~r~~Requirements for ~~m~~Mopeds.

Every person operating a moped, as defined in § 46.2-100 of the Code of Virginia, on a public street or highway in Arlington County shall wear a faceshield, safety glasses or goggles of the type approved by the Superintendent of the Department of State Police or have the moped equipped with safety glass or a windshield at all times while operating such vehicle, and operators and passengers thereon, if any, shall wear protective helmets of the type approved by the Superintendent. Any person who knowingly violates this section shall be guilty of a traffic infraction punishable by a fine of up to fifty dollars (\$50.00).
(Ord. No. 96-10, 6-29-96)

§ 14.2-65. Riding and ~~p~~Parking ~~r~~Regulations.

Every person riding a bicycle upon a roadway has all the rights and is subject to all the duties applicable to the driver of a motor vehicle except those provisions which by their very nature can have no application.

~~(a)~~A. *Speed.* No bicycle shall be ridden faster than is reasonable and proper, but every bicycle shall be operated with reasonable regard for the safety of the operator and every other person upon the streets and sidewalks of the County.

~~(b)~~B. *Observation of traffic regulations.* Every person riding or propelling a bicycle on any public highway in the County shall observe all authorized traffic signs, signals, and traffic-control devices. Whenever signs are erected indicating that no right or left or U-turn is permitted, no person operating a bicycle shall disobey the direction of any such signs, except where such person dismounts from the bicycle to make any such movements or turns, in which event such person shall then obey the regulation applicable to pedestrians.

~~(c)~~C. *Stop signs.* All persons riding a bicycle on a sidewalk or a public highway shall stop at all stop signs.

~~(d)~~D. *Riding on bicycles.* No person propelling a bicycle shall permit any person to ride on the handlebars.

~~(e)~~E. *Riding on sidewalk.* Persons of any age may ride a bicycle upon any sidewalk, except for those sidewalks, designated by the County Manager on which bicycle riding is prohibited. Signs indicating such prohibition shall be conspicuously posted in general areas where bicycle riding is prohibited.

~~(f)~~F. *Bicycle lane.* Where the County Board has by ordinance designated a bicycle lane for the exclusive use of bicycles, a motor vehicle may cross a bicycle lane for the purpose of entering or exiting adjacent property, for making a turn, or for the purpose of parking, but no person shall stop, stand or park a motor vehicle in a bicycle lane, nor shall any person drive a motor vehicle in a bicycle lane for a distance of more than one hundred (100) feet.

~~(g)~~G. *Parking.* No person shall stand or park a bicycle upon the street other than upon the street roadway against the curb. No person shall stand or park a bicycle upon the sidewalk other than in a rack to support the bicycle, or attached to a streets sign, or light post, or against a building, or at the curb, at back edge of the sidewalk. This will be done in such a manner as to afford the least obstruction to pedestrian and vehicular traffic.
(Ord. No. 92-33, 7-11-92; Ord. No. 99-5, 2-20-99)

§ 14.2-65.1. Designation of ~~b~~Bicycle ~~H~~Lanes.

The County Board hereby establishes bicycle lanes upon and along the following streets, at the following locations, which lanes shall be of such dimensions as determined by the County Manager and which lanes shall be for the exclusive use of bicyclists:

~~(1)~~ — Patrick Henry Drive between Wilson Boulevard and North George Mason Drive.

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- (2) — *North Rhodes Street* between Arlington Boulevard and Wilson Boulevard.
- (3) — *North Scott Street* between Lee Highway and Key Boulevard.
- (4) — *Key Boulevard* between North Scott Street and North Nash Street.
- (5) — *Yorktown Boulevard* between North George Mason Drive and 26th Street North.
- (6) — *North Veitch Street* between Lee Highway and Wilson Boulevard.
- (7) — *South Eads Street* between South Glebe Road and 23rd Street South.
- (8) — *South Abingdon Street* between 31st Street South and 34th Street South.
- (9) — *34th Street South* between South Abingdon Street and South Stafford Street.
- (10) — *South Stafford Street* between 32nd Road and 34th Street South.
- (11) — *Wilson Boulevard* between North Oak Street and North Washington Boulevard.
- (12) — *Clarendon Boulevard* between North Washington Boulevard and North Oak Street.
- (13) — *Fairfax Drive* between North Glebe Road and Wilson Boulevard.
- (14) — *15th Street South* between Crystal Drive and South Joyce Street.
- (15) — *South Hayes Street* between Army Navy Drive and 18th Street South.
- (16) — *18th Street South* between South Eads Street and South Hayes Street.
- (17) — *North Pershing Drive* between North Washington Boulevard and Arlington Boulevard.
- (18) — *Walter Reed Drive* southbound between South Pollard Street and South Four Mile Run Drive.
- (19) — *South Randolph Street* between South Arlington Mill Drive and 31st Street South.
- (20) — *North Quincy Street* between Lee Highway and Wilson Boulevard.
- (21) — *Nelly Custis Drive* between Lorcom Lane and Military Road.
- (22) — *Military Road* between Nelly Custis Drive and North Old Glebe Road.
- (23) — *North Ohio Street/McKinley Road* between North Washington Boulevard and Wilson Boulevard.
- (24) — *Yorktown Boulevard* between North George Mason Drive and Little Falls Road.
- (25) — *John Marshall Drive* between North Little Falls Road and Lee Highway.
- (26) — *Lorcom Lane* between Military Road and North Edgewood Street.
- (27) — *Crystal Drive* between 27th Street South and 15th Street South.
- (28) — *Lee Highway* between North Quincy Street and North Kenmore Street.
- (29) — *North George Mason Drive* between Wilson Boulevard and 10th Street North.

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~~(30)~~ — *Williamsburg Boulevard* between North Glebe Road and Westmoreland Street.

~~(31)~~ — *Old Dominion Drive* between Lee Highway and 26th Street North.

~~(32)~~ — *Kirkwood Road* between Washington Boulevard and Lee Highway.

(Ord. No. 01-17, § 1, 7-28-01; Ord. No. 02-4, § 1, 3-23-02; Ord. No. 02-14, § 1, 6-8-02; Ord. No. 03-05, 3-15-03)

§ 14.2-66. Penalties.

It shall be unlawful to violate any of the prohibitions of ~~section §~~ 14.2-63. Any person who violates any of these provisions shall be punished by a fine of not more than two hundred dollars (\$200.00). (12-7-74; Ord. No. 92-33, 7-11-92; Ord. No. 93-12, 7-1-93; Ord. No. 99-5, 2-20-99)

ARTICLE III.

MOTOR VEHICLE LICENSE TAXES

§ 14.2-67. Definitions.

The following words and ~~phrases/terms~~, when used in this article, shall, ~~for the purpose of this article, have the meanings respectively ascribed to them in this section except in those instances where the context clearly indicates a different meaning~~ have the following meanings unless the context clearly indicates otherwise:

~~(1)~~ "License tag"; ~~means~~ **Aa** metal plate or windshield sticker issued by the ~~e~~County upon payment of the motor vehicle license tax prescribed in this article.

~~(2)~~ "Motor vehicle"; ~~S~~shall also include motorcycle.

(1-16-67; Ord. No. 92-33, 7-11-92; Ord. No. 00-11, § 1, 4-13-00)

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§ 14.2-68. Purpose and ~~p~~Policy in ~~i~~mposition.

It is the purpose and policy of the County Board to impose a license tax upon all motor vehicles as permitted by the Code of Virginia, as amended. (8-16-74; 7-11-81; Ord. No. 92-33, 7-11-92)

§ 14.2-69. Persons ~~r~~Required to ~~a~~Apply ~~f~~For and ~~p~~Procure ~~m~~Motor ~~v~~Vehicle ~~i~~License; ~~e~~Exceptions to ~~a~~Application of Article.

~~(a)~~**A.** Every person owning a motor vehicle, trailer, or semitrailer, with a situs in Arlington County as defined by the Code of Virginia, ~~Section §~~ 46.2-754, as amended, shall make application for and procure a County motor vehicle license tag within thirty (30) days of acquiring situs within the County or within thirty (30) days of purchasing a vehicle with situs in the County.

~~(b)~~**B.** The provisions of this article shall not apply to tractors, road rollers, and road machinery used for highway purposes, tractor engines, locomotive engines, electric cars running on rails or motor vehicles, trailers, or semitrailers owned by the ~~s~~State, by any political subdivision of the ~~s~~State, or by the United States government, or to vehicles used exclusively for agricultural or horticultural purposes, or vehicles held for sale by any motor vehicle manufacturer or dealer as defined in ~~Section §~~ 46.2-1500 of the Code of Virginia, or to other vehicles described in ~~Sections §§~~ 46.2-663 through 46.2-683, 46.2-695, 46.2-697, 46.2-698, 46.2-700 through 46.2-702, 46.2-750 through 46.2-750.1 and 46.2-755 of the Code of Virginia, as amended. (1-16-67; 7-11-81; Ord. No. 88-11, 6-25-88; Ord. No. 91-18, 5-14-91; Ord. No. 92-33, 7-11-92; Ord. No. 93-26, 1-1-94; Ord. No. 00-11, § 1, 4-13-00)

§ 14.2-70. Forms and ~~p~~Procedures.

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The County Manager shall prescribe the necessary forms and procedures for carrying out the provisions of this ~~A~~article. (5-21-49; Ord. No. 92-33, 7-11-92)

§ 14.2-71. Display of ~~H~~license ~~t~~Tags.

The windshield sticker license tag issued under this ~~A~~article shall be affixed on the inside of the windshield of the motor vehicle. It shall be placed adjacent to the State inspection sticker and no higher than three (3) inches from the bottom of the windshield, or at such other location as may be prescribed by ~~s~~State law.

The metal plate license tag issued under this Article shall be affixed with the state license plate at the front or rear of the motor vehicle.

Except as provided in ~~section §~~ 14.2-69 of this Code, windshield sticker license tags must be renewed annually and are required to be applied and paid for by October 5 of each year and shall be displayed as provided in this ~~S~~section, on or before November 15 of that year, and continue to be displayed until the tag required for the following year is affixed, but no later than November 15 of the following year.

No violation of this section may be discharged by payment of a fine except upon presentation of satisfactory evidence that the required license has been obtained. (1-16-67; 7-11-81; Ord. No. 85-13, 4-13-85; Ord. No. 88-11, 6-25-88; Ord. No. 92-4, 3-7-92; Ord. No. 92-33, 7-11-92; Ord. No. 93-26, 1-1-94; Ord. No. 00-11, § 1, 4-13-00)

§ 14.2-71.1. Display of ~~H~~licenses ~~r~~Required by ~~j~~Jurisdictions ~~p~~Participating in Northern Virginia Compact for Local Motor Vehicle License Enforcement.

Pursuant to Virginia Code ~~section §~~ 46.2-752(K), as amended, and the Northern Virginia Compact for Local Motor Vehicle License Enforcement ("compact") entered into by the Counties of Arlington, Fairfax, and Loudoun, the Cities of Alexandria, Fairfax, and Falls Church, and the Town of Herndon ("participating jurisdictions"):

~~(a)~~~~A~~. Any owner or operator of a motor vehicle who is required to display a local motor vehicle license for that vehicle by any participating jurisdiction must display such license at all times while such vehicle is operated or parked in Arlington County.

~~(+)~~~~1~~. Any vehicle exempt in all of the participating jurisdictions from imposition of the license tax or fee under Virginia Code ~~section §~~ 46.2-755(A) is exempt from this section.

~~(b)~~~~B~~. A violation of this section shall constitute a Class 4 misdemeanor.

~~(+)~~~~1~~. When the operator is the owner of the cited vehicle, such violation shall be discharged by payment of the requisite fine and presentation of satisfactory evidence that the required license has been obtained.

~~(?)~~~~2~~. When the operator is not the owner of the cited vehicle, the violation may be discharged by payment of the requisite fine.

(Ord. No. 94-13, 7-1-94; Ord. No. 97-23, 10-4-97)

§ 14.2-72. Collection and ~~d~~Deposit of ~~f~~Fees; ~~e~~Commissioner of the ~~r~~Revenue to ~~h~~Have a ~~r~~Record of ~~H~~License ~~t~~Tags ~~i~~ssued.

~~(a)~~~~A~~. *Collection and deposit generally.* All fees collected for the license tags issued under this article shall be delivered to the ~~e~~County ~~t~~reasurer. These fees shall be deposited by the ~~t~~reasurer in the same manner as that prescribed for other ~~e~~County monies.

~~(b)~~~~B~~. *Record.* The ~~e~~Commissioner of the ~~r~~Revenue shall be supplied with a record of all motor vehicle

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license tags issued.

(7-16-74; 7-11-81; Ord. No. 91-18, 5-14-91; Ord. No. 92-33, 7-11-92; Ord. No. 00-11, § 1, 4-13-00)

§ 14.2-73. Motor ~~v~~Vehicle ~~l~~icense ~~f~~ee.

The motor vehicle license fee shall be the same as what is charged by the Commonwealth for all motor vehicles designed and used for the transportation of passengers as specified in Virginia Code ~~Section §~~ 46.2-694 (A) (1--4), (9--11), as amended. However, this amount shall not exceed ~~thirty-three dollars~~ (\$33.00). The fee shall be payable prior to the issuance of a license for the first year or any portion thereof, until such time as the initial license expires. Licenses shall thereafter be renewed annually as provided for in ~~section §~~ 14.2-71. The renewal fee for subsequent licensing periods shall be the same amount as is charged for the initial license fee.

This section shall not apply to motor vehicle carriers which pay a privilege tax pursuant to ~~section §~~ 11-70 of this Code.

(7-17-72; 10-15-77; 7-11-81; Ord. No. 85-21, 6-15-85; Ord. No. 88-11, 6-25-88; Ord. No. 92-33, 7-11-92; Ord. No. 00-11, § 1, 4-13-00; Ord. No. 09-06, 4-28-09; Ord. No. 10-08, 4-24-10)

§ 14.2-73.1. Exemption of ~~v~~Vehicles ~~o~~wned and ~~u~~Used by ~~e~~Certain ~~v~~Veterans.

No annual registration prescribed in § 14.2-73 shall be required for any individual who has been exempted from the ~~s~~State registration fee pursuant to § 46.2-739 of the Code of Virginia; provided, however, such person shall annually apply for and receive free of charge a County license tag.

(2-24-79; 3-24-79; Ord. No. 91-18, 5-14-91; Ord. No. 92-33, 7-11-92)

§ 14.2-73.2. Fees for ~~m~~Members of the Virginia National Guard.

The annual registration fee for members of the Virginia National Guard shall be one-half (1/2) the fee charged by the ~~s~~State or the full fee charged by the ~~e~~County, whichever is less.

(7-11-81; Ord. No. 92-33, 7-11-92; Ord. No. 00-11, § 1, 4-13-00)

§ 14.2-74. Monthly ~~r~~Reconciliation of ~~r~~Records.

The ~~e~~County ~~m~~anager or his designee and the ~~e~~County ~~t~~reasurer shall reconcile monthly their records with respect to motor vehicle license applications, motor vehicle license payments received by the ~~e~~County ~~t~~reasurer, and motor vehicle license tags issued and they shall prepare and issue a combined report thereon monthly.

(1-16-67; Ord. No. 88-11, 6-25-88; Ord. No. 92-33, 7-11-92; Ord. No. 00-11, § 1, 4-13-00)

§ 14.2-75. Transfers and ~~r~~Refunds.

~~(a)A.~~ A person who has paid a license tag fee required under this article for any motor vehicle for which a license tag was issued may receive a transfer tag for another motor vehicle registered in such owner's name, provided the former vehicle no longer has situs in the County.

~~(b)B.~~ No refund of the ~~e~~County motor vehicle license fee shall be allowed except when proof is provided that the fee was paid in error.

(1-16-67; Ord. No. 88-11, 6-25-88; Ord. No. 92-33, 7-11-92; Ord. No. 00-11, § 1, 4-13-00)

§ 14.2-76. Substitutes for ~~l~~ost, ~~s~~tolen, or ~~m~~utilated ~~l~~icense ~~t~~ags.

Substitutes for lost, stolen, or mutilated license tags required by this ~~A~~article shall be issued to a person entitled thereto upon furnishing satisfactory information and the payment of a fee of two dollars (\$2.00).

(1-16-67; Ord. No. 88-11, 6-25-88; Ord. No. 92-33, 7-11-92)

§ 14.2-77. Operation of ~~v~~Vehicle with ~~t~~ags ~~i~~ssued for ~~a~~nother ~~v~~Vehicle.

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It shall be a Class 4 misdemeanor to operate a vehicle with County license tags other than those issued for that vehicle as described on the accompanying registration.
(1-16-67; 7-11-81; Ord. No. 88-11, 6-25-88; Ord. No. 92-33, 7-11-92; Ord. No. 92-34, 7-11-92; Ord. No. 92-42, 8-8-92)

§ 14.2-78. Reserved.

Editors Note: Former § 14.2-78, which pertained to duty of person taking residence in County, was repealed by Ord. No. 93-26, enacted Dec. 14, 1993, and effective Jan. 1, 1994. The repealed provisions derived from legislation enacted Jan. 16, 1967 and Aug. 25, 1981; Ord. No. 88-11, enacted June 25, 1988; and Ord. No. 92-33, enacted July 11, 1992.

§ 14.2-79. Payment of ~~p~~Personal ~~p~~Property ~~t~~Taxes and ~~u~~Unpaid ~~p~~Parking ~~t~~Tickets.

~~(a)~~**A.** No vehicle taxable under this ~~A~~article shall be licensed unless and until the applicant for such license shall have produced satisfactory evidence that all personal property taxes upon the vehicle to be licensed have been paid and satisfactory evidence that any delinquent motor vehicle, trailer, or semitrailer personal property taxes owing which have been properly assessed or are assessable against the applicant have been paid.

~~(b)~~**B.** No vehicle shall be licensed unless all unpaid parking fees and fines owed to Arlington County by the owner of the vehicle and established by § 14.2-7.1 of the Arlington County Code governing parking of vehicles have been paid. The provisions of this subsection shall not apply to vehicles owned by firms or companies in the business of renting motor vehicles.
(1-1-58; 7-11-81; Ord. No. 86-23, 8-16-86; Ord. No. 86-26, 9-20-86; Ord. No. 88-11, 6-25-88; Ord. No. 92-33, 7-11-92)

ARTICLE IV.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

§ 14.2-80. Prohibited ~~e~~Conduct.

~~(a)~~**A.** For the purposes of this ~~A~~article, and unless otherwise specified herein, a "rail transit station" is a regular rail stopping place for the pick-up and discharge of passengers in regular route service, contract service, special or community type service, including the fare-paid areas and roofed areas of the rail transit stations (not bus terminals or bus stops) owned, operated, or controlled by the Washington Metropolitan Area Transit Authority (WMATA).

It shall be unlawful for passengers or occupants, while aboard a public passenger vehicle, including buses and rapid rail passenger cars capable of seating twelve (12) or more passengers, owned, operated, or controlled by WMATA while said public passenger vehicle is transporting passengers in regular route service, contract service, special or community type service, or any person in a rail transit station owned, operated, or controlled by WMATA to:

~~(1)~~**L.** Park, operate, carry, wheel or chain to any fence, tree, railing, or other structure not specifically designated for such use, or cause to be parked, operated, carried, wheeled, or chained to any fence, tree, railing or other structure not specifically designed for such use, bicycles, tricycles, unicycles, mopeds, motor bikes, or any other such vehicle, unless said person has in his possession a valid current permit issued by WMATA for the transporting of non-collapsible bicycles by rail transit and said person is complying with all terms and conditions of said permit.

~~(b)~~**B.** It shall be unlawful for passengers or occupants while aboard a public passenger vehicle or a person in a rail transit station owned and/or operated by WMATA, within the corporate (designated) limits of Arlington County to:

~~(1)~~**L.** Smoke or carry lighted or smoldering pipe, cigar, or cigarette;

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- | ~~(2)~~2. Consume food or drink;
- | ~~(3)~~3. Spit;
- | ~~(4)~~4. Discard litter;
- | ~~(5)~~5. Play any radio, tape recorder, or similar instrument, unless the same is connected to an earphone that limits the sound to the individual user;
- | ~~(6)~~6. Carry any flammable liquids, live animals, birds, reptiles, explosives, acid, and other ~~dangerous~~ ~~articles~~ ~~hazardous materials~~ as defined in ~~the~~ Code of Virginia, § ~~44-146.34-18.2-278-1~~, except for guide dogs properly harnessed and accompanied by handicapped passengers and small animals properly packaged;
- | ~~(7)~~7. Stand in front of the white line marked on the forward and end of the floor of any bus, or otherwise conduct himself in such manner as to obstruct the vision or function of the operator;
- | ~~(8)~~8. Board any bus through the rear exit door, unless so directed by an employee or agent of the carrier;
- | ~~(9)~~9. Refuse to leave a bus or rail vehicle after having been ordered to do so by the operator or other designated agent of the WMATA;
- | ~~(10)~~10. Run, climb through windows or on seats, obstruct passage, obstruct the use of elevators or escalators, or otherwise endanger a passenger;
- | ~~(11)~~11. Wear or use roller skates, skateboards, baby carriages or strollers that are not readily collapsible, wagons or carts, unless permitted by an operator;
- | ~~(12)~~12. Walk with bare feet;
- | ~~(13)~~13. Sell or try to sell anything;
- | ~~(14)~~14. Be on a track, tunnel, catwalk, or any other part of the rail transit system without the express written –permission of WMATA;
- | ~~(15)~~15. Ride on top of or on the side of any vehicle or between two (2) rail transit cars without the express written –permission of WMATA; and
- | ~~(16)~~16. Mark or draw on a station or vehicle.

| ~~(e)~~C. It shall be unlawful, except in an emergency, for any person while aboard a public passenger vehicle owned, operated, or controlled by WMATA while said vehicle is transporting passengers in regular route service, contract service, special service, or community type service, within the corporate (designated) limits of Arlington County; to open, stop, impede, or interfere with the doors of a public passenger vehicle, or otherwise obstruct the operation of public passenger vehicles or transit facilities.
(6-4-77; 6-20-81; Ord. No. 85-33, 8-17-85; Ord. No. 87-21, 7-11-87; Ord. No. 88-11, 6-25-88; Ord. No. 92-33, 7-11-92)

| § 14.2-81. Failure to ~~p~~Pay ~~f~~Fares.

It shall be unlawful for any person to knowingly board a public passenger vehicle of the WMATA which is transporting passengers in regular route service, without paying the established fare, board a rail transit car or enter the paid area of the WMATA rail system without the farecard required for such entry and boarding or leave the paid area without having presented a valid farecard or otherwise paying the established fare or board without presenting a valid transfer or pass for transportation on a public passenger vehicle or on a rail transit car.

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(6-4-77; Ord. No. 84-28, 9-8-84; Ord. No. 88-11, 6-25-88; Ord. No. 92-33, 7-11-92)

§ 14.2-82. Violations.

Violations of this ~~A~~article shall be punishable by a fine of not less than ten dollars (\$10.00) nor more than fifty dollars (\$50.00) for a first offense, and not less than fifty dollars (\$50.00) nor more than one hundred dollars (\$100.00) or ten (10) days in jail, or both, for each second or subsequent offense.
(11-9-74; Ord. No. 88-11, 6-25-88; Ord. No. 92-33, 7-11-92)

ARTICLE V.

TRAFFIC EMERGENCY PLAN

§ 14.2-83. Weather or ~~s~~Snow ~~e~~Emergency ~~s~~Street.

The County Manager or his designee is authorized and directed to designate street areas within the County as weather or snow emergency streets which, by reason of the volume of vehicular traffic upon the streets, the location, or the condition of the streets require that there be vehicular restrictions on such streets in the event of snow, sleet, hail, freezing rain, ice, water, flood, high wind or storm, or the threat thereof.
(1-7-78; 2-11-78; Ord. No. 88-11, 6-25-88; Ord. No. 92-33, 7-11-92)

§ 14.2-84. Traffic Emergency Plan #4.

The County Manager or his designee is authorized to establish a traffic emergency plan to be known as "Plan #4." Such plan shall designate the names of street areas within the County which, by reason of the volume of vehicular traffic, the location or the condition of such streets, require that there be no parking of vehicular traffic thereon in the likelihood of event of the aforementioned adverse weather conditions.
(1-7-78; 2-11-78; Ord. No. 88-11, 6-25-88; Ord. No. 92-33, 7-11-92)

§ 14.2-85. Unlawful ~~a~~Actions on ~~w~~Weather or ~~s~~Snow ~~e~~Emergency ~~s~~Streets.

In the event of snow, sleet, hail, freezing rain, ice, water, flood, high wind or storm, or threat thereof, it shall be unlawful to obstruct or impede traffic on a street designated as a weather or snow emergency street by reason of a failure to have any vehicle operated thereon equipped with snow tires or chains, or to abandon a vehicle on such street.
(1-7-78; 2-11-78; Ord. No. 88-11, 6-25-88; Ord. No. 92-33, 7-11-92)

§ 14.2-86. Declaring and ~~i~~nvoking of Plan #4.

Whenever there is a firm forecast from the U.S. Weather Bureau of snow, sleet, hail, freezing rain, ice, water, flood, high wind or storm likely to result in hazardous traffic conditions within Arlington County, or whenever the traffic conditions within Arlington County have become hazardous due to such weather conditions, the County Manager or his designee is authorized to declare and invoke Plan #4.

Whenever Plan #4 is declared and invoked, the County Manager or his designee shall make announcement through at least two (2) radio or television stations with a normal operation covering Arlington County and, if possible, through the press.
(1-7-78; 2-11-78; Ord. No. 88-11, 6-25-88; Ord. No. 92-33, 7-11-92)

§ 14.2-87. Unlawful ~~a~~Actions ~~d~~uring Plan #4.

It shall be unlawful for any person to park any vehicle on any of the streets designated pursuant to ~~section §~~ 14.2-84 during the time that Plan #4 is in effect.
(1-7-78; 2-11-78; Ord. No. 88-11, 6-25-88; Ord. No. 92-33, 7-11-92; Ord. No. 97-12, 6-21-97)

§ 14.2-88. Designation of ~~w~~Weather or ~~s~~Snow ~~e~~Emergency ~~s~~Streets.

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All such streets which shall be designated pursuant to §§ 14.2-84 and 14.2-85 shall be posted with appropriate signs designating such streets as weather or snow emergency streets. Such signs shall be placed not more than five thousand (5,000) feet apart in either direction.
(1-7-78; 2-11-78; Ord. No. 88-11, 6-25-88; Ord. No. 92-33, 7-11-92)

§ 14.2-89. Administrative ~~r~~Regulations.

The County Manager is authorized to publish administrative regulations relating to the provisions of this ~~A~~article.
(1-7-78; 2-11-78; Ord. No. 88-11, 6-25-88; Ord. No. 92-33, 7-11-92)

§ 14.2-90. Removal of ~~v~~Vehicles.

In the event of snow, sleet, hail, freezing rain, ice, water, flood, high wind or storm, or the threat thereof, the County Police Department or the County Department of Environmental Services is hereby authorized to remove or cause to be removed and to store any vehicle that is stalled, stuck, parked, or abandoned on any street designated pursuant to ~~sections-§§~~ 14.2-84 and 14.2-85. The owner or operator of any such vehicle shall be required to pay, in addition to any fine, the reasonable charges for such removal and storage.
(1-7-78; 2-11-78; Ord. No. 88-11, 6-25-88; Ord. No. 92-33, 7-11-92; Ord. No. 04-25, 10-2-04)

§ 14.2-91. Exemptions.

The following vehicles shall be exempted from the provisions of this ~~A~~article:

- ~~(a)~~A. Ambulances or vehicles carrying sick or injured persons;
- ~~(b)~~B. Vehicles engaged in snow removal operations or sanding streets;
- ~~(c)~~C. Tow trucks;
- ~~(d)~~D. Physicians responding to medical calls;
- ~~(e)~~E. Police vehicles;
- ~~(f)~~F. Fire vehicles;
- ~~(g)~~G. Vehicles carrying United States mail;
- ~~(h)~~H. Commercial vehicles making emergency deliveries of fuel and motor oils, coal, gasoline, goods, milk, and medicines;
- ~~(i)~~I. Municipal vehicles declared essential by the County Manager or his designee; and
- ~~(j)~~J. Hearses and motor vehicles in funeral processions.

(1-7-78; 2-11-78; Ord. No. 88-11, 6-25-88; Ord. No. 92-33, 7-11-92)

§ 14.2-92. Penalties.

Any person convicted of violating the provisions of this ~~A~~article shall be punished by a fine not to exceed fifty dollars (\$50.00) for each offense.
(1-7-78; 2-11-78; Ord. No. 88-11, 6-25-88; Ord. No. 92-33, 7-11-92; Ord. No. 97-12, 6-21-97)

ARTICLE VI.

ADMINISTRATION AND ENFORCEMENT

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§ 14.2-93. Violations ~~b~~Bureau.

Any owner or operator of a vehicle issued a summons for a traffic violation or infraction may appear before the Violations Bureau of the Arlington County General District Court and make payment of any uncontested summons which is prepayable as provided for by a schedule of fines established by law, provided that nothing herein shall prohibit any person from making payment to the Violations Bureau by mail in lieu of an appearance. (2-11-78; 2-24-79; Ord. No. 82-27, § 1, 6-28-82; Ord. No. 92-33, 7-11-92)

§ 14.2-94. Reserved.

Editors Note: Ord. No. 98-17, adopted June 6, 1998 repealed § 14.2-94, which pertained to exemption of vehicles with special handicapped or disabled veterans plates and licenses from certain parking laws.

§ 14.2-95. Collection of ~~f~~Fines for ~~p~~Parking ~~v~~Violations and ~~e~~Contests of ~~e~~Citations.

~~(a)~~A. The ~~e~~County ~~t~~Treasurer shall be responsible for the collection of parking citation fines and the fees.

~~(b)~~B. The owner or operator of a vehicle charged with a parking offense contained in Chapter 14.2 of the Arlington County Code or in ~~Section-§~~ 33.D of the Zoning Ordinance shall appear before the ~~e~~Office of the ~~t~~Treasurer of Arlington County during normal business hours on weekdays or at the ~~p~~Police ~~d~~Department on weekends and after normal business hours on weekdays and make payment of any uncontested parking citation, in accordance with the payment schedule set forth in ~~section-§~~ 14.2-7.1. An owner or operator may elect to make such payment to the ~~t~~Treasurer by mail in lieu of a personal appearance.

~~(c)~~C. Any person desiring to contest a parking citation for which no date for court appearance is specified on the citation shall register his intent to contest the violation to the ~~g~~General ~~d~~District ~~e~~Court within thirty (30) days of the issuance.

Upon proper notification of a person's intention to contest a parking citation before the ~~g~~General ~~d~~District ~~e~~Court, a notice shall be issued which shall summon the person to appear before the ~~g~~General ~~d~~District ~~e~~Court on an appointed date. Signing of the notice by the person contesting the parking citation shall constitute acknowledgement of receipt of the notice. Notice of such action shall be certified in writing on an appropriate form to the ~~g~~General ~~d~~District ~~e~~Court.

~~(d)~~D. The County Manager shall designate who shall be authorized, for good cause shown based on clerical or administrative error, or for exceptional or extenuating circumstances beyond the control of the vehicle operator, to abrogate parking citations.

~~(e)~~E. The ~~t~~Treasurer shall collect delinquent citations by any lawful means. (Ord. No. 82-27, § 2, 6-28-82; Ord. No. 87-10, 4-4-87; Ord. No. 88-11, 6-25-88; Ord. No. 92-5, 3-7-92; Ord. No. 92-33, 7-11-92; Ord. No. 93-16, 7-10-93; Ord. No. 94-10, 7-1-94; Ord. No. 03-22, 10-18-03; Ord. No. 08-18, 9-13-08; Ord. No. 09-01, 1-27-09)

§ 14.2-95.1. Failure to ~~p~~Pay Arlington Transit ("ART") ~~f~~Fares.

It shall be unlawful for any person to knowingly board a public passenger vehicle of ART, which is transporting passengers in regular route service without paying the established fare. (Ord. No. 03-18, 7-19-03)

ARTICLE VII.

METROPOLITAN WASHINGTON AIRPORT AUTHORITY

§ 14.2-96. Parking at Washington National Airport.

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~~(a)A.~~ No person may park a motor vehicle at the airport, except in an attended parking area, for a period longer than seventy-two (72) hours, without the specific approval of the Washington National Airport ~~m~~Manager.

~~(b)B.~~ No person may park a motor vehicle in a restricted or reserved area on the airport unless a parking permit, issued by the ~~a~~airport ~~m~~Manager is displayed.

~~(c)C.~~ Parking meter zones now in existence at Washington National Airport, as heretofore established, shall continue to be maintained upon specific portions or areas of highways, streets, parking lots and roads heretofore designated by action of the ~~a~~airport ~~m~~Manager, unless and until the County Manager, in his discretion based upon an engineering study and investigation and consultation with the ~~a~~airport ~~m~~Manager, shall determine that removal of the meters would improve the flow of traffic, provide for more efficient use of the parking spaces or otherwise increase the capacity or safety on the roads or parking spaces and shall eliminate the existing parking meter zones or any of them or any parking meter zones hereafter designated by the County Manager. (Ord. No. 88-11, 6-25-88; Ord. No. 92-33, 7-11-92)

§ 14.2-97. Speeding at Washington National Airport.

~~(a)A.~~ No person shall drive any vehicle upon the streets of Washington National Airport, which are hereby designated as public highways, in excess of twenty-five (25) miles per hour, except upon the following highways or portions thereof on which the speed limits shall be as follows:

Thirty-five (35) miles per hour upon:

Smith Boulevard from George Washington Memorial Parkway to one thousand (1,000) feet to the south.

Thirty (30) miles per hour upon:

Abingdon Drive from George Washington Memorial Parkway to Warehouse Road.

~~(b)B.~~ In any event, irrespective of the type or use of vehicle driven, no person shall drive a vehicle in excess of the following speeds upon the following highways or portions thereof:

Twenty (20) miles per hour upon:

Abingdon Drive from Warehouse Road to Virginia Route 233.

Fifteen (15) miles per hour upon:

Thomas Avenue from Smith Boulevard to where Thomas Avenue passes under the main terminal of Washington National Airport; and

East Abingdon Drive from Smith Boulevard to Abingdon Drive.

Ten (10) miles per hour upon:

Thomas Avenue where it passes under the main terminal of Washington National Airport.

(Ord. No. 87-19, 6-7-87; Ord. No. 88-11, 6-25-88; Ord. No. 92-33, 7-11-92)

ARTICLE VIII.

RESIDENTIAL PERMIT PARKING PROGRAM

§ 14.2-98. Purpose and Intent.

The creation of residential parking zones is intended to: promote the health, safety and welfare of residents of the County by reducing unnecessary personal motor vehicle travel, noise, pollution, litter, crime and other adverse

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environmental impacts; promote improvements in air quality; reduce congestion and/or hazardous traffic conditions in the neighborhood; increase the use of public mass transit; protect residents from unreasonable burdens in gaining access to their property; preserve neighborhood living within an urban environment; maintain the convenience and attractiveness of urban residential living; preserve the residential character of the neighborhood and the property values therein; and safeguard the peace and tranquility of the neighborhood.

(Ord. No. 05-08, 07-09-05)

§ 14.2-99.

To those ends, whenever the eCounty mManager or his designee shall determine that the streets of a particular district or discrete portion of a district in which residential uses are permitted and commercial and industrial uses are not permitted, except transitional uses or by conditional use permit, are being used for parking by the operators of vehicles while the operators of those vehicles are using (1) districts in which commercial or industrial uses are permitted, or (2) portions of districts in which conditional special uses have been permitted under Section § 3, subsections A.10.a. through A.10.c., of the zZoning eOrdinance, (3) public mass transportation or (4) other residential districts and the average number of vehicles parking in such a manner is in excess of twenty-five percent (25%) ~~percent~~ of the number of parking spaces on such streets and the total number of spaces actually occupied by any vehicles exceeds seventy-five percent (75%) ~~percent~~ of the number of spaces on such streets, as disclosed by an engineering study, the eCounty mManager or his designee shall prohibit parking during the hours when such use has been found on those streets of those districts or portions of districts found by the survey to have been so affected.

(Ord. No. 05-08, 07-09-05)

§ 14.2-100.

In determining the boundaries of particular zones and portions thereof, the eCounty mManager or his designee should use the following factors: limiting size of zones to avoid cross commuting within zones; consideration of zoning designations and land use characteristics; location of major and minor arterials, natural boundaries, traffic generators, and civic association boundaries; consideration of driving patterns within a neighborhood, the parking capacity of the street, the existence of driveways and dedicated parking; and other such neighborhood characteristics that the eCounty mManager or his designee may determine to be relevant in carrying out the purposes of this chapter.

(Ord. No. 05-08, 07-09-05)

§ 14.2-101.

In such cases the eCounty mManager shall cause appropriate signs giving notice of the prohibition to be posted on those streets restricting all parking except parking by the holders of permits granted only under the following conditions:

~~(a)~~A. To persons who are residents of any particular area in which parking is so restricted, to be limited to that particular area in which parking is so restricted for a limited number, determined by the eCounty mManager or his designee, of vehicles owned by those persons and registered in the eCounty. Each household shall be provided one flex pass at no charge, and the eCounty mManager may charge a fee for such additional permits not to exceed twenty dollars (\$20.00) for the first permit, twenty dollars (\$20.00) for the second permit, fifty dollars (\$50.00) for the third permit, and two hundred fifty dollars (\$250.00) for each permit thereafter;

~~(b)~~B. To persons who are visitors of or persons who do business with any residents of any particular area in which parking is so restricted, to be limited to that particular area in which the visited residence is located where parking is so restricted, to be valid for a stated period and the eCounty mManager may charge a fee for any such visitor passes created, not to exceed twenty-five cents (\$0.25); and

~~(c)~~C. The parking prohibitions of Article VIII shall not apply to service or delivery vehicles which are being used to provide services or make deliveries to dwellings.

(Ord. No. 05-08, 07-09-05)

Code Updated 10-2010

ARLINGTON COUNTY CODE

MOTOR VEHICLES AND TRAFFIC

§ 14.2-102.

Any such person shall show to the eCounty mManager or his ~~authorized representative~~ designee satisfactory evidence that he fulfills all the conditions for such a permit. Whenever the conditions no longer exist, the person holding such a permit issued under ~~subparagraph 1.a. or 1.e~~ § 14.2-101.A or 14.2-101.C-B shall surrender it to the eCounty mManager or his ~~authorized representative~~ designee. It shall be unlawful for any person to represent that he is entitled to such a permit when he is not so entitled, or to park a vehicle displaying such a permit at any time when the holder of such permit is not entitled to hold it. No permit issued hereunder shall be valid for more than one (1) year.

(Ord. No. 05-08, 07-09-05)

§ 14.2-103.

The signs placed in such areas shall be of such character as to inform readily an ordinarily observant person of the existence of the rules and regulations imposing the foregoing restrictions. It shall be unlawful for any person to violate such rules and regulations.

(Ord. No. 05-08, 07-09-05)

§ 14.2-104.

Wherever metered or other paid parking restrictions are in effect in any portion of a district that becomes subject to the restrictions of Article VIII, the parking spaces so restricted may be used by permit holders with properly displayed permits for that zone and are not required to pay for that parking. However, vehicles without properly displayed permits for that zone may park in the restricted spaces and must pay.

(Ord. No. 05-08, 07-09-05)

§ 14.2-105.

On any block of any street where the conditions of ~~paragraph §~~ 14.2-99 above calling for restricted parking exist, the eCounty mManager may reduce the restriction under the following conditions. If a hardship exists for visitors to park because of the unavailability of off-street or other unrestricted parking or other conditions not generally prevailing on the residential streets of the eCounty, the eCounty mManager may conduct an engineering study to determine the conditions on the block or blocks in question. If the study shows that less than fifty ~~percent~~ percent (50%) ~~percent~~ of the dwelling units abutting on the street have off-street parking for at least one (1) vehicle and there is no other reasonable alternative parking available, the restriction may be reduced to allow parking for no more than two (2) hours with permit holders exempted from that restriction.

(Ord. No. 05-08, 07-09-05)

§ 14.2-106. Enforcement and Penalties.

It shall be unlawful for any person to park a motor vehicle in violation of the provisions of ~~this~~ Section.

~~(a)A.~~ It shall be unlawful to improperly display Residential Parking Zone decals/passes. Failure to properly display decals/passes shall be punishable by a fine of ~~Ff~~ Forty Ddollars (\$40.00).

~~(b)B.~~ Enforcement of Residential Parking Zone regulations shall be under the jurisdiction of the Arlington County Police Department, which shall issue citations against those persons who violate the provisions of this ~~S~~ Section.

~~(e)C.~~ Vehicles parked in violation of these provisions may be towed at the owner's expense.

~~(d)D.~~ The Arlington County Treasurer shall collect and account for all uncontested payments of parking citations under this ~~A~~ Article; and any contest by any person of any parking citation shall be certified by the said Treasurer, in writing, on an appropriate form, to the Arlington County General District Court.

Code Updated 10-2010

ARLINGTON COUNTY CODE

MOTOR VEHICLES AND TRAFFIC

| ~~(e)E.~~ The Arlington County Treasurer shall enforce payment of delinquent parking citations.
(Ord. No. 05-08, 7-9-05; Ord. No. 06-03, 3-14-06)

Table 1: FY 2013 – FY 2017 Grants and FY 2018 Priorities for CMAQ and RSTP

| Priority 2018 | Project Title | Funding Source | FY 2013 Award | FY 2014 Award | FY 2015 Award | FY 2016 Award | FY 2017 Award | FY 2018 Request |
|----------------------|---|-----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|------------------------|
| 1 | Arlington County Commuter Services | CMAQ | \$4,305,000 | \$4,413,000 | \$4,523,000 | 4,636,000 | \$4,752,000 | \$5,000,000 |
| 2 | Bike-Sharing Capital & Operations | CMAQ | No request | \$1,102,000 |
| 3 | Transportation System Management & Operations | RSTP | \$1,000,000 | \$700,000 | \$700,000 | \$700,000 | \$700,000 | \$2,316,524 |
| 4 | Crystal City VRE Platform Extension | CMAQ/RSTP | No Award | No Award | No request | No request | No request | \$2,365,000 |
| N/A | Traffic Signal Optimization | CMAQ | No request | \$400,000 | No request | No request | \$450,000 | No request |
| Total | | | \$5,305,000 | \$5,513,000 | \$5,223,000 | \$5,336,000 | \$5,902,000 | \$10,783,524 |

FY 2018 Priorities for CMAQ and RSTP

The NVTA Jurisdiction and Agency Coordinating Committee (JACC) will submit the Northern Virginia regional project funding allocations for FY 2013 – FY 2018 to VDOT in November 2011. The NVTA will ratify the new program for FY 2013 – FY 2018 at its November 10, 2011 meeting. Northern Virginia projects can expect to receive a total of approximately \$170 million in CMAQ funds and \$240 million in RSTP funds between FY 2013 – FY 2018. It is estimated that the combined amount of money available to Northern Virginia projects in FY 2018 will be approximately \$70 million. On November 3, 2011, the Transportation Commission heard the proposed priorities and voted unanimously 8-0 to support staff's recommendation that the County Board endorse the priorities for Fiscal Years 2018 Congestion Mitigation and Air Quality and Regional Surface Transportation Program funding as shown in Table 1.

- **Arlington County Commuter Services (ACCS) - \$5,000,000 requested from CMAQ**

ACCS relies on CMAQ grants to fund more than half its annual operating budget. The FY 2018 work plan provides for the operations of Commuter Stores® in Crystal City, Ballston, Rosslyn, and Shirlington, a Mobile Store and Internet store (CommuerDirect.com®) that provides Arlington and regional customers with information and tickets, tokens and passes for all regional transit systems and transportation options. ACCS is the only agency in the NOVA region that provides information and passes for all transit systems and travel options in the region. This is a vital service because 80% of workers in Arlington commute in from other parts of the region. Arlington also partners with Washington DC to support the goDCgo TDM program which serves more NOVA commuters. These funds also provide for outreach, promotion and distribution of information to employers, building managers and the hospitality industry through Arlington Transportation Partners (ATP) (whose employer clients spend \$18 million per year in transit incentives) and consumer campaigns like the Car-Free Diet which promote biking, walking, transit and other options as being good for your health, for your wallet and our environment. Funds also provide marketing efforts to promote transit ridership (ART and Metrobus), biking (BikeArlington), walking (WALKArlington), carsharing, ridesharing and other alternatives to driving alone. New region serving initiatives will include: marketing the Silver Line, whose users ACCS is well equipped to target coming both into and going out of Arlington; and supporting NVRC's BRAC ridesharing initiative marketing transportation options to commuters to Alexandria, Fairfax and Prince William.

During FY10, these programs eliminated 40,000 daily vehicle trips in the county by helping people shift from driving alone to transit, carpooling, walking, bicycling and teleworking. The program also prevents more than 638,000 vehicle miles of travel (VMT) per day, saves 26,000 gallons of gasoline each day and eliminates more than 72,000 tons of CO2 pollution per year, helping Arlington County lead the way in reducing its carbon footprint. The lack of congestion, ease of accessing travel options, and health and environmental benefits enhance Arlington's business climate and quality of life.

- **Capital Bikeshare Program - \$1,102,000 requested from CMAQ**

FY 2018 CMAQ funds will be extend the reach of the Capital Bikeshare Program. Capital Bikeshare is a regional bike transit service with 116 stations and 1,100+ bicycles located in Arlington and DC. The service provided 1,000,000 trips during its first year of service to commuters, tourists, and those making other types of trips. With 40 percent of all urban trips being two miles or less in length, bikes can be an efficient alternative to driving.

Arlington will be expanding from its current 18 stations with 113 bikes to 49 stations with 328 bikes in FY12 and to 72 stations with 480 bikes in FY13. With stations every 2 – 3 blocks apart, this expansion and additional monies for greater expansion will reach more dense urban corridors and residential neighborhoods, thereby provide a new transport option, improve public health by creating an active commute, as well as offer a first-mile/last-mile solution for other modes of transit, such as Metrorail.

- **Transportation System Management & Operations - \$2,316,524 requested from RSTP**

The requested funds would help Arlington continue its ongoing efforts to upgrade the aging Transportation Management & Communications Plant for the signal system. The existing twisted-pair (copper wire) system built in the early 1980s has little expansion capacity. It is degrading quickly resulting in slower and frequent communication failures; extensive maintenance is required to keep the existing communication system in operation. The new fiber-optic based system will have sufficient capacity to meet our present and future Transportation System Management & Communications needs. The project will be completed in three phases, with an estimated cost of \$18.8 million. Replacing copper with fiber-optic cables will make the system faster and more reliable. Compared to copper, fiber-optic cables will also provide an exponentially greater capacity for the County to expand its Intelligent Transportation System (ITS) technologies and enhance the traffic-signal system.

In May 2006, Arlington completed its Communications Master Plan to assess the demands and needs of the County's current and future communications network for transportation-related technology deployments. In summary, the recommended plan will (1) replace the 52 miles of aging twisted pair communication copper wire cable with fiber-optics cable; (2) expand the County's existing Closed-Circuit Television (CCTV), transit signal priority and emergency vehicle preemption systems; (3) add arterial detection zones to monitor traffic conditions in real-time and take appropriate corrective actions to help reduce congestion and aid with local and regional incident / emergency management and coordination; and (4) use dynamic message signs to present real-time traffic information and emergency alerts to the motoring public for making informed decisions.

- **Crystal City Virginia Railway Express (VRE) Platform Extension - \$2,365,000 requested from CMAQ or RSTP**

This project responds to a request from VRE to fund preliminary engineering, final design, and construction to lengthen the existing platform from 400 feet to 650 feet and extend the canopy length by 100 feet at the VRE Crystal City station in Arlington County.

This platform extension is part of a program of canopy and platform extensions system-wide to better accommodate boarding and alighting of longer VRE consists and support long-term

facility needs. Due to its importance as a regional destination station and high ridership volume, extending the platform is a high VRE priority.

Although VRE receives funding from the Virginia Department of Rail and Public Transportation (DRPT) for many capital projects, platform extensions have traditionally been funded using regional CMAQ money from the jurisdiction in which the station is located.

FISCAL IMPACT: Adoption by the County Board of the County Manager's recommendation will be an endorsement of transportation project priorities for Arlington County to the Northern Virginia Transportation Authority for FY 2018 Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funding. Since FY 2006, the state has provided the match to federal funds for CMAQ and RSTP projects, therefore no local match is required.

GLENCARLYN

Neighborhood Conservation Plan



Arlington Virginia's first planned neighborhood - 1887

November 19, 2011

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ACKNOWLEDGEMENTS

The names of those involved in the planning, writing, surveying, graphics, photography, and editing of the Neighborhood Conservation Plan are all listed by group in alphabetical order.

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EXECUTIVE SUMMARY

This Glencarlyn Neighborhood Conservation Plan is intended to describe a number of new and ongoing activities and improvements which support the goals described within the plan. The recommendations are grouped in each chapter to indicate whether Arlington County, the Glencarlyn community or others have responsibility for the action. There has been a considerable amount of effort by a large part of the community in developing and refining this plan and we hope that it is given appropriate consideration before the County initiates any actions which may affect our community.

Glencarlyn is one of Arlington County's oldest and most stable neighborhoods. It lies close to many shopping areas, educational institutions, and provides an easy commute to downtown Washington, DC. It is bordered on two sides by Glencarlyn Park, which is formed by the stream valleys of Four Mile Run and Long Branch. Although most of the developed acreage is single family residential, there are a few townhouses and apartments, three stores, an urgent care medical facility, a medical office building, an apartment complex, a nursing home, and three schools. The core of the neighborhood, the Village Center, dates from the late 1880's and features a library, a community center, two historic houses, and a small cemetery.

This is the first update to the Glencarlyn Neighborhood Conservation Plan. The original plan was approved in 1978. During the past 30 years Glencarlyn has seen some changes, such as the additions of a townhouse complex on its western end, construction of a new interchange at Arlington Blvd. and Carlin Springs road, addition of doctors offices on the south end of the hospital property, construction of Carlin Springs Elementary school and replacement of the Kenmore Middle School. There have been a number of homes added in the neighborhood, particularly on the edges, and a few tear downs, but Glencarlyn remains fundamentally the same with many of the same goals as in 1978.

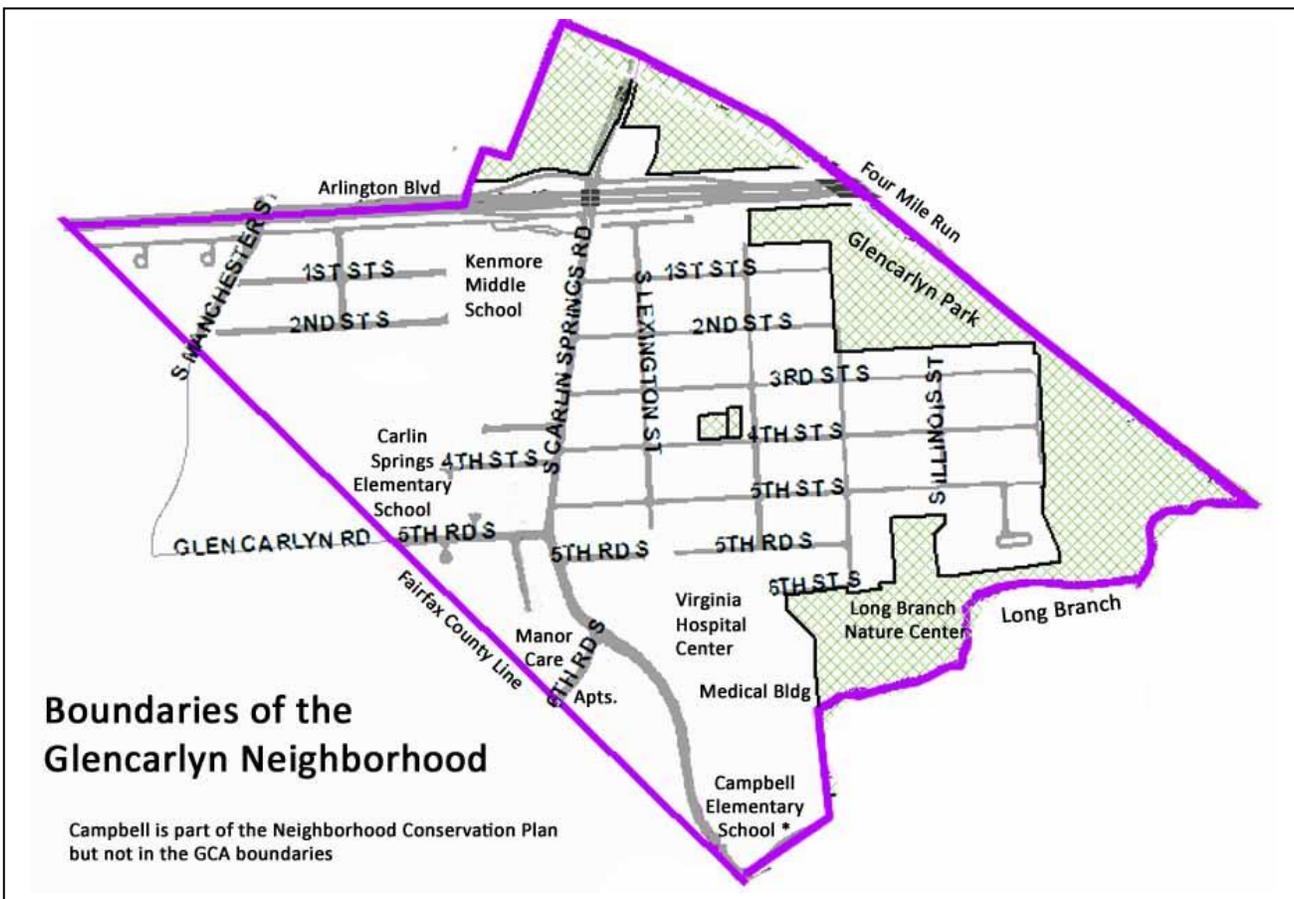
When surveyed in the spring of 2004, most residents rated the neighborhood highly and suggested ways to perpetuate its quiet, charm, and stability. This Plan draws extensively from the results of that survey. (Appendix A summarizes the survey results.) Although this Plan offers suggestions for a number of aspects of the neighborhood, the key ideas involve transportation, such as streets, sidewalks, traffic calming, and safety, preservation of key resources in the community and quality of life.

Only half the neighborhood's streets have curbs and sidewalks. Sidewalks were the most controversial issue in the 2004 survey – respondents split exactly 50-50. Over the years, piecemeal improvements (to curb and gutter), block by block, some with sidewalks, others not, have contributed to a sense of fragmentation. Because streets and sidewalks are such a core issue, a special analysis, funded as a special Neighborhood Conservation project, was conducted in the fall of 2005 by Toole Design, Inc., to provide a framework for future projects. A summary is found in Appendix C and its recommendations are incorporated where appropriate in chapters 7 and 8.

The Plan includes 82 recommendations, 59 for the County and Schools and 23 for the neighborhood and others to undertake. The process of developing the plan is included at the end of the Introduction, chapter 1.

1 – INTRODUCTION

Glencarlyn is Arlington’s first planned neighborhood, platted in 1887. The Glencarlyn Neighborhood Conservation area is bounded by Arlington Boulevard (U.S. Route 50) and Four Mile Run to the north, the Fairfax County line to the west, Long Branch to the south, and Four Mile Run to the east. Carlin Springs Road runs north and south through the neighborhood’s center. The County line was originally laid out in 1791 to define the District of Columbia. This part of the District was retroceded to Virginia in 1847. The Campbell Elementary School is included within the Neighborhood Conservation Area and this Plan even though it is just south of the Glencarlyn Citizens' Association border.



The neighborhood today is primarily residential in nature. Streets east of Carlin Springs Road form “the village,” while those west of Carlin Springs Road are visually associated with two of the neighborhood’s schools, Carlin Springs Elementary and Kenmore Middle School. Glencarlyn is well served by arterial roads and public transportation, and abundant shopping and other community services are located nearby. In the 2004 neighborhood survey conducted preliminary to this plan, many residents rated the neighborhood highly for its proximity to

1 - Introduction

downtown Washington, DC, nearby shopping, major employment areas, and educational institutions.

Glencarlyn sits on a plateau with forested, steeply-sloping parkland on the northeast, east and south sides. These forested lands form Glencarlyn Park which is managed by the Arlington County Department of Parks, Recreation & Cultural Resources. In addition, Four Mile Run and the Washington & Old Dominion (W&OD) Regional Park Trail are located on the east and northeast sides of the community. The W&OD comes under the jurisdiction of the Northern Virginia Regional Park Authority.



Aerial view of Glencarlyn August 2008 - Boundary marked white

The parks are a great asset to the neighborhood and provide residents and visitors many recreational opportunities, including picnic shelters, children's play areas, natural surfaced hiking and walking trails, paved biking trails, and small play fields. The Long Branch Nature Center with its demonstration gardens, educational displays, and exhibits and programs is especially popular and well used by neighborhood residents (See Chapter 4 for more on the parks).

Streets are laid out on a north-south/east-west rectangular grid, forming about 36 blocks of housing. Many of the residential streets are dead-ends, while the busy arterial streets sometimes

1 - Introduction

exceed capacity. Traffic to and from Glencarlyn is served by two major roadways: Arlington Boulevard (U.S. Route 50) running east-west and Carlin Springs Road bisecting the community north-south. Traffic congestion and speeds on Carlin Springs Road are a long standing concern. The area's major institutions are accessible from the major roadways, so there is very little cut-through traffic inside the neighborhood (See Chapters 7 and 8 for details on traffic, parking, streets, and sidewalks).

The average lot in this neighborhood is 6000 square feet (50 ft. by 120 ft.). A few larger lots are the result of consolidation of several standard ones. In total, there are some 480 single family homes. In addition, a group of 39 townhouses is located on the western end of the neighborhood off of Manchester Street and a 235 unit apartment building is located just west of Carlin Springs Road along the County line. Large deciduous shade trees are numerous in the neighborhood and are one of Glencarlyn's greatest assets. The tree canopy, especially in the "village," provides dense shade throughout the summer and blends the neighborhood into the adjoining woodlands (See Chapter 8 and Appendix C for more on the trees).

Arlington has designated three historic districts within Glencarlyn: the Ball-Sellers House built circa 1742; the Ball-Carlin Cemetery from 1766; and Carlin Hall our Community building built in 1892. These are discussed in detail in later sections.

On September 18, 2008, a portion of the Glencarlyn neighborhood was placed on the *National Register of Historic Places* as the Glencarlyn Historic District. This registry is maintained by the National Park Service. The district is bounded by South Carlin Springs Road, Arlington Blvd, 5th Road South, and Glencarlyn Park and represents the original platted area from 1887. The district's designation number in the National Register Information System is 08000910. The Architectural Description included in the material submitted notes ". . . Glencarlyn did not fully develop under the direction of a single developer, nor did it develop during a single period . . . Therefore, the architectural styles and forms present in Glencarlyn represent a broad assortment of building trends from the late nineteenth and twentieth centuries, with the greatest period of development occurring after World War II. . .". There are 282 buildings which contribute to the inclusion on the National Register of Historic Places; many of these are not the primary structures. The 83 page submission of acceptance to the registry provides a comprehensive description of the history of the district, a detailed description of the significant structures which contribute to the district and an inventory of all structures within the district.



Burdett-Reintsma House 3rd & Kensington



Typical Brick rambler

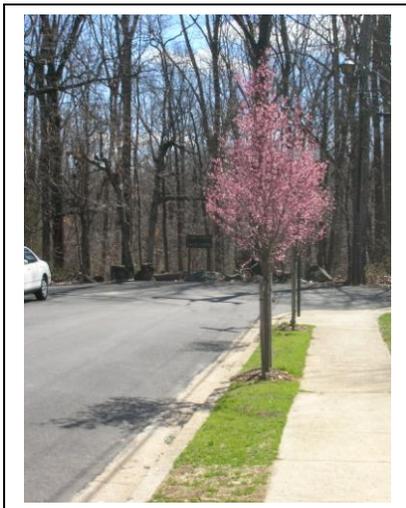
1 - Introduction

Glencarlyn, originally known as Carlin Springs, is Arlington County's first planned residential subdivision and includes the second largest collection of Queen Anne-style houses in the County (in 2008 10 remained from the 1880's and 1890's). Today it hosts a wonderful diversity of architectural styles. Arlington County's oldest structure, the Ball-Sellers House built about 1742, sits near the neighborhood's center. 1890's Victorian-era houses and 1920's Four-Squares stand side-by-side with 1950's ramblers and 1960's modern or split-levels. Cape Cod-style houses about 1940's bungalows. Colonial revival, neo-Victorian, and townhomes have been built more recently. Many additions and expansions are also evident.

The "Village Center" is comprised of several historic buildings and sites -- the Ball-Sellers House, a small cemetery, Carlin Hall, the Library, and the Burdett House. It forms the heart of the community. The Village Center also provides park and open space opportunities, such as the children's play area behind Carlin Hall and community garden behind the Library. (See Chapter 6 for details on the Village Center). Several public and private institutions and a church are also located in the neighborhood, along with a small commercial area. A large portion of the neighborhood is parkland and open space.

The grounds of the Kenmore Middle School and Carlin Springs Elementary School also provide open space and recreational activities for the neighborhood. Several soccer fields, baseball fields, and tennis courts -- along with landscaped open-space -- surround the school buildings. These facilities, although in great demand by all Arlington residents, are frequently available to the neighborhood. The athletic fields are managed by the Department of Parks, Recreation & Cultural Resources and the remainder of the school grounds are managed by Arlington Public Schools.

The streets in the neighborhood are in various states of repair or disrepair. Neighborhood Conservation projects over the past 25 years have upgraded many streets, but there is still much to be done. Many blocks still lack adequate paving, curb and gutter, sidewalks, streetlights, street trees, and proper drainage systems, especially in the "village."



Various street edge conditions.

1 - Introduction

Pedestrians and bicyclists have access to the neighborhood -- not only from the major roadways and the street grid, but also from the W&OD Regional Trail on the east side of the neighborhood. The Ballston Metrorail Station can be reached on foot from Glencarlyn in 30 to 45 minutes. Both Ballston and Virginia Square Metrorail stations can be reached by bike in 10-15 minutes. Glencarlyn is also served by public transportation. Metrobus routes 4 and 25 and the County's ART bus service route 75 stop along Carlin Springs Road and Arlington Boulevard. These public transit systems connect to other parts of Arlington, Fairfax County, Alexandria, the Metrorail system, and Washington, DC. Taxicab service is also plentiful and prompt.

Surrounding neighborhoods are also residential. The single-family residential neighborhoods of Boulevard Manor, Bluemont and Arlington Forest lie to the northwest, northeast, and east. Barcroft is located to the east on the other side of Glencarlyn Park. Columbia Heights West (mostly apartments) and Forest Glen are located to the south on the far side of the Long Branch valley. On the western edge of the neighborhood is the Arlington County/Fairfax County line, with several single family and high-rise apartment developments just across the Fairfax County line.

Retail and other services are readily available just beyond the adjacent residential neighborhoods. Glencarlyn is conveniently located midway among three major shopping districts: Seven Corners, Ballston, and Bailey's Crossroads/Skyline. The neighborhood is also just six miles from the White House and downtown Washington, DC. Pentagon City/Crystal City, the Rosslyn-Ballston Corridor, Falls Church, and Tysons Corner are also readily accessible (especially during non-rush hours).

Goals

Glencarlyn has evolved over 120 years from a village in the country to a village in the city. Buffered on three sides by park land, yet well connected to nearby urban amenities, this neighborhood preserves a wonderful diversity of housing types, schools, traditions, innovation, and community values that together create a remarkable quality of life. The underlying purpose of this Plan is to preserve that balance. Goals to express these values seek:

- To cherish the quiet, small-town feel that makes Glencarlyn unique in Arlington County.
- To perpetuate the neighborhood's sense of welcome.
- To enhance community values and neighborhood spirit by encouraging interaction, family networks, and community events -- as well as perpetuating the neighborhood's single-family residential character.
- To preserve and protect the natural resource values of the adjoining streams and woodlands.
- To improve pedestrian and motorist safety.
- To continue and enhance the many County-operated amenities, such as Carlin Hall, Glencarlyn Park, the library, and the schools, that the neighborhood enjoys and from which its residents benefit.

1 - Introduction

- To ensure that the current low levels of crime are kept low or even further reduced.

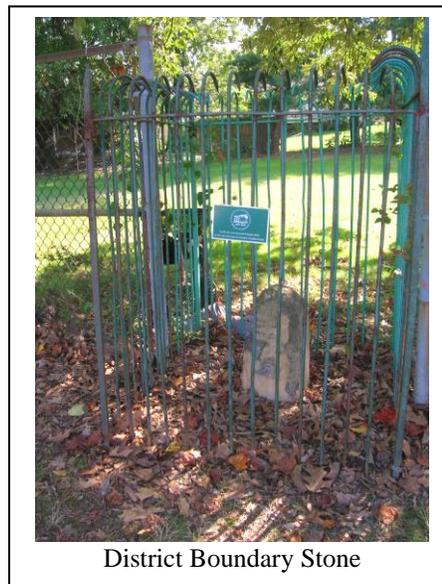
This update to the original 1978 Plan evolved over a period of several years. In 2004, a survey was issued to each household to gather ideas and identify problems; citizen teams then crafted the various chapters. In May, 2007, the planning team issued a second survey to all 530 household to determine their priorities among all the recommendations. 15 % (79) of the residents in homes returned the survey. The highest ranking recommendations were emphasized in the plan and the lowest 5 % dropped completely. Many also submitted open-ended comments. As expected, most comments concerned traffic, streets, and sidewalks. Photographs were taken and maps sketched. The plan update was further edited in 2011 to correct any problems and reflect any updates and actions since the earlier draft.

The tabulation of the results of the survey on the preliminary recommendation is presented in appendix D, which is provided as a separate 38 page document. The tabulation reflects the status of the input to the plan as of September 2007 and which recommendations were to be included or not. During the spring 2011 finalization of the plan, a number of recommendations were updated by an editorial committee based on events since the survey.

2 -- HISTORY

The neighborhood of Glencarlyn has a long and distinguished history. Today it includes traces of all periods of its history, including the original springs, a boundary stone from the 1791 District of Columbia survey line, a monument to George Washington's nearby property holdings, the Ball-Sellers House (Arlington's oldest remaining house), some of the neighborhood's original houses from the 1890's, and various other roadbeds, fords, ruins, and plantings.

Human Settlement -- Originally, Algonquin-speaking Native Americans lived here, but the pressure of European settlement and diseases caused them to move from the area by 1697. Occasional traces of their presence may be found even now as arrowheads are found by keen-eyed gardeners.



District Boundary Stone

The Ball-Sellers House was built about 1742, soon after John Ball received his 166 acre grant from Lord Fairfax. He raised five daughters. Life was lean in those days. An inventory of the Balls' possessions included an old hat, a coat and jacket, a pair of britches and shoes, three beds, two tables, some earthenware, four cows, a horse, some pigs, a parcel of books, and a fiddle. Ball operated a grist mill near the confluence of Lubber and Four Mile Runs. In 1748, Moses Ball, perhaps a cousin, received the adjoining 91-acre tract just to the south (where the urgent care center now is). Upon his death, the property sold in 1772 to William Carlin for 100 pounds. Carlin was a prosperous and well-regarded tailor in Alexandria, serving, among many other clients, George Washington and George Mason. He raised nine children here. Washington, in fact, owned property nearby. His property was divided into three lots, one for each son. His youngest son inherited the 95-acre lot that is the heart of the community today. The last heirs were buried in the cemetery in 1905. It is believed to still be owned by family members.

The more level portions of this hilltop were farmed during much of the 19th Century. Starting in the 1840's, a railroad (originally the Alexandria, Loudon, and Hampshire Railroad) was built through the Four Mile Run valley down below. The area was vacated during the Civil War while the military front moved back and forth between nearby Bailey's Crossroads and Pooks Hill closer to the village of Falls Church.

After the War, the Carlins tried other means to make a living. In 1872 the railroad installed a station near the springs just south of today's Route 50 overpass and Carlin's heirs built two pavilions, each 30 by 80 feet, nearby. One was for dancing and the other a restaurant and ice cream parlor for pleasure-seekers from the District of Columbia. As tastes changed, this venture failed and the Carlin family, after 100 years of ownership, put up the entire property for sale.

2 - History



The Carlin Springs



The Carlin Spring at Four Mile Run
below 2nd Street

Development -- In 1887, former Missouri Congressman and Commissioner of the U.S. Land Office (and later Commander-in-Chief of the Grand Army of the Republic), General Samuel S. Burdett, and his partner, William Curtis, bought the entire property, 132 acres, for \$8,000. Their plat of housing lots was Arlington's first. The neighborhood's 384 unimproved lots were offered "to all men and women of moderate means who receive stated salaries" along with a \$100 share for membership in the Carlin Springs Cooperative Association. Most lots measured 50 by 120 feet. Most people bought two or more lots; many purchased for speculation. The Association even offered home loans. Many of the people who moved to Glencarlyn came because it reminded them of the rural settings of their own upbringings. Today, this organization's successor, the Glencarlyn Citizens' Association (GCA), may be one of America's oldest community associations.

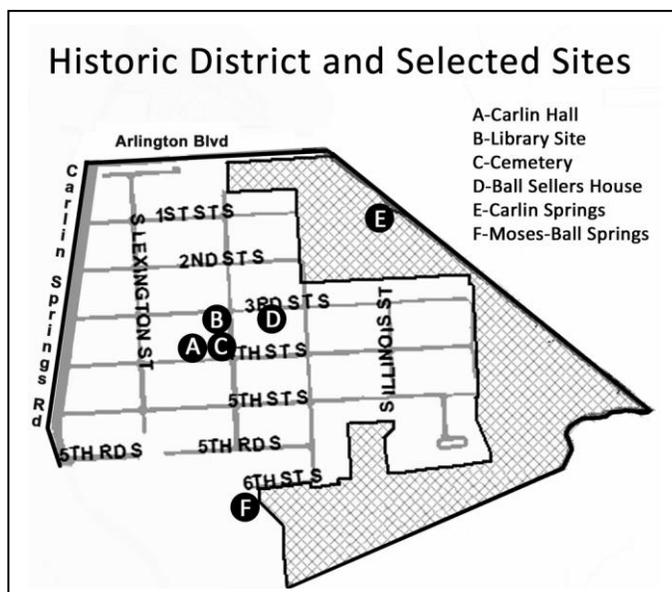
The neighborhood's streets were officially laid out in 1891, as was the park reservation (made up mostly of the unplatted steep valley slopes). Carlin Hall (originally named "Curtis Hall" after General Burdett's business partner) was built by the Cooperative Association as a community center in 1892. It is the oldest community hall in the County. In 1893 the Carlin Springs Village Improvement Association was founded to "improve and ornament the streets of Carlin Springs by planting and cultivating trees, constructing, clearing, and repairing sidewalks and doing other such work as shall tend to beautify and adorn the village, or shall conduce in any way to the benefit and prosperity of the village."

This update to the Neighborhood Conservation Plan continues this 120-year tradition of beautification, sidewalks, and street trees from the late 19th Century.

Community Life -- The Cooperative Association built wooden sidewalks in 1893 (remains of these were still in evidence 40 years later). The neighborhood's parkland was maintained by Association members until deeded to the Commonwealth of Virginia in 1935 and absorbed into the new Arlington County Park System in 1943, "to be used for parkland in perpetuity." These acres were the first parkland set aside in Arlington County for public park use.

2 - History

Various other community improvements occurred as additional homes filled in the neighborhood. In 1896, the community's name was changed from Carlin Springs Village to Glencarlyn at the request of the Postal Service. Shade trees were planted throughout the neighborhood. In the early 1900's, the Cooperative Association erected a marker at the confluence of Four Mile Run and Long Branch on the site of George Washington's survey tree. The first St. John's Episcopal Church was built in 1910 and was served until 1954 by students at the Episcopal Seminary in Alexandria. In 1922, the Community Association sold what is now the Ball-Sellers House to a private buyer.



General Burdett built and lived in the house at the northeast corner of 3rd and Kensington Streets. When he died in 1914, he willed funds and books for a community library. The library was built after the end of World War I and has served the community ever since, made part of the Arlington County Library System in 1959. The original wood structure was replaced by a brick one in 1963.

Early lessons for children were held in homes. The community's first school was built in 1907 at the east end of 4th Street. It was abandoned in 1916 (as "too remote") and dismantled in the early

1920's. (A corner of this building's foundations still exists). From 1916 to 1953, school was held in Carlin Hall. School children too old for this school walked to Veitch Summit (now near I-66 at N. Jefferson Street) and took trolleys to schools in Washington, D.C.

In its early days, the community was a village island surrounded by woods and farms. Some residents commuted on the Washington and Old Dominion Railroad running alongside Four Mile Run. Doctors were distant. A small country grocery store served residents at the corner of 3rd St. and Carlin Springs Road. By the early 1940's, there were two stores, one at 4th and Carlin Springs Road and the other at 1st Street which also served as a post office. For other shopping, children would run errands on foot to Ballston, Barcroft, or Bailey's Crossroads. Corn meal could be purchased at the Barcroft Mill where Columbia Pike now crosses Four Mile Run. There were monthly socials in the community hall, with cakes and games, taffy pulls, straw rides in the moonlight, and dances -- even fireworks each 4th of July and Christmas visits from Santa Claus. Adult clubs met -- such as the Euchre Club, the Muslit Club, and the Whist Club. In the winter, ice was cut from a pond formed in Four Mile Run. A one time, the pond at the springs was 7-8 feet deep and used for swimming. Even by 1900 the neighborhood's character had changed since several of the early large original houses had already burned to the ground.

The community was first electrified in 1921, with chestnut poles provided by the community association from dead trees in the park, victims of the recent chestnut blight. Water and sewer

2 - History

lines were laid through the neighborhood in the mid 1930's, although hook-ups were voluntary and some residents took decades to connect to "city water." Glencarlyn village grew slowly, with only 14 homes by 1920 and 52 homes on the original 260 lots by 1936. An additional 44 homes were built between 1937 and 1945. Even in the mid 1940's, Glencarlyn seemed very rural, with horses and cows grazing in many yards.

Modern Times -- The edges of the neighborhood were transformed from rural farmland with the building of U.S. Route 50 (Arlington Boulevard) in the mid-1930's, taking with it the neighborhood's northern row of lots. When first built it was only two lanes wide. Neighborhood streets were transferred from Virginia's jurisdiction to Arlington County's in 1936. People growing up here in those years walked everywhere. Groceries were often delivered by horse drawn wagon. Most of the streets were only paved in cinders from each home's coal stoves. At the depth of the Depression, lots still sold for \$50 apiece. The Carlin Springs produced potable water that some enterprising people bottled and sold. In 1935, the community association deeded the Glencarlyn Park to Virginia as a state park. It was transferred to Arlington County in 1943 as the first part of the County's park system. Now it comprises 97 acres.

The greatest period of growth was just after World War II, with 180 houses built between 1946 and 1958. The 10 "California type" hipped roof houses, most near the east end of 4th St, are from this period.

In 1946, after several decades of sporadic meetings, the Community Association was revitalized. The Village View was started up in 1952 and has been published continuously ever since.

Carlin Springs Road and Arlington Boulevard were enlarged to four-lane arterial roads in the early 1950's, while two major schools were built to accommodate the expanding population - Kenmore, originally built as an elementary school in 1950 and Glencarlyn Elementary, now called Campbell Elementary, in 1956. During the early 1950's, First and Second streets west of Carlin Springs Road were developed from a previously existing dairy farm. The area called Carlyn Park includes 50 homes. All of the neighborhoods surrounding Glencarlyn were built out in the years just before or just following World War II. For a few years just after World War II, Arlington County was the fastest growing county in the United States.

The 1960's were a significant decade in further shaping Glencarlyn. In 1959 Northern Virginia Doctor's Hospital (now the Virginia Hospital Center) was granted a Use Permit to build a hospital on residential land with no change in zoning. The hospital is currently zoned as a Special Development District S-D. Construction and expansion of the hospital occurred throughout the 1960's. At about the same time, the County Park System acquired the Hickman residence overlooking Long Branch and transformed it into the Long Branch Nature Center, acquiring additional lands to buffer it from development. When a highway was proposed along the W&OD railway corridor, concerned citizens began a process of preserving the valley for recreational trails. When the forested area between the Moses Ball Spring site, on the northeast edge of the hospital ground, and the Nature Center was threatened to become a land fill site, it was acquired for park purposes by the Glencarlyn Citizen's Recreation Partnership and sold to the County in 1973. About this time paved bicycle trails were built in the park. In 1962 ownership of Carlin Hall was transferred from the Carlin Hall Association to the County. In

2 - History

1970, 8.6 acres of meadow and woods above the Nature Center were added to the park when threatened for development. In that emergency, Glencarlyn residents raised \$17,000 in 48 hours, purchased the property and later sold it to the County. The Nature Center opened for programs in 1972.

In 1975, the Ball-Sellers House was given to the Arlington County Historical Society. In 1977, the Glencarlyn Citizens' Association developed an agreement with Arlington County whereby the County would own and maintain Carlin Hall, while the Association would operate and monitor it. Towards the end of the 1970's, (1977-78) the community's first neighborhood conservation plan was developed. It documented Glencarlyn's "fierce community pride." Many of the issues in that plan -- street lights, unsightly street ends, pedestrian safety and crosswalks, traffic and speed along Carlin Springs Road, curbs and gutters, and trees -- remain pertinent issues today. Other issues in the original plans, such as the rebuilding of the Route 50/Carlin Springs Road interchange, have been completed.

The 33 years since the community's 1978 conservation plan have perhaps been the most stable of its history. In 1982, a medical office building and parking garage were built just south of the hospital along Carlin Springs Road. A number of new houses were added as infill including those built along 5th Road South west of Carlin Springs; several replaced dilapidated structures; 39 new townhouses were added along Route 50 between Manchester and the Fairfax County line; and many homes throughout the neighborhood have been renovated or enlarged. In 2011 Glencarlyn has 480 single family homes compared to the 416 reflected in the original plan in 1978.

The Carlin Springs Road-Route 50 interchange was completely upgraded in the early 1980's, including widening and raising the bridge over Carlin Springs Road. Some blocks obtained curbs, gutters and sidewalks. The schools remained unchanged until 2000. Arterial roads have not been widened; the parkland remained the same year-to-year; and the level of crime remained low. Some community groups remained active, while others, such as the Garden Club, were disbanded.

The neighborhood celebrated its Centennial in 1987-8. Many of the Glencarlyn Day activities of those years remain an annual tradition now: pancake breakfast (which goes well back into the 1940's), a parade, the ice cream social, a house tour, and more recently, the afternoon Fun Fair.

As demand for Arlington real estate has increased, various experiments have been tried to increase density without damaging quality of life. One such method – the Unified Residential Development, or "URD" – was enacted by County Board action and first applied in 1995 to Lancaster Street, just south of 5th Road, in this neighborhood.

In 2001, the students and staff at Glencarlyn Elementary School moved into a new building on 5th Road at the county line, and the school was renamed Carlin Springs Elementary School. The old school building became a specialized early grades school serving students countywide – the Campbell School. At the same time, plans were developed to replace the original Kenmore Middle School with a completely new building alongside Route 50. Construction was completed in the fall of 2005 and the old building removed.

2 - History

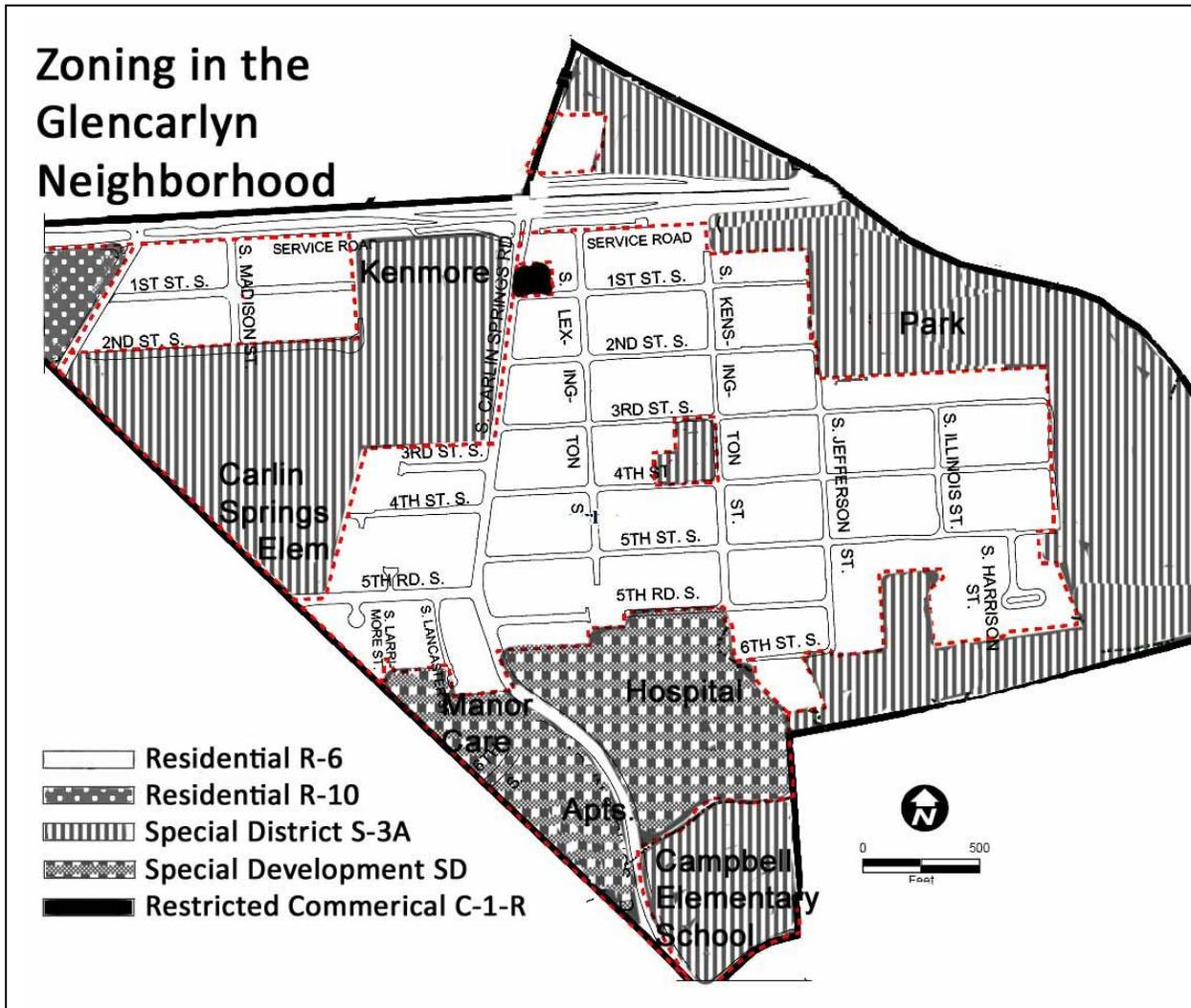
Today, much of Glencarlyn is an island of quiet immediately surrounded by woods, but increasingly beset by the noisy urbanizing forces of the Washington, D.C., metropolitan area. On winter evenings, the rising skylines of Baileys Crossroads and Ballston can be seen glowing on the horizon. What was once a village island in a rural setting is now a village island, buffered by woodlands, in a cosmopolitan urban setting.

References:

- Dalen, Jonathan, 1987, “Historic Neighborhood Designation – Glencarlyn,” MS in Arlington County Library Virginia Room.
- Glencarlyn Citizens’ Association, 1978, *Glencarlyn Neighborhood Conservation Plan*, pp. 7-9
- Glencarlyn Citizens’ Association, 1994, *Glencarlyn Remembered: The First 100 Years*, Arlington, VA: GCA, 72 pp.
- Interviews with long-time Glencarlyn residents Mary Benn, Betty Vertiz and Sherwood Hedrick.
- Netherton, Nan, 1984, “Glencarlyn, A Sylvan Resort” MS in Arlington County Library Virginia Room.
- Arlington County's documentation in support of including the Glencarlyn Historic District in the *National Register of Historic Places* - primarily prepared by Laura V. Trieschmann, Senior Architectural Historian EHT Tracerics, Inc. 2008.

3 -- LAND USE, ZONING AND DEVELOPMENT

Glencarlyn is primarily made up of single family dwellings with 39 townhouses in three cul-de-sacs (Manchester Square) at its western tip. It also includes three public schools, a branch of the public library system, an historic community center used as a preschool, an urgent care center, a mid-rise condo of doctors' offices, a nursing home, an apartment building for seniors and disabled, a church, and a small commercial strip with three businesses.



The predominant zoning is R-6, One-Family Dwelling District, for the detached homes on 6,000 square foot lots. St John's Church is also part of the R-6 zoning. The townhouse cluster (Manchester Square) is R-10T, Townhouses. The areas encompassing Kenmore Middle School, Carlin Springs Elementary School, Glencarlyn Park and Long Branch Nature Center, and the Library, adjacent cemetery and Carlin Hall are all zoned S-3A, Special District. The Virginia Hospital Center's Urgent Care Center, Manor Care Nursing Home and Woodland Hill Apartments are all on property zoned S-D, Special Development District (requiring use permits).

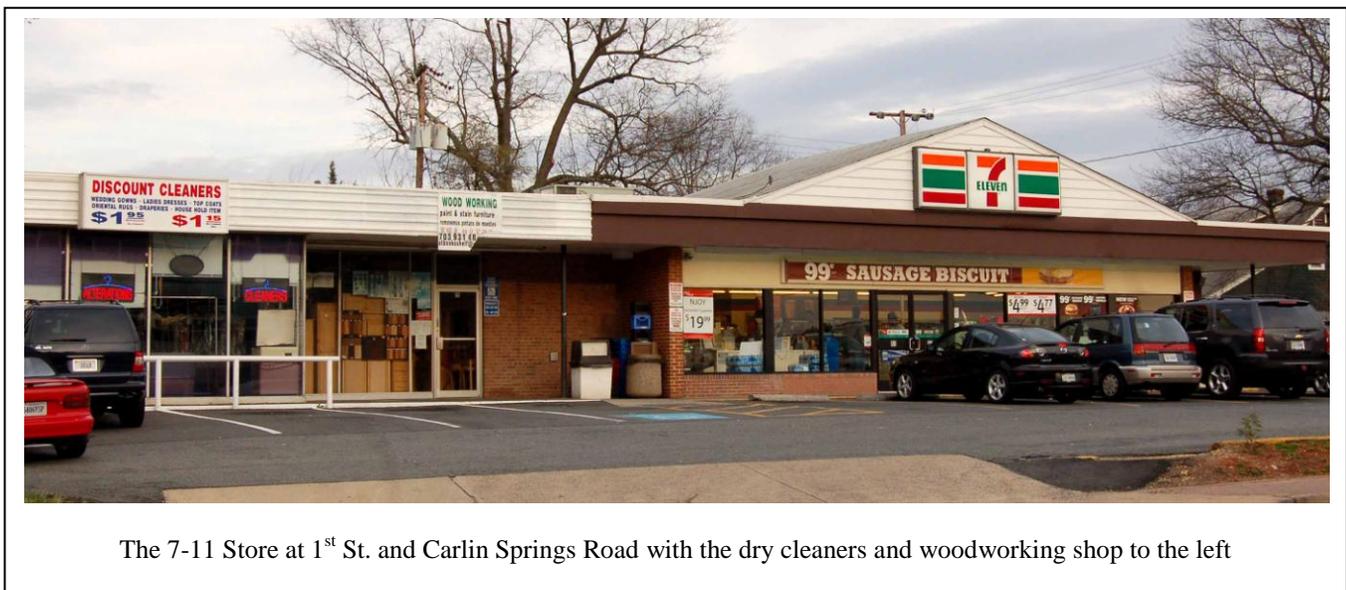
3 - Land use, Zoning and Development

The small commercial strip on Carlin Springs Road at South 1st Street is zoned C-1-R, Restricted Local Commercial District.

Overwhelmingly, Glencarlyn residents responding to the 2004 neighborhood survey felt that Glencarlyn should remain predominantly single family residential, and any infill development should preserve the single family character of the neighborhood. Given the wide variety of housing styles already in existence in Glencarlyn, however, there was a wide divergence of opinion as to whether or not infill should be legally required to adopt the architectural styles and proportions of the existing structures. The majority of respondents did feel that developers of infill housing should voluntarily adopt styles and proportions appropriate to the neighborhood.



Concerns have been expressed about apparent inappropriate land use on the R-6 zoned property at 5816 1st Street South on the southeast corner of Carlin Springs Road and South 1st Street. The property appears to be used for business purposes; residents have complained to the County but the situation is unchanged. While the 7-11 store is convenient for the neighborhood, patrons continue to create a litter problem in the surrounding blocks.



3 - Land use, Zoning and Development

Recommendation for County Action:

3A: Install trash cans along Manchester Street sidewalk to decrease littering.

Recommendations for Non-County Action:

3B: The GCA should request the owner of the 7-11 to try to ensure deliveries are not made during morning rush hour (to reduce traffic congestion) and that dumpster servicing occurs only during daylight hours (to minimize noise disturbance to the adjoining neighbors). Ideal delivery hours are 9:30 a.m. to 4:00 p.m.

3C: The GCA should request the owner of the 7-11 to periodically sponsor a clean-up crew to clean up trash around the 7-11 and neighboring streets, down to the eastbound entrance ramp onto Route 50 -- as a neighborhood goodwill gesture (may be possible to get Sheriff's community service workers). In the long-term, this property owner should develop a landscape plan for the store that enhances beauty but does not create sight line problems for motorists and pedestrians.

4 -- PARKS AND RECREATION, NATURAL ENVIRONMENT AND CULTURAL SITES

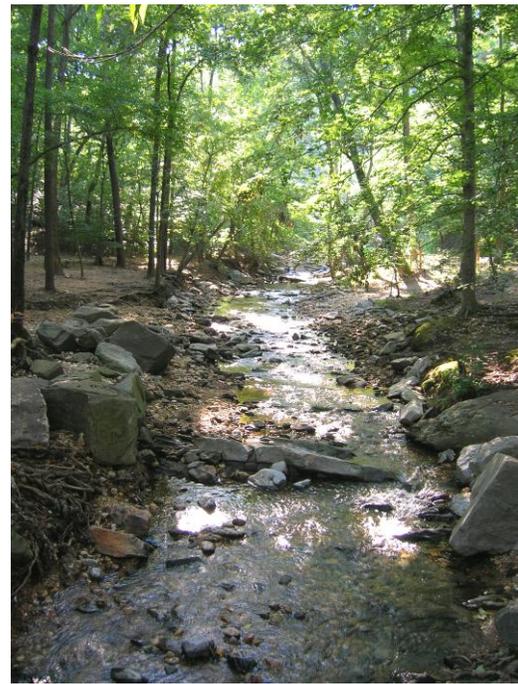
Most of the developed portions of the Glencarlyn community sit on a gently rolling plateau some 250 feet above sea level. Prior to development, slight depressions may have been seasonal wetlands or vernal pools. The gentle grades are a natural feature and much of the area has not been radically disturbed by grading. Today, many ornamental plantings and shade trees line the streets and enrich community gardens, especially at the Library and the Ball-Sellers house.

A large part of the neighborhood is bordered by the Glencarlyn Park. The park is an important part of the neighborhood and is frequently used by many residents for walking, biking and other activities. The preservation of parkland and maintenance of Glencarlyn Park and the Long Branch Nature Center are high on the list of concerns of the neighborhood.

Glencarlynites get many opportunities to see interesting wildlife, including many species of birds, box turtles, squirrels, flying squirrels, chipmunks, rabbits, raccoons, opossums, and foxes. Warblers appear in treetops during spring and fall migration times. It is not unusual to see Canada Geese and Great Blue Herons fly over. Several kinds of woodpeckers are fairly abundant, and Eastern Screech Owls can sometimes be seen and heard.



Long Branch, showing bedrock in streambed and cobbles

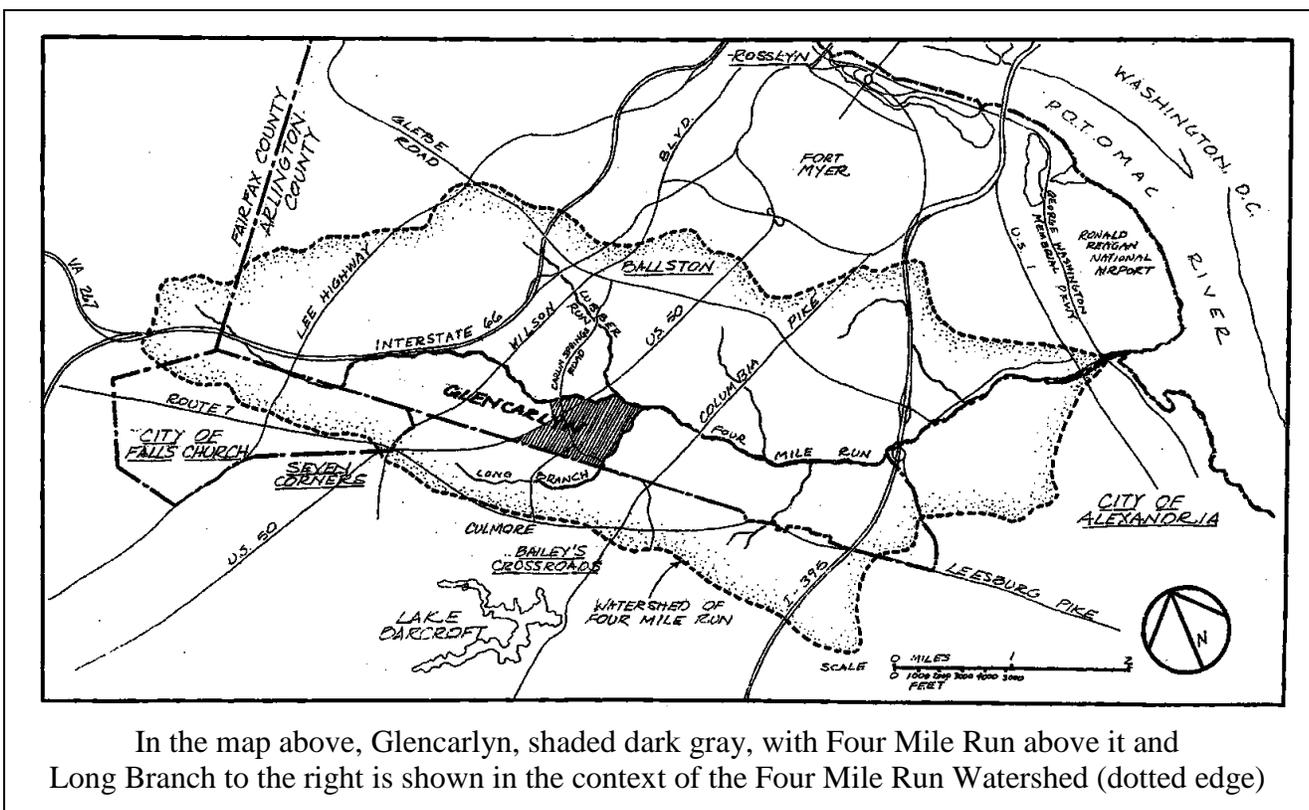


Geology and Hydrology – The underlying bedrock here is primarily the mica-rich Lower Cambrian metamorphic Sykesville Formation (about 530 million years old). Above that, a complex of rounded cobbles are characteristic of the Columbia Group, relics of the ancient Potomac River before it cut down to its deeper, current level. Eroded stream banks reveal this geological sequence of river terraces sitting on grey-green bedrock.

4 -- Parks And Recreation, Natural Environment And Cultural Sites

Glencarlynites are fortunate to live within short walking distance to some of Arlington County's best parks, trails, and woodlands. The topography of Glencarlyn's residential areas and the associated parkland have been shaped by erosion, now evident in the sloped valleys of Four Mile Run and Long Branch.

The Arlington Natural Resource Management Plan notes that "... Ultimately, a large majority of the stream-related problems in Arlington can be directly linked to the high volume of stormwater entering local streams, high levels of impervious cover in the County and the inability to successfully capture and re-filter rain back into natural groundwater reservoirs. . . ". Four Mile Run is a classic urban stream, only seven miles long, but receiving over 350 miles of piped storm drain lines. The headwaters of Long Branch are actually the parking lots and highways of Seven Corners.

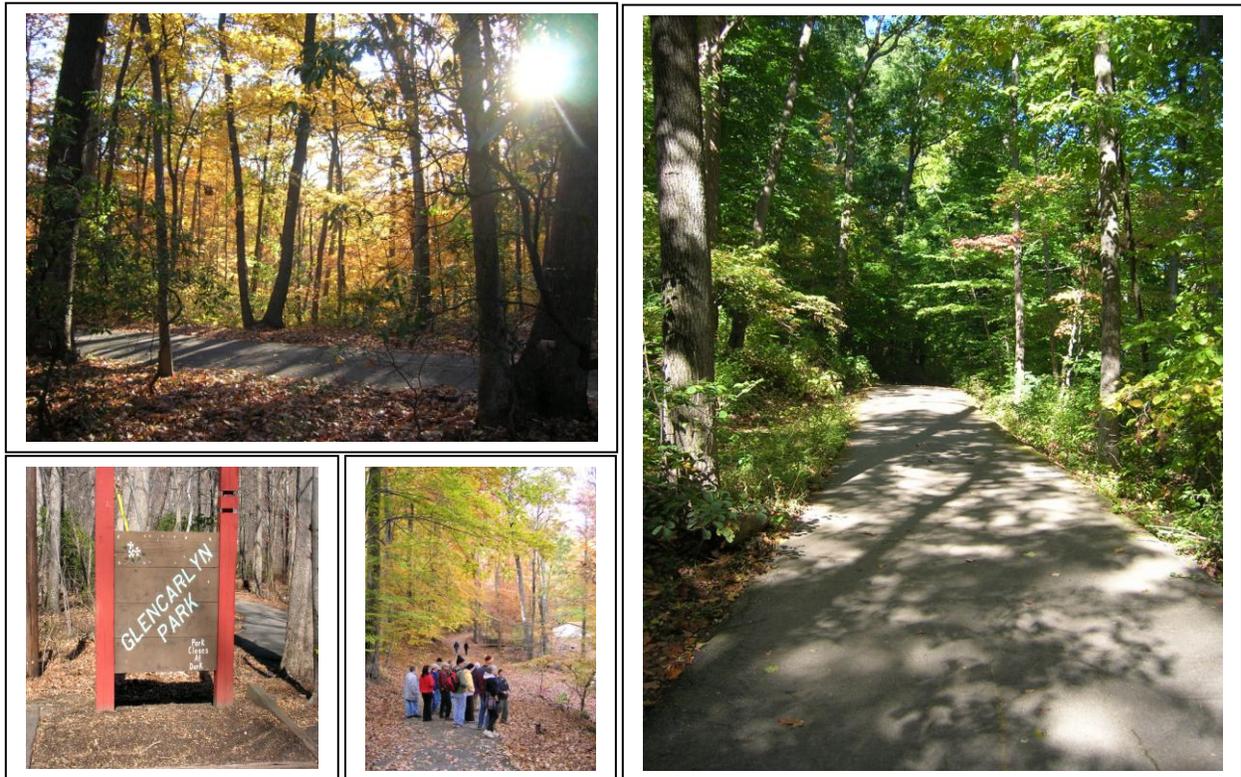


In storm events, these streams rise quickly, scouring their streambeds and moving tons of sediment and trash downstream, undercutting the streambanks. For example, for every inch of rain in a storm event, Four Mile Run appears to rise at least 12 inches. Heavy sustained rains cause severe and damaging flooding. The Long Branch and Four Mile Run systems have been heavily affected by erosion and inappropriate erosion control measures. Much of the erosion is caused by excessive runoff from the upland areas and poor stormwater management provisions, both from within and outside of the County. In late June, 2006, a 13-inch storm system flooded the valley and created extensive damage in the picnic areas and to the bridges of Glencarlyn Park.

4 -- Parks And Recreation, Natural Environment And Cultural Sites

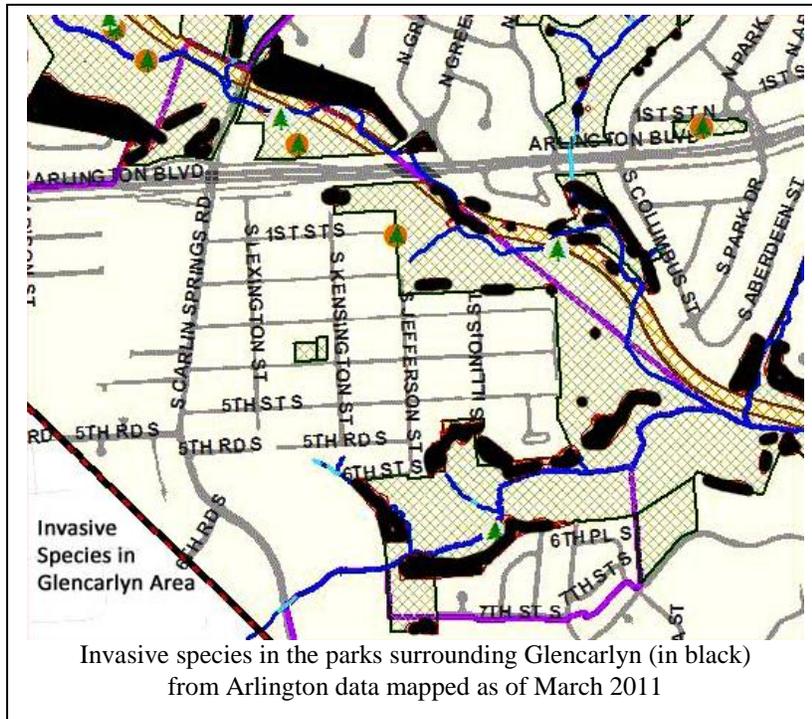
In 2009, the Glencarlyn Citizens' Association, community master gardeners, the library and County Department of Environmental Services staff worked together to install two cisterns at the library to capture rainwater for use in the community garden.

Woodlands – The forested landscape of 97-acre Glencarlyn Park can be classified as a Northern Piedmont Red Oak-Chestnut-Mountain Laurel Type forest. This minimally disturbed urban forest type is currently under study by the Virginia Native Plant Society and includes thick stands of old age Mountain Laurel (*Kalmia latifolia*) and a number of regenerating American Chestnut trees. In the early 20th Century, the Chestnut blight killed the original standing trees but left the root systems alive and able to re-sprout. In the understory, the parkland nurtures such plants such as the Witch Hazel, Paw-paw, Spotted Wintergreen, Crane-fly Orchid, Mayapples, False Solomon's Seal, ferns, wild blueberries, and related native plants – all indicators of long-term stability. Poison Ivy and Greenbrier vines provide important shelter and wildlife food, although they should be avoided by people. Many Arlington County record plant species (largest of their species in the County) have been recently recorded in this forest. As a result of its largely unaltered condition and unique assemblage of plant life, the Potowmack Chapter of the Virginia Native Plant Society has nominated Glencarlyn Park for inclusion in its site registry program as a noteworthy local natural resource. The County's recent *Urban Forest Master Plan's* maps show that Glencarlyn Park and the surrounding neighborhoods form one of the largest contiguous areas of tree canopy in the County.



General parkland scenes

4 -- Parks And Recreation, Natural Environment And Cultural Sites

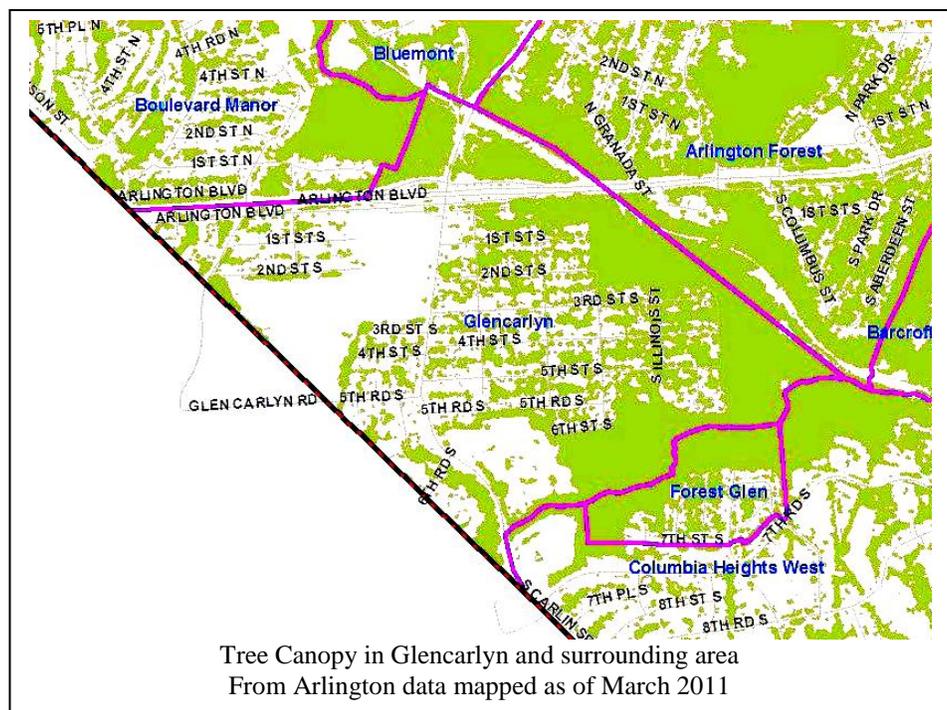


The forests of Glencarlyn Park are remarkably mature and stable considering their urban setting, littering, invasive exotic species, and changing climate patterns. The key dynamic is maintaining the high canopy of long-lived deciduous trees, such as Red, White, and Chestnut Oak, Tulip Poplar, Hickory, and Beech. Recent storms (most recently Hurricane Isabel in 2003 and a storm in June 2008) brought down dozens of trees, opening the canopy. Native trees germinate and resprout well here, due to the general absence of deer. As long as the tree canopy is maintained and

young trees allowed to reach maturity, the associated shrub and wildflower species that characterize Glencarlyn Park’s woodlands – such as Mountain Laurel and Pinkster Azalea, Mayapple and Blood Root – will survive and thrive.

Through neglect over decades, the parkland has been heavily impacted by exotic invasive plants. In places, the ivy and other vines can be largely eliminated by volunteer labor. In others, without major work, the canopy trees will be lost and successional thickets of vines and underbrush will take over. This plan strongly supports the County’s Invasive Species Coordinator position and its devotion to the management and eradication of damaging invasive plants.

Dumping and Litter – Park neighbors (and their contractors) have dumped yard waste and other material in the Park. This is a violation of County ordinances. Although many of these materials are biodegradable, they



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damage native plants in the park. For example, dumping a pile of yard waste or leaves on top of a small native wildflower can smother and kill it, while invasive vines adjust and prosper under such conditions. Such dumping changes the structure and chemistry of the soil in ways that are harmful to native plants. Invasive plants are easily introduced into the park from contaminated yard wastes. Although it may appear otherwise, leaf piles do not suppress ivy and other invasives, they only nourish them.



Wind-thrown tree



Trash along Long Branch

Often litter is left behind after trash pickup, especially on windy days. Foam packing materials and plastic bags are examples of the types of material that, if not picked up, tend to wash down into the streams or get blown into tree branches on windy days.



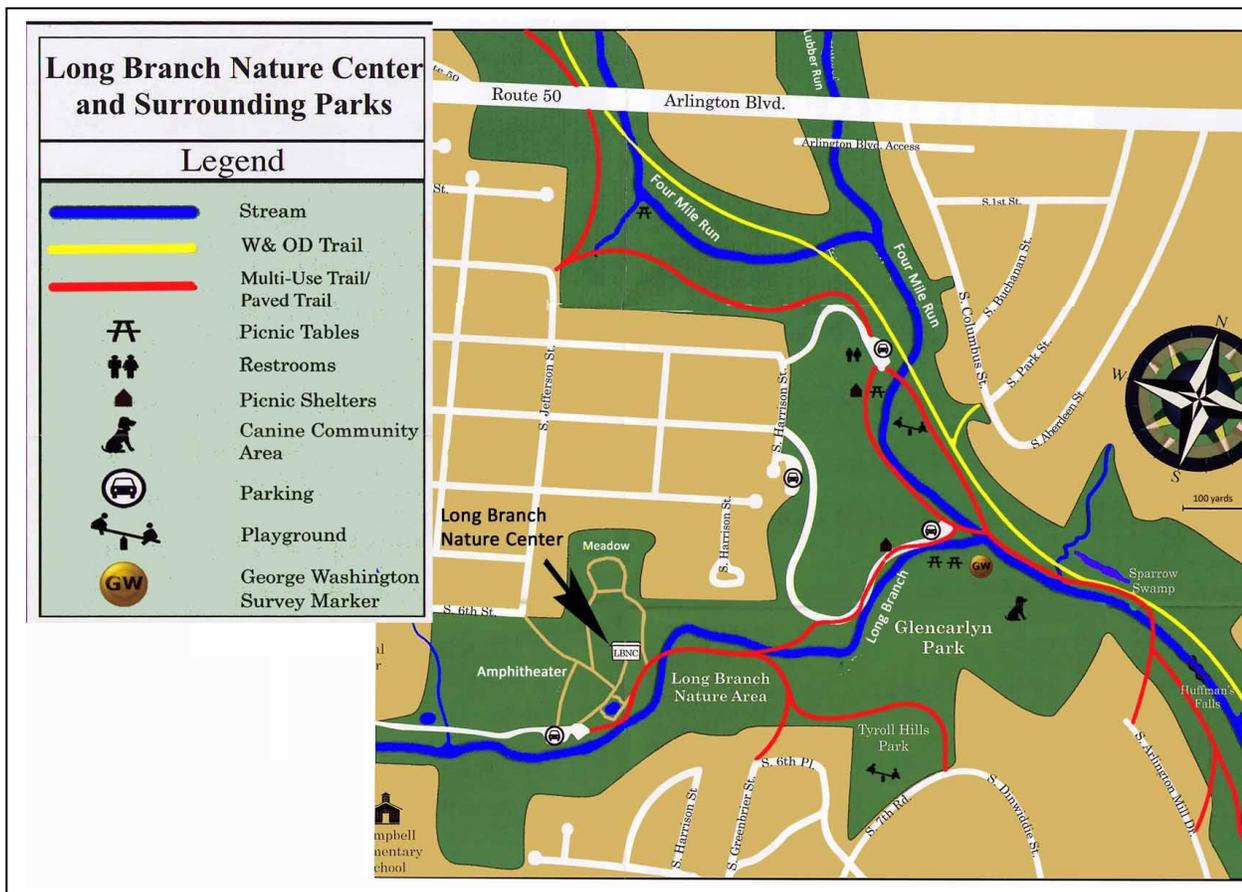
The Long Branch Nature Center

The Nature Center, Other Park Facilities and Fields – The Long Branch Nature Center, a short walk by trail from much of the neighborhood, serves both the local and county-wide community with a selection of services, including environmental education, interpretive programming, natural resource management, and nature/wildlife education. The Center and

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grounds include nature education displays, meeting and programming space, hiking and biking trails, an outdoor amphitheater, native plant gardens, and several freshwater ponds. The Nature Center building is decades old and has not been renovated in many years. Although it is a wonderful facility in a beautiful setting, it suffers from some deficiencies that limit its ability to fulfill its mission. The hours at the Nature Center were reduced in FY 2011, because of overall budget issues. Hours had to be reduced from 71 to 43 hours and the Nature Center is now only open on a minimal 5 days a week schedule.

One of the most obvious deficiencies is the minimal parking – only 23 spaces are available. Classroom space is also limited. The facility and its exhibits are showing signs of deterioration. In some cases it does not meet current codes (e.g., the railings around the front of the building do not meet current requirements and the flagstones can be extremely slippery when wet.) The trails in the Park are well-used for exercise, dog-walking, and nature study. Some are well graded and require minimum maintenance. The paved trails are regularly cleared of debris and leaves – even weekly in the fall. However, some trails are poorly laid out and prone to erosion.



Waterbars on the natural surface trails are frequently improperly installed which often worsen, rather than resolve, difficult situations.

Other nearby amenities include the Glencarlyn Community Canine Area at the junction of Long Branch and Four Mile Run, the Washington and Old Dominion (W&OD) Regional Trail that

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joins the Potomac River shoreline to the Blue Ridge Mountains, and Sparrow Pond Wetland along the W&OD Trail.

Dedicated volunteers are extremely important for the Nature Center and the Park for a wide variety of functions such as removal of invasive species and volunteer staff at the Nature Center, particularly since staffing was reduced in 2011. A number of Glencarlyn residents have volunteered over the years.



Dogwalking – a popular pastime in Glencarlyn Park.

West of Carlin Springs Road, a large area of open space joins Kenmore Middle School and Carlin Springs Elementary School. Much of this space is used for athletic fields. On the eastern edge of the grounds of the Carlin Springs School is a notable, state-champion White Oak tree, believed to be one of the oldest and largest trees in the County and state. One of the original District of Columbia boundary marker stones is located on the edge of the school grounds along the Arlington County/Fairfax County line.



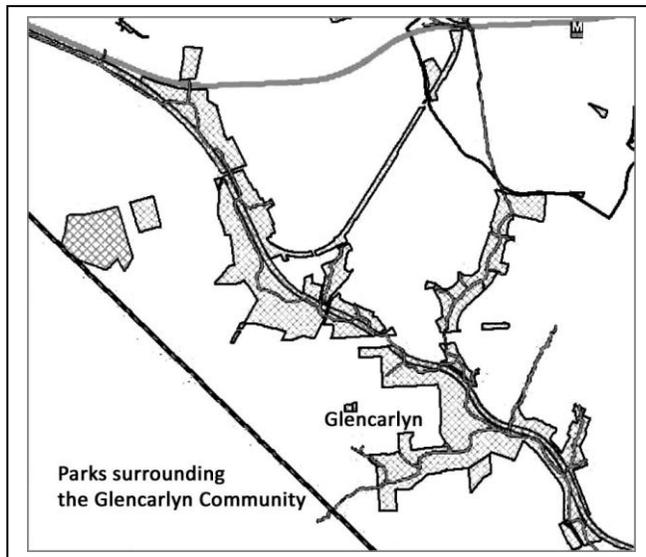
Walkway connecting Carlin Springs Elementary School to Kenmore Middle School

Getting ready for soccer in the fields next to Carlin Springs Elementary School

Connectivity – Glencarlyn Park is a segment of a network of parks and greenways that join the Potomac River to upland suburbs. The abundance of highways in the area limits the deer

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population, allowing tender tree saplings to replenish the woodland canopy. But many other forms of wildlife rely on these undeveloped lands for habitat and migration throughout the county. This is especially evident during the migration of warblers each spring and fall.

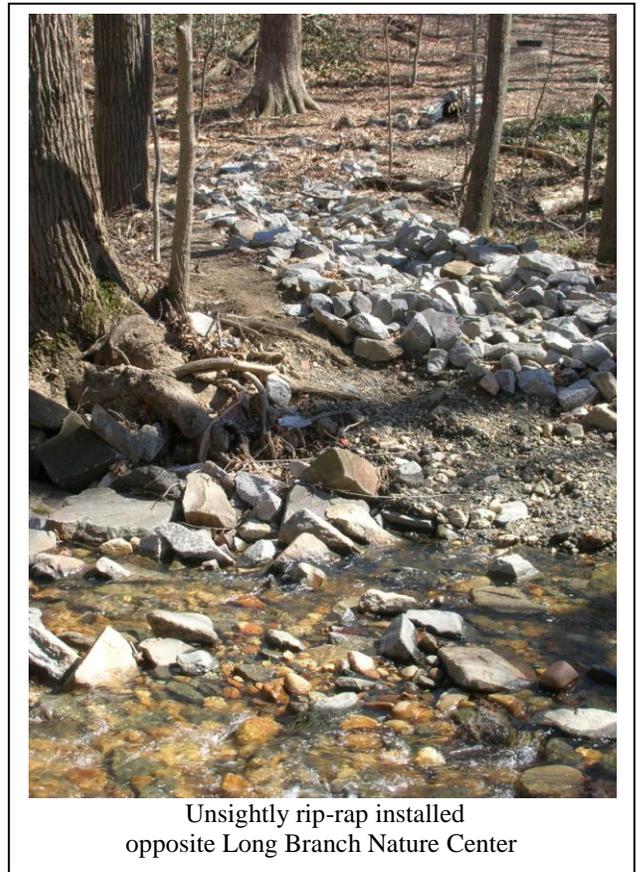


Consultation with Neighborhood and Nature Center Staff -- In recent years, the County has authorized and/or conducted construction projects in the neighborhood or in Glencarlyn Park that turned out to be environmentally damaging. Examples include new water lines (temporary inconvenience), the re-lining of sanitary sewers (persistent bad odor since installation), a storm water rip-rap channel opposite the Nature Center (glaringly inappropriate stone), and

unsightly and unsafe concrete aprons at low-water trail crossings (poor footings and sharp edges). Much of the environmental damage these projects have caused could have been avoided through pre-construction consultation. Given the expertise that resides within the neighborhood and at the Nature Center, the GCA asks that before future projects that could have potentially negative environmental consequences start that the GCA be informed of the project and given a chance to review and comment on it.

References:

- Arlington Natural Resource Management Plan, Adopted November 13, 2010.



Recommendations for County Actions:

Storm Water Management and Watershed Enhancement

4A: The County should ensure that the Four Mile Run and Long Branch floodplains must be kept free of development.

4B: Upstream paving and actions that can increase the effect of rain forming channels and eroding the park and streams should be minimized. 1) All future storm drainage projects must strive to achieve zero increase in storm runoff. 2) Retrofit projects are also suggested to dampen down the hydrological curve of each of the neighborhood's storm runoff lines. 3) Where possible, alternatives should be sought for curbs and gutters that channel drainage into the park. 4) County efforts to encourage residents to minimize impermeable surfaces and to slow the runoff of rain water should be expanded. All possible efforts must be made to lessen the impact of storm drainage on these waterways (See recommendation 9A).

4C: Use professional consultants to conduct a "Glencarlyn Park Four-Mile Run Tributary Restoration and Stabilization Study". If appropriate, this could be submitted by Glencarlyn as a Neighborhood Conservation (NC) funded project. The severely eroded tributary streams leading to Four Mile Run through Glencarlyn Park should be studied with recommendations made for restoration and stabilization using current "low-impact development" techniques (bio-engineering and plantings, etc.). It should also make recommendations of ways that additional curb and gutter installations will not exacerbate runoff. The study will recommend projects in priority order, with each project sized to fit within normal NC funding limitations. Then use NC funding and other sources to implement these recommendations in as many phases as needed as funding is available.

4D: Encourage the County to study local erosion problems and remediate them in ecologically-appropriate ways that conserve the natural communities, in close consultation with the GCA. Specific ideas include:

- Upstream and in-community storm water retention systems (e.g., "rain gardens" and cisterns at appropriate sites such as the Library and Carlin Hall).
- Removal of stream channelization along Long Branch including the area up to the County line.
- Green roofs for large-scale buildings, such as schools and hospitals.
- Permeable surface parking lots to encourage on-site percolation.

Park Infrastructure

4E: County Department of Parks, Recreation & Cultural Resources needs to ensure that trail maintenance and improvements are conducted in a regular and ecologically-sensitive manner. We do not recommend any additional paving since additional impervious surfaces often add to existing runoff problems. However, natural surface trails must be built to minimize erosion and sedimentation downstream. All overgrowth and hazards (such as dead overhanging trees, poison ivy, blocked culverts, missing sewer tops, etc.) should be corrected as funds and staffing allow.

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4F: The County should conduct a study to assess the current condition of the Long Branch Nature Center facility and develop options for improvement, including renovation or other appropriate options. The study will then be followed by consideration of the options and eventual adoption and implementation. In any capital parks campaign, such as the current Parks and Open Space Master Plan, Arlington County should provide for the adequate funding of improvements to enable this Nature Center to continue operating in its unique setting. (This should be a part of the County-wide facilities study during 2010-2011.)

4G: The County Department of Parks, Recreation & Cultural Resources should commission a study (including interested neighborhood residents on the team) of ecologically-sensitive elements of the Nature Center and Glencarlyn Park tracts to keep them as natural as possible. Follow-up will include an assessment of actions necessary to conserve these resources and appropriate stewardship actions. (Part of this may have been done during the preparation of the Natural Resources Management Plan. The specifics for the Glencarlyn area may need to be extended.)

4H: The County (both APS and Parks & Rec.) should consider rebuilding and opening of the footbridge across Long Branch, connecting from Campbell Elementary School to the Nature Center access road (to provide better access for teachers and students to nearby park amenities).

4I: The County should assess opportunities to improve environmental connectivity or corridors connecting the open space and natural areas of large tracts such as the Carlin Springs and Campbell Elementary Schools, the Virginia Hospital Center, and the existing parkland so as to benefit wildlife and critical plant habitats.

4J: The County must make significant efforts to address the problem of invasive exotic species in Glencarlyn Park and other areas, giving priority to the most troublesome species. These efforts will be carried out in a manner that safeguards and enhances the native vegetation of parkland. In addition, an aggressive urban forestry campaign will be undertaken to prevent potentially devastating tree diseases, such as Sudden Oak Death, from ruining these woodlands.

4K: After major storms, where the tree canopy is severely damaged, new trees (a mix of local ecotypes of native species, if at all possible) will be planted where appropriate to assist in re-creating the tree canopy as quickly as possible.

4L: Install a trash can at the 2nd and Jefferson Streets entrance of Glencarlyn Park.

4M: Fire safety signs should be posted in key spots in the Park to remind the public to be cautious when extinguishing matches and using grills. In dry weather, one mistake could destroy much of Glencarlyn Park. Signs should also be in Spanish.

4N: The County must provide widespread, advance notice of proposed actions that will affect the Park -- offering the community a chance to comment before work is commenced. At a minimum, bring notice of such projects to the meetings of the Glencarlyn Citizens' Association (GCA).

Historic

4O: Install signs (maybe a wayside with photos) depicting the historic Carlin pavilion and nearby W&OD rail station. Additional waysides might highlight the George Washington survey marker, the W&OD Railroad, and other historic points of interest in the community.

4P: Remove silt and restore, as conditions allow, the historic Carlin Springs.

Park Usage including Kenmore Fields

4Q: County police and park rangers will enforce that Glencarlyn Park not be used for car washing and repair.

4R: Shut down the Kenmore soccer fields and lights at 10:00 p.m. Re-align the Kenmore field lights so that light is limited to ball field grounds and spillover is minimized so as not to unnecessarily intrude on the neighbors.

4S: Clean up trash along the wooded west edge of the Kenmore sports fields, as well as around fields and playground. Install an adequate number of appropriate trash receptacles and regularly empty them.

4T: Ongoing Management of Parking at Kenmore Fields

This restates the email from County Manager staff 2/26/2009. 1) PRCR staff who schedule the fields will work with the Facility Manager at Kenmore to ensure that when special events are taking place in Kenmore PRCR will schedule the outdoor facility accordingly to minimize parking issues. Ensure the stabilized turf overflow parking on the south side of Kenmore fields are open to take the strain of overflow parking off nearby residential areas. (see 5E for schools)

2) PRCR will ensure four signs with county logo along 2nd street at Kenmore to read: Attention: All Field Users - Please park in the designated parking lots located at Kenmore Middle School and Carlin Spring Elementary Schools.

3) Two signs with county logo on two U posts going into overflow parking area at Kenmore Middle School to read: Kenmore Field Users Park Here (with a right side arrow).

4) PRCR staff will request coaches to have parents park and pick up from the Carlin Springs Elementary side of the field. (This is new and the actions resulted from a series of meeting between residents of 2nd St S and County staff.)

Other Recommendations:

Preserving and Enhancing Natural Resources

4U: GCA will remind our neighbors and the County needs to enforce the law prohibiting all dumping (including yard wastes and leaves) on public land. The County needs to remove waste dumped in the park. GCA will remind our neighbors and the County should educate all residents that they must not release any pets, such as exotic fish, into the park.

4 -- Parks And Recreation, Natural Environment And Cultural Sites

4V: GCA will remind our neighbors to make a particular effort to pick up all litter on and near their residences to help prevent littering in the park and streams. Particular care should be exercised to prevent materials like foam packing peanuts and plastic bags from getting loose and being carried into the woods and streams by wind and water. Residents should also insist on timely (ongoing) removal of construction trash when work is being done.

4W: The GCA will coordinate an annual stream clean-up day to remove trash from the woods in cooperation with the County and the Arlingtonians for a Clean Environment (ACE).

4X: GCA will work with Arlingtonians for a Clean Environment and the Virginia Cooperative Extension Service to increase the awareness in the community about the proper use of pesticides and herbicides and their harmful effects on the quality of the County's streams and watersheds if they are misused or dumped.

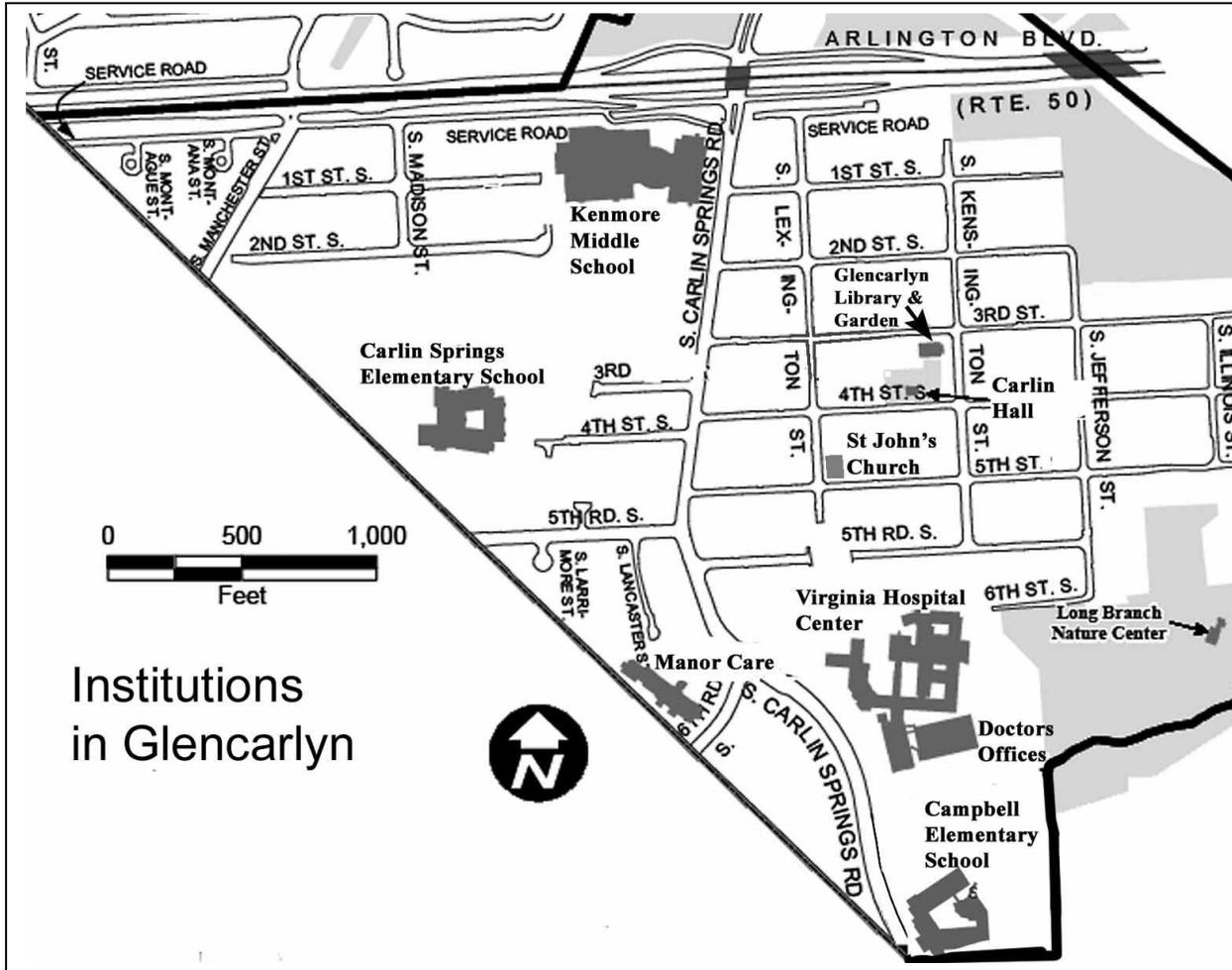
4Y: GCA will inform residents to participate in the National Wildlife Federation's Certified Wildlife Backyard Habitat Program.

Pets

4Z1: GCA will remind residents that they should always clean up after their dogs, even in the woodlands. Dog feces are a major source of contamination in the streams, harbor diseases, and are a major food resource for rats. The County should do the same.

4Z2: GCA will remind residents to heed Arlington's leash law and keep their dogs on leash when they are on public property other than the designated Dog Park. Unleashed dogs can be a threat and source of intimidation to other people and to wildlife.

5 -- INSTITUTIONS



Glencarlyn contains several noteworthy institutions, including three public schools, a branch of the public library system, an historic community center used as a preschool, an urgent care center, a mid-rise condo of doctor's offices, a nursing home, an apartment building for seniors and disabled, a church, and a small commercial strip with three businesses. All are assets to the community and for the most part are good neighbors. Changes to these facilities have been significant over the past several years, and more changes are likely in the near future.

The Schools -- For many years Glencarlyn had been home to three schools: Glencarlyn Elementary School on Carlin Springs Road, Kenmore Middle School and the Preschool at Carlin Hall. In 2001, a new elementary school (Arlington County's first new school building in over 20 years) was built facing 5th Road at the back of the 33.5-acre Kenmore School grounds. This was named Carlin Springs Elementary School and the students and staff from the former Glencarlyn Elementary School were relocated here. The old Glencarlyn Elementary building was renamed the Campbell School, drawing children countywide for its specialized early childhood development programs.

5 - Institutions

Carlin Springs Elementary - 5995 5th Rd S. - This school draws students from surrounding neighborhoods, especially Columbia Heights West. Carlin Springs is Arlington’s model “community school” in which the school facility is used as a base to support students and their families by addressing not only academic needs, but also social, emotional, and health needs through linkages to community partners. Many of these activities are before or after school. Students come from over 50 nations. Its international character is symbolized by a forest of national flags down the interior Main Street hallway and also four bas-relief mosaic maps of the world, facing the four compass points on outside walls. The student population of 517 is 69 % Hispanic, 11 % African-American, 12 % Asian, and 5 % White (2010).¹



Carlin Springs Elementary School



Campbell Elementary School
Main Entrance - rear of building

Campbell Elementary School - 737 S. Carlin Springs Rd - In 2002, the Campbell program which had been at the Claremont building was relocated to the newly refurbished and renamed Glencarlyn Elementary building. The school is an Expeditionary Learning Community which includes a multiage, inclusive and developmentally-based program in which students learn by participating actively in the learning process. The student population of 332 is 45 % Hispanic, 31 % White, 10 % African-American, and 10 % Asian (2010)¹. Although Campbell Elementary School is just south of the civic association border, it is included within the Neighborhood Conservation Area and therefore the Glencarlyn Neighborhood Conservation Plan.

Kenmore Middle School - 200 S. Carlin Springs Rd. - The original Kenmore building was built about 1951 as an elementary school and expanded into a middle school. It was located on the southeast end of the property, all on one level, with large courtyards and several detached buildings. In 2005, the old Kenmore building was replaced by an entirely new school located at the north end of the site along U.S. Route 50. Designed by the same architects as the new Carlin Springs School, this structure is much more compact (with a three story classroom wing



Kenmore Middle School

¹ The students by group do not add to 100% due to exclusion of some small groups and rounding.

5 - Institutions

and no courtyards) than the earlier building, freeing additional open space for ball fields and other recreational uses. The new building is sized for 850 students and has been specially designed to highlight the school's arts and communications technology theme. It is a magnet school for students from all over Arlington County with the theme of "Arts and Communications Technology". Most students come from local neighborhoods. The student population of 704 is 43 % Hispanic, 22 % White, 18 % African-American, and 10 % Asian (2010)¹. The building is also widely used weekends and evenings for community groups and activities.

Carlin Hall Preschool Program – 5711 4th St. S. - The preschool program for 22 children at Carlin Hall is operated by the Arlington County Department of Parks, Recreation & Cultural Resources. This is a cooperative preschool with parents assisting at each session. For a number of years beginning in the 1970's, the Preschool was managed by Board made up Glencarlyn residents.



Virginia Hospital Center - Carlin Springs Health Pavilion - 601 S. Carlin Springs Rd. - Built in the early 1960's as the Northern Virginia Doctors' Hospital, this facility was sold in 2006 to the Virginia Hospital Center. The facility currently has several uses: the Arlington Urgent Care Center where they treat non-emergency conditions which require prompt attention; the Carlin Springs Health Pavilion where a number of the wellness programs of the VHC are provided; some of the business offices of the VHC; and a day care facility for 120 children of hospital staff, and if extra space is available, to other families in the community.

The north edge of the parking lot of the facility abuts the properties of residents along the 5700 and 5800 blocks of 5th Road. Those residents urge that the facility maintain the wood fence and screen plantings along the property line.

The sale to the Virginia Hospital Center was not completed prior to responses to the neighborhood surveys, so there was considerable uncertainty about the future of the property. Given that context, there was a lot of discussion about the hospital property. Although we

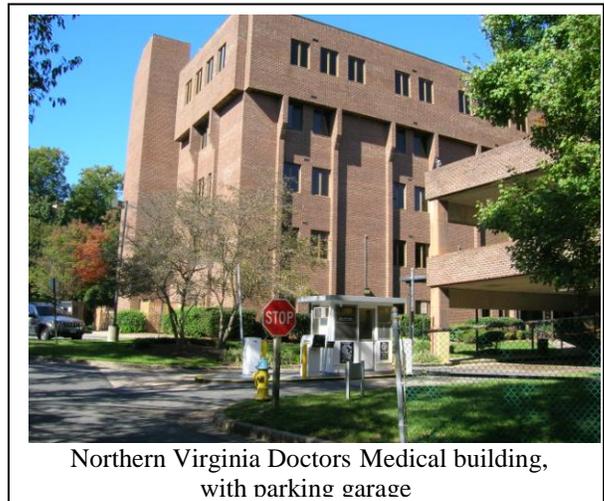
5 - Institutions

anticipate no change in ownership, any proposed changes to the use of or construction on the property are of concern.

The future disposition of the hospital offers a number of special opportunities for neighborhood conservation. For example, the historic Moses Ball Spring and possibly other historic sites are located on hospital grounds. The finest sledding hill in the immediate area is also located on the hospital grounds. Some of the property consists of a conserved wild area, and more of the property is open space, all adjacent to existing park lands and the Campbell School. Ample parking is available on the hospital property, while it is severely constrained for the nearby Long Branch Nature Center.

Future redevelopment of the site should seek to minimize storm runoff and noise that would adversely impact neighbors and the nearby streams. The first choice of those who responded to the 2004 neighborhood survey in terms of potential re-use of the site was for open space and parkland, followed by long-term medical care and medical services. Residents were opposed to high or medium density residential uses, including townhouses, as well as mixed use development and non-medical commercial uses. County government use (rather than open space or parkland) received a mixed reaction from survey respondents.

Northern Virginia Doctors Medical Offices - 611 S. Carlin Springs Rd. - This building was constructed in 1982 and houses 45 commercial office condominiums. The facility includes an adjoining multi-level parking garage. The structures were built by the doctors affiliated with the then existing Northern Virginia Doctors' Hospital. It is not part of the Virginia Hospital Center.



Manor Care - 550 S. Carlin Springs Rd. Manor Care Health Services, has been a Glencarlyn neighbor since 1976. It is a multi-disciplinary health facility, with a capacity of 172 beds, just across the street from the Urgent Care Center. The wide range of services offered include post-hospital Medical and Rehabilitative services, Long Term Care, Alzheimer's Care, and special short-term care as may be required by particular family circumstances. HCR Manor Care, the operating company, based in Toledo, OH, is a leading provider of short-term post-acute medical care and rehabilitation and long-term skilled nursing care.



Woodland Hills Apartments

Woodland Hill Apartments - 600 South Carlin Springs Rd - This 235-unit apartment complex was built in the early 1970's. It is owned by Woodland Hill Associates and is managed by Arbor Management, part of Leon N. Weiner and Associates, based in Wilmington, DE. All of the apartments are rented under the Section 8 rent assistance program funded by the Federal government through the Department of Housing and Urban Development. It limits its residents to those who are 62 years or older or disabled. The complex includes an optional dining room plan. Although it faces directly onto

Carlin Springs Road, a strip of woodland enhances its privacy. Immediate access to Manor Care and the Urgent Care Center make it an ideal location for elderly residents.

St. John's Episcopal Church - 415 South Lexington St. - St. John's has been a part of the Glencarlyn community since 1910 when a small chapel was first erected on the site of St. John's. A bell tower was added in 1921. It was served until 1954 by students at the Episcopal Seminary in Alexandria. The new, larger church was completed in 1957. A number of families in Glencarlyn attend St. John's. The church has a number of activities in which many of the neighborhood participate, e.g. the Annual Tea, the Book Club, and the Shrove Tuesday Pancake Supper. The church allows the Glencarlyn Citizens' Association the use of its grounds and undercroft for community activities.



St John's Church

Recommendations for County Actions:

Virginia Hospital Center

5A: The Virginia Hospital Center is a major facility in the neighborhood and adjoins the park. If its ownership or usage has the possibility of changing in the future, the County should ensure that the Glencarlyn community has an active role in the process.

5B: As part of any redevelopment or modifications of the structures at 601 S. Carlin Springs Rd. the County staff needs to seek opportunities to conserve open space and natural land areas, preserve historical features, and improve environmental quality by reducing or minimizing impervious surface area and increasing native vegetation.

Recommendations for Schools Actions:

5C: APS should install additional security lights on the grounds of the Carlin Springs Elementary School – it is dark in the back corners, encouraging graffiti. Any lights placed on the east side of the relocatable classrooms need to respect the adjoining neighbors.

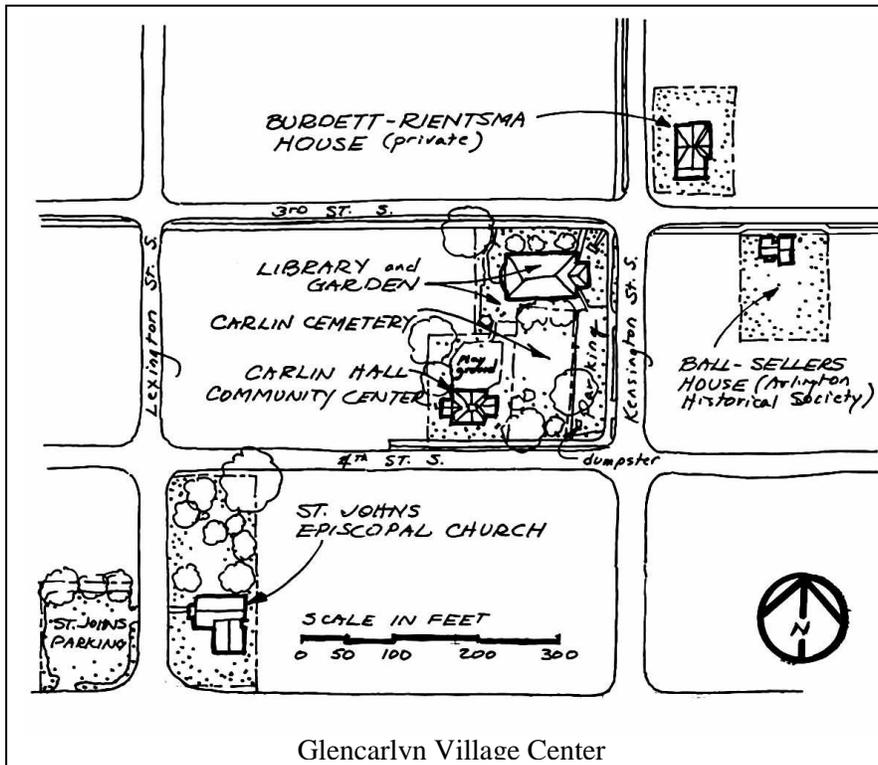
5D: APS and PRCRS need to ensure the staff handling booking of Kenmore, Carlin Spring Elementary and the Sports Division of Parks, Recreation and Cultural Resources work together to ensure the stabilized turf overflow parking on the south side of Kenmore fields are open to take the strain of overflow parking off nearby residential areas when there are major events at Kenmore or concurrent events at two or more of the facilities. (see also 4T)

Other Recommendations:

5E: The GCA will maintain a strong, supportive relationship with both Carlin Springs Elementary and Kenmore Middle School to make them integral to this neighborhood and ensure student safety. An ongoing dialogue with Kenmore staff will address occasional student misbehavior while walking home through the neighborhood. Kenmore will regularly remind students not to use Glencarlyn Park as a route to school and that the park is closed at dark. Schedulers for Kenmore will remind groups to not disturb the neighbors after evening activities (9-10 pm).

6 -- VILLAGE CENTER

The Village Center – Many of Glencarlyn’s historic and community roots lie within the Village Center. This small zone consists of five main landmarks: Carlin Hall, the Ball-Carlin family cemetery, the historic Ball-Sellers House, the Burdett House, and the Library and its garden. The Ball-Sellers House is Arlington’s oldest remaining structure; Carlin Hall is the oldest building in Arlington County built specifically by a community association for community use, and the Burdett House was built by the neighborhood’s developer, Samuel S. Burdett, in the late 1880’s.



Glencarlyn Library



Ball-Sellers House
(view from rear)

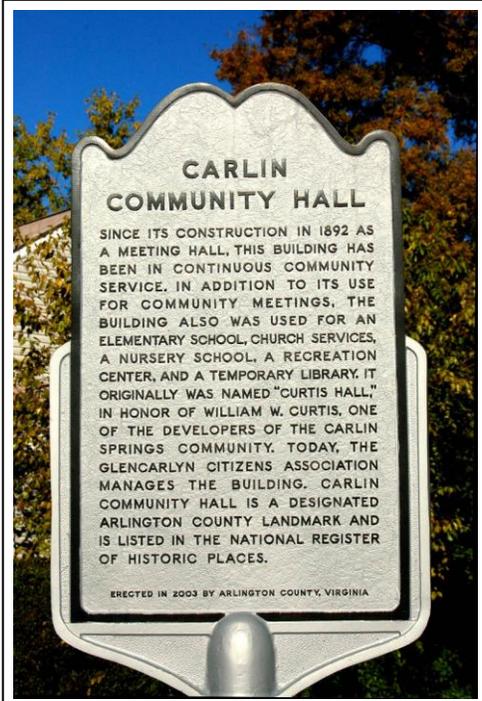
Today, the Village Center is very much the neighborhood’s center, complete with bulletin board for community news. Yet the historical significance of key landmarks is not apparent to the general public or new residents. The recommendations below highlight this area’s historical significance and offer opportunities for community enrichment.

Ball-Sellers House – The Ball-Sellers House, at 5620 3rd Street South, includes a shed wing that is Arlington County’s oldest remaining structure, built about 1742. The property is owned and maintained today by the Arlington Historical Society (AHS). The main house is occupied by caretakers while the historic wing and grounds are open to visitors each Saturday afternoon from 1-4 PM from April through October. The grounds are occasionally used for special events, such as Civil War re-enactor encampments. Information is available at arlingtonhistoricalsociety.org. The house and barn are designated as an Arlington "Historic District" and is listed on the National Register of Historic Places.

6 - Village Center

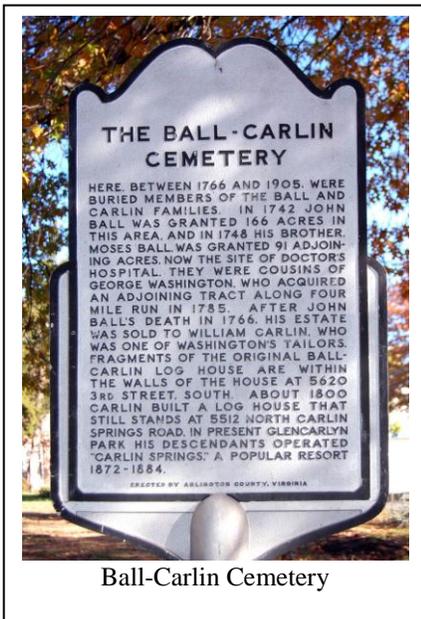


Carlin Hall



Carlin Hall Historic Marker

Carlin Hall – 5711 4th St S. - This 1892 white clapboard community hall is used today as a County Preschool on weekdays and hosts community meetings many evenings. It is also available at nominal booking fee for family and group events. The grounds, including a children's play area, are used by residents daily. Carlin Hall is the center of activity for the neighborhood's annual "Glencarlyn Day" held on the first Saturday of June each year. Arlington County owns and maintains the building and grounds, while the Glencarlyn Citizens' Association schedules use of the building. It is an Arlington "Historic District" and is listed on the National Register of Historic Places.



Ball-Carlin Cemetery

Ball-Carlin Family Cemetery -- Next to Carlin Hall is the Ball-Carlin Family Cemetery. The last burial took place in the early 1900's, and the cemetery remains a quiet place today. Currently maintained by the County, the cemetery is inaccessible to the community with only one main entrance, a gate on 4th Street that is permanently locked. Many of the tombstones in the cemetery were moved and most of the remaining are covered up by grass and no longer visible. Few Glencarlyn residents and visitors have any idea who is buried in this cemetery. It is an Arlington "Historic District" and is listed on the National Register of Historic Places.

Library & Community Garden – 300 S. Kensington St. - The Glencarlyn Branch of the Library is frequently used by neighborhood residents and other County citizens. The computer center with internet access and the wireless hotspot is very popular with residents and students from the neighborhood schools.

6 - Village Center

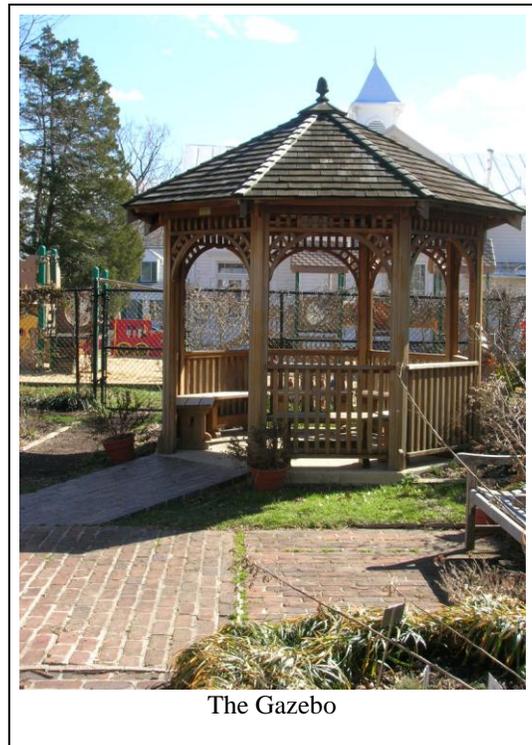
During 2012 it is open five days each week, including three evenings, which is a reduction from the years prior to the FY 2010 and 2011 budget reductions.

According to the 2004 survey, 90% of residents rank the library grounds as “good” or “excellent”. Additional comments included, “this is a tremendous asset to the community.” The garden is in large part the result of two local volunteer Master Gardeners, who are also Glencarlyn residents. Until 2000, almost no formal landscaping existed on the library grounds – in fact, the rear grounds were notorious for loitering and poor behavior. The garden started as a Boy Scout project many years back, then fell into disuse over the years and was almost totally destroyed in the mid 1990’s after a large maple tree (located where the gazebo now is) fell during a storm.



3rd St Library garden entrance

In the spring of 2000, the two Arlington County Master Gardeners began renovating the site. In 2001, they approached the GCA and local community for support, and the Glencarlyn Neighborhood Community Garden as we know it today was officially born. Support included the donation of the gazebo by a resident and a grant from the County’s Small Parks Program. Since then, the garden has become a key asset to the neighborhood. It serves as a teaching garden maintained by Master Gardeners of Northern Virginia (part of Virginia Cooperative Extension) for the purpose of educating the public on suburban and urban landscapes for the home. Once unused and neglected, the Community Garden is visited on a monthly basis, according the 2004 survey, by 80% of survey respondents. A feature added in 2009 were two cisterns to collect rainwater for the garden to reduce Library water bills and to be part of the instructional part of the garden. This is described further in the hydrology section of chapter 4 Parks And Recreation, Natural Environment And Cultural Sites. The garden is a wonderful mixture of shade, tropical, herbal, sunny, children’s and memorial gardens. Its mission is to teach horticulture and enhance this suburban neighborhood. Its renaissance symbolizes the spirit of renewal and beautification that the Glencarlyn neighborhood hopes results from this Neighborhood Conservation Plan.



The Gazebo

6 - Village Center

While the 2004 Survey confirmed the garden's value in creating a more visually pleasing and pleasant community atmosphere, it also revealed two concerns: 1) the unsightly prominence of the nearby dumpster currently located in the library parking lot at the corner of Kensington and 4th Streets, and 2) the library gutters, which were fixed when the cisterns were installed.

Recommendations for County Actions:

Infrastructure

6A: Curbs, gutters and sidewalks should be installed around the core Village Center block, thereby enhancing its accessibility, pedestrian safety, and identity. This would include the 5700 block of 4th Street, the 300 block of Lexington and part of the 300 block of Kensington. (This is a NC project funded in 2011 with construction planned for 2012.)

County Properties - A number of properties in The Village Center are County owned or have County oversight, i.e. Carlin Hall, the Glencarlyn Library and parking lot, and the Ball-Carlin Cemetery.

6B: Carlin Hall, its grounds and the areas around it are heavily used by the community. There need to be several improvements to make this area function better as an outdoor community center. Suggested improvements are:

- Screen the dumpster in the Glencarlyn Library parking lot to keep with a Village Center look and feel.
- Add some landscaping around the Carlin Hall property including trees in the front.
- Clean up the junk growth in the northwest corner, and maintain the existing trees.
- Ensuring the lawn, which is a play area, does not have holes or deep ruts.
- Possible replacement of the fencing and/or adding some screening to provide more privacy for neighbors, since the facility is used heavily on weekends.
- Installation of a fence to screen the basement entrance and gas meter from street view.
- Add additional benches and picnic tables.
- Add a sandbox since wood based products have replaced sand under the playground equipment.
- Smoothing, rolling, and re-seeding the lawn areas recently rutted by heavy equipment used to upgrade the playground and damaged tree removal.
- Addition of a historically appropriate shed, possibly in a carriage house style from the period, needed to store preschool equipment and to store equipment for the Community Garden and other community equipment.

Historic

6C: Install an interpretive display on the library grounds, describing the history of the Glencarlyn Library, its donor, its original collection, and later replacement. Install other interpretive signs and displays in select locations within the Village Center; these could be similar to displays on the W&OD Four Mile Run trail at Bluemont Junction, explaining the

6 - Village Center

historical significance of each landmark, thereby helping to establish the Village Center as a place in which neighborhood residents can take pride.

6D: Create artistic, perhaps mosaic, plaques, inset into new sidewalks and curbs that would identify the year each historical Village Center landmark was built. (Discussion with County staff November 2010 indicated that inserts in the sidewalk or curb would not be possible. Inclusion of free standing markers or plaques adjacent to the sidewalk would be possible on public land or on private property if the owner agreed.)

Other Recommendations:

Community

6E: The Ball-Carlin Cemetery represents a significant piece of open space in the Village Center. Research has not yet clarified ownership of the cemetery lot, but it is believed to be heirs of the Carlin family. The County is providing limited maintenance of the cemetery grounds.

Glencarlyn should establish a group who would pursue these recommendations:

- Determine if an owner(s) can be identified and work with them to get permission to make some of the enhancements below.
- Enlist the County, Arlington Historical Society and/or a local university to conduct an archeological study that would identify the locations of cemetery graves, as well as the names of the interred and their connection to Arlington County and Glencarlyn. In the case of headstones and/or footstones that cannot be located, new simple markers may be used to mark the gravesites.
- Install interpretive displays near burial sites to educate residents and the general public about who is interred in the cemetery and their historical significance.
- Create a new, alternate entrance to the cemetery. The new entrance or gate would be located within the rear of the cemetery near the Community Garden, behind the library, so it would only be accessible through the garden and thereby discourage inappropriate uses.
- Explore the feasibility of extending the community garden to include landscaping the cemetery grounds, its proposed new entrance and existing 4th Street entrance.
- Install a brick garden path on the cemetery grounds connecting to the community garden path.
- Add several garden benches inside the cemetery.

6F: The GCA should plan community events and activities at least once a quarter. These activities could include: neighborhood picnics, community-wide yard sales, potlucks, a games night, Glencarlyn Art Day, lectures, readings, workshops, perhaps a weekly 'coffeehouse' at the Library, a dessert party, caroling, or an evening festivity along with a Luminaria.

7 -- TRANSPORTATION

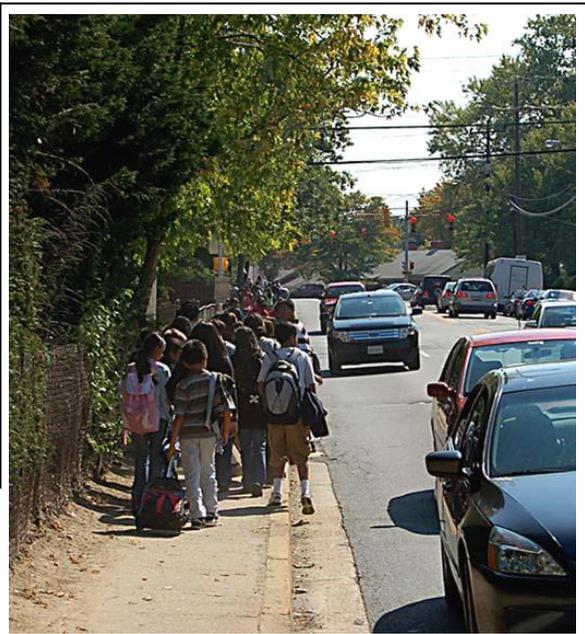
Glencarlyn has only four large streets going through the neighborhood: Arlington Boulevard (U.S. Route 50) to the north, Carlin Springs Road running north and south through the neighborhood's center, Manchester Street to the west, and 5th Road west of Carlin Springs near the south. These streets, plus the W&OD Bike Trail in Glencarlyn Park to the east, make up the transportation of the neighborhood.

Most of the internal neighborhood streets run east and west and north and south on a grid system. Three schools lie within the neighborhood. They directly impact transportation because of the large number of walking children and school buses. Two of those schools, Kenmore Middle School and Campbell Elementary School, face directly onto Carlin Springs Road. The third, Carlin Springs Elementary, is located on 5th Road, a block off Carlin Springs Road.

Carlin Springs Road -- Traffic overload on Carlin Springs Road is severe, especially at rush-hour. This road is a popular connector route for people traveling between Columbia Pike / Baileys Crossroads and Ballston. As a result, the traffic is most congested on Carlin Springs Road heading north in the morning rush hour and heading south in the evening. Delays of up to a half an hour are not uncommon when driving on this stretch of Carlin Springs Road at these times. Most who use this road do not live in the neighborhood. Because of the severe traffic overloads, every intersection on Carlin Springs Road can be a traffic hazard -- when traffic is stopped, most intersections become blocked.



Students crossing at 3rd and Carlin Springs
And then walking south on the narrow sidewalk

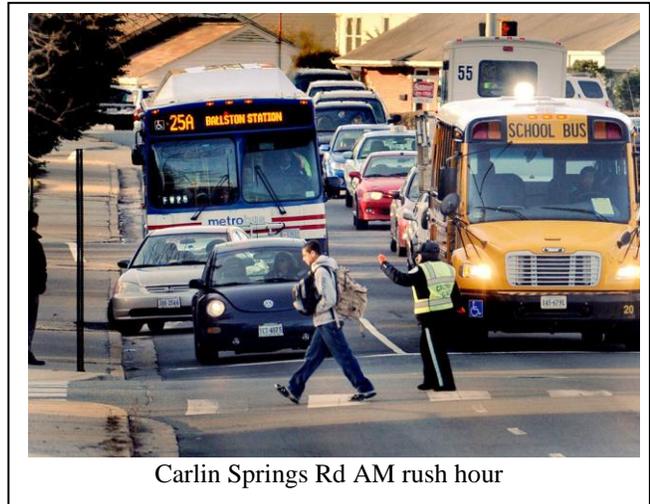


Neighbors complain of speeding and aggressive drivers on Carlin Springs Road and (to a lesser degree) on the internal neighborhood streets. For example, Lexington Street runs parallel to Carlin Springs Road and becomes a cut through when Carlin Springs Road is congested. Speeders are also found on the streets that lead to Glencarlyn Park, such as 3rd and 4th Streets. The intersection at 1st Street is also congested because of the busy 7-11 convenience store on the corner with Carlin Springs Road, just 60 feet from the intersection of Route 50. Drivers on

7 -Transportation

Carlin Springs southbound trying to make a left into the 7-11 parking lot often block traffic at the intersection of Carlin Springs and Route 50. This, along with periodic problems with timing of the traffic lights, can cause traffic jams a quarter mile long during rush hour.

The heavy traffic on Carlin Springs Road poses great danger to pedestrians, especially school children. For example, vehicles exiting and entering on Route 50 from Carlin Springs Road often do not stop at the red light nor allow pedestrians (frequently school children) walking on Carlin Springs Road time to cross the street. Pedestrian traffic is also problematic on Carlin Springs Road because the sidewalks are very narrow and often overgrown, with no utility strip separating pedestrians from traffic. Walking school children and people at bus stops come very close to moving traffic. This is particularly an issue when there is a moderate to heavy snowfall and the plows push snow onto the sidewalk making them impassable. Glencarlyn has joined the County volunteer snow blower program to help keep these sidewalks safe, particularly for children going to school.



Carlin Springs Rd AM rush hour

Lastly, many neighbors complain about the appearance of Carlin Springs Road, which is bordered by narrow and heavily used sidewalks. Unlike the segment north of Route 50 in North Arlington, which has an attractive landscaped median and sidewalks, Carlin Springs Road in South Arlington (due to the road's narrower right-of-way) does not have a median nor landscaped sidewalks. The roadsides near the intersection of Route 50 and close to the 7-11 are sometimes littered with garbage.

The 2004 neighborhood survey suggested a number of solutions which are reflected in the recommendations at the end of this chapter.

Carlin Springs Road, between Kensington and 7th Road South, was one of the pilot areas included as part of the 2004 Arterial Traffic Management study. A number of Glencarlyn residents participated in that process which resulted in several recommendations.



ART Bus picking up riders

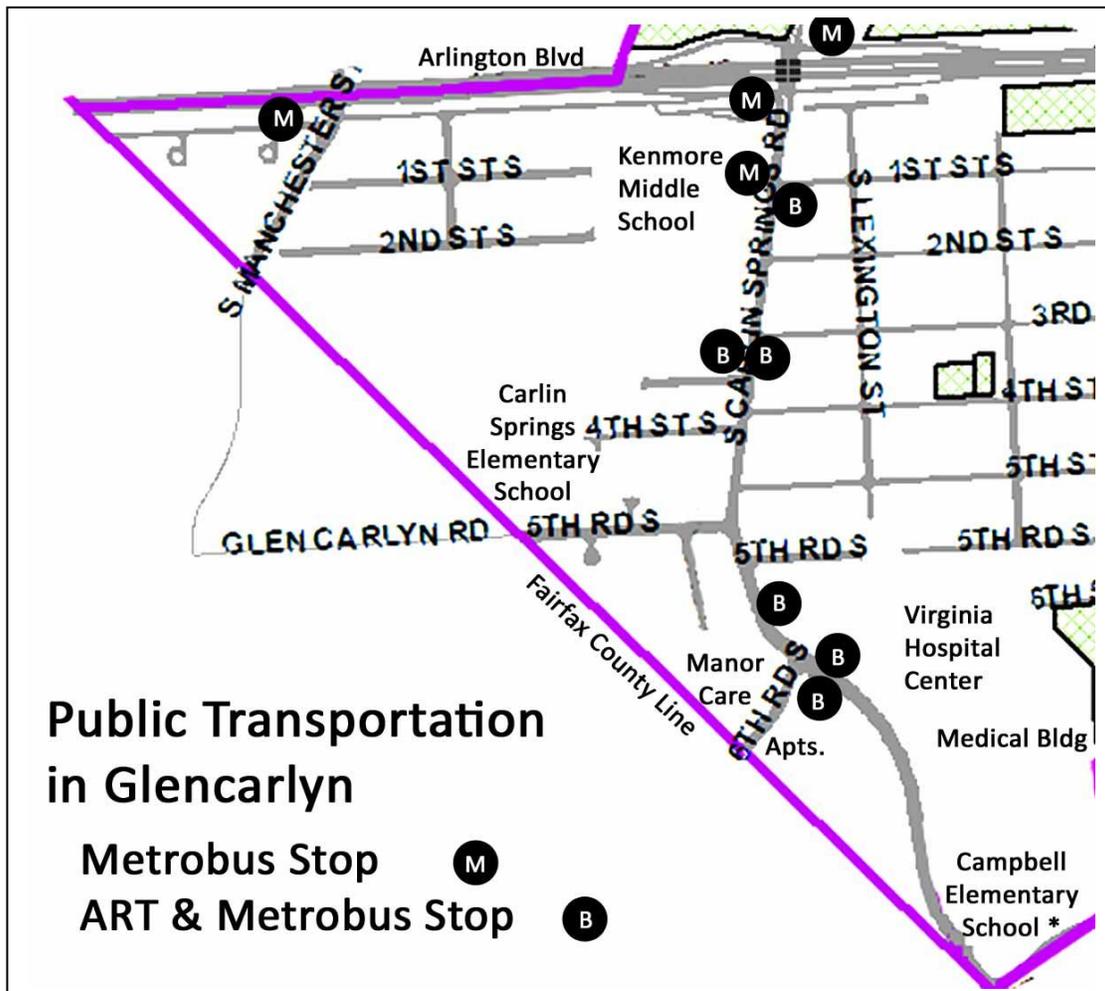
Neighborhood Streets -- With respect to the low-volume neighborhood streets, residents in the 2004 survey made many suggestions, such as 4-way stops, for traffic calming. Manchester Street -- an arterial street at the west of the neighborhood that serves several large apartment houses and serves as a short-cut from the Culmore neighborhood in Fairfax County -- forms a hazardous intersection at U.S. Route 50.

Public Transportation -- In keeping with Arlington’s emphasis on energy conservation and a goal of transportation that encompasses more than just cars on roads, the Glencarlyn neighborhood is serviced by a number of bus lines: Metrobus Route 4 to Rosslyn Metro via Route 50, Metrobus Route 25 to Ballston and Pentagon Metro stations via Carlin Springs Road, ART Bus Route 75 to Ballston Metro and Wakefield High School. The Washington Metropolitan Area Transit Authority (WMATA) operates Metrobus. Residents complain that the Metrobuses are unreliable and not timely. Survey results revealed that more frequent and more reliable buses would encourage residents to use public transportation more. In addition, residents complain of the condition of the present bus stops. The Route 4 bus shelter on the ramp from eastbound Route 50 is surrounded by poison ivy and often is filled with garbage and is generally not attractive. There are no bus shelters or even benches at most of the bus stops on Carlin Springs Road.



Minimal bus stop at 1st St

Bicycling -- Bicycling is a non-polluting means of transportation for Glencarlynites. Many residents bicycle on the W&OD path and other paths in the Glencarlyn Park. Others commute to Ballston, Virginia Square or even downtown Washington, DC. The County has one of the most well organized bicycle systems of any jurisdiction in the Greater Washington area.



Recommendations for County Actions:

Carlin Springs Road

7A: Carlin Springs Road (CSR) is one of the major traffic arteries in Arlington. The recommendations from the 2004 Arterial Traffic Management study for Carlin Springs Rd included:

1. Slow traffic on (CSR)
 - a. Decrease the speed limit on this section of CSR to 25 – during rush hour traffic doesn't exceed 25 anyway. At other times cars often substantially exceed the speed limit.
 - b. Install permanent signs displaying the speed of each vehicle at two locations, on northbound CSR before Campbell school and on southbound CSR by North Kensington. These would be similar to the two signs on Wilson Blvd. near Jackson and Madison Streets.
 - c. Slightly narrow lanes to encourage slower speeds where practical; considerable narrowing can be done along the hospital property.
2. Create safe space for pedestrians and wheelchairs
 - a. Several sections of the sidewalks along CSR are extremely narrow. Widen narrow sidewalks and install a planting strip to buffer pedestrians from the street where possible (see narrow lanes above.)
 - b. Some sections on the west side of CSR are so narrow that with the existing placement of utility poles wheelchairs cannot travel on the sidewalk.
3. Improve lighting under the Arlington Blvd overpass
4. Left turns into Glencarlyn from CSR southbound - using excess space from Kenmore property create a center left turn lane into Glencarlyn, location to be determined.

7B: Provide more police presence along Carlin Springs Road during rush hour to reduce speed and ensure compliance with the existing signs. In addition, where warranted, install “Do not block intersection” signs.

Safety in Neighborhood

7C: Because this neighborhood has a number of narrow streets and many children who play outdoors, a suggested speed limit reduction to 20 miles per hour is proposed within “the village” to promote pedestrian and children’s safety.

7D: Traffic calming measures are needed to slow down traffic on residential streets. Specifically 1) on the streets that lead to Glencarlyn Park, in particular 3rd and 4th, and 2) on cut through streets such as along Manchester and Lexington streets. Suggestions include: installing four-way stop signs at the intersections where Kensington and Jefferson Streets cross 3rd and 4th Streets; and upon entering the neighborhood at each Lexington Street intersection, put up signs that say something like ‘This is a family neighborhood, PLEASE SLOW DOWN.’

7 -Transportation

7E: The County should remove trees and shrubs in the street right-of-way that obstruct driver sight lines at intersections – especially along Carlin Springs Road.

7F: Install a variety of additional signs to help give direction and provide better emergency access:

- 1) A sign on Jefferson Street pointing to ‘5601-5621 S. 6th St.’ for emergency access.
- 2) ‘No Outlet’ signs at the beginning of all dead-end streets.
- 3) At Route 50 at Manchester St. install a sign that says ‘No turn on red when pedestrians are present.’
- 4) Add a “Do Not Block Intersection” sign on southbound Carlin Springs Road at 4th Street.
- 5) For the dogleg between the Arlington Blvd service road north of Kenmore, the original design assumed only one way traffic westbound from Carlin Springs Rd. The County should add a “One Way - No Exit” sign to make it clear that you cannot exit from the dogleg directly onto CSR; the current signage is ambiguous. Also correct the no parking signage added on the north side of the Arlington Blvd service road north of Kenmore; the sign at the western edge of the Kenmore property, indicates no parking east of the sign, which implies parking is permitted to the west of the sign, which is incorrect.

7G: Add additional time to the green light for persons exiting 5th Street onto Carlin Springs road. The current light is too quick for the number of cars often waiting.

Parking

7H: Establish permit parking on: 1) the north side houses on 2nd Street South from 5863 to 5949 (between Kenmore and Manchester) because of the large number of vehicles associated with the playing fields; 2) along the west side of Manchester from Arlington Blvd to the Fairfax County line, where a number of vehicles from the Woodlake Towers, located in Fairfax, park. (A preliminary survey of neighbors on the 5800 & 5900 blocks of 2nd Street did not find a lot of support for permits. However, efforts through the County Manager resulted in recommendation #4T Ongoing Management of Parking at Kenmore Fields. This may have resolved the problem). Manchester Street is still an issue.

7I: The County needs to reassess the recent addition of a parking lane along the east side Manchester. It doubles the length of the queue of vehicles which waiting for the Arlington Blvd light; this makes left turns in the morning out of the townhouses on Manchester dangerous and sometimes almost impossible. Parking by large numbers of Fairfax residents from the apartments is also a problem.

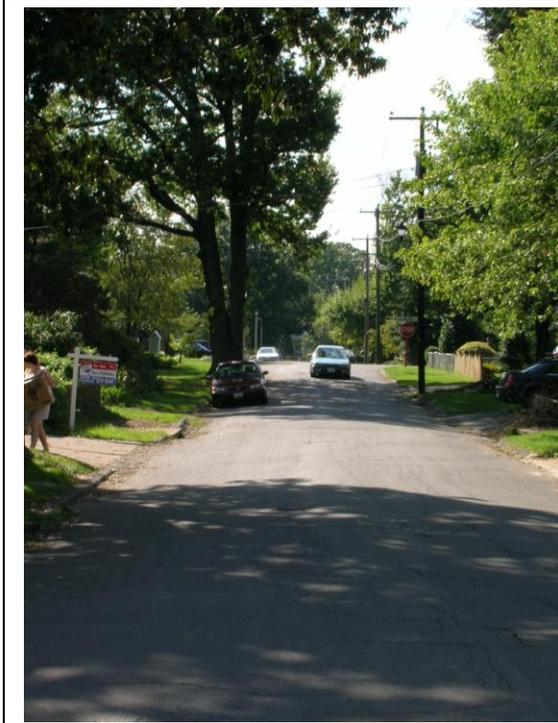
Other Recommendations:

7J: Residents should prune back vegetation at all corners where visibility is obstructed. GCA can annually remind residents of this.

7K: WMATA and ART buses are encouraged to provide more frequent bus service on the 25 and 75 lines, at least at rush hour. Please provide a bench at each bus stop

8 – STREETS AND SIDEWALKS

Glencarlyn’s street system layout reflects a typical small 19th Century American town, with streets laid out on a rectangular grid. As the neighborhood expanded to the south and west, cul-de-sacs were added to the grid system. Newer sections of the neighborhood built in the 1950’s, west of Carlin Springs Road, followed a grid pattern similar to the original.



Typical curb and gutter only



Streets with sidewalks



No curb and gutter or sidewalk

The original neighborhood’s streets had 40-foot wide rights-of-way and were unpaved, without storm drainage systems, sidewalks, or street lighting. Later, they were paved with asphalt, but often without suitable or durable subbase material. Newer additions to the neighborhood, however, were constructed with curb and gutter, sidewalks and storm drainage systems.

Street lighting has been added over the years to many of the streets, but not all blocks. Neighborhood Conservation projects, and other projects undertaken by the County, have added curb and gutter and drainage systems to many of the original streets, on a block-by-block basis. Some of these more recent projects have also included sidewalks. As a result, Glencarlyn now has a wide variety of street conditions, ranging from paved (but otherwise unimproved) to fully developed streets with smooth paving, curb and gutter, storm drains, sidewalks, and street lighting. Many of the pavement-only streets are in deteriorating condition and many have significant drainage problems. It is estimated that about half of the blocks in the neighborhood have curb and gutter and drainage systems.

8 - Streets And Sidewalks



Example of standing water in a curbless street



Fully completed street nearby

8 - Streets And Sidewalks

Most of Glencarlyn does not face the issue of “cut-through” traffic that many Arlington neighborhoods do. As a result, many neighborhood pedestrians are generally comfortable with sharing the street with vehicles and routinely do so on those streets without sidewalks. Although there is a concern with the speed of traffic on several streets, in particular along Lexington and along 3rd and 4th Streets, residents routinely walk in the streets, both during the day and after dark without problems or conflicts with vehicular traffic. Some residents are more comfortable with this than others.

Sidewalks and Streets -- The 2004 survey indicates that residents are evenly split on the subject of sidewalks. County transportation policy currently requires curb and gutter to be present in order to have the street re-paved to current standards. Otherwise, the County will only periodically patch the street, despite severe deterioration. County policy also requires that a sidewalk be constructed on at least one side of the street as part of any project in which curb and gutter is installed. In the survey, neighborhood residents strongly disagreed with both of these policies.

While most residents generally support curb and gutter and storm drainage systems throughout the neighborhood (provided that existing street trees are not harmed), just half the survey respondents supported the installation of sidewalks -- and half did not. There was stronger support, however, for sidewalks on the blocks closest to Carlin Springs Road, due to use by school children and commuter pedestrians; these is also more support in the areas of the neighborhood originally built with sidewalks. To address the County’s requirement of a sidewalk with all curb and gutter projects, Glencarlyn requested a study to develop a local Street and Sidewalk Master Plan through the Neighborhood Conservation program. The study was finalized in May 2006 and provided an overall framework identifying which streets were primary pedestrian routes.

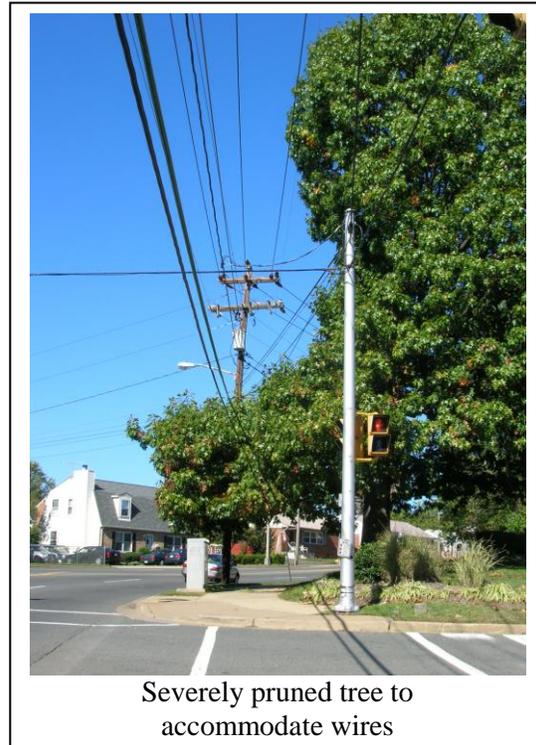
Street Lights -- Most residents of the neighborhood consider the current street lighting levels to be adequate, however there are a number of blocks and areas that are too dark (such as the 300 block of Lexington (NC project) and the 5600 block of 5th Street. Currently, Glencarlyn has a variety of street lighting styles: standard issue “cobra-head” lights attached to utility poles; “carriage-style” Colonial lights attached to utility poles; “carriage-style” Colonial lights on free-standing smooth, light-gray concrete poles, and some Carlyle style lights. The lighting source for the street lights in the neighborhood



8 - Streets And Sidewalks

also varies: there is a mixture of mercury-vapor (bluish-white light) and high-pressure sodium (yellowish-brown). Several upcoming Neighborhood Conservation street improvement projects in Glencarlyn will include the new “Carlyle-style” (or Acorn model) lights on free standing, fluted black decorative posts. The Carlyle-style lights are now the County standard for neighborhoods. Since installation of Carlyle lights began in Arlington, several models have been used incorporating improvements as needed. The latest version, type three, will comply with Dark Sky Association requirements and will use light emitting diodes (LED) as a light source which are more energy and maintenance efficient. They also direct more light downward at the street and sidewalks limiting light that directly shines into residential windows. Although residents like the current carriage-style lights they also expressed approval of the new Carlyle-style lights.

Street Trees and Landscaping -- Glencarlyn takes great pride in the beautiful canopy of green trees which covers most of the neighborhood. Street trees are a significant part of the village character of the neighborhood, and most occur in an informal arrangement, not in rigid linear rows. Many of the trees that provide shade over the street are actually on private lots. In a few locations the street trees are not only in the right-of-way, they are actually in the travel lanes of the street (such as the 400 block of Illinois at 5th Street). Glencarlyn’s street trees are a variety of deciduous shade trees, small flowering trees, and some evergreens. About half the species (60% of the specimens) are native to Northern Virginia (see Appendix B). The distribution of species is typical of Arlington County’s neighborhoods (ref. pg 13 of the *Urban Forest Master Plan*).



Surprising, a large number of the trees that have been planted are not recommended by arborists as desirable street trees due to weak limbs (silver maple), sticky dripping (pines and maples), cones and seeds (sweet gum and oaks), and other disadvantages.

8 - Streets And Sidewalks

Parts of the neighborhood, however, lack shade over the streets. In some instances, older trees have been damaged by storms or died and have been removed, while others have been removed for street improvement projects. A lack of space within the typical 40-foot street rights-of-way also accounts for the gaps in the street trees in parts of the neighborhood. Overhead utility lines also damage the street tree canopy because of severe pruning of large existing trees and lack of overhead space to plant new large shade trees.

Street Ends -- Glencarlyn has 26 street ends (13 dead ends, 9 T-intersections, and 4 elbows). Several are made unsightly by metal or wood highway barriers. These areas are also weedy and unattractive, and some have a number of dead trees. One cul-de-sac loop (500 block of S. Harrison St) has a landscaped median island with a rusty metal guard-rail and older plantings in a box which is collapsing.



End of 5600 block
of 1st Street S adjoining park



Guard rail along 5600 block
of 6th Street S adjoining park

References:

- Arlington County Department of Parks, Recreation & Cultural Resources, July, 2004, *Urban Forest Master Plan*

- Toole Design Group, May, 2006, Glencarlyn Neighborhood Street and Sidewalk Master Plan

Recommendations for County Action:

8A: The County will ensure that all street surfaces, especially those excavated for water line or other utility replacement, are smoothly paved and any settling over time is remedied.

8B: The County Manager and County Board need to open mindedly consider requests for waivers to the current Sidewalk Policy permitting street improvement projects (the construction of curb and gutter, drainage systems, and repaving) without requiring a sidewalk on at least one side of the street under the recently approved waiver process.

8C: Street improvement projects (curbs, gutters, and sidewalks where appropriate) will be undertaken on a block-by-block basis as requested by the residents on the affected block (through the Neighborhood Conservation petition process). This recommendation also applies to those blocks that have existing curb and gutter on part of the block. As part of the review of such projects, the County needs to consider the recommendations of the 2006 Glencarlyn Neighborhood Street and Sidewalk Master Plan that established a comprehensive approach to sidewalks in Glencarlyn after analyzing such factors as pedestrian patterns, street widths, existing street trees, drainage, historic character, handicapped accessibility, and expense. The County needs to ensure that all curb and gutter projects drain properly.

8D: Clear sidewalks of all over-grown vegetation, especially that which blocks bus stops and signs on the west side of Carlin Springs Rd. between 7th Rd. and Route 50. Coordinate with Fairfax County for a full, free and clear barrier-free access. (People using wheelchairs cannot now easily use this sidewalk. See also Recommendations 7A(2b), 7E, and 7J.

8E: Each street improvement project must include new street tree plantings in the public right-of-way to the greatest extent possible. Where overhead utility lines do not interfere, large deciduous shade trees (especially oaks, hickories, ash, yellowwood, and even disease-resistant American Elms) may be used. Otherwise, smaller flowering trees that can grow underneath the utility lines (such as kousa dogwood, saucer magnolia, redbud, and crabapples) should be installed. The long-term goal is 50-60% canopy cover, even in residential areas. Along streets with curb and gutter installed, NC or Tree Canopy funds may be sought for remedial plantings. Special priority should be given to blocks with few or no street trees, such as Larrimore St., 1st and 3rd Sts. west of Carlin Springs Rd., 5th Rd. west of Carlin Springs Rd., Harrison Street Circle, Jefferson and Kensington Sts., and the 5600 block of 4th Street. Additional NC landscaping projects should be undertaken to improve the appearance of street ends and the Harrison Street circle island.

8F: Where right-of-way space is not available for street tree plantings as part of street improvement projects, the County is encouraged to request permission (easements if necessary) to plant trees on private property adjacent to the right-of-way. Owners are encouraged to allow street tree plantings on their properties as part of street improvement projects. GCA will actively promote the Tree Canopy Fund through-out the neighborhood, focusing on areas without a canopy.

8 - Streets And Sidewalks

8G: Install additional lighting at the west end of the 5900 block of 2nd St., adjacent to the County fence adjacent to Manchester Street and the wooded area at the west end of the Kenmore fields. Although there is a cobra light fixture between the 2nd and 3rd house from the end, the fence has been a regular target for graffiti.

Other Recommendations:

Community

8H: A GCA committee should be appointed to assess the street lighting for the entire community to determine dark spots and recommend new lamp installations with an emphasis on improving safety. This could include use of light meters to quantify the results. Residents need to be periodically provided information on reporting street lights which are not working.

8I: GCA will annually remind property owners of their responsibility to ensure that sidewalks are shoveled within 24 hours of a snowfall (36 hours if over 6 inches) – especially sidewalks along Carlin Springs Road used by school children. Since there are a number of residents who are physically unable to shovel their walk or may be away on business, the GCA should undertake the following:

- Maintain a list of volunteers willing to shovel snow for residents physically unable to shovel.
- Maintain a list of young adults who are willing to be paid for shoveling.
- Work with the County to continue participation in the snow blower loaner program to help clear designated routes to school, particularly along Carlin Springs Road.

Virginia Department of Transportation

8J: Work with VDOT to restore the plantings along the Route 50 corridor to the landscaping design which followed the widening of the Route 50 bridge in the mid 1980's. This includes replacing a number of missing, seriously damaged or dying trees and as well as plantings near the Carlin Springs Rd. overpass and screening for the new Kenmore Middle School building.

8K: The Virginia Department of Transportation (VDOT) is encouraged to remove invasive vines and sprouts (especially *Ailanthus altissima*) from plantings along US Route 50, remove dead and dying trees, and thicken tree rows alongside the new Kenmore Middle School. More frequent mowing is encouraged for safety and better visibility.

Arlington Public Schools

8L: Arlington Public Schools needs to maintain and improve the tree canopy on Kenmore grounds. APS should:

- Provide proper maintenance and care of trees on school grounds including those along Carlin Springs Road and those between Kenmore and Carlin Springs Elementary. Regularly watering during dry periods is critical.
- Plant a number of new canopy trees on the property.
-

9 – OTHER INFRASTRUCTURE

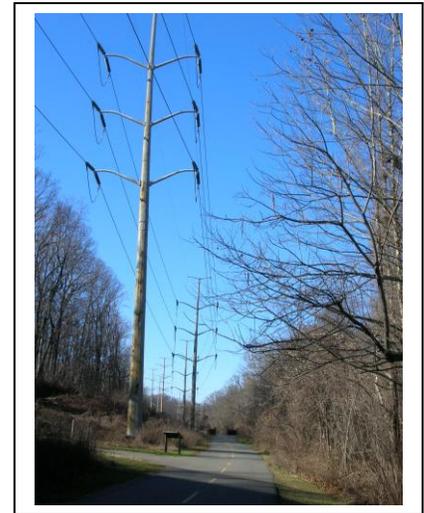
Besides streets and sidewalks, traffic signals and signs, the Glencarlyn neighborhood is served by networks of other utilities: water and gas lines, overhead and buried power lines, telephone and cable wiring, garbage and brush pick-up services, paths and trails, and, perhaps most importantly, surface drainage. In addition, seen as a system of amenities providing oxygen and shade, trees and other plantings could be considered “green infrastructure.” The 2004 neighborhood survey revealed that a fair number of people find that the neighborhood’s disadvantages include ugly overhead wires, poor condition of the public infrastructure, poor land drainage in some lots, ugly dumpsters in full view of the public, lack of landscaping on county property, and poor access to the W&OD Trail along Four Mile Run.



Eroded stream



Street tree screening



W&OD Trail

When asked, “Are there drainage problems on your street?” 70% of the respondents said “no,” but 30% said “yes,” citing many locations:

TABLE A – Locations of Poor Drainage (from 2004 Survey)

| | |
|--------------------------|---|
| 1st St., 5600 block | Road is not level, so water backs up, creating puddles. |
| 2nd St., 5600 block | Seep in street and gutter that creates dangerous ice in winter. |
| 2nd St., 5700 block | Lots of standing water in some of the backyards. |
| 3rd St., 5400 block | Water flows down the street, flooding some driveways. The street end gets water from two streets in a heavy rain. |
| 4th St., 5500 block | Neighbor’s sump pump drains right into the street. |
| 4th St., 5600 block | Water accumulates after every rain. |
| 4th St. at Jefferson St. | Some standing water. |
| 4th St., 5900 block | Water borne street debris collects in front one house. |
| 5th St., 5300 block | Gutters and curbs don’t work well. |
| 5th St., 5500 block | Standing water after a rain. |

9 - Other Infrastructure

| | |
|-------------------------------|--|
| 5th St., 5600 block | Storm drains are blocked. Some houses have wet basements. |
| 5th St., 5800 block | Water does not flow freely to the storm drain at the end of the block. |
| 5th St. and Carlin Springs Rd | Standing water. |
| 5th Rd., 5900 block | Trees in the drain. |
| Jefferson St., 500 block | Water does not drain properly, puddles at the corners. |
| Kensington St., unit block | Residue that has left standing water. |
| Kensington St., 100 block | Water does not flow to the drains after a rain. |
| Larrimore St., 500 block | Puddles. |

Often unseen by most residents, the outfalls of local storm drainage lines have in many cases become unsightly and dysfunctional ravines, spewing trash into local waterways.



Ravine created by storm drain runoff



Storm drain runoff from neighborhood street after a light rain

9 - Other Infrastructure

When asked in the survey about places in need of beautification, a wide variety of suggestions were made, including:

TABLE B – Suggested Beautification Projects (not covered in other chapters)

- 1) Route 50 right-of-way, including: the Carlin Springs Rd. underpass and surrounding area, the service road behind Kenmore School, the bus stops, and the intersection with Manchester Street.
- 2) County property at the South end of Kensington St. (at 5th Rd.) and for about 100 ft. west on the County right of way should be re-planted as needed and maintained on a regular basis.
- 3) Clean up of wooded area at west end of Kenmore fields.
- 4) 6th St., 5600 block – railing at the dead-end is in bad shape and the dead fallen trees are ugly.
- 5) Entry driveway to Long Branch Nature Center.
- 6) Trailhead above the Nature Center at the end of Jefferson St.

In the 2004 survey, when residents were asked for their reaction to certain types of improvements to foster neighborhood attractiveness, they responded with a variety of answers. When asked about more decorative street lights, there was general support (56%) and a strong minority reaction (23%) who said “spend the money elsewhere.” One person added, “But not the Washington, DC, globe type, please.” When asked about eliminating utility poles, there was very strong support (76%). One person said “This would really enhance the neighborhood’s appearance.” Another said, “We lose power at least once a year due to overhead lines, one of which is too low.”

Elsewhere in the survey many excellent suggestions were offered to make the neighborhood a better place to live (a full list of these suggestions is found in Appendix A)

“Attend to the standing water at many corners and on some streets after heavy rains. Pools of water remain too long.”

“Some neighborhoods have planters on their street lights in which they plant seasonal plantings. I think that would also be a nice addition.”

“More pedestrian-friendly beautification features, such as landscaping and tree plantings on/near sidewalk and street improvement areas.”

“Plaques on historic houses.”

“Nicer entrances to the neighborhood (such as at 3rd and Carlin Springs).”

Recommendations for County Actions:

9A: Develop a comprehensive neighborhood-wide drainage plan that will be incorporated in the individual block-by-block conservation projects.

9B: Re-structure the storm drain at the southwest corner of 3rd St and Harrison, where it runs under the street and into the Park. It constantly clogs, leaving a puddle that attracts mosquitoes. Homeowners solved some of the problem affecting their lots, but more is needed.

9C: Coordinate beautification projects (not covered in other chapters)

- 1) Route 50 right-of-way, including: the Carlin Springs Rd. underpass and surrounding area, the service road behind Kenmore School, the bus stops, and the intersection with Manchester Street.
- 2) County property at the South end of Kensington St. (at 5th Rd.) and for about 100 ft. west on the County right of way should be re-planted as needed and maintained on a regular basis.
- 3) Clean up of wooded area at west end of Kenmore fields.
- 4) 6th St., 5600 block – railing at the dead-end is in bad shape and the dead fallen trees are ugly.
- 5) Entry driveway to Long Branch Nature Center.
- 6) Trailhead above the Nature Center at the end of Jefferson St.

Other Recommendations:

9D: Set up within the GCA a task force to look at safety hazards and related eyesores. This committee would develop strategies to work with landowners to correct dangerous situations. Include small beautification projects, especially around the 7-11 area, park entrances, and at unsightly street ends. Safety hazards include the drains at 4th St. (between the church and Carlin Hall with large unsafe openings), Carlin Hall's handicapped accessibility, various sites listed where rats have been found, and unoccupied houses.

9E: Work with Dominion Virginia Power Company, the telephone companies, and cable TV companies to bury some or all of the overhead utility lines to enhance visual quality, reduce conflicts with trees, and reduce power outages.

10 -- COUNTY SERVICES

According to the 2004 neighborhood survey, Glencarlyn is well served by Arlington County's police, fire and ambulance services. The neighborhood is also provided with street lighting, street sweeping, trash, leaf and recycling collection, and has several services that many neighborhoods do not have, such as Glencarlyn Park, the public library in the Village Center, several schools, and ART bus routes running through the neighborhood with stops along Carlin Springs Road. These are great assets that are appreciated by local residents.

In the 2004 survey, neighborhood residents were generally satisfied with the community services provided by the County. However, several suggestions were made for improvements, reflected in the recommendations at the end of this chapter.

TABLE C -- Summary of Key Survey Ratings of County Services (from 2004 survey)²

| <u>County Service</u> | <u>Combined Score Good/Excellent</u> |
|-----------------------|--------------------------------------|
| Trash Collection | 89.7% |
| Curbside Recycling | 88.9% |
| Police Protection | 75.0% |
| Leaf Collection | 72.2% |
| Park Maintenance | 66.9% |
| Fire & ambulance | 64.9% |
| Snow Removal | 50.9% |
| Street Cleaning | 48.7% |

A wide mix in ratings appeared in some areas. While 75% rated overall police protection as good or excellent, only 28.5% rated speed limit enforcement as good/excellent and 37.5% felt it was fair/poor, and 62.5% feel that there are aggressive and speedy drivers going through the neighborhood. Additionally, only 32.7% felt that parking enforcement was good/excellent and 40.2% felt it was fair to poor. Fire/ambulance service was another area with a mixed rating since almost 65% rated it good/excellent, 29.7% rated it poor, but 87.5% felt there are no fire or health hazards. Vermin control (rats/mice) was another area that may need improvement. The ratings showed only 37% felt it was good/excellent, while 19% felt it was average and 28% felt it was poor. Yet 66% said they had not seen rats in the neighborhood. Pest control (insects like mosquitoes) was rated 31.6% good/excellent, but 40% fair/poor. Animal control fared a little better with 44.8% rating it as good/excellent and 27.6% rating it fair/poor.



Police Cruiser parked in the neighborhood

² There were a number of reductions to County Services made to balance the budget for FY 2010 and 2011 which could change some of the ratings from 2004.

Recommendations for County Actions:

Safety

10A: Police should patrol for gang activity in and around the park, especially after dark. Some suggested finding some way to cut off vehicle traffic into the park at night.

10B: Provide more random police patrols in the afternoons to monitor middle school students passing through neighborhood streets.

10C: Reconstitute a Neighborhood Crime Watch program. (Note: the ACPD does not have an active program at this time.)

10D: Police should patrol 5th Rd. (by the Urgent Care Center fence) where non-residents park extra cars. Watch elsewhere for commercial vehicles licensed in D.C.

10E: Provide more police enforcement to discourage people running through stop signs within the neighborhood.

Environment

10F: Schedule two or three more leaf pickup dates in the fall and two or more additional yard waste pickups in the spring. Adjust the period the leaf pickups occur to the time the need exists due to the weather conditions each year.

10G: Foster a County-wide anti-litter campaign, especially at exits and entrances to Route 50.

10H: Schedule more frequent litter pick up by County crews, especially along major roadsides. More frequent street cleaning would also be welcome.

Historic

10I: Identify historic houses (esp. those over 100 years old) with plaques. (Related to 6-E)

Winter

10J: There are several steep hills in Glencarlyn which are difficult to get up when icy or snowy. Provide more sanding and/or salt on these locations. (e.g. 5400 block 3rd St., S. and 500 block of South Harrison)

Other Recommendations:

10K: Ensure the U.S. Postal Service maintains a mailbox at the Library and posts pick up times on it. In fact, we would prefer a drive-up type mailbox installed in the Library parking lot.

10L: To increase safety for people using the W&OD Trail, encourage the County and Northern Virginia Regional Park Authority to increase bike-mounted patrols.

10M: The GCA will aid in providing better access to information for residents about disposal of hazardous wastes.

APPENDICES

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APPENDIX A

Summary of 2004 Initial Survey for the Glencarlyn Neighborhood Conservation Plan

A detailed compilation of the survey results is
in a separate 38 page document - Appendix E

The results of the initial survey were used to develop preliminary recommendations; a second survey, with votes on each preliminary recommendation, was used to determine which were included in the final Glencarlyn Neighborhood Conservation Plan.

HIGHLIGHTS

Issues of most consensus (%s based on a return rate of 120 questionnaires total): ³

- 98.3% Owner occupied housing
- 95.8 % Single family homes
- 90% Say “yes” or “maybe” to re-instituting community Crime Watch.
- 90% Rank library grounds “good” or “excellent.”
- 87.5% Feel there are no fire or health hazards.
- 85.8% Strongly oppose or oppose high density and medium-density residential for the hospital site .
- 82.5% Consider Glencarlyn Park in excellent or good condition.
- 80% Feel neighborhood has one or more difficult intersections.
- 80% Feel in-fill should preserve single family character of neighborhood.
- 79% Strongly favor use of hospital site as parkland.
- 79% Visit Ball-Sellers House seldom or never.
- 78% Feel street lighting is adequate on their block.
- 77% Seldom or ever have trouble finding parking.
- 76% Do not use the dog park where 4 Mile Run and Long Branch merge.
- 69% Like the current Glencarlyn street light design (“carriage-style” lights).
- 69% Disagree with County Policy that only curbed/guttered streets can be repaved.
- 66% Have seen no rats in the neighborhood.
- 64% Disagree with County policy that curb and gutter installation also must include a sidewalk on at least one side.
- 62.5% Feel there are aggressive and speedy drivers going through in neighborhood.
- 59% Visit Glencarlyn Park 13 or more times a year.
- 59% Seek to keep the neighborhood only residential (no new businesses).
- 57% Don’t have any sidewalk in front of their house.
- 55% Feel that Glencarlyn is adequately served by public transportation.
- 55% Favor landscaped medians and left turn lanes on Carlin Springs Road.
- 55% Favor not having another traffic signal at 1st St. by the 7-11.
- 54% Suggest upgrading/completing the traffic signal at 5th St. and Carlin Springs Rd.
- 52% Endorse removing overhead utility wires.
- 50% Residents love the proximity to many things as 1st choice advantage.
- 49% Don’t feel additional street lighting is even needed.
- 2nd St. is the busiest entrance and exit to the “village,” both rush-hour and non rush-hour.

³ There were a number of reductions to County Services made to balance the budget for FY 2010 and 2011 which could change some of the ratings from the 2004 survey.

Appendix A - Summary of Survey

| Issues of greatest controversy | <u>No</u> | <u>Yes</u> |
|---------------------------------------|------------------|-------------------|
| Additional sidewalks needed? | 43% | 42.5% |
| Parking on one side only? | 46% | 44% |
| Eyesores in the neighborhood? | 46% | 45% |
| Is there crime? | 42.5% | 52.5% (or maybe) |

SUGGESTIONS

There were a number of suggestions make in the initial survey which were incorporated into the recommendations. Below are the suggestions, roughly grouped by responsible person, with relevant recommendations if one is included in the final plan.

By Individuals

- Report abandoned vehicles to County.
- Dog owners, please honor leash laws to minimize others' discomfort. (4Z2)
- Dog walkers, please pick up after your dogs! (4Z1)

By Property owners

- Encourage deliveries at 7-11 to avoid morning rush hour and discourage dumpster servicing except during daylight hours. (3B)
- The 7-11 commercial property should re-landscaped and conduct better litter control. (3C)
- As a neighborhood goodwill gesture, 7-11 property owner should sponsor a clean-up crew (maybe Sheriff's community service workers) to clean up trash around the 7-11 and neighboring streets. (3C)
- Encourage Woodlake Towers convenience store owner to control litter, especially walking north to the bus stop on Manchester street.
- Prune back vegetation at all corners where visibility is now obstructed. (7J)
- Make sure sidewalks are shoveled within 24 hours of a snowfall – especially sidewalks used by school children. (8I)
- Beautify the apartments between 1st and Route 50 on Carlin Springs Rd.

By the Community Association (GCA)

- Set up task force to look at “eyesores” and develop strategies to work with landowners to clean them up. If that fails, submit a formal list to County for action. (3C & 9D)
- Develop a public information awareness campaign about the use of pesticides and dumping and their harmful effects on the quality of our streams and watersheds. (4U & 4X)
- Solicit idea to improve the Dog Park, such as better fencing.
- Set up a stream clean-up committee that would coordinate stream clean-up teams and remove trash from the woods. (4W)
- Organize a hospital site (now urgent care center) task force to work with County as the site it is re-zoned, opened for development, planned, and developed, reflecting the community views in questions. (5A & 5B)
- Establish a stronger, supportive relationship with Carlin Springs Elementary and Kenmore Middle School to make them more integral to this neighborhood. (5E)
- Establish a structured dialogue with Kenmore to address student misbehavior walking home through the neighborhood. Large, noisy groups leave late night school activities (9-10 pm) and walk through the park to get home. Students need to be told that the park is closed at dark. (5E)
- Set up a planning group to suggest ways to improve the grounds of the library, Carlin Hall, cemetery, and parking lot. Check title and restrictions. Explore ways to make it function better as an outdoor community center, perhaps with more benches, picnic tables, etc. Remove or screen the dumpster. (6B,C,D,E)
- Set up a recreation and fellowship committee that might plan occasional community events and activities at least once a quarter and explore the possibility of installing a basketball court or hoop somewhere central. Other activities could include events for young people, a community-wide yard sale, more potlucks and

Appendix A - Summary of Survey

events in the park, perhaps a games night (monopoly, scrabble, etc.), semi-annual pot luck or picnic (maybe Labor Day weekend), lectures, readings, and workshops, a weekly 'coffeehouse' at the Library, a desert party and/or caroling on luminaria night. (6F)

Develop a safety hazards task force to look at such issues as the drains on 4th St. (between the church and Carlin Hall with large unsafe openings), Carlin Hall's handicapped accessibility, various sites list where rats have been found, and unoccupied houses. (9D)

Organize a springs clean-up task force. With Park Authority permission, clean up and maintain the Carlin and Moses Ball Springs. (4P)

Explore setting up a Community Crime Watch program, with volunteers and training. (10C)

Initiate a welcome-wagon like greeting committee to help new residents become part of and active in the neighborhood.

In the Village View, write up of new residents so that older residents may greet them better.

Consider establishing a community barter system for goods and services, also a system where we could share with each other the names of good contractors and handy persons.

For the Community Conservation Plan, hold a series of community forums as an educational service.

Hold an annual town hall meeting to set the next year's agenda. Combine it with a dessert social.

Form a new Moms' Club. Develop a babysitters' list.

By the County Department of Public Works for Streets, Sidewalks and Traffic

Clean up sidewalks and parking lot at 7-11. Develop landscape plan that enhances beauty but does not create sight line problems. (3C)

Install traffic calming on Carlin Springs Rd., perhaps using electronic speed display or camera and a periodic speed trap. (7A)

If it's possible, install a safe landscaped median with left turn lanes to enhance safety for both Kenmore traffic and entering/exiting the "village" section of the neighborhood. (7A)

Beautification all along Carlin Springs Rd., especially east side. (9C)

Slow down traffic to the park with 4-way stops at all intersections or speed bumps/humps on numbered streets into park. (7D)

At Lexington and all streets intersecting it, put up signs that say something like 'This is a family neighborhood, PLEASE SLOW DOWN.' (7D)

Set 20 mph speed limit inside "village." (7C)

Add 'Speed Limit Enforced' signs.

Install a raised crosswalk on S. Manchester St. where kids use go to school fields, near blind curve.

Need something to beautify 50/S. Manchester intersection. (9C)

Prohibit parking on east side of Manchester St. in front of entrance to Manchester Square Court. (7I)

Put in a bike path along Carlin Springs Rd. and go down to one lane of traffic each way and put in landscaped medians with turning lanes.

Widen the sidewalks along Carlin Springs Rd. (7A(2))

Install 'No turn on Red' sign at 5th Rd./Glencarlyn Rd. at right turn onto Carlin Springs Rd.

To minimize confusion having three 5th Rds. so close to each other, install at the entry to 5th Rd. off Carlin Springs a sign saying 'For 5600 block of 5th Rd., use 5th St. and turn right one block.'

Install a sign on Jefferson pointing to '5601-5621 S. 6th St.' (7F)

Install 'No Outlets' at the beginning of all dead-end streets. (7F)

Loosen up on the policy requiring sidewalks, in this historic district with low traffic volumes, curb and gutter is generally enough, except key routes to schools. (8B)

Install sidewalks on streets where streets are narrow and measurable numbers of pedestrians (especially school kids) walk. (8C)

When curb and gutter is installed, make sure it drains!

Upgrade lighting by filling in "dark blocks." Use carriage-style fixture to match existing, at least three fixtures per block, with two serving every intersection, mount high, using existing power poles (more even coverage on the ground). Replace cobra heads with carriage-style, except on major arterial roads. Use all white bulbs inside neighborhood. (8G & 8H)

Plant trees on all the streets. (8E & 4K)

At Kenmore fields: better control of parking during soccer games, better trash control, and better control of vehicle speeds on S. Madison and 2nd Sts. (4R, S, T)

Appendix A - Summary of Survey

Limit parking to one side on the 1st block of the numbered streets east of Carlin Springs Rd. and the Arlington Blvd. service road.

At the dead-end of 5600 6th St., beautify street end. Remove deteriorated railing and dead trees. (9C)

More frequent street cleaning. (10H)

The south side of the 5400 of 4th St. needs a new curb.

Pave 1st St. where it dead ends.

Police patrols

Patrol rush hour along Carlin Springs Rd. to slow speed and ensure compliance with ‘DoNot Block Intersection’ signs. (“I would like to see police enforcement against the DOZENS of cars that block the intersections along Carlin Springs Rd. at rush hour (and other times), impeding access into the neighborhood. For example, trying to turn left onto 1st, 2nd, 3rd, or 4th from southbound Carlin Springs Rd. A police officer could simply stand at any one of these corners for an hour and issue 30 tickets and/or warnings.”) (7A & 7B)

Patrol speeders at am and pm rush hours – better than traffic calming. (7B)

Patrol afternoon walking routes through neighborhood when Kenmore lets out. (10B)

Patrol 5th Rd. (by the hospital fence) where non-residents park extra cars. Watch elsewhere look for commercial vehicles licensed in DC. (10D)

Patrol for gang activity in and around the park, especially after dark. (10A)

Encourage more police presence around the park – or some way to cut off vehicle traffic into the park at night.” (10A)

ART Bus System

Consider having ART 75 buses stop at Glencarlyn Library, esp., at rush hour.

Arlington Public Schools

Lights are needed at the Carlin Springs Elementary School Playground – it’s dark in the corners. (5C)

Environmental Services

Schedule two or three more leaf pick-up dates in the fall and two or more yard waste pick ups in the spring. (10F)

Provide better information to residents about disposal of hazardous wastes. (10M)

On County property at the South end of Kensington St. (at 5th Rd.) and for about 100 ft. west on the County ROW, re-plant as needed and maintain on a regular basis. (9C)

Social Services

Inspect neighborhood for illegal multi-family occupants.

Library

Install covers on the gutters of the Glencarlyn Library so that water does not overflow with every rain. They are constantly blocked and need covers that take care of the water while letting debris slide off.

Parks and Recreation

Address the serious invasive species problem in the Park, using both professional crews and citizen volunteers. (4J)

Begin an aggressive urban forestry campaign to prevent the potentially devastating tree disease, Sudden Oak Death, from ruining our woodlands. (4J)

Install sign at entrance road showing hours of operation of the Nature Center.

Monitor all trails periodically to identify and remove overgrowth and dangers (such as dead overhead trees, poison ivy, blocked culverts, missing sewer tops, etc.).

Fix up (raise the water level of) the Long Branch Nature Center pond – or make a new one. Provide information about the pond life habitat.

Extend weekend operating hours of the Long Branch Nature Center.

Appendix A - Summary of Survey

Clean up trash along the wooded west edge of the Kenmore fields, as well as around fields and playground. (4S)

Limit use to soccer fields and lights to 10:00 p.m. (4R)

Re-align soccer field lights behind Kenmore Middle School so that spillover light is limited to ball field grounds and does not blind neighbors. (4R)

Install a trash can at 2nd St. (and Jefferson) entrance of Glencarlyn Park. (4L)

Add a neighborhood swimming pool, perhaps as part of park development of hospital site.

Develop a plan to respond to citizen suggestions for Glencarlyn Park – more benches, public gardens, more trails, more picnic areas, etc. Present it to GCA for community comment and support.

More tree replacement – especially after hurricane damage. (4K)

Install signs (maybe a wayside with photos) depicting the historic Carlin pavilion and nearby W&OD rail station. Other waysides that might highlight the George Washington survey marker, the W&OD

Railroad, and other historic points of interest in the community. (4O)

By WMATA and ART

More frequent bus service. (7.K)

Install better bus stops and schedule information along Carlin Springs Rd. (7K)

Beautify Carlin Springs Rd bus stops and bus stops on Route 50. (Chap9 Table B)

By Virginia Dept. of Transportation

Install a sign at Route 50 at Manchester St. that says ‘No turn on red when pedestrians are present’ and a reminder that pedestrians have the right of way in Arlington County. (7F)

Re-landscape intersection of Route 50 and Carlin Springs Rd. to bring it up to the same level of attractiveness as the Glebe Rd. and George Mason Dr. overpasses. Remove few dead trees, ailanthus, and poison ivy.

Replace with maintainable flowering trees. Clean up connecting walkways and access roads. (8J,K & 9C)

By Utility Companies

Bury some or all of overhead utility lines to enhance visual quality, reduce conflicts with trees, and reduce power outages. (9E)

(Responsibility uncertain)

Clear sidewalks on the west side of Carlin Springs Rd. between 7th Rd. and Route 50 of all over-grown vegetation, especially that which blocks bus stops and other signs. People using wheelchairs cannot now easily use this sidewalk. (7A)

Add historic street names to street signs (much more interesting than numbers), to give neighborhood a distinctive historic flavor.

Identify historic houses (esp. those over 100 years old) with plaques. (6C, D)

County-wide anti-litter campaign, especially at exits and entrances to Route 50, with special outreach to immigrant community. (10G)

Appendix B

Glencarlyn Street Tree Inventory, 2005

This list includes all trees that overhung sidewalk and street rights-of-way in the summer of 2005 – most actually have their trunks on private lots. The list does not include canopy trees at woodland edges. Trees are listed in order by frequency of occurrence.

* = native to northern Virginia.

A = Streets east of Carlin Springs Road (“The Village”)

B = ROWs for Carlin Springs Rd. and US Route 50, Four Mile Run to Long Branch

C = Streets west of Carlin Springs Rd.

D = A + B + C

| | | A | B | C | D |
|---|---|----|----|----|----|
| X | <i>Cupressocyparis leylandii</i> Leyland Cypress | 2 | 84 | | 86 |
| * | <i>Acer saccharinum</i> Silver Maple | 33 | 9 | 19 | 61 |
| * | <i>Juniperus virginiana</i> Red Cedar | 29 | 15 | 6 | 50 |
| * | <i>Quercus palustris</i> Pin Oak | 30 | 5 | 14 | 49 |
| | <i>Prunus sp.</i> Japanese Flowering Cherry | 39 | 5 | 4 | 48 |
| * | <i>Ilex opaca</i> American Holly | 4 | 36 | 7 | 47 |
| * | <i>Acer rubrum</i> Red Maple | 22 | 12 | 9 | 43 |
| | <i>Pinus strobus</i> White Pine | 7 | 7 | 23 | 37 |
| * | <i>Quercus alba</i> White Oak | 28 | 1 | 2 | 31 |
| | <i>Coelreuteria paniculata</i> Golden Rain Tree | | 21 | 1 | 22 |
| | <i>Cornus kousa</i> Kousa Dogwood | 7 | 12 | 3 | 22 |
| | <i>Pyrus calleryana</i> Bradford Pear | 6 | 11 | 5 | 22 |
| * | <i>Robinia pseudoacacia</i> Black Locust | 6 | 12 | 2 | 20 |
| | <i>Acer platanoides</i> Norway Maple | 10 | | 7 | 17 |
| | <i>Pyrus spp.</i> Crabapple (red-leafed) | 1 | 15 | | 16 |
| | <i>Catalpa bignonioides</i> Catalpa | 10 | 2 | 3 | 15 |
| | <i>Pinus spp.</i> Black Pine | | 13 | | 13 |
| * | <i>Quercus phellos</i> Willow Oak | 6 | | 7 | 13 |
| * | <i>Morus rubra</i> Red Mulberry | 10 | 1 | 1 | 12 |
| * | <i>Quercus rubra</i> Red Oak | 7 | 3 | 2 | 12 |
| * | <i>Prunus serotina</i> Black Cherry | 8 | | 3 | 11 |
| * | <i>Pinus virginiana</i> Virginia Pine | 3 | 3 | 4 | 10 |
| * | <i>Liriodendron tulipifera</i> Tulip Tree | 5 | 1 | 3 | 9 |
| * | <i>Quercus falcata</i> Southern Red Oak | 9 | | | 9 |
| | <i>Acer spp.</i> Japanese Maple | 5 | 2 | 1 | 8 |
| * | <i>Fraxinus americana</i> White Ash | 8 | | | 8 |
| * | <i>Quercus stellata</i> Post Oak | 5 | 2 | 1 | 8 |
| * | <i>Tsuga canadensis</i> Hemlock | 8 | | | 8 |
| * | <i>Cornus florida</i> Eastern Flowering Dogwood | 6 | | 1 | 7 |
| * | <i>Juglans nigra</i> Black Walnut | 2 | 4 | 1 | 7 |
| | <i>Magnolia grandiflora</i> Southern magnolia | 5 | | 2 | 7 |
| | <i>Metasequoia sempervirens</i> Dawn Redwood | 1 | 5 | | 6 |
| | <i>Acer spp.</i> (mystery maple, on CS Rd, N of 50, E side) | | 5 | | 5 |
| | <i>Magnolia soulangiana</i> Saucer Magnolia | 4 | | 1 | 5 |
| * | <i>Ulmus americana</i> American Elm | 3 | 1 | 1 | 5 |
| | <i>Ulmus spp.</i> Chinese Elm | 1 | 1 | 3 | 5 |
| | <i>Cedrus deodorus</i> Deodar Cedar | 3 | 1 | | 4 |
| | <i>Gleditsia triacanthos</i> Thornless Honeylocust | 1 | 1 | 2 | 4 |

Appendix B - Tree Inventory 2005

| | | A | B | C | D |
|----------------------------------|-------------------------|---|---|---|-----|
| <i>Picea abies</i> | Norway Spruce | 2 | | 2 | 4 |
| * <i>Quercus prinus</i> | Chestnut Oak | 4 | | | 4 |
| * <i>Quercus velutina</i> | Black Oak | 2 | 2 | | 4 |
| <i>Acer palatmoides</i> | Norway Maple red-leafed | | | 3 | 3 |
| <i>Acer saccharum</i> | Sugar Maple | 3 | | | 3 |
| * <i>Fraxinus pensylvanica</i> | Green Ash | 3 | | | 3 |
| * <i>Liquidambar styraciflua</i> | Sweetgum | 3 | | | 3 |
| <i>Picea spp.</i> | Colorado Blue Spruce | 3 | | | 3 |
| * <i>Quercus coccinea</i> | Scarlet Oak | 3 | | | 3 |
| | Crepe Myrtle | 1 | 1 | 1 | 3 |
| * <i>Betula nigra</i> | River Birch | | | 2 | 2 |
| * <i>Cladrastus lutea</i> | Yellowwood | 2 | | | 2 |
| <i>Gingko biloba</i> | Gingko Tree | 2 | | | 2 |
| * <i>Nyssa sylvatica</i> | Black Gum | 1 | | 1 | 2 |
| <i>Pinus australis</i> | Longleaf Pine | 2 | | | 2 |
| <i>Pyrus spp.</i> | Crabapple | 2 | | | 2 |
| <i>Taxus spp.</i> | English Yew | | | 2 | 2 |
| <i>Zelkova spp.</i> | Zelkova | 1 | | 1 | 2 |
| * <i>Acer negundo</i> | Box Elder | | 1 | | 1 |
| * <i>Carya illinoensis</i> | Pecan | 1 | | | 1 |
| * <i>Carya ovalis</i> | Sweet Pignut Hickory | 1 | | | 1 |
| * <i>Centis occidentalis</i> | Hackberry | | 1 | | 1 |
| * <i>Cercis canadensis</i> | Redbud | | | 1 | 1 |
| <i>Mimosa spp.</i> | Mimosa | 1 | | | 1 |
| * <i>Platanus occidentalis</i> | Sycamore | 1 | | | 1 |
| <i>Prunus avium</i> | Sweet Cherry | 1 | | | 1 |
| <i>Sophora japonica</i> | Pagoda Tree | 1 | | | 1 |
| <i>Tilia spp.</i> | Littleleaf Linden | 1 | | | 1 |
| | TOTAL | | | | 680 |

66 species, of which 34 (50% of species, 61% of individuals) are native to Northern Virginia

Appendix C

Summary of Sidewalk Location and Street Width Master Plan

In preparation for Chapters 7 and 8 of this Plan, the Glencarlyn Community Association (GCA) -- working with the County's Neighborhood Conservation Program -- contracted a study of the neighborhood's streets and sidewalks. After a 9-month process, the 45-page report was finalized and presented in May, 2006, by the Toole Design Group. The GCA membership in attendance approved the master plan.

The Toole Design Group studied the existing streets, sidewalks, traffic, and pedestrian patterns in the fall of 2005 and presented their findings at three different community meetings. They concentrated on the "village," east of Carlin Springs Road where most problems seemed to occur. Residents' desired outcomes included preserving the trees and a sense of the neighborhood's rustic origins, improved drainage, a more flexible County sidewalk policy, sidewalks only where needed, revised parking restrictions, narrowing the widest streets, better lighting, and better crosswalks at key intersections. Intermediate drafts were also reviewed by relevant County staff.

The master plan's analysis of existing conditions documented the neighborhood's fragmented system of sidewalks and eroded street edges. Its authors noted that those streets with the highest pedestrian use are 1st St. between Carlin Springs and Lexington, 3rd St. between Carlin Springs and Kensington, 4th St. between Lexington and Jefferson Sts., Lexington between 1st and 4th Sts., and Kensington between 3rd and 5th Sts. These are also the residential streets with the highest vehicular volumes, compounded by excessive car speed and lack of 4-way stops.

Most of the neighborhood's residential street rights-of-way are 40 feet wide. Pavement width varies from 18 to 36 feet, with 26-28 being a norm. In some cases, pavement width varies from block to block. There are no crosswalk markings except on Carlin Springs Road itself. Street lighting is variable in fixture type and spacing, with several blocks being noted as "particularly dark." In addition, many blocks -- especially those without curb and gutter -- suffer from poor drainage during and after storms.

The master plan makes an interlocking set of recommendations that strive to improve a variety of factors without damaging the neighborhood's unique characteristics so dear to residents. These include 14 blocks as being the highest priority for sidewalk completion, with most having a 4-foot sidewalk only on one side. (Five-foot sidewalks are recommended for Lexington and Kensington Streets, due to high pedestrian volume.) Design details are given for various configurations of lighting, sidewalk, utility strip, curb, and the relationship to adjoining private lots. Crosswalks and pedestrian warning signs are also recommended for key intersections, with special attention given to the intersection of 4th and Kensington Streets. One-side parking is also recommended for the first 30 feet of each of the blocks east of Carlin Springs Road and at sharp corners by the Park to enhance visibility at those busy intersections and corners.

In the long-term, the master plan suggests that every block, as it is improved, have a sidewalk on at least one side. It also suggests that the County revise and make more flexible its current

Appendix C - Sidewalk Plan

sidewalk policy (no street can be repaved unless bounded by curbs and gutters – and curbs and gutters will only be installed if there is a sidewalk on at least one side).

The plan concludes by giving a variety of details that can save street trees and calm traffic. These include mid-block chokers and the best placement of new Carlisle-type fixtures. The problem of drainage – likely exacerbated by increase curb, gutter, and sidewalk construction – is only addressed in general terms: a follow-up storm water management plan be undertaken. Guidance for compliance to the Americans with Disability Act (ADA) is also given only in general terms.

The master plan concludes: Glencarlyn has many of the key components of a pedestrian-friendly neighborhood: medium density development, mostly small-scale narrow streets, low traffic volumes, community destinations, and ample street trees. Residents appreciate their neighborhood's historic and natural character and enjoy walking on most streets. Glencarlyn however lacks coordinated sidewalks and crossing treatments, and higher vehicular volumes and speeds on certain blocks put pedestrians, particularly children, at risk. Recommendations in this plan have been designed to increase the safety of pedestrians in key locations that will have the greatest positive impact for the neighborhood. All recommendations have been made with serious consideration for maintaining Glencarlyn's unique character and preserving the natural landscape. The comprehensive network of pedestrian facilities explained in this plan will help Glencarlyn progress toward a truly pedestrian-oriented neighborhood.

References:

- Toole Design Group, 2006, *Glencarlyn Neighborhood Street and Sidewalk Master Plan*, 46 pages, illustrated.

Appendix D - Arlington County Department Staff Comments

| 3 -- Land Use, Zoning and Development | | | |
|--|-------------------------|---|--|
| Recommendation # | Location in Plan | Citizens' Association Recommendation | Comment |
| 3A | Pg 19 | Install trash cans along Manchester Street sidewalk to decrease littering. | The County's Solid Waste Bureau has monitored this area and has determined that the trash container supporting the bus shelter in the area provides adequate litter can support. We will continue to have a litter crew monitor this area and provide cleanliness services as necessary. |
| 4 – Parks and Recreation, Natural Environment and Cultural Sites Storm Water Management and Watershed Enhancement | | | |
| 4A | Pg 28 | The County should ensure that the Four Mile Run and Long Branch floodplains must be kept free of development. | The County's Floodplain Management Ordinance (Chapter 48) and Chesapeake Bay Preservation Ordinance (Chapter 61) regulate development along stream valleys and floodplain in accordance with federal and state laws and regulations. |
| 4B | Pg 28 | Upstream paving and actions that can increase the effect of rain forming channels and eroding the park and streams should be minimized. 1) All future storm drainage projects must strive to achieve zero increase in storm runoff. 2) Retrofit projects are also suggested to dampen down the hydrological curve of each of the neighborhood's storm runoff lines. 3) Where possible, alternatives should be sought for curbs and gutters that channel drainage into the park. 4) County efforts to encourage residents to minimize impermeable surfaces and to slow the runoff of rain water should be expanded. All possible efforts must be made to lessen the impact of storm drainage on these waterways (See recommendation 9A). | New State regulations scheduled to take effect in 2014 will require more stringent stormwater management controls for development and right-of-way work. Storm drainage projects do not increase the volume of stormwater runoff, but under certain conditions, can increase peak flows in the stream. Watershed retrofit opportunities are evaluated in conjunction with storm drainage projects – please see next few paragraphs. Regarding impacts from existing development and alternative stormwater management techniques, the County is developing retrofit plans for all of its sub watersheds as a key element in the comprehensive update of the Stormwater Master Plan. The plans anticipate the stormwater pollution reduction requirements of the Chesapeake Bay cleanup effort that will be required through the County's Municipal Separate Storm Sewer System (MS4) Permit. The middle Four Mile Run watersheds will be studied in the coming year or so. Potential retrofit projects are identified and prioritized based on drainage area and pollutant removal effectiveness. Potential retrofit projects not identified through this master planning process (for example, as part of a Neighborhood Conservation (NC) street or sidewalk project) are evaluated on a case-by-case basis relative to projects prioritized through the master planning effort. Completed retrofit projects, whether funded directly by the County or through the NC program, will be maintained by the County. Therefore, the master planning and prioritization process is important to ensure that limited maintenance funds are applied to those projects that have the most benefits. At the same time, NC projects (and County storm drainage |

Appendix D - Staff Comments

4 – Parks and Recreation, Natural Environment and Cultural Sites (continued)

| Recommendation # | Location in Plan | Citizens' Association Recommendation | Comment |
|------------------|------------------|---|--|
| 4B (con't.) | Pg 28 | | <p>projects) often provide an opportunity to implement a retrofit project relatively quickly with other planned construction. As a result, these opportunities are looked at very closely when they arise.</p> <p>For more information on the watershed retrofit planning efforts underway, please see the County's Department of Environmental Services website.</p> <p>If there are localized drainage inputs that are causing erosion on parkland, these can be looked at outside of the master planning effort for potential 'green' solutions.</p> <p>Regarding reducing stormwater runoff impacts from private property, the County is planning a pilot program to provide financial incentives to homeowners to implement stormwater runoff reduction measures on their properties. This pilot program is expected to kick off by Spring 2012. After the first year of implementation, the County will evaluate the program's results as well as the resources that would be needed to expand the program.</p> |
| 4C | Pg 28 | <p>Use professional consultants to conduct a "Glencarlyn Park Four-Mile Run Tributary Restoration and Stabilization Study". If appropriate, this could be submitted by Glencarlyn as a Neighborhood Conservation (NC) funded project. The severely eroded tributary streams leading to Four Mile Run through Glencarlyn Park should be studied with recommendations made for restoration and stabilization using current "low-impact development" techniques (bio-engineering and plantings, etc.). It should also make recommendations of ways that additional curb and gutter installations will not exacerbate runoff. The study will recommend projects in priority order, with each project sized to fit within normal NC funding limitations. Then use NC funding and other sources to implement these recommendations in as many phases as needed as funding is available.</p> | <p>Another key element of the Stormwater Master Plan update is a County-wide assessment of streams to determine current conditions and restoration potential for the purpose of developing a prioritized list of stream restoration projects. In addition to reducing stream bank erosion and downstream sedimentation and improving habitat, stream restoration can also incorporate protection of storm and sanitary sewer infrastructure in a more sustainable way than localized hardening/protection methods. Therefore, the County-wide stream inventory is looking closely at both physical stream conditions and infrastructure conditions with the goal of developing restoration priorities for specific stream systems and surrounding infrastructure. A specific focus of this effort is on those stream segments not currently stable, whether in a more natural manner or with hardening measures like concrete or large rock material. While hardened stream reaches often have localized stability problems as well as degraded habitat, the highest priorities are those stream reaches which are actively eroding throughout their lengths, sending sediment and nutrients downstream to damage aquatic habitat and contribute to the water quality impairments of the Potomac River and the Chesapeake Bay. The County and its consultant completed data collection earlier this year. Data analysis is underway to prioritize specific sub watersheds. Like the prioritization process for the watershed</p> |

Appendix D - Staff Comments

4 – Parks and Recreation, Natural Environment and Cultural Sites (continued)

| Recommendation # | Location in Plan | Citizens' Association Recommendation | Comment |
|----------------------------|------------------|---|--|
| 4C (con't.) | Pg 28 | | <p>retrofit planning effort, the stream inventory prioritization effort will guide the County's stream restoration program moving forward. Significant staff and consultant time is required to plan and design stream restoration projects. And, both staff time and funds are needed for post-construction maintenance associated with invasive plant control and vegetation establishment. Therefore, stream restoration projects identified as NC priorities will be evaluated closely for Department of Environmental Services (DES) partnership and cost-sharing to ensure that limited staff planning and design is applied to those projects demonstrating the most need for stream restoration.</p> <p>More information about the County-wide stream inventory is available on the County's Department of Environmental Services' web site.</p> |
| 4D | Pg 28 | <p>Encourage the County to study local erosion problems and remediate them in ecologically-appropriate ways that conserve the natural communities, in close consultation with the GCA. Specific ideas include:</p> <ul style="list-style-type: none"> • Upstream and in-community storm water retention systems (e.g., "rain gardens" and cisterns at appropriate sites such as the Library and Carlin Hall). • Removal of stream channelization along Long Branch including the area up to the County line. • Green roofs for large-scale buildings, such as schools and hospitals. • Permeable surface parking lots to encourage on-site percolation. | <p>Efforts could be coordinated among the Departments of Parks, Recreation and Community Resources (PRCR), Environmental Services (DES) and Libraries on how to manage storm water and reduce erosion within constraints of current resources.</p> <p>Approximately 6,400 square feet of permeable pavement was installed last year at Shelter Number 1 that borders the creek off 4th Street at Glencarlyn Park. PRCR could apply this technology at other locations as renovations are made. See responses to 4B and 4C.</p> <p>Also, two 300 gallon cisterns have been installed at the Glencarlyn Library for use at the Master Gardener demonstration garden.</p> |
| Park Infrastructure | | | |
| 4E | Pg 28 | <p>County Department of Parks, Recreation & Cultural Resources needs to ensure that trail maintenance and improvements are conducted in a regular and ecologically-sensitive manner. We do <u>not</u> recommend any additional paving since additional impervious surfaces often add to existing runoff problems. However, natural surface trails must be built to minimize erosion and sedimentation downstream. All overgrowth and hazards (such as dead overhanging trees, poison ivy, blocked culverts, missing sewer tops, etc.) should be corrected as funds and staffing allow.</p> | <p>The County strives to implement maintenance and improvements in the most ecologically sensitive manner possible within budget constraints. PRCR has no current plans to add additional impervious surfaces to Glencarlyn Park and will keep the Glencarlyn Citizens' Association's (GCA) recommendation in mind should any future changes occur. Please report any maintenance issues to the hotline at 703-228-6525. Staff will prioritize actions based on urgency.</p> <p>The County supports the resurfacing of existing trails and does not have plans for paving new areas.</p> |

Appendix D - Staff Comments

4 – Parks and Recreation, Natural Environment and Cultural Sites (continued)

| Recommendation # | Location in Plan | Citizens' Association Recommendation | Comment |
|------------------|------------------|---|--|
| 4F | Pg 29 | The County should conduct a study to assess the current condition of the Long Branch Nature Center facility and develop options for improvement, including renovation or other appropriate options. The study will then be followed by consideration of the options and eventual adoption and implementation. In any capital parks campaign, such as the current Parks and Open Space Master Plan, Arlington County should provide for the adequate funding of improvements to enable this Nature Center to continue operating in its unique setting. (This should be a part of the County-wide facilities study during 2010-2011.) | For any renovation or other improvement additional funding would be necessary and could be sought through Neighborhood Conservation. |
| 4G | Pg 29 | The County Department of Parks, Recreation & Cultural Resources should commission a study (including interested neighborhood residents on the team) of ecologically-sensitive elements of the Nature Center and Glencarlyn Park tracts to keep them as natural as possible. Follow-up will include an assessment of actions necessary to conserve these resources and appropriate stewardship actions. (Part of this may have been done during the preparation of the Natural Resources Management Plan. The specifics for the Glencarlyn area may need to be extended.) | Adoption of the Natural Resource Management Plan in November 2010 established a new category of parkland with a designation as Natural Resource Conservation Areas. (NRCA) Slightly over 50 acres of forested land, within four separate parcels, have been categorized as NRCA's within the greater Long Branch – Glencarlyn Park area. Recommendation #5 of that same Plan called for the development of individual natural resource management plans for these environmentally sensitive areas. The park-level plans are expected to be completed by the Natural Resource Manager in PRCR by late 2012 and will focus exclusively on natural resource protection and preservation of existing natural lands. |
| 4H | Pg 29 | The County (both APS and Parks & Rec.) should consider rebuilding and opening of the footbridge across Long Branch, connecting from Campbell Elementary School to the Nature Center access road (to provide better access for teachers and students to nearby park amenities). | The bridge is entirely on Arlington Public Schools (APS) property and is scheduled for demolition due to its hazardous condition and because it cannot be made American with Disabilities Act (ADA) accessible. Additional funding would be necessary to replace the bridge and could be sought through Neighborhood Conservation. |
| 4I | Pg 29 | The County should assess opportunities to improve environmental connectivity or corridors connecting the open space and natural areas of large tracts such as the Carlin Springs and Campbell Elementary Schools, the Virginia Hospital Center, and the existing parkland so as to benefit wildlife and critical plant habitats. | Recommendation #6 of the Natural Resource Management Plan addresses this very issue on a County-wide basis. The County currently has a staff/citizen work group established to look into land acquisition policies and methodologies for increasing "greenways" for wildlife and habitat preservation. Detailed data from the Glencarlyn area has already been submitted to the workgroup. A report from this group is expected to be completed by late 2012. |

Appendix D - Staff Comments

| 4 – Parks and Recreation, Natural Environment and Cultural Sites (continued) | | | |
|---|-------------------------|---|--|
| Recommendation # | Location in Plan | Citizens' Association Recommendation | Comment |
| 4J | Pg 29 | The County must make significant efforts to address the problem of invasive exotic species in Glencarlyn Park and other areas, giving priority to the most troublesome species. These efforts will be carried out in a manner that safeguards and enhances the native vegetation of parkland. In addition, an aggressive urban forestry campaign will be undertaken to prevent potentially devastating tree diseases, such as Sudden Oak Death, from ruining these woodlands. | The County has prioritized several ecologically sensitive areas for invasive plant removal and protection of native vegetation in Glencarlyn Park. Efforts are ongoing using a combination of PRCR staff, AmeriCorps interns and volunteers. Monitoring and treatments of forest pests and diseases are undertaken as resources permit. Funding for a long term treatment program could be sought through Neighborhood Conservation. |
| 4K | Pg 29 | After major storms, where the tree canopy is severely damaged, new trees (a mix of local ecotypes of native species, if at all possible) will be planted where appropriate to assist in re-creating the tree canopy as quickly as possible. | Tree loss is assessed on a site specific basis. Where appropriate, native species are replanted. However, in some areas natural regeneration of existing native species is preferred. |
| 4L | Pg 29 | Install a trash can at the 2 nd and Jefferson Streets entrance of Glencarlyn Park. | Upon investigation, PRCR found no need for a trash can due to additional costs required for maintenance and collection services. |
| 4M | Pg 29 | Fire safety signs should be posted in key spots in the Park to remind the public to be cautious when extinguishing matches and using grills. In dry weather, one mistake could destroy much of Glencarlyn Park. Signs should also be in Spanish. | The Virginia Department of Forestry does not post fire safety signs in local area parks due to environmental conditions such as the area's high humidity and the minimal threat of fire. |
| 4N | Pg 29 | The County must provide widespread, advance notice of proposed actions that will affect the Park -- offering the community a chance to comment before work is commenced. At a minimum, bring notice of such projects to the meetings of the Glencarlyn Citizens' Association (GCA). | The County, through PRCR, notifies community members of projects through their civic association or civic association president. |
| Historic | | | |
| 4O | Pg 30 | Install signs (maybe a wayside with photos) depicting the historic Carlin pavilion and nearby W&OD rail station. Additional waysides might highlight the George Washington survey marker, the W&OD Railroad, and other historic points of interest in the community. | The County's Historic Preservation Program (HPP) can put these requests in its growing work program list. Budgetary constraints limit the purchase of historic markers, though drafting text can be put in work program. |
| 4P | Pg 30 | Remove silt and restore, as conditions allow, the historic Carlin Springs. | The County recognizes both the historical and ecological significance of the Carlin Springs. Pending the allocation of appropriate resources, PRCR would support a carefully designed and science-based restoration of the springs. Funding for a long term treatment program could be sought through Neighborhood Conservation. |

Appendix D - Staff Comments

5 – Institutions

| Recommendation # | Location in Plan | Citizens' Association Recommendation | Comment |
|--|------------------|---|---|
| Park Usage including Kenmore Fields | | | |
| 4Q | Pg 30 | County police and park rangers will enforce that Glencarlyn Park not be used for car washing and repair. | Any undesirable activity should be reported immediately to the County's hotline at 703-228-6525. |
| 4R | Pg 30 | Shut down the Kenmore soccer fields and lights at 10:00 p.m. Re-align the Kenmore field lights so that light is limited to ball field grounds and spillover is minimized so as not to unnecessarily intrude on the neighbors. | The County standard for shutting off athletic facility lighting is 11:00 p.m. APS installed the lights at Kenmore MS which are not equal to current PRCR standards for dark sky lighting. To reduce the impact on the neighbors, PRCR has made significant adjustments to the current lights at this site over the past few years. |
| 4S | Pg 30 | Clean up trash along the wooded west edge of the Kenmore sports fields, as well as around fields and playground. Install an adequate number of appropriate trash receptacles and regularly empty them. | Any maintenance issues should be reported to the County's hotline at 703-228-6525. Staff will prioritize actions based on urgency. |
| 4T | Pg 30 | <p>Ongoing Management of Parking at Kenmore Fields</p> <p>This restates the email from County Manager staff 2/26/2009.</p> <p>1) PRCR staff who schedule the fields will work with the Facility Manager at Kenmore to ensure that when special events are taking place in Kenmore PRCR will schedule the outdoor facility accordingly to minimize parking issues. Ensure the stabilized turf overflow parking on the south side of Kenmore fields are open to take the strain of overflow parking off nearby residential areas. (see 5E for schools)</p> <p>2) PRCR will ensure four signs with county logo along 2nd street at Kenmore to read: Attention: All Field Users - Please park in the designated parking lots located at Kenmore Middle School and Carlin Spring Elementary Schools.</p> <p>3) Two signs with county logo on two U posts going into overflow parking area at Kenmore Middle School to read: Kenmore Field Users Park Here (with a right side arrow).</p> <p>4) PRCR staff will request coaches to have parents park and pick up from the Carlin Springs Elementary side of the field. (This is new and the actions resulted from a series of meeting between residents of 2nd St S and County staff.)</p> | <p>1.) This is the ongoing practice between PRCR Facilities Scheduling and the Kenmore Middle School Facility Manager.</p> <p>2.) This work was completed March 2009.</p> <p>3.) This work was completed March 2009.</p> <p>4.) Participants are asked to park in one of the three school parking lots and not on 2nd Street. This information is placed on each and every permit issued by PRCR for the Kenmore fields. In addition, each youth organization requests that its participants' parents drop the children off on the Carlin Springs side of the field.</p> |
| 5 – Institutions | | | |
| Virginia Hospital Center | | | |
| 5A | Pg 37 | The Virginia Hospital Center is a major facility in the neighborhood and adjoins the park. If its ownership or usage has the | There is a site plan for the hospital (SP 140). If the use changes, it would require a major site plan amendment and would require a public |

Appendix D - Staff Comments

5 – Institutions (continued)

| Recommendation # | Location in Plan | Citizens' Association Recommendation | Comment |
|------------------|------------------|--|--|
| 5A (con't.) | Pg 37 | possibility of changing in the future, the County should ensure that the Glencarlyn community has an active role in the process. | process that would involve the adjacent, affected civic associations and the community. |
| 5B | Pg 37 | As part of any redevelopment or modifications of the structures at 601 S. Carlin Springs Rd. the County staff needs to seek opportunities to conserve open space and natural land areas, preserve historical features, and improve environmental quality by reducing or minimizing impervious surface area and increasing native vegetation. | Implementation is limited by the County's authority as it relates to development on private property. |
| 5C | Pg 37 | APS should install additional security lights on the grounds of the Carlin Springs Elementary School – it is dark in the back corners, encouraging graffiti. Any lights placed on the east side of the relocatable classrooms need to respect the adjoining neighbors. | Arlington Public Schools (APS) will task staff from its electrical department to investigate the issue and, if feasible, install additional exterior light fixtures to address the neighborhood's concern. APS will do so in a way respectful to the community. |
| 5D | Pg 37 | APS and PRCRS need to ensure the staff handling booking of Kenmore, Carlin Spring Elementary and the Sports Division of Parks, Recreation and Cultural Resources work together to ensure the stabilized turf overflow parking on the south side of Kenmore fields are open to take the strain of overflow parking off nearby residential areas when there are major events at Kenmore or concurrent events at two or more of the facilities. (see also 4T) | This is the current process followed by the Kenmore Middle School Facility Manager and PRCR Facilities Coordination Office. PRCR and Kenmore Facility Manager worked collaboratively to place signs at each entrance into the overflow parking lot directing people to park there. |

6 – Village Center

Infrastructure

| | | | |
|----|-------|--|--|
| 6A | Pg 40 | Curbs, gutters and sidewalks should be installed around the core Village Center block, thereby enhancing its accessibility, pedestrian safety, and identity. This would include the 5700 block of 4th Street, the 300 block of Lexington and part of the 300 block of Kensington. However, careful consideration should be given to these sidewalks in this historical context so that they are not visually intrusive. (This is a NC project proposed for funding in 2011.) | This project was approved for funding by the County Board in September 2011. |
|----|-------|--|--|

County Properties - A number of properties in The Village Center are County owned or have County oversight, i.e. Carlin Hall, the Glencarlyn Library and parking lot, and the Ball-Carlin Cemetery.

| | | | |
|----|-------|--|---|
| 6B | Pg 41 | Carlin Hall, its grounds and the areas around it are heavily used by the community. There need to be several improvements to make this area function better as an outdoor community center. Suggested improvements are: <ul style="list-style-type: none"> • Screen the dumpster in the Glencarlyn Library parking lot to keep with a Village Center look and feel. • Add some landscaping around the Carlin Hall property including trees in the front. Clean up the junk growth in the northeast | Any/all exterior changes to Carlin Hall or the grounds require a call to the County's Historic Preservation Program at 703-228-3830. Carlin Hall is a local historic district and requires a Certificate of Appropriateness prior to undertaking changes. <p>PRCR will consider tree planting if appropriate for the site. The community may contact PRCR at 703-228-6525 to discuss possible adopt agreements.</p> |
|----|-------|--|---|

Appendix D - Staff Comments

| 6 – Village Center (continued) | | | |
|---------------------------------------|------------------|---|---|
| Recommendation # | Location in Plan | Citizens' Association Recommendation | Comment |
| 6B (con't.) | Pg 41) | <p>corner, and maintain the existing trees.</p> <ul style="list-style-type: none"> • Ensuring the lawn, which is a play area, does not have holes or deep ruts. • Possible replacement of the fencing and/or adding some screening to provide more privacy for neighbors, since the facility is used heavily on weekends. • Installation of a fence to screen the basement entrance and gas meter from street view. • Add additional benches and picnic tables. • Add a sandbox since wood based products have replaced sand under the playground equipment. • Smoothing, rolling, and re-seeding the lawn areas recently rutted by heavy equipment used to upgrade the playground and damaged tree removal. • Addition of a historically appropriate shed, possibly in a carriage house style from the period, needed to store preschool equipment and to store equipment for the Community Garden and other community equipment. | <p>PRCR will evaluate trees and vegetation and schedule appropriate action.</p> <p>PRCR agrees with this recommendation and will remediate any existing issues with the lawn.</p> <p>Requests for fences, screening, sand box, benches, tables, sheds and other enhancements cannot be funded through PRCR's operational budget. Requests for maintenance will be investigated and appropriate action taken.</p> <p>Sand was removed from this location due to sand wasps living in the area. Adding a sand box will encourage sand wasps to return. PRCR recommends a covered sand area to prevent sand wasps.</p> <p>Additional funding would be necessary to conduct a larger overall project and could be sought through Neighborhood Conservation.</p> |
| Historic | | | |
| 6C | Pg 41 | <p>Install an interpretive display on the library grounds, describing the history of the Glencarlyn Library, its donor, its original collection, and later replacement. Install other interpretive signs and displays in select locations within the Village Center; these could be similar to displays on the W&OD Four Mile Run trail at Bluemont Junction, explaining the historical significance of each landmark, thereby helping to establish the Village Center as a place in which neighborhood residents can take pride.</p> | <p>The Historic Preservation Program (HPP) can put these requests in its growing work program list. Budgetary constraints limit the purchase of historic markers, though drafting text can be put in work program.</p> |
| 6D | Pg 41 | <p>Create artistic, perhaps mosaic, plaques, inset into new sidewalks and curbs that would identify the year each historical Village Center landmark was built. (Discussion with County staff November 2010 indicated that inserts in the sidewalk or curb would not be possible. Inclusion of free standing markers or plaques adjacent to the sidewalk would be possible on public land or on private property if the owner agreed.)</p> | <p>The HPP can put these requests in its growing work program list. Budgetary constraints limit the purchase of historic markers, though drafting text can be put in work program.</p> |
| 7 – Transportation | | | |
| Carlin Springs Road | | | |
| 7A | Pg 46 | <p>Carlin Springs Road (CSR) is one of the major traffic arteries in Arlington. The recommendations from the 2004 Arterial Traffic Management study for Carlin Springs Rd included:</p> | <p>The County will consider many of the recommended improvements for future Capital Improvement Program (CIP) funding.</p> |

Appendix D - Staff Comments

7 – Transportation (continued)

| Recommendation # | Location in Plan | Citizens' Association Recommendation | Comment |
|-------------------------------|------------------|---|--|
| 7A. (con't.) | Pg 46 | <ol style="list-style-type: none"> 3. Slow traffic on (CSR) <ol style="list-style-type: none"> a. Decrease the speed limit on this section of CSR to 25 – during rush hour traffic doesn't exceed 25 anyway. At other times cars often substantially exceed the speed limit. b. Install permanent signs displaying the speed of each vehicle at two locations, on northbound CSR before Campbell school and on southbound CSR by North Kensington. These would be similar to the two signs on Wilson Blvd. near Jackson and Madison Streets. c. Slightly narrow lanes to encourage slower speeds where practical; considerable narrowing can be done along the hospital property. 2. Create safe space for pedestrians and wheelchairs <ol style="list-style-type: none"> a. Several sections of the sidewalk along CSR are extremely narrow. Widen narrow sidewalks and install a planting strip to buffer pedestrians from the street where possible (see narrow lanes above.) b. Some sections on the west side of CSR are so narrow that with the existing placement of utility poles wheelchairs cannot travel on the sidewalk. 3. Improve lighting under the Arlington Blvd overpass 4. Left turns into Glencarlyn from CSR southbound - using excess space from Kenmore property create a center left turn lane into Glencarlyn, location to be determined. | <ol style="list-style-type: none"> a. DES/Department of Transportation (DOT) will conduct studies and pursue the possibility of speed limit reduction. b. Radar speed feedback signs could be installed here. c. Near the hospital, a good project would be to change the existing painted median to a raised planted median. Lane width adjustments could be easily accommodated. Other sections of the roadway would require moving the curbs and modifying the drainage to effectively narrow the lanes – a much more expensive approach. a. Sidewalk and planting strip widening can be combined with other projects. There are right-of-way limitations along the entire corridor. b. The County can work with utilities to try to correct some of these. Additional improvements will be considered for future CIP funding. The County would like to improve sidewalks. Improvements will likely require granting of easements by fronting properties, as the existing public right of way is generally insufficient for the widening of sidewalks. <p>DES/DOT will add this to its work plan. The signal at 3rd St. S. provides the best traffic opportunity. The road would need to be widened north and south of the intersection to create a SB turn lane. There would be impacts to 2-3 single family properties.</p> |
| 7B | Pg 46 | Provide more police presence along Carlin Springs Road during rush hour to reduce speed and ensure compliance with the existing signs. In addition, where warranted, install "Do not block intersection" signs. | Police officers do random patrols in and around the areas in their beats to include the major traffic arteries. District 3 officers also respond to specific traffic complaints and coordinate these with the Special Operations Section. |
| Safety in Neighborhood | | | |
| 7C | Pg 46 | Because this neighborhood has a number of narrow streets and many children who play outdoors, a suggested speed limit reduction to 20 miles per hour is proposed within "the village" to promote pedestrian and children's safety. | The Code of Virginia prescribes a speed limit of 25 miles per hour (MPH) on residential streets. |

Appendix D - Staff Comments

7 – Transportation (continued)

| Recommendation # | Location in Plan | Citizens' Association Recommendation | Comment |
|------------------|------------------|---|--|
| 7D | Pg 46 | <p>Traffic calming measures are needed to slow down traffic on residential streets. Specifically 1) on the streets that lead to Glencarlyn Park, in particular 3rd and 4th, and 2) on cut through streets such as along Manchester Street and Lexington. Suggestions include: installing four-way stop signs at the intersections where Kensington and Jefferson Streets cross 3rd and 4th Streets; and upon entering the neighborhood at each Lexington Street intersection, put up signs that say something like 'This is a family neighborhood, PLEASE SLOW DOWN.'</p> | <p>Residents can have their street studied and, when warranted, calmed by the Neighborhood Traffic Calming (NTC) Program. All-way stop signs must meet warrants before these can be installed. With a complete list of intersections where these traffic control devices are desired, traffic data can be collected to evaluate the requests.</p> <p>Residents are encouraged to participate in the Neighborhood Drive 25 campaign which is conducted twice per year.</p> <p>Traffic-calming measures can be installed on neighborhood streets where certain minimum threshold speeds are documented. The adopted County policy requires an 85th percentile speed of 30 mph to qualify for traffic-calming measures. The County has no current speed data in the Glencarlyn neighborhood, with the latest data collected in 2001.</p> |
| 7E | Pg 47 | <p>The County should remove trees and shrubs in the street right-of-way that obstruct driver sight lines at intersections – especially along Carlin Springs Road.</p> | <p>PRCR's maintenance hotline at 703-228-6525 should be contacted to report specific locations of visual obstructions. DES/DOT investigates and addresses all specific sight distance complaints. County staff looks forward to receiving detailed complaints.</p> <p>There are very few trees along Carlin Springs Road, so it would be helpful to identify these locations.</p> |
| 7F | Pg 47 | <p>Install a variety of additional signs to help give direction and provide better emergency access:</p> <ol style="list-style-type: none"> 1) A sign on Jefferson Street pointing to '5601-5621 S. 6th St.' for emergency access. 2) 'No Outlet' signs at the beginning of all dead-end streets. 3) At Route 50 at Manchester St. install a sign that says 'No turn on red when pedestrians are present.' 4) Add a "Do Not Block Intersection" sign on southbound Carlin Springs Road at 4th Street. 5) For the dogleg between the Arlington Blvd service road north of Kenmore, the original design assumed only one way traffic westbound from Carlin Springs Rd. The County should add a "One Way - No Exit" sign to make it clear that you cannot exit from the dogleg directly onto CSR; the current signage is ambiguous. Also correct the no parking signage added on the north side of the Arlington Blvd service road north of Kenmore; the sign at the western edge of the Kenmore property, indicates no parking | <ol style="list-style-type: none"> 1) Street name signs are in place at 6th and Jefferson. These addresses fit the standard grid pattern and need no further attention. 2) DES/DOT still assures that all dead-end streets are properly marked. 3) Northbound and southbound turn on red restrictions will be added with the upcoming traffic signal rebuild at this location. This will likely be completed in the Spring of 2012. 4) Signs will be added in December 2011. 5) The dogleg is part of the school property. DES will pass this concern on to APS late fall/early winter 2011-2012. <p>DES will extend the no parking zone on the north side of the service road in December 2011.</p> |

Appendix D - Staff Comments

7 – Transportation (continued)

| Recommendation # | Location in Plan | Citizens' Association Recommendation | Comment |
|------------------|------------------|--|---|
| 7F (con't.) | Pg 47 | east of the sign, which implies parking is permitted to the west of the sign, which is incorrect. (Was also in 5 D) | |
| 7G | Pg 47 | Add additional time to the green light for persons exiting 5 th Street onto Carlin Springs Rd. The current light is too quick for the number of cars often waiting. | This issue has been repaired. A detector failed so the movement was only getting its minimum time, rather than extending when additional vehicles were present. |

Parking

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|----|-------|--|--|
| 7H | Pg 47 | Establish permit parking on: 1) the north side houses on 2 nd Street South from 5863 to 5949 (between Kenmore and Manchester) because of the large number of vehicles associated with the playing fields; 2) along the west side of Manchester from Arlington Blvd to the Fairfax County line, where a number of vehicles from the Woodlake Towers, located in Fairfax, park. (A preliminary survey of neighbors on the 5800 & 5900 blocks of 2nd Street did not find a lot of support for permits. However, efforts through the County Manager resulted in recommendation #4T Ongoing Management of Parking at Kenmore Fields. This seems to have resolved the problem). Manchester Street is still an issue. | 1) The residents are encouraged to apply to the County's Residential Parking Program. 2) The adjacent residential property is ineligible under the current program rules because it was developed as a Site Plan development. Vehicles from Fairfax County generally are permitted to park in Arlington County, but may be subject to Arlington's residential parking zone program. The adjacent property is ineligible for this program, so the County's DES will not pursue that course of action. |
| 7I | Pg 47 | The County needs to reassess the recent addition of a parking lane along the east side Manchester. It doubles the length of the queue of vehicles which waiting for the Arlington Blvd light; this makes left turns in the morning out of the townhouses on Manchester dangerous and sometimes almost impossible. | In the upcoming design effort for intersection improvements at Arlington Boulevard and Manchester Street, DES will consider restricting parking 100 feet back from the intersection on Manchester. |

8 – Streets and Sidewalks

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|----|-------|---|--|
| 8A | Pg 53 | The County will ensure that all street surfaces, especially those excavated for water line or other utility replacement, are smoothly paved and any settling over time is remedied. | Trenches are restored in accordance with DES standards. If settlement occurs, DES should be contacted to investigate and remedy the situation. DES's online form can be found on the Departmental of Environmental Services' website or by calling 703-228-6570. |
| 8B | Pg 53 | The County Manager and County Board need to open mindedly consider requests for waivers to the current Sidewalk Policy permitting street improvement projects (the construction of curb and gutter, drainage systems, and repaving) without requiring a sidewalk on at least one side of the street under the recently approved waiver process. | The County follows the County-approved policy that allows for exemptions in a few circumstances, but generally upholds the standard of at least one sidewalk along all County streets. |
| 8C | Pg 53 | Street improvement projects (curbs, gutters, and sidewalks where appropriate) will be undertaken on a block-by-block basis as | County staff will work with the community. County staff expects that most or all projects will be initiated by the community through the NC process. |

Appendix D - Staff Comments

8 – Streets and Sidewalks (continued)

| Recommendation # | Location in Plan | Citizens' Association Recommendation | Comment |
|------------------|------------------|---|--|
| 8C (con't.) | Pg 53 | requested by the residents on the affected block (through the Neighborhood Conservation petition process). This recommendation also applies to those blocks that have existing curb and gutter on part of the block. As part of the review of such projects, the County needs to consider the recommendations of the 2006 Glencarlyn Neighborhood Street and Sidewalk Master Plan that established a comprehensive approach to sidewalks in Glencarlyn after analyzing such factors as pedestrian patterns, street widths, existing street trees, drainage, historic character, handicapped accessibility, and expense. The County needs to ensure that all curb and gutter projects drain properly. | |
| 8D | Pg 53 | Clear sidewalks of all over-grown vegetation, especially that which blocks bus stops and signs on the west side of Carlin Springs Rd. between 7 th Rd. and Route 50. Coordinate with Fairfax County for a full, free and clear barrier-free access. (People using wheelchairs cannot now easily use this sidewalk. See also Recommendations 7A (2b), 7E, and 7J. | PRCR staff will investigate overgrowth and take appropriate action for vegetation growing on County-owned or -managed property. Growth originating from private property will be referred to the office of Code Enforcement. Generally, it is the property owner's responsibility to maintain their vegetation. County Inspection Services can issue notices to offending properties. Some areas near 7 th Road South may be in Fairfax County and out of Arlington's jurisdiction. |
| 8E | Pg 53 | Each street improvement project must include new street tree plantings in the public right-of-way to the greatest extent possible. Where overhead utility lines do not interfere, large deciduous shade trees (especially oaks, hickories, ash, yellowwood, and even disease-resistant American Elms) may be used. Otherwise, smaller flowering trees that can grow underneath the utility lines (such as kousa dogwood, saucer magnolia, redbud, and crabapples) should be installed. The long-term goal is 50-60% canopy cover, even in residential areas. Along streets with curb and gutter installed, NC or Tree Canopy funds may be sought for remedial plantings. Special priority should be given to blocks with few or no street trees, such as Larrimore St., 1 st and 3 rd Sts. west of Carlin Springs Rd., 5 th Rd. west of Carlin Springs Rd., Harrison Street Circle, Jefferson and Kensington Sts., and the 5600 block of 4 th Street. Additional NC landscaping projects should be undertaken to improve the appearance of street ends and the Harrison Street circle island. | PRCR staff concurs with recommendations regarding tree planting. PRCR will coordinate with NC staff on species recommendations. PRCR staff will review and approve any proposed landscape areas. All landscape enhancements must include an ongoing maintenance agreement by the community. Staff supports the planting of street trees. This would require a four-foot wide landscape strip which may impact front yard space. |
| 8F | Pg 53 | Where right-of-way space is not available for | Arlington County does not plant trees on private property. The tree canopy grant |

Appendix D - Staff Comments

8 – Streets and Sidewalks (continued)

| Recommendation # | Location in Plan | Citizens' Association Recommendation | Comment (Department) |
|------------------|------------------|--|---|
| 8F (con't.) | Pg 53 | street tree plantings as part of street improvement projects, the County is encouraged to request permission (easements if necessary) to plant trees on private property adjacent to the right-of-way. Owners are encouraged to allow street tree plantings on their properties as part of street improvement projects. GCA will actively promote the Tree Canopy Fund through-out the neighborhood, focusing on areas without a canopy. | program administered by Arlingtonians for a Clean Environment (ACE) 703-228-6427 is the primary mechanism for tree planting on private property. The GCA is encouraged to take advantage of this program. |
| 8G | Pg 54 | Install additional lighting at the west end of the 5900 block of 2 nd St., adjacent to the County fence adjacent to Manchester Street and the wooded area at the west end of the Kenmore fields. Although there is a cobra light fixture between the 2 nd and 3 rd house from the end, the fence has been a regular target for graffiti. | County staff believes that this would be an appropriate NC project. |

Arlington Public Schools

| | | | |
|----|-------|---|--|
| 8L | Pg 54 | <ul style="list-style-type: none"> Arlington Public Schools needs to maintain and improve the tree canopy on Kenmore grounds. APS should: Provide proper maintenance and care of trees on school grounds including those along Carlin Springs Road and those between Kenmore and Carlin Springs Elementary. Regularly watering during dry periods is critical. Plant a number of new canopy trees on the property. | Arlington Public Schools (APS) works closely with the County's arborist to find opportunities to plant new trees, including canopy trees, on school sites. To date, over 500 trees have been planted on school property in the last five years. APS maintenance staff and County staff work together to maintain and care for trees and other landscaping. APS staff looks forward to continued partnership with the County and Arlington citizens in this regard. |
|----|-------|---|--|

9 – Other Infrastructure

| | | | |
|----|-------|---|--|
| 9A | Pg 58 | Develop a comprehensive neighborhood-wide drainage plan that will be incorporated in the individual block-by-block conservation projects. | A review of the existing storm drainage network in this neighborhood indicates that an existing storm sewer exists within two blocks or less downhill of each location (except 3 rd Street South and South Harrison Street, addressed separately in Recommendation 9B). The neighborhood's location at the top of a hill suggests that drainage issues are not the result of systemic capacity limitations, but are rather caused by localized conditions. The records of complaints from the June 2006 storm seem to confirm this: there was only one drainage complaint from that event. Making connections to the existing system to address localized drainage issues should not require a major planning effort. It appears that identification of localized drainage issues to be incorporated into individual projects as they are initiated would adequately address this recommendation. If there are any systemic capacity issues that the neighborhood can identify, they should be provided to the Office of Sustainability and Environmental |
|----|-------|---|--|

Appendix D - Staff Comments

9 – Other Infrastructure (continued)

| Recommendation # | Location in Plan | Citizens' Association Recommendation | Comment |
|------------------|------------------|---|---|
| 9A (con't.) | Pg 58 | | Management (OSEM) for further analysis. |
| 9B | Pg 58 | Re-structure the storm drain at the southwest corner of 3 rd St and Harrison, where it runs under the street and into the Park. It constantly clogs, leaving a puddle that attracts mosquitoes. Homeowners solved some of the problem affecting their lots, but more is needed. | Staff from the Water Sewer Streets Bureau of DES has initiated work for repair. Please contact David Donahue at 703-228-3653 or ddonahue@arlingtonva.us with any questions. |
| 9C | Pg 58 | <p>Coordinate beautification projects (not covered in other chapters)</p> <ol style="list-style-type: none"> 1) Route 50 right-of-way, including: the Carlin Springs Rd. underpass and surrounding area, the service road behind Kenmore School, the bus stops, and the intersection with Manchester Street. 2) County property at the South end of Kensington St. (at 5th Rd.) and for about 100 ft. west on the County right of way should be re-planted as needed and maintained on a regular basis. 3) Clean up of wooded area at west end of Kenmore fields. 4) 6th St., 5600 block – railing at the dead-end is in bad shape and the dead fallen trees are ugly. 5) Entry driveway to Long Branch Nature Center. 6) Trailhead above the Nature Center at the end of Jefferson St. | 1, 2, 5, 6 – Funding for additional beautification efforts will need to include funding for installation and ongoing maintenance. Initial funding for these beautification projects would be necessary to conduct a larger overall project and can be sought through Neighborhood Conservation. |

10 – County Services

Safety

| | | | |
|-----|-------|--|---|
| 10A | Pg 60 | Police should patrol for gang activity in and around the park, especially after dark. Some suggested finding some way to cut off vehicle traffic into the park at night. | PRCR recommends leaving access points open to the park. This allows police and ranger vehicles to monitor the area. If gang activity is observed, please call the Police at 703-558-2222, or 911 if there is a life-threatening emergency. Police proactively patrol all of the parks in the County and regularly work with the Park Rangers to identify areas of concern, gang activity or suspicious persons seen lurking in the parks and on the bike trails. Third District Team officers are trained to ride the bicycle and one officer spends a good portion of the week riding along the W & OD Trail as well as Glencarlyn Park. This coordinated effort between Police and Parks and Recreation expedited the removal of gang graffiti from a pavilion in Glencarlyn Park. In addition, all three patrol sections teach new officers the importance of patrolling the parks both during the hours the parks are open and when they are supposed to be closed. |
|-----|-------|--|---|

Appendix D - Staff Comments

10 – County Services (continued)

| Recommendation # | Location in Plan | Citizens' Association Recommendation | Comment |
|------------------|------------------|--|--|
| 10 A (con't.) | Pg 60 | | The County will investigate the potential for closing the park to vehicular traffic at night to address neighborhood concerns. The addition of a removable barrier, such as a raising arm or moveable post, would require departmental agreement in regard to maintenance and day-to-day operations. If a vehicle is found on the bike paths, Police can take appropriate enforcement action. In addition, the parks all have signs which Police will enforce that state the hours of operation for the park and when the parks are closed. If subjects are observed in the parks after hours, they can be cited for trespass and banned via the County's Park Safe Program. |
| 10B | Pg 60 | Provide more random police patrols in the afternoons to monitor middle school students passing through neighborhood streets. | The Police do random patrols as a regular course of business and the patrol officers in their beats know when the schools are let out. If they are not committed to calls for service, many officers do patrol around the middle schools. The officers may be following the buses to enforce the Unlawful Passing of a School Bus, they may be working Radar or Lidar for school zone speed enforcement or citing drivers for failing to yield to pedestrians (children crossing the street). The officers also are on the lookout for suspected gang activity and other disturbances that occur after school. The Special Operations Section (SOS) also proactively responds to complaints that arise from the morning and afternoon school "rush hours." The School Resource Officers (SRO) are present at the high schools. |
| 10C | Pg 60 | Reconstitute a Neighborhood Crime Watch program. (Note: the ACPD does not seem to have an active program at this point.) | The County no longer participates in the Neighborhood Watch Program due to low participation amongst the neighbors and the advent of the listserv which is many times more effective in getting a message out to the community or to just keep the community up to date on issues in their neighborhoods. Most neighborhoods/Civic Associations in Arlington County have "listservs" in which important information can be distributed by e-mail. This has proven to be the most direct and efficient way to ensure that communities are informed as to what is going on, especially when it has to do with crime. Neighborhood Watch signs that were posted throughout neighborhoods have been removed. As always, the Police Department |

Appendix D - Staff Comments

10 – County Services (continued)

| Recommendation # | Location in Plan | Citizens' Association Recommendation | Comment |
|--------------------|------------------|---|---|
| 10D | Pg 60 | Police should patrol 5 th Rd. (by the Urgent Care Center fence) where non-residents park extra cars. Watch elsewhere for commercial vehicles licensed in D.C. | encourages residents and businesses to report suspicious activity and advise programming the non-emergency telephone number (703-558-2222) into cellular telephones. The officers in the beat and the Third District Team patrol all of the roads in the County and when time permits look into complaints from citizens in regard to illegally parked / abandoned vehicles. The complaint for parked vehicles is more efficiently handled by the SOS Unit which has the Parking Service Aides (PSA's) assigned to them. If a citizen has a complaint regarding parked vehicles, they can either contact the SOS administrative assistant who can route the complaint to a PSA or they can contact the police non-emergency number 703-558-2222 to report the vehicle and location and an officer will be dispatched to check on the complaint. For chronic offenders there is the possibility of the vehicle being marked and towed or booted for non-payment of fines. |
| 10E | Pg 60 | Provide more police enforcement to discourage people running through stop signs within the neighborhood. | When areas involving speed zones or traffic signs are observed by the citizens as being chronically violated, the procedures as stated above in Recommendation 10D are followed. In lieu of the PSAs being dispatched, the SOS motor officers, District Team or beat officers are dispatched to monitor the areas of concern. The District Teams are very involved with their civic associations and all of them know to contact the District Commander if they have issues within their neighborhood. The District Commanders are made available to attend civic association meetings, special events in the neighborhoods and other events where the residents get to know the Commander and officers in their District and knowledge of neighborhood concerns are shared. The District Teams will then work on the problem area in conjunction with the different shifts and the SOS motor officers. They will then report directly back to the stakeholders for feedback. |
| Environment | | | |
| 10F | Pg 60 | Schedule two or three more leaf pickup dates in the fall and two or more additional yard waste pickups in the spring. Adjust the period the leaf pickups occur to the time the need exists due to the weather conditions each year. | The County provides leaf collection services to all residential customers from the beginning in November until the middle of January. This 10 week period includes weekly bag leaf collection and two vacuum leaf collection passes per household. The season is timed to maximize the leaf collection resources of the County and to provide timely services to the residents. The Spring Yard Waste collection program has been recently expanded from four weeks to the current six week schedule. The yard waste |

Appendix D - Staff Comments

10 – County Services (continued)

| Recommendation # | Location in Plan | Citizens' Association Recommendation | Comment |
|------------------|------------------|---|--|
| 10F (con't.) | Page 60 | | <p>collection schedule starts in mid March and continues through the month of April. The yard waste program is designed to begin when residents start to work in their yards and ends before grass mowing starts in order to avoid grass being placed in the yard waste collection bags. The bags are currently ground into a soil amendment, which does not allow for the collection of grass because of odor related problems. The recycling of the material, which excludes grass collection, limits the duration of the collection program.</p> <p>The Solid Waste Bureau is studying the possibility of providing year-round yard waste collection in the future.</p> |
| 10G | Pg 60 | Foster a County-wide anti-litter campaign, especially at exits and entrances to Route 50. | Contact ACE 703-228-6427 regarding current efforts, outreach, education, and volunteer clean up events. Arlington County supports a regional anti-litter campaign with the tagline "Your litter hits close to home." Posters with this message have been distributed to libraries, community centers, schools, and via electronic messages throughout the County. |
| 10H | Pg 60 | Schedule more frequent litter pick up by County crews, especially along major roadsides. More frequent street cleaning would also be welcome. | The Solid Waste Bureau's litter collection crews are out in the County every weekday to manage litter throughout the County. The staff works with a list of hot spots containing regular litter problem and responds to citizen litter complaints. Arlington Boulevard is a state road and therefore maintained by state crews which receives less frequent maintenance. The County provides seven residential street sweeping passes per year to address street cleanliness and storm water management issues. |
| Historic | | | |
| 10I | Pg 60 | Identify historic houses (esp. those over 100 years old) with plaques. (Related to 6-E) | The HPP can put these requests in its growing work program list. Budgetary constraints limit the purchase of historic markers, though drafting text can be put in work program. |
| Winter | | | |
| 10J | Pg 60 | There are several steep hills in Glencarlyn which are difficult to get up when icy or snowy. Provide more sanding and/or salt on these locations. (e.g. 5400 block 3 rd St., S. and 500 block of South Harrison) | See the Arlington Snow & Ice Central page at http://www.arlingtonva.us/portals/topics/TopicsWeatherWinter.aspx . In addition, the County recommends the following among other things from the County's snow-plowing page: http://www.arlingtonva.us/departments/EnvironmentalServices/uepd/snow/EnvironmentalServicesSnow.aspx |

Appendix D - Staff Comments

| 10 – County Services (continued) | | | |
|----------------------------------|------------------|--------------------------------------|---|
| Recommendation # | Location in Plan | Citizens' Association Recommendation | Comment |
| Winter | | | |
| 10J (con't.) | Pg 60 | | <p><i>"When it starts to snow, park your vehicle off the street. If parking off street is not possible, an alternative is to coordinate with your neighbors to park on one side of the street only. A snowplow needs a minimum roadway width of 15 feet to maneuver safely; on many streets a snowplow cannot operate when cars are parked on both sides of the street."</i></p> <p>In areas such as 500 S. Harrison St. when snowfall is heavy, residents must coordinate amongst themselves to ensure vehicles are clear of the cul de sac. This is because steep slopes and the 90 degree turns necessary to clear that cul de sac cause trucks to get stuck if they go in there. This requires a backhoe or front end loader to reach the area. Parking on 5th and the upper area of Harrison St. are recommended when snow is predicted in anything more than trace amounts.</p> |

Analysis of Survey of Community Input on Proposed Recommendations to be included in the Glencarlyn Neighborhood Conservation Plan

September 2007 (April 2011 note)

In preparing the Glencarlyn Community Neighborhood Conservation Plan for submission to County offices, the Glencarlyn Community Association felt it necessary to submit the recommendations in the draft plan to the neighborhood to ascertain which recommendations were most strongly supported, and which light be dropped due to weak support. The draft recommendations were formatted as a “ballot” and distributed to all 530+ households in late May, 2007. People had a choice to bring the completed ballot to the Pancake Breakfast June 2 (for a discount), or drop them in a box at the library. 79 questionnaires were returned (representing 15% of 530 households). Most completed all the questions although a few people stopped answering part way through. Over 60% also submitted comments which are shown *in italics* as respondents made them in the results shown below. As expected, most of the comments concerned traffic (Chapter 7) and streets and sidewalks (Chapter 8).

Note - The survey results below reflect the status of the input to the plan as of September 2007. During the spring 2011 finalization of the plan, an editorial committee updated, regrouped and in some cases changed some recommendations because of changes in the neighborhood since the survey. The revisions to the plan were approved at an April 2011 Association meeting).

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| Part 2 – Numerical Results | 2 |

PART 1 – Geographic Distribution

Respondents indicated at the beginning of the ballot which block they lived in.

| | | |
|--------------------------------------|---|-----------------------------------|
| Address not indicated – 10 | Lexington St., S, 300 -- 0 | 5 th St., S, 5700 -- 1 |
| Arlington Blvd, S, 5700 – 1 | Lexington St., S, 500 -- 1 | 5 th St., S, 5800 – 1 |
| Arlington Blvd, S, 5800 – 0 | Manchester St., S, 0 – 0 | 5 th Rd., S, 5600 -- 2 |
| Arlington Blvd, S, 5900 – 0 | Montague St., S – 0 | 5 th Rd., S, 5700 -- 2 |
| Carlin Sprngs Rd., N, 5700 – 0 | Montana St., S – 0 | 5 th Rd., S, 5800 -- 0 |
| Carlin Springs Rd., S, 0 – 0 | 1 st St., N, 5800 -- 0 | 5 th Rd., S, 5900 – 1 |
| Carlin Springs Rd., S, 300 -- 0 | 1st St., S, 5600 -- 2 | 6 th St., S, 5600 – 0 |
| Carlin Springs Rd., S, 400 -- 0 | 1st St., S, 5700 -- 1 | |
| Carlin Springs Rd., S, 500 -- 0 | 1st St., S, 5800 -- 0 | |
| Carlin Springs Rd., S, 600 – 0 | 1st St., S, 5900 – 1 | |
| Carlin Springs Rd. block unknown - 1 | 2 nd St., S, 5600 -- 4 | |
| Harrison St., S, 300 -- 1 | 2 nd St., S, 5700 -- 2 | |
| Harrison St., S, 400 -- 0 | 2 nd St., S, 5800 -- 1 | |
| Harrison St., S, 500 – 2 | 2 nd St., S, 5900 – 3 | |
| Illinois St., S, 300 – 1 | 3 rd St., S, 5400 -- 3 | |
| Illinois St., S, 400 – 0 | 3 rd St., S, 5500 -- 2 | |
| Jefferson St., S, 300 – 1 | 3 rd St., S, 5600 -- 4 | |
| Jefferson St., S, 400 -- 0 | 3 rd St., S, 5700 -- 1 | |
| Jefferson St., S, 500 – 3 | 3 rd St., S, 5800 -- 0 | |
| Kensington St., S, 0 -- 1 | 3 rd St., S, 5900 – 0 | |
| Kensington St., S, 100 - 0 | 4 th St., S, 5400 -- 2 | |
| Kensington St., S, 200 – 1 | 4 th St., S, 5500 -- 5 | |
| Kensington St., S, 300 -- 0 | 4 th St., S, 5600 -- 1 | |
| Kensington St., S, 400 – 2 | 4 th St., S, 5700 -- 2 | |
| Kensington St., S, 500 – 0 | 4 th St., S, 5800 -- 2 | |
| Lancaster St., S, 500 – 0 | 4 th St., S, 5900 – 1 | |
| Larrimore St., S, 400 – 2 | 4 th St., S, block unknown - 1 | |
| Larrimore St., S, 500 -- 0 | 5 th St., S, 5300 -- 0 | |
| Lexington St., S, 0 -- 0 | 5 th St., S, 5400 -- 1 | |
| Lexington St., S, 100 -- 0 | 5 th St., S, 5500 -- 2 | |
| Lexington St., S, 200 -- 3 | 5 th St., S, 5600 -- 1 | |

Appendix E - Survey Analysis

Part 2 -- Numerical Results (with comments *in italics*)

Residents scored the June 2007 as follows:

4 = I strongly like this suggestion, I would support it, and I consider it high priority.

3 = I like this idea somewhat, but it is not high priority for me.

2 = I am neutral about this suggestion and have no strong feelings about it.

1 = I dislike this idea and would oppose it.

Respondents circled their preferred score for each question. Where items were left unmarked, they were counted as “2”.

The Summary Analysis of the June date includes a number of columns. The table below describes what each of those column means. Comment are in *italics*; those in **yellow** represent changes or additions to the recommendations being proposed (see recommendations with deletions and comments document).

Description of the Summary Data Analysis

| Column | Description |
|----------------------------------|--|
| Survey Question Number | This is the number as it appeared in the June survey |
| Action / 04 suggestion | This column indicates whether the recommendation is CA for County action or OR Other. If there is a “s” after the code, that indicates this recommendation resulted from input from the initial survey in the 2004 |
| 3 & 4 as % all | The percentage of the responses which were either #3 or #4 (see above) This total percentage is probably one of the key basis for inclusion. |
| Points | Preliminary scoring – number of responses times the “number” in the responses Note unmarked were counted as a 2 -- e.g. for 6_1 29 X 4 + 27 X 3 + (12 +5) X 2 + 6 X 1 = 237 If all responses were #2 the score would be 158 If all responses were #3 the score would be 237 |
| In or Exclude | Preliminary recommendations |
| Questions (comments in italics) | Questions as they appeared on the ballot. Comments received on the responses. |
| 1 as % all | Percentage of the responses selecting #1 If this number is over 10% it should be considered along with the percentage for 3 & 4 in determining if the recommendation should be included. |
| 2 or Unmarked as % all | Percentage of the responses selecting #2 or left it blank |
| 3 as % all | Percentage of the responses selecting #3 |
| 4 as % all | Percentage of the responses selecting #4 |
| # Unmarked | Number (not percent) of responses to the recommendation left unmarked |
| # 1 | Number of responses to the #1 |
| # 2 | Number of responses to the #2 |
| # 3 | Number of responses to the #3 |
| # 4 | Number of responses to the #4 |
| Total | Total responses, including unmarked |
| # 2 or Unmarked | Number of responses with either 2 or unmarked. |
| Marked total | Number of responses which were MARKED |
| 3 & 4 as % Marked | Percentage of #3 and #4 based on questions which were marked (ignore unmarked) |

Appendix E - Survey Analysis

Summary Data Analysis of June Survey

September 26, 2007

| Surv Q # | Action / sug | 3 & 4 as % all | Point s | In or Exclu de | Questions (comments in italics) | 2 or UnMa rked | | | | # Unma rked | # 1 | # 2 | # 3 | # 4 | Total | # 2 or Unma rked | # Mark ed total | 3 & 4 as % Mark ed |
|------------------|--------------|----------------|---------|------------------|---|----------------|----------|------------|------------|-------------|-----|-----|-----|-----|-------|------------------|-----------------|--------------------|
| | | | | | | 1 as % all | as % all | 3 as % all | 4 as % all | | | | | | | | | |
| Chapter 3 | | | | | LAND USE, ZONING AND DEVELOPMENT | | | | | | | | | | | | | |
| 3_1 | OR s | 54% | 205 | EXC LUD E | Form a citizen watchdog team, perhaps a GCA committee, to periodically inspect the neighborhood for compliance to zoning, reporting back to the GCA to make sure the intent of the various zoning types supports the community's over-all appearance and functioning. <i>-- Check and refer the vacant housing for upkeep and rodent problems.</i> <i>-- Absolutely no zoning vigilantes! Please report violations through County procedures.</i> <i>-- Please, no "vigilantes" enforcing their own vision of the common good.</i> | 11% | 34% | 38% | 16% | 5 | 9 | 22 | 30 | 13 | 79 | 27 | 74 | 58% |
| 3_2 | OR s | 68% | 233 | Incl | Request the owner of the 7-11 try to ensure deliveries are not made during morning rush hour and that dumpster servicing occur only during daylight hours. <i>-- Probably not under owner's control.</i> | 6% | 25% | 35% | 33% | 2 | 5 | 18 | 28 | 26 | 79 | 20 | 77 | 70% |
| 3_3 | OR s | 77% | 248 | Incl | Request the owner of the 7-11 to periodically will sponsor a clean-up crew (maybe Sheriff's community service workers) to clean up trash around the 7-11 and neighboring streets as a neighborhood goodwill gesture. In the long-term, this property owner should develop a landscape plan for the store that enhances beauty but does not create sight line problems for motorists and pedestrians. <i>-- Include the entrance ramp to eastbound Route 50 which is littered with 7Eleven debris and trash.</i> <i>-- They're very busy. Why don't we offer to help?</i> <i>-- They have a special needs crew that does clean up around the store.</i> | 6% | 16% | 34% | 43% | 3 | 5 | 10 | 27 | 34 | 79 | 13 | 76 | 80% |
| 3_4 | OR s | 52% | 214 | EXC LUD E | Request the owner of the Woodlake Towers convenience store will control litter, and especially on the walkway leading north to the bus stop on Manchester Street. <i>-- The owner can't be responsible for the litter that happens on Manchester St.</i> <i>-- Isn't this a pedestrian problem rather than a store-caused problem?</i> | 6% | 42% | 27% | 25% | 8 | 5 | 25 | 21 | 20 | 79 | 33 | 71 | 58% |

Appendix E - Survey Analysis

| Surv Q # | Action / 04 sug | 3 & 4 as % all | Point s | In or Exclu de | Questions (comments in italics) | 2 or UnMa rked | | | | # Unma rked | # 2 or Unma rked | # Mark ed total | 3 & 4 as % Mark ed | |
|----------|-------------------------------|----------------|---------|----------------|---|----------------|----------|------------|------------|-------------|------------------|-----------------|--------------------|-----|
| | | | | | | 1 as % all | as % all | 3 as % all | 4 as % all | | | | | # 1 |
| | General comments on chapter 3 | | | | <p>-- <i>Why is there a 7-11 selling alcohol and cigarettes 50 feet from a middle school? Aren't there zoning laws that regulate this?</i></p> <p>-- <i>Enforce zoning and yard maintenance on Carlin Springs Road.</i></p> <p>-- <i>Servicing of the 7Eleven dumpster should be restricted to between the hours of 9 a.m. and 5 p.m., regardless of "daylight" conditions. (It is currently serviced at about 7 a.m., which in the spring and summer is daylight.)</i></p> <p>-- <i>Please remember that store owners are not police. They can clean up after their customers if they hire extra help to do it. But they cannot control the customers – they don't have the authority.</i></p> <p>-- <i>The property across 1st St. from the 7Eleven is unsightly.</i></p> <p>-- <i>Homeowners or renters should not be allowed to keep trash, ladders, discarded appliances, mattresses, etc. on front lawns. Also, some single dwellers have <u>3</u> cars. Isn't there a limit on cars allowed?</i></p> <p>-- <i>Ban storage buildings, debris, and trash in front yards (e.g. 5704 2nd St., S).</i></p> <p>-- <i>We understand the goals in this section, but cannot condone the means. The proposed means border on Big Brother and condo laws.</i></p> <p>-- <i>If the County would put trash cans tied to the signs on Manchester Street, then maybe the litter bugs will put their trash in the cans. (Became new recommendation)</i></p> | | | | | | | | | |

Appendix E - Survey Analysis

| Surv Q # | Action / 04 sug | 3 & 4 as % all | Point s | In or Exclu de | Questions (comments in italics) | 2 or UnMa rked | | | | # Unma rked | # 2 or Mark ed | | | | # 3 & 4 as % Mark ed | | | |
|------------------|-----------------|----------------|---------|----------------|---|----------------|----------|------------|------------|-------------|----------------|-----|-----|-----|----------------------|-------|------------------|-----------------|
| | | | | | | 1 as % all | as % all | 3 as % all | 4 as % all | | # 1 | # 2 | # 3 | # 4 | | Total | # 2 or Unma rked | # Mark ed total |
| Chapter 4 | | | | | PARKS, RECREATION, AND NATURAL RESOURCES | | | | | | | | | | | | | |
| 4_1 | CA | 91% | 281 | Incl | The Four Mile Run and Long Branch floodplains must be kept free of development. Upstream paving and actions causing rain to form channels and erode the park and steams should be minimized or reduced. All possible efforts must be made to lessen the impact of storm drainage on these waterways. <i>-- Curbs and gutters cause erosion!</i> | 1% | 8% | 25% | 66% | 4 | 1 | 2 | 20 | 52 | 79 | 6 | 75 | 96% |
| 4_2 | CA | 81% | 269 | Incl | All future storm drainage projects must strive to achieve zero increase in storm runoff into the park. Retrofit projects are also suggested to dampen down the hydrological curve (volume and speed) of each of the neighborhood's storm runoff lines (See recommendation 9.1). combined with 4-1 | 1% | 18% | 20% | 61% | 6 | 1 | 8 | 16 | 48 | 79 | 14 | 73 | 88% |
| 4_3 | CA | 75% | 255 | Incl | Apply for Neighborhood Conservation (NC) funding to obtain professional consultants for a "Glencarlyn Park Four-Mile Run Tributary Restoration and Stabilization Study". The severely eroded tributary streams leading to Four Mile Run through Glencarlyn Park should be studied with recommendations made for restoration and stabilization using current "low- impact development" techniques (bio-engineering and plantings, etc.). It should also make recommendations of ways that additional curb and gutter installations will not exacerbate runoff. The study will recommend projects in priority order, with each project sized to fit within normal NC funding limitations. 4-3 and 4-4 combined | 5% | 20% | 22% | 53% | 7 | 4 | 9 | 17 | 42 | 79 | 16 | 72 | 82% |
| 4_4 | CA | 70% | 247 | Incl | Use NC funding and other sources to implement the recommendations of the Glencarlyn Park Four-Mile Run Tributary Restoration and Stabilization study (4.3 above) in as many phases as needed as funding is available. 4-3 and 4-4 combined | 6% | 24% | 20% | 49% | 7 | 5 | 12 | 16 | 39 | 79 | 19 | 72 | 76% |

Appendix E - Survey Analysis

| Surv Q # | Action / sug | 3 & 4 as % all | Points | In or Exclde | Questions (comments in italics) | 2 or UnMarked | | | | # Unmarked | | | | | # 2 or Unmarked | # Marked total | 3 & 4 as % Marked | |
|----------|--------------|----------------|--------|--------------|--|---------------|----------|------------|------------|------------|-----|-----|-----|-----|-----------------|----------------|-------------------|-------|
| | | | | | | 1 as % all | as % all | 3 as % all | 4 as % all | Unma rked | # 1 | # 2 | # 3 | # 4 | | | | Total |
| 4_5 | CA | 75% | 254 | Incl | Encourage the County to study local erosion problems and remediate them in ecologically-appropriate ways that conserve the natural communities, in close consultation with the community. Specific ideas include Upstream and in-community storm water retention systems (e.g., "rain gardens" and cisterns at appropriate sites such as the library and Carlin Hall). ***Removal of stream channelization along Long Branch in adjoining parts of Fairfax County.***Green roofs, with plantings, for large scale buildings, such as schools and hospitals.***Permeable surface parking lots to encourage on-site percolation. <i>-- Too many studies. Need actionable efforts.</i> | 4% | 22% | 24% | 51% | 7 | 3 | 10 | 19 | 40 | 79 | 17 | 72 | 82% |
| 4_6 | CA | 89% | 271 | Incl | After major storms, where the tree canopy in the park is severely damaged, new trees (native species/local ecotypes only) will be planted where appropriate to assist in re-creating the tree canopy as quickly as possible. <i>-- Not fast-growing, short-lived trees.</i> | 1% | 10% | 33% | 56% | 4 | 1 | 4 | 26 | 44 | 79 | 8 | 75 | 93% |
| 4_7 | CA s | 87% | 277 | Incl | Given Glencarlyn Park's special and irreplaceable value, the County must undertake serious efforts to address the problem of invasive exotic species. These efforts will be carried out in a manner that safeguards and enhances the native vegetation of park land. In addition, an aggressive urban forestry campaign will be undertaken to prevent potentially devastating tree diseases, such as Sudden Oak Death, from ruining these woodlands. <i>-- Give priority to the most troublesome species.</i> | 1% | 11% | 23% | 65% | 4 | 1 | 5 | 18 | 51 | 79 | 9 | 75 | 92% |
| 4_8 | CA | 90% | 280 | Incl | County police and park rangers will enforce that Glencarlyn Park not used for car washing and repair. | 3% | 8% | 23% | 67% | 1 | 2 | 5 | 18 | 53 | 79 | 6 | 78 | 91% |
| 4_9 | CA s | 82% | 262 | Incl | The County will conduct a study to assess the current condition of the Long Branch Nature Center facility and develop options for improvement, including renovation, the use of Urgent Care property, and other appropriate options. The study will then be followed by consideration of the options and eventual adoption and implementation. In any capital parks campaign, such as the current Parks and Open Space Master Plan, Arlington County should provide for the adequate funding of improvements to enable this Nature Center to continue operating in its unique setting. <i>-- Exclude Urgent Care property from study.</i> | 3% | 15% | 30% | 52% | 4 | 2 | 8 | 24 | 41 | 79 | 12 | 75 | 87% |

Appendix E - Survey Analysis

| Surv Q # | Action / sug | 3 & 4 as % all | Point s | In or Exclu de | Questions (comments in italics) | 2 or UnMa rked | | | | # Unma rked | # 2 or Unma rked | | | | # Mark ed total | 3 & 4 as % Mark ed | | |
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| | | | | | | 1 as % all | as % all | 3 as % all | 4 as % all | | # 1 | # 2 | # 3 | # 4 | | | Total | |
| 4_10 | CA s | 87% | 276 | Incl | County Parks and Recreation will ensure that trail maintenance and improvements are conducted in a regular and ecologically-sensitive manner. We do not recommend any additional paving since additional impervious surfaces will add to existing runoff problems. However, natural surface trails must be built to minimize erosion and sedimentation downstream. All overgrowth and hazards (such as dead overhanging trees, poison ivy, blocked culverts, missing sewer tops, etc.) should be corrected as funds and staffing allow. <i>-- I strongly disagree to statement about impervious surfaces. -- Too many studies. Need actionable efforts.</i> | 1% | 11% | 24% | 63% | 2 | 1 | 7 | 19 | 50 | 79 | 9 | 77 | 90% |
| 4_11 | CA s | 72% | 241 | Incl | County Parks and Recreation will commission a study (including interested neighborhood residents on the team) of ecologically-sensitive elements of the Nature Center and Glencarlyn Park tracts and follow it up with assessment of actions necessary to conserve these resources, and then undertake appropriate stewardship actions. | 5% | 23% | 34% | 38% | 5 | 4 | 13 | 27 | 30 | 79 | 18 | 74 | 77% |
| 4_12 | CA | 65% | 233 | Incl | The County will assess opportunities to improve environmental connectivity or corridors connecting the open space and natural areas of large tracts such as the Carlin Springs and Campbell Elementary Schools, the Urgent Care Center site, and the existing parkland so as to benefit wildlife and critical plant habitats. | 1% | 34% | 33% | 32% | 6 | 1 | 21 | 26 | 25 | 79 | 27 | 73 | 70% |
| 4_13 | CA | 86% | 279 | Incl | The County must provide widespread, advance notice of proposed actions that will affect the Park -- offering the community a chance to comment before work is commenced. At a minimum, bring notice of such projects to the meetings of the Glencarlyn Community Association. | 1% | 13% | 18% | 68% | 3 | 1 | 7 | 14 | 54 | 79 | 10 | 76 | 89% |
| 4_14 | CA s | 77% | 258 | Incl | Develop a public information awareness campaign about the use of pesticides and dumping and their harmful effects on the quality of the County's streams and watersheds. <i>-- This is done through Virginia Cooperative Extension.</i> | 4% | 19% | 24% | 53% | 4 | 3 | 11 | 19 | 42 | 79 | 15 | 75 | 81% |
| 4_15 | CA s | 73% | 249 | Incl | Clean up trash along the wooded west edge of the Kenmore sports fields, as well as around fields and playground. <i>-- Who put it there? -- Install trash can there. (Added) -- Unclear.</i> | 0% | 27% | 32% | 42% | 11 | 0 | 10 | 25 | 33 | 79 | 21 | 68 | 85% |

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| Surv Q # | Action / sug | 3 & 4 as % all | Point s | In or Exclu de | Questions (comments in italics) | 2 or UnMa rked | | | | # Unma rked | # 1 | # 2 | # 3 | # 4 | Total | # 2 or Unma rked | # Mark ed total | 3 & 4 as % Mark ed |
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| | | | | | | 1 as % all | as % all | 3 as % all | 4 as % all | | | | | | | | | |
| 4_16 | CA s | 73% | 252 | Incl | Limit use to the Kenmore soccer fields and lights to no later than 10 00 p.m. Re-align the Kenmore field lights so that light is limited to ball field grounds and spillover is minimized so as to not shine into the home throughout the neighborhood. | 6% | 20% | 22% | 52% | 6 | 5 | 10 | 17 | 41 | 79 | 16 | 73 | 79% |
| 4_17 | CA s | 72% | 244 | Incl | Install a trash can at the 2nd and Jefferson Streets entrance of Glencarlyn Park. | 5% | 23% | 30% | 42% | 6 | 4 | 12 | 24 | 33 | 79 | 18 | 73 | 78% |
| 4_18 | CA s | 29% | 163 | EXC LUD E | Construct a neighborhood swimming pool, perhaps as part of the park redevelopment of the urgent care center site. <i>-- ONLY if there is noise enforcement and NO PARKING on 5th Rd., S.</i> | 38% | 33% | 14% | 15% | 5 | 30 | 21 | 11 | 12 | 79 | 26 | 74 | 31% |
| 4_19 | CA s | 61% | 220 | Incl | Install signs (maybe a wayside with photos) depicting the historic Carlin pavilion and nearby W&OD rail station. Additional waysides might highlight the George Washington survey marker, the W&OD Railroad, and other historic points of interest in the community. | 8% | 32% | 35% | 25% | 7 | 6 | 18 | 28 | 20 | 79 | 25 | 72 | 67% |
| 4_20 | CA | 71% | 235 | Incl | The County will help in the rebuilding and opening of the footbridge across Long Branch, connecting from Campbell Elementary School to the Nature Center access road (providing better access for teachers and students and park visitors). | 4% | 25% | 41% | 30% | 6 | 3 | 14 | 32 | 24 | 79 | 20 | 73 | 77% |
| 4_21 | OR s | 77% | 258 | Incl | Residents need to heed Arlington's leash law and keep their dogs on leash when they are on public property other than the designated Dog Park. Unleashed dogs can be a threat and source of intimidation to other people and to wildlife. <i>-- Absolutely!</i> | 5% | 18% | 23% | 54% | 5 | 4 | 9 | 18 | 43 | 79 | 14 | 74 | 82% |
| 4_22 | OR s | 89% | 286 | Incl | Residents should always clean up after their dogs. Dog feces are a major source of contamination in the streams, harbor diseases, and are a major food resource for rats. It is recommended that all dog owners clean up after their dogs, even in the woodlands. | 4% | 8% | 11% | 77% | 5 | 3 | 1 | 9 | 61 | 79 | 6 | 74 | 95% |

Appendix E - Survey Analysis

| Surv Q # | Action / sug | 3 & 4 as % all | Point s | In or Exclu de | Questions (comments in italics) | 2 or UnMa rked | | | | # Unma rked | # 2 or Unma rked | | | | # Mark ed total | 3 & 4 as % Mark ed | | |
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| | | | | | | 1 as % all | as % all | 3 as % all | 4 as % all | | # 1 | # 2 | # 3 | # 4 | | | Total | |
| 4_23 | OR | 58% | 228 | EXC LUD E | Residents should not allow their cats to run loose outside their yards. When cats are allowed to run loose, they kill birds and other small wildlife like chipmunks. The naturalists at the Nature Center have observed cats preying on the flying squirrels and other creatures of the park. <i>-- It is impossible to keep a cat contained in a yard. And they don't do well on leashes. This is a ridiculous comment. This is like asking cars to not drive in the neighborhood to avoid running over squirrels. Whoever made this comment doesn't own a cat or know much about them.</i> <i>-- Cats should wear bells on their collars to prevent wildlife kills. Not all cats are suited to be indoor only animals.</i> <i>-- It is also more healthy to keep cats inside.</i> | 19% | 23% | 9% | 49% | 5 | 15 | 13 | 7 | 39 | 79 | 18 | 74 | 62% |
| 4_24 | OR | 90% | 290 | Incl | Residents must cease all dumping activities on public land (it is illegal) and use the County's established mechanisms for the removal of yard and other waste. Residents must not release any pets in the park, such as exotic fish. <i>-- Please clarify that "dumping" includes yard waste and leaves.</i> | 0% | 10% | 13% | 77% | 5 | 0 | 3 | 10 | 61 | 79 | 8 | 74 | 96% |
| 4_25 | OR | 89% | 283 | Incl | Residents are encouraged to make a particular effort to pick up all litter on and near their residences to help prevent littering in the park and streams. Particular care should be exercised to prevent materials like foam packing peanuts and plastic bags from getting loose and being carried into the woods and streams by wind and water. <i>-- I would like to see more effort placed on residents to remove construction trash in a more timely manner. I recently had to ask a neighbor three times over 4 months to remove an eyesore of trash piled high on the side of his house facing my front door, from a home project they were doing for 6 months.</i> | 0% | 11% | 19% | 70% | 5 | 0 | 4 | 15 | 55 | 79 | 9 | 74 | 95% |
| 4_26 | OR | 41% | 199 | Incl | Residents are encouraged to participate in the National Wildlife Federation's Certified Wildlife Backyard Habitat Program. | 10% | 49% | 19% | 22% | 6 | 8 | 33 | 15 | 17 | 79 | 39 | 73 | 44% |
| 4_27 | OR | 51% | 211 | EXC LUD E | Community residents are encouraged to sign up as volunteers and also make greater efforts to involve the Nature Center in events like Glencarlyn Day. | 3% | 47% | 32% | 19% | 6 | 2 | 31 | 25 | 15 | 79 | 37 | 73 | 55% |

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| Surv Q # | Action / sug | 3 & 4 as % all | Points | In or Exclde | Questions (comments in italics) | 2 or UnMarked | | | | # Unmarked | # 1 | # 2 | # 3 | # 4 | Total | # 2 or Unmarked | # Marked total | 3 & 4 as % Marked | | | |
|-------------------------------|--------------|----------------|--------|--------------|--|---------------|----------|------------|------------|------------|-----|-----|-----|-----|-------|-----------------|----------------|-------------------|--|--|--|
| | | | | | | 1 as % all | as % all | 3 as % all | 4 as % all | | | | | | | | | | | | |
| 4_28 | OR s | 42% | 201 | EXCLUDE | The Glencarlyn Citizens' Association (GCA) should consider organizing a group to solicit ideas, such as better fencing or slight regrading, to improve the Dog Park. <i>-- Reforestation!</i> <i>-- I support the direction the County has taken here. The Park Authority's landscape architect has put a lot of effort into this specific issue. He should be involved in any proposals to make changes – as should Glencarlyn Dogs, the sponsoring group.</i> | 6% | 52% | 23% | 19% | 9 | 5 | 32 | 18 | 15 | 79 | 41 | 70 | 47% | | | |
| 4_29 | OR s | 73% | 237 | Incl | The GCA should establish a stream clean-up committee that would coordinate stream clean-up teams and remove trash from the woods. This group could become the primary citizen group associated with the tributary stabilization and restoration watershed study in Recommendation 4.3 above. <i>-- If it doesn't duplicate existing organizations or projects.</i> <i>-- Arlington for a Clean Environment (ACE) and the Virginia Cooperative Extension do this</i> | 0% | 27% | 47% | 27% | 5 | 0 | 16 | 37 | 21 | 79 | 21 | 74 | 78% | | | |
| General comments on chapter 4 | | | | | <i>-- 4.1 to 4.5: I do not understand the implications of these items.</i> <i>-- Keep it natural. Also, restore the Carlin Springs area.</i> <i>-- More safety patrols along the bike path.</i> <i>-- Fire safety signs should be posted throughout the park to remind the public to be cautious when extinguishing matches and using grills. One mistake could destroy the entire park. (Added as new)</i> <i>-- I support steps to mitigate runoff, but not if it means sacrificing sidewalks. We can mitigate runoff and still have sidewalks.</i> <i>-- Aren't there already leash and pooper scooper laws? How will these recommendations change the status quo? Who's paying?</i> <i>-- Some of these recommendations are already laws. They should be enforced through the usual channels, not the neighborhood. Some of these would be good to have, but are not legal matters and cannot carry a "should."</i> | | | | | | | | | | | | | | | | |

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| | | | | | | 1 as % all | as % all | 3 as % all | 4 as % all | | | | | | | | | |
| Chapter 5 | | | | | INSTITUTIONS | | | | | | | | | | | | | |
| 5_1 | CA s | 72% | 244 | Incl | County staff will conduct a detailed study of the opportunities to re-use the hospital/urgent care property in order to conserve open space and natural land areas, preserve historical features, overcome deficiencies of the nearby Nature Center, enhance recreational opportunities (e.g., the sledding hill), perhaps consider relocating the Community Canine Area to a more environmentally-appropriate spot with easier and safer parking access, and improve environmental quality by reducing impervious surface area and increasing native vegetation. <i>-- Yes, move the dog park away from the streams. -- These are two separate issues. I support the study but dislike relocating the CCA. Glendogs, the Glencarlyn Dog Park sponsoring group is recognized by the County as the liaison between the County and the residents is made up of fellow GCA members. It works very hard to keep the dog park open at this location. Any issues from other residents should be addressed to Glendogs first so we can work together to resolve any concerns. (Revised and combined with 5-2 and 5-3 because of change in ownership)</i> | 5% | 23% | 30% | 42% | 7 | 4 | 11 | 24 | 33 | 79 | 18 | 72 | 79% |
| 5_2 | CA s | 70% | 246 | Incl | The County must pursue creative options for the "hospital property," such as securing easements or outright acquisition in pursuit of environmental, conservation, and recreation objectives. (Revised and combined with 5-1 and 5-3 because of change in ownership) | 4% | 27% | 24% | 46% | 6 | 3 | 15 | 19 | 36 | 79 | 21 | 73 | 75% |

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| Surv Q # | Action / 04 sug | 3 & 4 as % all | Point s | In or Exclu de | Questions (comments in italics) | 2 or UnMa rked | | | | # Unma rked | # 2 or Unma rked | | | | # Mark ed total | 3 & 4 as % Mark ed | | |
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| | | | | | | 1 as % all | as % all | 3 as % all | 4 as % all | | # 1 | # 2 | # 3 | # 4 | | | Total | |
| 5_3 | CA | 81% | 274 | Incl | <p>The Urgent Care Center is a major facility in the neighborhood. The County should ensure that the Glencarlyn community has an active role in determining its future uses. The first choice of those who responded to the 2004 neighborhood survey in terms of potential reuse of the site is for open space/parkland, followed by long-term medical care and medical services. Respondents were opposed to high or medium density residential uses, including townhouses, as well as mixed use development and non-medical commercial uses. County government use (other than open space or parkland) received a mixed reaction from respondents.</p> <p><i>-- I don't think we should oppose mixed use development at the Urgent Care property. It would be great to be able to walk to someplace to have a meal. I'd also like to see some affordable housing on the site.</i></p> <p><i>-- We live in the 5600 block of 5th Rd., S. We do not want to see mixed use, townhouses, or anything noisy going on in the Urgent Care property. We feel <u>very strongly</u> about the future uses of this site. No multi-use buildings. No townhouses. Pool only if hours and noise can be controlled. No basketball court. All on site parking so that people DO NOT park on adjoining streets.</i></p> <p><i>-- Ensure that the Urgent Care Center keeps its commitment to keep up the wood fence along 5th Road S.</i></p> <p>(Revised and combined with 5-1 and 5-2 because of change in ownership)</p> | 4% | 15% | 11% | 70% | 6 | 3 | 6 | 9 | 55 | 79 | 12 | 73 | 88% |
| 5_4 | CA s | 62% | 231 | Incl | <p>Additional security lights are needed in the grounds of the Carlin Springs Elementary School, particularly at the rear, to reduce vandalism and graffiti.</p> <p><i>-- This is a huge problem, with the graffiti. Definitely need more lights.</i></p> | 3% | 35% | 29% | 33% | 7 | 2 | 21 | 23 | 26 | 79 | 28 | 72 | 68% |
| 5_5 | CA s | 56% | 223 | Incl | <p>At the Kenmore fields install better control of parking during soccer games, better trash control, and better control of vehicle speeds on S. Madison and 2nd Sts.</p> <p><i>-- These ball players could care less about the speed on the street. I wish I could block off S.Madison at 2nd St. to residents only and make all ball players park at the school. It would be great if this area was a gated community.</i></p> <p>(Blended into others)</p> | 1% | 43% | 28% | 28% | 7 | 1 | 27 | 22 | 22 | 79 | 34 | 72 | 61% |

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|-------------------------------|--------------|----------------|---------|----------------|---|----------------|----------|------------|------------|-------------|-----|-----|-----|-----|-------|------------------|-----------------|--------------------|
| | | | | | | 1 as % all | as % all | 3 as % all | 4 as % all | | | | | | | | | |
| 5_6 | OR s | 75% | 252 | Incl | The GCA must establish and maintain a strong, supportive relationship with both Carlin Springs Elementary and Kenmore Middle School to make them integral to this neighborhood. This should include an ongoing dialogue with Kenmore staff to address occasional student misbehavior while walking home through the neighborhood. Students need to be told that Glencarlyn Park is closed at dark. Sometimes noisy groups after evening activities (9-10 pm) disturb residents. <i>-- The <u>schools</u> must work to be an integral part of the neighborhood.</i> <i>-- Also in the context of student safety.</i> | 3% | 23% | 28% | 47% | 7 | 2 | 11 | 22 | 37 | 79 | 18 | 72 | 82% |
| General comments on chapter 5 | | | | | <p><i>-- Sadly, Kenmore students are vandalizing and using alcohol, tobacco, and dugs in the park. Plus they throw trash. This needs to be halted.</i></p> <p><i>-- Also remind Kenmore students to NOT try to walk across yards on 5th Rd. near the back of the "hospital property."</i></p> <p><i>-- The dogleg by Kenmore is a mess in the mornings. It should be one way in and one way out ONLY. Off the service road, cars back up traffic waiting to go in while others are coming out. (Added as new)</i></p> <p><i>-- When there are major events at Kenmore, why can't they use the overflow parking area that was built – instead of having cars park in the residential area? The overflow parking is a grassy area off the 3rd St. extension, and it has never been used. (Added as new)</i></p> | | | | | | | | | | | | | |

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|------------------|-----------------|----------------|---------|----------------|--|----------------|----------|------------|------------|-------------|-----|-----|-----|-----|-------|------------------|-----------------|--------------------|
| | | | | | | 1 as % all | as % all | 3 as % all | 4 as % all | | | | | | | | | |
| Chapter 6 | | | | | GLENCARLYN VILLAGE CENTER | | | | | | | | | | | | | |
| 6_1 | CA | 71% | 237 | Incl | Curbs, gutters and sidewalks should be installed around the core Village Center block, thereby enhancing its accessibility, pedestrian safety, and identity. However, careful consideration should be given to these sidewalks in this historical context. For example, this core block might have brick sidewalks, similar to those in Old Town, Alexandria. <i>-- Not brick. Even the County is going away from brick. Too slippery.</i> <i>-- Curbs and gutters: yes! Sidewalks: no!!</i> <i>-- Yes to enhanced identity, no to brick sidewalks.</i> <i>-- As long as care is taken to make all sidewalk bricks flush and even (a safety issue).</i> (DROPPED Reference to Brick sidewalks) | 8% | 22% | 34% | 37% | 5 | 6 | 12 | 27 | 29 | 79 | 17 | 74 | 76% |
| 6_2 | CA | 68% | 236 | Incl | Install Carlyle-style lights on the core Village Center block, enhancing its accessibility, safety, and sense of place. (The majority of 2004 Survey respondents cited decorative street lights as a way to enhance the neighborhood and make it more attractive). Replace the current parking lot floodlights with Carlisle lights also. (See web site for photos of Carlyle, Carriage and cobra lights) <i>-- If energy efficient.</i> <i>-- I prefer a non-cobra energy efficient fixture.</i> | 5% | 27% | 33% | 35% | 7 | 4 | 14 | 26 | 28 | 79 | 21 | 72 | 75% |
| 6_3 | CA | 65% | 221 | Incl | Establish interpretive signs and displays in select locations within the Village Center. Displays would be similar to displays on the W&OD Four Mile Run trail at Bluemont Junction and explain the historical significance of each landmark, thereby helping to establish the Village Center as a place in which neighborhood residents can take pride. Suggestions for locations of some interpretive displays are noted in recommendations below. | 8% | 28% | 42% | 23% | 4 | 6 | 18 | 33 | 18 | 79 | 22 | 75 | 68% |

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| Surv Q # | Action / 04 sug | 3 & 4 as % all | Point s | In or Exclu de | Questions (comments in italics) | 2 or UnMa rked | | | | # Unma rked | # 1 | # 2 | # 3 | # 4 | Total | # 2 or Unma rked | # Mark ed total | 3 & 4 as % Mark ed |
|----------|-----------------|----------------|---------|------------------|--|----------------|----------|------------|------------|-------------|-----|-----|-----|-----|-------|------------------|-----------------|--------------------|
| | | | | | | 1 as % all | as % all | 3 as % all | 4 as % all | | | | | | | | | |
| 6_4 | CA | 52% | 206 | Incl | Create artistic, perhaps mosaic, plaques, inset into new sidewalks and curbs that would identify the year each historical Village Center landmark was built. The GCA could enlist the support of a resident Arlington County artist to create the plaques. Numbering would help to establish the historical significance of Glencarlyn's architectural treasures, as well as to create a sense of place within the Village Center. (These plaques/numbers may also be used throughout the Glencarlyn neighborhood to highlight other points of interest and historical significance in the community and further enhance the neighborhood.) <i>-- If you decide to do these mosaics, Neil Heinekamp and Sue Eisenfled are mosaic and stained glass artists. See www.glasscapes.net. -- Do you mean plaques on the houses?</i> | 10% | 38% | 33% | 19% | 4 | 8 | 26 | 26 | 15 | 79 | 30 | 75 | 55% |
| 6_5 | CA | 49% | 196 | EXCLU D E | Add original historic street names to street signs bordering the Village Center, to give the core neighborhood a distinctive historic flavor and promote a sense of place. Street signage should follow same design elements and vintage of decorative street lights. <i>-- Change them all back in the entire neighborhood. -- How about the entire neighborhood? I always liked this idea.</i> | 18% | 33% | 33% | 16% | 5 | 14 | 21 | 26 | 13 | 79 | 26 | 74 | 53% |
| 6_6 | CA s | 78% | 258 | Incl | Install permanent covers on the gutters of the Library and repair seam leaks in the gutters so that water does not overflow with each major rainstorm. | 3% | 19% | 28% | 51% | 3 | 2 | 12 | 22 | 40 | 79 | 15 | 76 | 82% |
| 6_7 | CA | 76% | 253 | Incl | Either remove the parking lot dumpster or enhance the look and feel of the parking lot and Village Center with screening. If removal is not an option, careful consideration should be given to the screen so that it is in keeping with the rest of the site and overall Village Center look and feel. (Modified to reflect additional info) | 3% | 22% | 29% | 47% | 2 | 2 | 15 | 23 | 37 | 79 | 17 | 77 | 78% |
| 6_8 | CA | 66% | 228 | Incl | Install an interpretive display on the library grounds, describing the history of Glencarlyn Library, its donor, its original collection, and later replacement. | 4% | 30% | 39% | 27% | 4 | 3 | 20 | 31 | 21 | 79 | 24 | 75 | 69% |
| 6_9 | CA | 61% | 227 | Incl | Add ice/snow cleats to the Library roof to prevent snow from squashing plantings beneath. | 4% | 35% | 30% | 30% | 7 | 3 | 21 | 24 | 24 | 79 | 28 | 72 | 67% |

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|----------|--------------|----------------|--------|--------------|---|---------------|----------|------------|------------|------------|-----------------|-----|-----|-----|----------------|-------------------|-------|-----|
| | | | | | | 1 as % all | as % all | 3 as % all | 4 as % all | | # 1 | # 2 | # 3 | # 4 | | | Total | |
| 6_10 | CA | 67% | 230 | Incl | Enlist the County, Arlington Historical Society and/or a local university to conduct an archeological study that would identify the locations of cemetery graves, as well as the residents and their connection to Arlington County and Glencarlyn. In the case of headstones and/or footstones that cannot be located, new simple markers may be used to mark the gravesites. <i>-- Some were buried with no stones. Those after 1850 easier to find.</i> | 9% | 24% | 34% | 33% | 5 | 7 | 14 | 27 | 26 | 79 | 19 | 74 | 72% |
| 6_11 | CA | 59% | 218 | Incl | Create a new, alternate entrance to the cemetery. New entrance or gate would be located within the rear of the cemetery near the Community Garden, behind the library, so it would only be accessible through the garden and thereby discourage inappropriate use. | 10% | 30% | 33% | 27% | 4 | 8 | 20 | 26 | 21 | 79 | 24 | 75 | 63% |
| 6_12 | OR s | 63% | 226 | Incl | Establish a Glencarlyn planning group to suggest ways to improve the grounds of the Village Center, including the library, Carlin Hall, cemetery, and parking lot. Explore ways to make the above function better as an outdoor community center, perhaps with more benches, picnic tables, etc. | 4% | 33% | 37% | 27% | 3 | 3 | 23 | 29 | 21 | 79 | 26 | 76 | 66% |
| 6_13 | OR | 67% | 222 | Incl | Install several garden benches in the cemetery, to improve the site's functionality and value to the community. (31 survey respondents cited "more benches" as a way to improve the neighborhood's historic sites and library area.) <i>-- Potential Eagle Scout projects.</i> | 5% | 28% | 48% | 19% | 3 | 4 | 19 | 38 | 15 | 79 | 22 | 76 | 70% |
| 6_14 | OR | 66% | 231 | Incl | Uncover existing tombstones and ensure they are placed in their true locations. <i>-- Hard to do. I think people were buried here with no stones. A small list of people buried here is available through the Arlington Historical Society.</i> | 4% | 30% | 35% | 30% | 4 | 3 | 20 | 28 | 24 | 79 | 24 | 75 | 69% |
| 6_15 | OR | 53% | 214 | Incl | Help install interpretive displays near burial sites to educate residents and the general public about who is interred in the cemetery and their historical significance (see 6.3 and 6.4 above). <i>-- The John Ball stone is definitely not original.</i> | 3% | 44% | 33% | 20% | 6 | 2 | 29 | 26 | 16 | 79 | 35 | 73 | 58% |

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|----------|--------------|----------------|---------|----------------|--|----------------|----------|------------|------------|-------------|-----|-----|-----|-----|-------|------------------|-----------------|--------------------|
| | | | | | | 1 as % all | as % all | 3 as % all | 4 as % all | | | | | | | | | |
| 6_16 | OR | 75% | 238 | Incl | Explore the idea and feasibility with Master Gardeners of extending the community garden. Garden expansion could include landscaping the cemetery grounds, its proposed new entrance and existing 4th Street entrance, and adding new trees and plants – the locations of which would be informed by the archaeological study. (29 survey respondents cited more “public gardens” as a way to improve the neighborhood’s recreational facilities, historic sites and library grounds). Plants would be chosen on recommendations of Master Gardeners. | 6% | 19% | 42% | 33% | 2 | 5 | 13 | 33 | 26 | 79 | 15 | 77 | 77% |
| 6_17 | OR | 62% | 222 | Incl | Install a brick garden path on the cemetery grounds, extending the library garden path and connecting the library garden and cemetery grounds. The brick walk would guide visitors’ path through the cemetery, thereby minimizing traffic on cemetery grounds. | 11% | 27% | 32% | 30% | 3 | 9 | 18 | 25 | 24 | 79 | 21 | 76 | 64% |
| 6_18 | OR | 43% | 194 | EXC LUD E | Provide recommendations and/or guidelines for local residents on memorials within the Village Center and cemetery grounds. | 10% | 47% | 30% | 13% | 9 | 8 | 28 | 24 | 10 | 79 | 37 | 70 | 49% |
| 6_19 | OR s | 68% | 223 | Incl | Set up a recreation and fellowship committee of the GCA to plan occasional community events and activities at least once a quarter and explore the possibility of installing a basketball court or hoop somewhere central. Other activities could include events for young people, a community-wide yard sale, potlucks and picnics, a games night, semi-annual potlucks or picnics, lectures, readings, workshops, perhaps a weekly ‘coffeehouse’ at the Library, and a desert party and/or caroling on Luminaria Night. <i>-- Yes to all, but no basketball court. Please fix fence in cemetery.</i> <i>-- This question is poorly worded. I support all activities mentioned <u>BUT NOT A BASKETBALL HOOP.</u></i> <i>-- I do not like the idea of basketball hoops or courts, nor do I like the idea of a community yard sale.</i> <i>-- No to basketball. (x 2) It attracts the wrong kind of people from outside. However I like the carling – a very nice idea.</i> <i>-- Yes to all but the b-ball court. It would have so many disadvantages and would not necessarily be inclusive of all residents. It can be loud and noisy, too. The other ideas are <u>great!</u>-</i> <i>- I like the library coffee house idea – but I am opposed to a basketball court (too much NOISE) unless use hours can be enforced.</i> (Dropped reference to basketball) | 10% | 22% | 44% | 24% | 5 | 8 | 12 | 35 | 19 | 79 | 17 | 74 | 73% |

Appendix E - Survey Analysis

| Surv Q # | Action / sug | 3 & 4 as % all | Point s | In or Exclu de | Questions (comments in italics) | 2 or UnMa rked | | | | | # Unma rked | # 2 or Unma rked | # Mark ed total | 3 & 4 as % Mark ed | |
|-------------------------------|--------------|----------------|---------|----------------|---|----------------|----------|------------|------------|-----|-------------|------------------|-----------------|--------------------|-----|
| | | | | | | 1 as % all | as % all | 3 as % all | 4 as % all | # 1 | | | | | # 2 |
| General comments on chapter 6 | | | | | <p><i>-- Create Glencarlyn Pet Memorial within the Glencarlyn Garden at the library. This could be a place where pet owners plant or place flowers in honor of their pets, or scatter their ashes. Perhaps we could purchase a very large memorial plaque in which we could inscribe the names of pets whose owners made donations to the memorial garden in honor of their pets. Thus, the upkeep of the garden – and the cost of inscribing pet names on the memorial plaque – would be paid for by these donations. Perhaps there could be a ceremony once a year in which new pet names were inscribed and unveiled on the memorial. In essence, the Memorial Pet Garden would be a place for Glencarlyn residents, especially the children, to honor and remember their pets.</i></p> <p><i>-- Get more interesting playground equipment at Carlin Hall.</i></p> <p><i>-- Encourage artistic residents to display, and/or sell their creative works of art. Perhaps a special “Glencarlyn Art Day.”</i></p> <p><i>-- I really like a lot of the suggestions. The tombstones used to be in their original places, but were moved for ease of mowing – pity. I support any idea that encourages more historic appreciation of the village. I think, though, that it should expand beyond the village center.</i></p> <p><i>-- Master Gardeners should try to focus exclusively on native plants rather than the odd-looking palm trees (??) for community beautification. I applaud their efforts, but the plantings near the library kiosk are unsightly.</i></p> <p><i>-- Several of these projects may be potential Eagle Scout projects.</i></p> | | | | | | | | | | |

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| Surv Q # | Action / 04 sug | 3 & 4 as % all | Point s | In or Exclu de | Questions (comments in italics) | 2 or UnMa rked | | | | # Unma rked | # 2 or Unma rked | # Mark ed total | 3 & 4 as % Mark ed | | | | | |
|------------------|-----------------|----------------|---------|------------------|---|----------------|----------|------------|------------|-------------|------------------|-----------------|--------------------|-----|-----|-----|-----|-------|
| | | | | | | 1 as % all | as % all | 3 as % all | 4 as % all | | | | | # 1 | # 2 | # 3 | # 4 | Total |
| Chapter 7 | | | | | TRAFFIC, PARKING AND TRANSPORTATION | | | | | | | | | | | | | |
| 7_1 | CA s | 53% | 207 | SEE NOT E | <p>Along Carlin Springs Road, consider installing traffic calming measures to reduce speeds, including (1) Narrowing traffic lanes to slow down traffic, (2) Widening sidewalks and/or utility planting strips to enhance pedestrian traffic and safety, (3) Creating a landscaped median, like North Carlin Springs Road, to help the appearance of the road and to slow down traffic with narrower lanes, (4) Reducing the speed to 25 miles per hour given the three schools and the residential nature of the neighborhood, and (5) Raising cross-walks at 3rd Street and Route 50 intersections to improve the safety of pedestrians as these are the two places where most residents and school children cross Carlin Springs Road.</p> <p>-- Too many issues in one question. (x 2) -- This question needs to be broken down. We would not favor (1) but would favor (5). -- I like (1). The lanes are already too narrow, there is no room for (2) and (3). (4) maybe. I despise speed bumps (5), they are hazardous. -- I agree with some, but not all, of these ideas. I like (2), (4), and (5). -- Yes to (4) and (5), no to (1) and (3). -- For (1), some streets are already too narrow. Not a good idea. -- For (3), No. I find plants distracting in many situations in medians. -- I like (4).</p> <p>(7-1, 7-2 and 7-4 were recast using the information from the Arterial Traffic Management ATM study)</p> | 28% | 19% | 16% | 37% | 8 | 22 | 7 | 13 | 29 | 79 | 15 | 71 | 59% |

Appendix E - Survey Analysis

| Surv Q # | Action / sug | 3 & 4 as % all | Point s | In or Exclu de | Questions (comments in italics) | 2 or UnMa rked | | | | # Unma rked | # 1 | # 2 | # 3 | # 4 | Total | # 2 or Unma rked | # Mark ed total | 3 & 4 as % Mark ed |
|----------|--------------|----------------|---------|------------------|---|----------------|----------|------------|------------|-------------|-----|-----|-----|-----|-------|------------------|-----------------|--------------------|
| | | | | | | 1 as % all | as % all | 3 as % all | 4 as % all | | | | | | | | | |
| 7_2 | CA s | 57% | 218 | SEE NOT E | In order to alleviate the current problem of traffic stoppages, a left turn lane down the middle of Carlin Springs Road should be installed to accommodate traffic turning into 1st, 2nd, 3rd 4th, and 5th Streets from the north and into Kenmore Middle School for those traveling from the south. <i>-- Not for 4th and 5th Sts., for there is not enough room there. Instead prohibit left turns at these intersections from 7-10 a.m. weekdays. -- Where are they to fit?</i> (7-1, 7-2 and 7-4 were recast using the information from the Arterial Traffic Management ATM study) | 20% | 23% | 18% | 39% | 4 | 16 | 14 | 14 | 31 | 79 | 18 | 75 | 60% |
| 7_3 | CA | 41% | 192 | EXC LUD E | Enforce the law which does not permit cars from turning from southbound Carlin Springs Road across a double yellow line into the 7-11; require that they enter only from 1st Street <i>-- There is no such law. You can turn across yellow (double) but not drive forward on the left side of double yellow. -- This would create even more difficulty trying to get out of the neighborhood on 1st Street. It is already congested a.m. and p.m.</i> | 23% | 37% | 15% | 25% | 8 | 18 | 21 | 12 | 20 | 79 | 29 | 71 | 45% |
| 7_4 | CA s | 76% | 245 | SEE NOT E | Beautify and upgrade Carlin Springs Road as it is the gateway into our community. Include appropriate landscaping and attractive bus stop shelters with benches. <i>-- Acceptable, if space can be found. -- Have County mow on west side of Carlin Springs Rd.</i> (7-1, 7-2 and 7-4 were recast using the information from the Arterial Traffic Management ATM study) | 6% | 18% | 35% | 41% | 4 | 5 | 10 | 28 | 32 | 79 | 14 | 75 | 80% |
| 7_5 | CA | 52% | 204 | EXC LUD E | Install 4-way stop signs at each intersection along Lexington Street, as this street has become a popular cut through when Carlin Springs gets congested. <i>-- Provide 4-way stop at 3rd St. only. -- Good, saves all of us trouble. -- How about 2-way, stopping just Lexington traffic?</i> | 20% | 28% | 25% | 27% | 7 | 16 | 15 | 20 | 21 | 79 | 22 | 72 | 57% |

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| Surv Q # | Action / 04 sug | 3 & 4 as % all | Point s | In or Exclu de | Questions (comments in italics) | 2 or UnMa rked | | | | # Unma rked | # 1 | # 2 | # 3 | # 4 | Total | # 2 or Unma rked | # Mark ed total | 3 & 4 as % Mark ed |
|----------|-----------------|----------------|---------|------------------|---|----------------|----------|------------|------------|-------------|-----|-----|-----|-----|-------|------------------|-----------------|--------------------|
| | | | | | | 1 as % all | as % all | 3 as % all | 4 as % all | | | | | | | | | |
| 7_6 | CA s | 67% | 231 | Incl | To slow down traffic, install four-way stop signs for the intersections of Kensington and Jefferson Streets and 3rd and 4th Streets, the streets that leading to Glencarlyn Park. Upon entering the neighborhood at each Lexington Street intersection, put up signs that say something like 'This is a family neighborhood, PLEASE SLOW DOWN.' <i>-- OK, since vision is limited.</i> <i>-- No to 4-way stop signs, yes to remindner sign.</i> | 11% | 22% | 30% | 37% | 5 | 9 | 12 | 24 | 29 | 79 | 17 | 74 | 72% |
| 7_7 | CA s | 71% | 238 | Incl | Because this neighborhood has many children who play outdoors and many narrow streets, a suggested speed limit reduction to 20 miles per hour is proposed within "the village" to promote pedestrian and children's safety. <i>-- Wouldn't work.</i> <i>-- It is doubtful that Virginia code provides for speed limits less than 25 on public Right of way on residential streets.</i> <i>-- and Enforce it!</i> <i>-- How about 15 mph?</i> | 13% | 16% | 28% | 43% | 4 | 10 | 9 | 22 | 34 | 79 | 13 | 75 | 75% |
| 7_8 | CA | 43% | 183 | EXC LUD E | Because the neighborhood has seen an increase in outsiders parking close to Carlin Springs Road, install neighborhood permit parking on all neighborhood streets between Carlin Springs Road and S. Lexington Street, including the length of Lexington Street from Arlington Boulevard to 4th Street. <i>-- Only a problem occasionally.</i> <i>-- Yes!! Extend to 5th Street.</i> <i>-- Permit parking up to Lexington would simply lead to greater parking in the blocks further into the village.</i> <i>-- This would inconvenience other Glencarlyn residents who have friends in this area. (Elsewhere in Arlington I have friends where there is a permit system and it is a major hassle to visit.)</i> | 32% | 25% | 23% | 20% | 5 | 25 | 15 | 18 | 16 | 79 | 20 | 74 | 46% |
| 7_9 | CA s | 48% | 202 | EXC LUD E | Improve the intersection at Manchester Street and Route 50, including beautification. Install a raised crosswalk on S. Manchester St. where kids go to school fields, near the blind curve. <i>-- Just cut the brush out and put a crosswalk near the curve. Have radar enforced for a month.</i> | 10% | 42% | 30% | 18% | 7 | 8 | 26 | 24 | 14 | 79 | 33 | 72 | 53% |
| 7_10 | CA s | 18% | 169 | EXC LUD E | Prohibit parking on the east side of Manchester St. directly in front of entrance to Manchester Square Court. | 11% | 71% | 10% | 8% | 11 | 9 | 45 | 8 | 6 | 79 | 56 | 68 | 21% |

Appendix E - Survey Analysis

| Surv Q # | Action / 04 sug | 3 & 4 as % all | Point s | In or Exclu de | Questions (comments in italics) | 2 or UnMa rked | | | | # Unma rked | # 1 | # 2 | # 3 | # 4 | Total | # 2 or Unma rked | # Mark ed total | 3 & 4 as % Mark ed |
|----------|-----------------|----------------|---------|-----------------|--|----------------|----------|------------|------------|-------------|-----|-----|-----|-----|-------|------------------|-----------------|--------------------|
| | | | | | | 1 as % all | as % all | 3 as % all | 4 as % all | | | | | | | | | |
| 7_11 | CA | 90% | 284 | Incl | Residents should be notified to prune or remove their trees or bushes which extend beyond their property and block the driver sight lines <i>-- Mind Your own Business (MYOB)</i> <i>-- Add penalties for those that don't comply.</i> | 3% | 8% | 18% | 72% | 1 | 2 | 5 | 14 | 57 | 79 | 6 | 78 | 91% |
| 7_12 | CA s | 53% | 212 | EXC LUD E | Build a bike path or lane along Carlin Springs Road to the Ballston Metro and Washington and Lee High School (the high school servicing the neighborhood). <i>-- Space?</i> | 16% | 30% | 22% | 32% | 6 | 13 | 18 | 17 | 25 | 79 | 24 | 73 | 58% |
| 7_13 | CA s | 44% | 198 | EXC LUD E | Build a bike path or lane along Carlin Springs Road to Columbia Pike to allow cyclists access the many shops and opportunities on that South Arlington "main street." <i>-- Bikes go through the Park, you silly goose, no hills!</i> <i>-- Space?</i> | 22% | 34% | 16% | 28% | 6 | 17 | 21 | 13 | 22 | 79 | 27 | 73 | 48% |
| 7_14 | CA s | 48% | 198 | Inc NEED INP UT | Install a variety of additional signs to help give direction and provide better emergency access *** -- 'No turn on Red' sign at 5th Rd./Glencarlyn Rd. at right turn onto Carlin Springs Rd. *** -- A sign on Jefferson Street pointing to '5601-5621 S. 6th St.' for emergency access. *** -- 'No Outlet' signs at the beginning of all dead-end streets. *** -- Set 20 mph speed limit inside the "village." ***Add 'Speed Limit Enforced' signs. *** -- To minimize confusion having three 5th Roads so close to each other, install at the entry to 5th Rd. off Carlin Springs a sign saying 'For 5600 block of 5th Rd., use 5th St. and turn right one block.' *** -- At Route 50 at Manchester St. a sign that says 'No turn on red when pedestrians are present.' <i>-- Too many issues in one question. (x 3)</i> <i>-- Too much nannyism in this. Grow up!!</i> <i>-- Add a "Do Not Block Intersection" sign on southbound Carlin Springs Road at 4th street.</i> <i>-- At Carlin Springs Rd. entrance behind Kenmore School, place a sign that says "one Way only" coming in and "No exit" to keep cars from going out onto Carlin Springs Road at that juncture. We've had several close calls with cars trying to exit there.</i> (Seeking input on individual pieces) | 19% | 33% | 27% | 22% | 11 | 15 | 15 | 21 | 17 | 79 | 26 | 68 | 56% |

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| Surv Q # | Action / sug | 3 & 4 as % all | Point s | In or Exclu de | Questions (comments in italics) | 2 or UnMa rked | | | | # Unma rked | # 2 or Unma rked | | | | # Mark ed total | 3 & 4 as % Mark ed | | |
|----------|--------------|----------------|---------|----------------|---|----------------|----------|------------|------------|-------------|------------------|-----|-----|-----|-----------------|--------------------|-------|-----|
| | | | | | | 1 as % all | as % all | 3 as % all | 4 as % all | | # 1 | # 2 | # 3 | # 4 | | | Total | |
| | | | | | <p>*****Comments on specific proposals of 7_14 *****</p> <p>-- 'No turn on Red' sign at 5th Rd./Glencarlyn Rd. at right turn onto Carlin Springs Rd.</p> <p>-- <i>No! (x 3)</i></p> <p>-- <i>Add, "When pedestrians are present"</i></p> <p>-- A sign on Jefferson Street pointing to '5601-5621 S. 6th St.' for emergency access.</p> <p>-- <i>Yes!</i></p> <p>-- 'No Outlet' signs at the beginning of all dead-end streets.</p> <p>-- <i>"Dead end" is good.</i></p> <p>-- Set 20 mph speed limit inside the "village." Add 'Speed Limit Enforced' signs.</p> <p>-- <i>Yes. (x 2)</i></p> <p>-- <i>No to the "Speed Limit Enforced signs.</i></p> <p>-- <i>It is doubtful that Virginia code provides for speed limits less than 25 on residential streets.</i></p> <p>-- To minimize confusion having three 5th Roads so close to each other, install at the entry to 5th Rd. off Carlin Springs a sign saying 'For 5600 block of 5th Rd., use 5th St. and turn right one block.'</p> <p>-- <i>Yes!!</i></p> <p>-- <i>Maybe, but too confusing.</i></p> <p>-- <i>OK, but it should say "... turn right <u>two</u> blocks."</i></p> <p>-- <i>We also need a sign for people traveling southbound showing that they can turn at 1st, 2nd, 3rd, 4th, etc.</i></p> <p>-- At Route 50 at Manchester St. a sign that says 'No turn on red when pedestrians are present.'</p> <p>-- <i>So many accidents here!</i></p> | | | | | | | | | | | | | |
| 7_15 | CA | 63% | 228 | Incl | <p>Provide more police presence along Carlin Springs Road during rush hour to reduce speed and ensure compliance with the "Do not block intersection" signs.</p> <p>-- <i>Would have to be on foot!</i></p> <p>-- <i>No to more police. Yes to better signage. There are no "Do not block intersection" signs – only "Stop here on red."</i></p> <p>-- <i>Yes! To the "Do Not Block the Intersection" sign.</i></p> <p>-- <i>The whole County needs more police presence. Currently there are 15-16 officers on the streets per shift.</i></p> | 13% | 24% | 25% | 38% | 6 | 10 | 13 | 20 | 30 | 79 | 19 | 73 | 68% |
| 7_16 | CA s | 43% | 193 | EXC LUD E | <p>Consider having the ART 75 buses stop at the Glencarlyn Library, especially, at rush hour.</p> <p>-- <i>Keep buses out of the neighborhood.</i></p> | 22% | 35% | 20% | 23% | 7 | 17 | 21 | 16 | 18 | 79 | 28 | 72 | 47% |

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| | | | | | | 1 as % all | as % all | 3 as % all | 4 as % all | | | | | | | | | |
| 7_17 | CA | 33% | 190 | Incl | Establish permit parking on the north houses side on 2nd Street south from 5863 to 5949 (between Kenmore and Manchester) because of the large number of vehicles associated with the playing fields. (Issue is more serious in the 5900 block) <i>-- A survey was done by the County about ballplayers parking on the residential streets, and we were approved. But all the residents on the 5900 block had to sign the form – and there was negativity because of the fee we had to pay per car. If there was no fee, then it might work.</i> (Although the overall numbers are not good, the 4 responses from the immediate area were 4-4-3-2) | 10% | 57% | 15% | 18% | 12 | 8 | 33 | 12 | 14 | 79 | 45 | 67 | 39% |
| 7_18 | CA s | 41% | 192 | EXC LUD E | Limit parking to one side on the 1st block of the numbered streets east of Carlin Springs Rd. and the Arlington Blvd. service road. <i>-- Great for traffic, but what about the residents?</i> | 15% | 44% | 23% | 18% | 9 | 12 | 26 | 18 | 14 | 79 | 35 | 70 | 46% |
| 7_19 | CA s | 77% | 257 | Incl ISS UE | The County Fire Department should evaluate all the neighborhood's streets to determine where parking on both sides prevents emergency access. <i>-- Specifically evaluate whether or not a fire truck could reach the east end of 3rd St., south when cars are parked on both sides between Jefferson and Illinois. A regular car can barely get through.</i> (NEED TO DISCUSS) | 5% | 18% | 24% | 53% | 7 | 4 | 7 | 19 | 42 | 79 | 14 | 72 | 85% |
| 7_20 | OR s | 52% | 217 | Incl | WMATA is encouraged to provide more frequent bus service on the 25 line, at least at rush hour. <i>-- ART buses could come more frequently, too</i> (Combined 7-20 and 7-21) | 4% | 44% | 25% | 27% | 9 | 3 | 26 | 20 | 21 | 79 | 35 | 70 | 59% |
| 7_21 | OR s | 54% | 218 | Incl | WMATA is encouraged to provide improved upkeep, landscaping, informational signs, and the addition of attractive bus stops and shelters to encourage use of buses. <i>-- A bench, please (Added)</i> (Combined 7-20 and 7-21) | 4% | 42% | 29% | 25% | 10 | 3 | 23 | 23 | 20 | 79 | 33 | 69 | 62% |
| 7_22 | OR s | 89% | 284 | Incl | Residents should prune back vegetation at all corners where visibility is now obstructed. <i>-- ... and around street lights.</i> <i>-- Tall shrubbery at the corner house, 4th and Kensington.</i> | 0% | 11% | 18% | 71% | 5 | 0 | 4 | 14 | 56 | 79 | 9 | 74 | 95% |

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|-------------------------------|--------------|----------------|---------|----------------|---|----------------|----------|------------|------------|-----|-------------|------------------|-----------------|--------------------|-----|
| | | | | | | 1 as % all | as % all | 3 as % all | 4 as % all | # 1 | | | | | # 2 |
| General comments on chapter 7 | | | | | <p><i>-- Install a traffic light at Carlin Springs Road and 1st St., S, TIMED TO COINCIDE WITH THE LIGHT at Carlin Springs and the Route 50 entrance ramps. The "Stop here when light is red" sign at Carlin Springs and 1st St., S helps some, but is often ignored or unnoticed by northbound drivers who block that intersection, preventing other drivers from turning onto Carlin Springs from 1st St, S or from turning left from southbound Carlin Springs into 1st St.</i></p> <p><i>-- Create a garden community group to improve bus stops on access road to Route 50 and on Carlin Springs Road.</i></p> <p><i>-- Remove vegetation that blocks views at intersections, particularly along Carlin Springs Road.</i></p> <p><i>-- Need police presence at US 50 and Manchester for people blocking intersection.</i></p> <p><i>-- Please, snow removal at the bus stops along Carlin Springs Road.</i></p> <p><i>-- Restrict, restrict, restrict – shheesh! Your traffic control ideas are arcane.</i></p> <p><i>-- Add 5 seconds to the green [light] at 5th and Carlin Springs. (Added new supporting concern)</i></p> | | | | | | | | | | |

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| Surv Q # | Action / 04 sug | 3 & 4 as % all | Point s | In or Exclu de | Questions (comments in italics) | 2 or UnMa rked | | | | # Unma rked | # 1 | # 2 | # 3 | # 4 | Total | # 2 or Unma rked | # Mark ed total | 3 & 4 as % Mark ed |
|------------------|-----------------|----------------|---------|----------------|--|----------------|----------|------------|------------|-------------|-----|-----|-----|-----|-------|------------------|-----------------|--------------------|
| | | | | | | 1 as % all | as % all | 3 as % all | 4 as % all | | | | | | | | | |
| Chapter 8 | | | | | STREETS AND SIDEWALKS | | | | | | | | | | | | | |
| 8_1 | CA s | 81% | 273 | Incl | The County Manager and County Board need to open mindedly consider requests for waivers to the current Sidewalk Policy permitting street improvement projects (the construction of curb and gutter, drainage systems, and repaving) without requiring a sidewalk on at least one side of the street under the recently approved waiver process. <i>-- Yes! (x 2) -- Hopefully they are open-minded.</i> | 9% | 10% | 8% | 73% | 4 | 7 | 4 | 6 | 58 | 79 | 8 | 75 | 85% |
| 8_2 | CA s | 78% | 266 | Incl | In considering curb and gutter projects, the County needs to follow the recommendations of the 2006 Glencarlyn Neighborhood Street and Sidewalk Master Plan that established a comprehensive approach to sidewalks in Glencarlyn after analyzing such factors as pedestrian patterns, street widths, existing street trees, drainage, historic character, handicapped accessibility, and expense. (Combine 8-2 and 8-3 to eliminate seeming inconsistencies) | 8% | 14% | 13% | 66% | 7 | 6 | 4 | 10 | 52 | 79 | 11 | 72 | 86% |
| 8_3 | CA | 75% | 257 | Incl | Street improvement projects (curbs, gutters, and sidewalks were appropriate) will be undertaken on a block by block basis as requested by the residents on the affected block (through the Neighborhood Conservation petition process). This recommendation also applies to those blocks that have existing curb and gutter on part of the block. <i>-- Lack of sidewalks is an issue for people from all over the neighborhood., including children walking up S. Kensington to the library. -- When curb and gutter is installed (even if not an NC project) please ensure that it drains.</i> (Combine 8-2 and 8-3 to eliminate seeming inconsistencies) | 8% | 18% | 16% | 58% | 5 | 6 | 9 | 13 | 46 | 79 | 14 | 74 | 80% |

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|----------|--------------|----------------|---------|-----------------------------------|--|----------------|----------|------------|------------|-------------|------------------|-----|-----|-----|-----------------|--------------------|-------|-----|
| | | | | | | 1 as % all | as % all | 3 as % all | 4 as % all | | # 1 | # 2 | # 3 | # 4 | | | Total | |
| 8_4 | CA s | 54% | 221 | MAJ OR REV ISIO N | On residential streets, remove all of the pole-mounted cobra-head-style streetlights as street lighting is upgraded throughout the neighborhood. This recommendation would include removal of the cobra-head-style streetlights on Carlin Springs Road and replacement with the carriage-style or Carlyle-style fixtures when the County implements recommendations from the Arterial Transportation Management Study. <i>-- Need lighting that provides the best light for safety, not just looks good.</i> (See new 8H for substantially different approach proposed) | 6% | 39% | 23% | 32% | 10 | 5 | 21 | 18 | 25 | 79 | 31 | 69 | 62% |
| 8_5 | CA s | 57% | 226 | MAJ OR REV ISIO N | Use the Carlyle-style street lights throughout Glencarlyn (all blocks) for new street lighting projects (for those blocks without street lights or inadequate lighting levels). This style should replace both the existing utility pole-mounted carriage-style lights and the existing free-standing carriage-style fixtures when those fixtures need to be replaced or when a block petitions to replace the lighting on the block. . (See web site for photos of Carlyle, Carriage and cobra lights) <i>-- If energy efficient.</i> <i>-- I am most concerned that any new street lighting be energy efficient, and that places that do not have sufficient street lighting (such as S. Lexington between 3rd and 4th) get lighting installed.</i> (See new 8H for substantially different approach proposed) | 4% | 39% | 24% | 33% | 13 | 3 | 18 | 19 | 26 | 79 | 31 | 66 | 68% |
| 8_6 | CA s | 52% | 220 | MAJ OR REV ISIO N | Use white (metal-halide) lighting throughout the neighborhood in place of the mercury-vapor (bluish-white light) and high-pressure sodium (yellowish-brown) that are currently used. As new lighting is installed or older fixtures are replaced the metal-halide type lighting should be used. (See new 8H for substantially different approach proposed) | 3% | 46% | 23% | 29% | 14 | 2 | 22 | 18 | 23 | 79 | 36 | 65 | 63% |

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|----------|--------------|----------------|---------|------------------|---|----------------|----------|------------|------------|-------------|-----|-----|-----|-----|-------|------------------|-----------------|--------------------|
| | | | | | | 1 as % all | as % all | 3 as % all | 4 as % all | | | | | | | | | |
| 8_7 | CA s | 77% | 249 | Incl | Each street improvement project must include new street tree plantings in the public right-of-way to the greatest extent possible. Where overhead utility lines do not interfere, large deciduous shade trees (especially oaks, hickories, ash, yellowwood, and linden) may be used. Otherwise, smaller flowering trees that can grow underneath the utility lines (such as kousa dogwood, saucer magnolia, redbud, and crabapples) should be installed. The long-term goal is 50-60% canopy cover, even in residential areas. <i>-- This will make streets dark and leave houses without sunlight. -- We support the least bright of these three options.</i> | 6% | 16% | 33% | 44% | 6 | 5 | 7 | 26 | 35 | 79 | 13 | 73 | 84% |
| 8_8 | CA s | 59% | 229 | Incl | Where right-of-way space is not available for street tree plantings as part of street improvement projects, the County is encouraged to request permission (easements) to plant trees on private property adjacent to the right-of-way. Owners are encouraged to allow street tree plantings on their properties as part of street improvement projects. <i>-- How do you encourage? What do you mean?</i> | 8% | 33% | 22% | 38% | 10 | 6 | 16 | 17 | 30 | 79 | 26 | 69 | 68% |
| 8_9 | CA s | 54% | 215 | Incl | NC street tree planting projects are encouraged to be undertaken by residents on a block-by-block basis throughout the neighborhood where curbs and gutters may already exist. The NC petition process would apply. Special priority should be given to blocks with few or no street trees, such as Larrimore St., 1st and 3rd Sts. west of Carlin Springs Rd., 5th Rd. west of Carlin Springs Rd., Harrison Street Circle, Jefferson and Kensington Sts., and the 5600 block of 4th Street. Additional NC landscaping projects should be undertaken to improve the appearance of street ends and the Harrison Street circle island. | 5% | 41% | 32% | 23% | 10 | 4 | 22 | 25 | 18 | 79 | 32 | 69 | 62% |
| 8_10 | CA | 38% | 198 | EXCLU D E | In the traffic planning for the entire length of Carlin Springs Road within this neighborhood, especially alongside the new Kenmore Middle School, a coordinated street planting plan will greatly help create a dignified, majestic "look" to this, our "Main Street." [It may be too late for this, since trees have just been installed along this face of the school property.] <i>-- These trees are still small enough to be transplanted. -- Some are dying, may need water. -- "Majestic?" Give me a break!</i> | 6% | 56% | 19% | 19% | 12 | 5 | 32 | 15 | 15 | 79 | 44 | 67 | 45% |

Appendix E - Survey Analysis

| Surv Q # | Action / sug | 3 & 4 as % all | Point s | In or Exclu de | Questions (comments in italics) | 2 or UnMa rked | | | | # Unma rked | # 2 or Unma rked | | | | # Mark ed total | 3 & 4 as % Mark ed | | |
|----------|--------------|----------------|---------|----------------|---|----------------|----------|------------|------------|-------------|------------------|-----|-----|-----|-----------------|--------------------|-------|-----|
| | | | | | | 1 as % all | as % all | 3 as % all | 4 as % all | | # 1 | # 2 | # 3 | # 4 | | | Total | |
| 8_11 | CA s | 81% | 265 | Incl | Clear sidewalks on the west side of Carlin Springs Rd. between 7th Rd. and Route 50 of all over-grown vegetation, especially that which blocks bus stops and other signs. People using wheelchairs cannot now easily use this sidewalk. <i>-- A portion is in Fairfax County.</i> | 1% | 18% | 25% | 56% | 6 | 1 | 8 | 20 | 44 | 79 | 14 | 73 | 88% |
| 8_12 | OR s | 87% | 271 | Incl | The Virginia Department of Transportation (VDOT) is encouraged to remove invasive vines and sprouts (especially Ailanthus altissima) from plantings along US Route 50, remove dead and dying trees, and thicken tree rows alongside the new Kenmore Middle School. <i>-- And mow! I think it is imperative to plant trees that are hardy to our area and not prone to disease, etc. I also think it important that the County mow the area of Carlin Springs Rd. and Route 50 more often than they do. It is often quite overgrown and untidy looking.</i> | 1% | 11% | 30% | 57% | 7 | 1 | 2 | 24 | 45 | 79 | 9 | 72 | 96% |
| 8_14 | OR s | 66% | 237 | Incl | Property owners must ensure that sidewalks are shoveled within 24 hours of a snowfall – especially sidewalks used by school children. <i>-- If it is a continuous sidewalk. -- Some folks are elderly, work, etc. -- What about old folks? And along Carlin Springs Road where plows heap the road snow on sidewalks? Who enforces? -- The GCA should have a list of volunteer snow shovellers available so that residents can sign up at a minimal yearly fee to automatically have their sidewalks shoveled when it snows. Many residents are elderly or travel or business and may not be at home when snow falls. -- Follow whatever the law already is.</i> (Modified to include some of recommendations above) | 8% | 27% | 24% | 42% | 8 | 6 | 13 | 19 | 33 | 79 | 21 | 71 | 73% |

Appendix E - Survey Analysis

| Surv Q # | Action / 04 sug | 3 & 4 as % all | Point s | In or Exclu de | Questions (comments in italics) | 2 or UnMa rked | | | | # Unma rked | # 1 | # 2 | # 3 | # 4 | Total | # 2 or Unma rked | # Mark ed total | 3 & 4 as % Mark ed | | |
|----------|-------------------------------|----------------|---------|----------------|--|----------------|----------|------------|------------|-------------|-----|-----|-----|-----|-------|------------------|-----------------|--------------------|--|--|
| | | | | | | 1 as % all | as % all | 3 as % all | 4 as % all | | | | | | | | | | | |
| | General comments on chapter 8 | | | | <p>-- 8.2 and 8.3 contradict each other.</p> <p>-- The County should have to give us roads. The state of the streets is appalling – and you have no mention of that.</p> <p>-- Arlington County should be ashamed of the condition of the streets in the neighborhood!! I hope “I am on your side” does a report on the non-use of tax dollars in our community!!</p> <p>-- We are a very pedestrian-intensive neighborhood. Sidewalks area a priority throughout the neighborhood.</p> <p>-- For pedestrian safety, there should be a sidewalk on at least one side of all streets, particularly children walking to the library,</p> <p>-- I am against any new curb and gutter projects and especially sidewalks. This community has thrived all these years without them, and as one can see, curb and gutter has done nothing to help the traffic flow on south 3rd and 4th streets.</p> <p>-- Wise old saying: MYOB, When you mind your on business, you won't be minding mine.</p> <p>-- Purchase the vacant lot on Carlin Springs Road and 2nd St and make it into a gateway park.</p> <p>-- I wish I could use the new sidewalk on the 5800 block of 3rd Street after I get off the bus, but, someone's boat trailer blocks the sidewalk.</p> <p>-- In reference to curbs and gutters, these are not the best “green” ideas for the Park. We should have left the sides of the streets alone and kept the country quaintness of Glencarlyn. Now it is a city, with water flowing too fast to the creek. What a surprise!</p> <p>-- The County should evaluate roads and improve drainage using means other than curbs and gutters (e.g. crest of road, water bars), such as at the east end of 3rd St., S, which receives water from two directions and needs some simple, but useful, engineering (not a misplaced asphalt berm).</p> <p>-- We need a safe place for people to wait for the bus and walk to school. The sidewalks on Carlin Springs Road are dangerous for both activities.</p> <p>-- Sidewalks are a public safety matter. Where sidewalks are located should not be determined by individual property owners. The County has easements and should use them to protect our children and pedestrians.</p> <p>-- There are a number of places where property owners have blocked off county easement on their property which force people [following sidewalks] onto the street (e.g., house next to Carlin Hall). Also, a house in the 5800 block of 3rd St., S, has a boat trailer that extends into the sidewalk.</p> <p>-- The neighborhood has many more cars and more traffic than it did 25 years ago. We need sidewalks to protect pedestrians and particularly children. This should be a “walkable” neighborhood.</p> <p>-- I think we really need sidewalks, at least on one side, on S. Kensington between 5th and 4th Streets for people walking to the library. (A safety issue).</p> <p>-- Repave the streets. Visitors to our neighborhood say it looks like we live in Eastern Europe, and it's not because of the street lights or trees.</p> <p>-- When planning lighting, please focus on energy efficiency and safety, not primarily looks.</p> <p>-- What about the horrific state of our roads (post water line project)? Repairing our messed up roads is my #1 priority!! I don't understand why the roads in such need of repair after the water line project are not addressed here. (Added new)</p> <p>-- More lights are needed at the end of the 5900 block of 2nd St., across from the wooded area at the west end of the Kenmore fields. (Added new)</p> | | | | | | | | | | | | | | | |

Appendix E - Survey Analysis

| Surv Q # | Action / 04 sug | 3 & 4 as % all | Point s | In or Exclu de | Questions (comments in italics) | 2 or UnMa rked | | | | # Unma rked | # 1 | # 2 | # 3 | # 4 | Total | # 2 or Unma rked | # Mark ed total | 3 & 4 as % Mark ed |
|------------------|-----------------|----------------|---------|----------------|---|----------------|----------|------------|------------|-------------|-----|-----|-----|-----|-------|------------------|-----------------|--------------------|
| | | | | | | 1 as % all | as % all | 3 as % all | 4 as % all | | | | | | | | | |
| Chapter 9 | | | | | OTHER INFRASTRUCTURE | | | | | | | | | | | | | |
| 9_1 | CA | 65% | 238 | Incl | Develop a comprehensive neighborhood-wide drainage plan that will be incorporated in the individual block by block conservation projects (see Recommendations 4.2 and 4.3). <i>-- I do not understand the full implications of this.</i> | 1% | 34% | 27% | 38% | 14 | 1 | 13 | 21 | 30 | 79 | 27 | 65 | 78% |
| 9_2 | CA | 70% | 239 | Incl | Coordinate beautification projects outlined in Table B. TABLE B – Suggested Beautification Projects *** - A More decorative street lighting. *** -- B 7-11 area, including adjoining apartments. *** -- C All properties facing Carlin Springs Rd.*** -- D Route 50 right-of-way, including the Carlin Springs Rd. underpass and surrounding area, the service road behind Kenmore School, the bus stops, and the intersection with Manchester Street *** -- E Carlin Springs Road, its bus stops, and adjoining properties. *** -- F The Carlin Cemetery plot.***-- G County property at the South end of Kensington St. (at 5th Rd.) and for about 100 ft. west on the County ROW should be re-planted as needed and maintained on a regular basis. ***-- H Clean up of wooded area at west end of Kenmore fields.*** -- I At 2nd and Manchester Sts., put a pedestrian gate in the fence.*** -- J 4th St., 5400 block south side -- new curb*** -- K 6th St., 5600 block – railing at the dead-end is in bad shape and the dead fallen trees are ugly*** -- L The Carlin Springs in the park needs renovating***-- M Carlin Cemetery grounds are empty. Improve them with walkway, benches, landscaping, improved access***-- N Library parking lot ***-- O Entry driveway to Long Branch Nature Center***-- P Trailhead above the Nature Center at the end of Jefferson St. <i>-- I do not understand the intent of these actions.</i> <i>-- Has too many entries to just rate once.</i> <i>-- No to (M).</i> <i>-- For (I), for Fairfax residents?</i> (Revised to reflect appropriate County funded projects) | 3% | 28% | 34% | 35% | 13 | 2 | 9 | 27 | 28 | 79 | 22 | 66 | 83% |
| 9_4 | CA s | 54% | 213 | Incl | At the dead-end of 5600 6th St., beautify the street end. Remove deteriorated railing and dead trees. | 6% | 39% | 33% | 22% | 9 | 5 | 22 | 26 | 17 | 79 | 31 | 70 | 61% |

Appendix E - Survey Analysis

| Surv Q # | Action / sug | 3 & 4 as % all | Points | In or Exclde | Questions (comments in italics) | 2 or UnMarked | | | | # Unmarked | # 1 | # 2 | # 3 | # 4 | Total | # 2 or Unmarked | # Marked total | 3 & 4 as % Marked |
|----------|--------------|----------------|--------|--------------|--|---------------|----------|------------|------------|------------|-----|-----|-----|-----|-------|-----------------|----------------|-------------------|
| | | | | | | 1 as % all | as % all | 3 as % all | 4 as % all | | | | | | | | | |
| 9_5 | OR s | 72% | 243 | Incl | <p>Work with VEPCO, the telephone companies, and cable TV companies to bury some or all of the overhead utility lines to enhance visual quality, reduce conflicts with trees, and reduce power outages.</p> <p><i>-- Don't you mean Dominion Virginia Power, not VEPCO? (fixed)</i></p> <p><i>-- Sounds very destruction of trees and yards.</i></p> <p><i>-- Sounds expensive!</i></p> <p><i>-- Only where safety the [undecipherable] factor.</i></p> | 8% | 20% | 29% | 43% | 7 | 6 | 9 | 23 | 34 | 79 | 16 | 72 | 79% |
| 9_6 | OR s | 71% | 241 | Incl | <p>Set up within the GCA a task force to look at eyesores and safety hazards, developing strategies to work with landowners to clean them up. Include small beautification projects, especially around the 7-11 area, park entrances, and at unsightly street ends. Safety hazards include the drains at 4th St. (between the church and Carlin Hall with large unsafe openings), Carlin Hall's handicapped accessibility, various sites listed where rats have been found, and unoccupied houses.</p> <p><i>-- The house at the corner of 5th Road and Kensington looks awful. No one has lived in it for 10+ years. The curtains are rotting in the windows. Big eyesore!</i></p> <p><i>-- If this is about safety, we support it. But a group to root out eyesores could get overly enthusiastic about their definition of "eyesore" whether or not most people would agree with them.</i></p> | 5% | 24% | 32% | 39% | 8 | 4 | 11 | 25 | 31 | 79 | 19 | 71 | 79% |
| 9_8 | OR s | 63% | 230 | Incl | <p>Work with VDOT to re-landscape Route 50 corridor, especially plantings near the Carlin Springs Rd. overpass and screening for the new Kenmore Middle School building (See Recommendation 8.11).</p> <p><i>-- We oppose this action because the recommendation is very unclear in its intent and breadth. We were involved in the original landscaping and restoration effort following the widening of the Route 50 bridge and highway itself. We are very much opposed to any action that would in any way diminish the landscaping and visual barrier implemented at that time.</i></p> <p>(Changed wording to reflect concern)</p> | 4% | 33% | 32% | 32% | 9 | 3 | 17 | 25 | 25 | 79 | 26 | 70 | 71% |
| 9_10 | OR s | 56% | 225 | Incl | <p>Excavate and restore, as conditions allow, the Carlin Springs.</p> <p><i>-- I don't know what you mean by "excavate" in this case, but I do know that this area is long overdue for some respect and historic dignity. This is a way overlooked area in our community.</i></p> | 3% | 42% | 24% | 32% | 12 | 2 | 21 | 19 | 25 | 79 | 33 | 67 | 66% |

Appendix E - Survey Analysis

| Surv Q # | Action / 04 sug | 3 & 4 as % all | Point s | In or Exclu de | Questions (comments in italics) | 2 or UnMa rked | | | | # Unma rked | # 2 or Unma rked | | | | # Mark ed total | 3 & 4 as % Mark ed | | |
|-------------------------------|-----------------|----------------|---------|----------------|--|----------------|----------|------------|------------|-------------|------------------|-----|-----|-----|-----------------|--------------------|-------|-----|
| | | | | | | 1 as % all | as % all | 3 as % all | 4 as % all | | # 1 | # 2 | # 3 | # 4 | | | Total | |
| General comments on chapter 9 | | | | | <p>-- Add to Table B the 5400 block of 3rd St., S. Since the County refused to regrade the road, homeowners funded a project to correct flooding in driveways. But the end of the street is still an issue.</p> <p>-- Along the east side of Manchester Street, why can't we have a cement wall instead of a wooden fence? It would keep the traffic noise down and keep the gangs from coming into the woods. On the 5900 block of 2nds St., S., this year alone, we've had spray painting on the fence, stolen cars, drug activity, homeless people living in the woods, people walking down the street drinking beer and then throwing the beer cans in the woods. With all the street gangs that live in Woodlake Towers, we're inviting them to come into Arlington. You can't seal up the wooden fence – the kids will knock it down. But you can put up a 12-foot concrete wall. It would keep traffic noise and vandalism down.</p> <p>-- The storm drain at the east end of 3rd St that runs under the street and into the Park constantly clogs with debris, leaving a puddle that attracts mosquitoes. A re-structured storm system there is needed. (Added NEW)</p> <p>-- The 300 block of Harrison St. has badly crumbling asphalt that is a serious hazard to bike riders and pedestrians as they enter the Park. (Added)</p> | | | | | | | | | | | | | |
| Chapter 10 | | | | | COUNTY SERVICES | | | | | | | | | | | | | |
| 10_1 | CA s | 73% | 250 | Incl | Reconstitute a Neighborhood Crime Watch program. (90% of the survey respondents said "yes" or "maybe" to re-instituting community Crime Watch.) | 0% | 27% | 30% | 43% | 7 | 0 | 14 | 24 | 34 | 79 | 21 | 72 | 81% |
| 10_2 | CA s | 78% | 257 | Incl | Schedule two or three more leaf pick-up dates in the fall and two or more additional yard waste pick ups in the spring. Adjust the period the leaf pickups occur to the time the need exists due to the weather conditions each year. -- Yes!! -- Based on neighborhood need. | 5% | 16% | 27% | 52% | 4 | 4 | 9 | 21 | 41 | 79 | 13 | 75 | 83% |
| 10_3 | CA s | 58% | 227 | Incl | Schedule more frequent litter pick up by County crews, especially along major roadsides. More frequent street cleaning would also be welcome. -- With a more efficient truck! -- Yes! | 3% | 39% | 27% | 32% | 7 | 2 | 24 | 21 | 25 | 79 | 31 | 72 | 64% |
| 10_4 | CA s | 73% | 251 | Incl | Provide random police patrols in the afternoons to monitor middle school students passing through neighborhood streets. -- Yes! (x 2) -- These already occur. | 3% | 24% | 27% | 47% | 8 | 2 | 11 | 21 | 37 | 79 | 19 | 71 | 82% |
| 10_5 | CA s | 62% | 231 | Incl | Patrol 5th Rd. (by the urgent care center fence) where non-residents park extra cars. Watch elsewhere look for commercial vehicles licensed in D.C. | 4% | 34% | 28% | 34% | 7 | 3 | 20 | 22 | 27 | 79 | 27 | 72 | 68% |

Appendix E - Survey Analysis

| Surv Q # | Action / sug | 3 & 4 as % all | Point s | In or Exclu de | Questions (comments in italics) | 2 or UnMa rked | | | | # Unma rked | # 1 | # 2 | # 3 | # 4 | Total | # 2 or Unma rked | # Mark ed total | 3 & 4 as % Mark ed |
|----------|--------------|----------------|---------|------------------|--|----------------|----------|------------|------------|-------------|-----|-----|-----|-----|-------|------------------|-----------------|--------------------|
| | | | | | | 1 as % all | as % all | 3 as % all | 4 as % all | | | | | | | | | |
| 10_6 | CA s | 86% | 276 | Incl | Patrol for gang activity in and around the park, especially after dark. Encourage more police presence around the park – or some way to cut off vehicle traffic into the park at night. <i>-- Yes!</i> | 3% | 11% | 20% | 66% | 6 | 2 | 3 | 16 | 52 | 79 | 9 | 73 | 93% |
| 10_7 | CA s | 61% | 233 | Incl | Provide better information to residents about disposal of hazardous wastes. | 3% | 37% | 24% | 37% | 6 | 2 | 23 | 19 | 29 | 79 | 29 | 73 | 66% |
| 10_8 | CA s | 61% | 225 | Incl | On County property at the South end of Kensington St. (at 5th Rd.) and for about 100 ft. west on the County right of way, remove unsightly guard rail and plant trees and shrubs as needed. Maintain on a regular basis. | 4% | 35% | 33% | 28% | 10 | 3 | 18 | 26 | 22 | 79 | 28 | 69 | 70% |
| 10_9 | CA s | 54% | 215 | EXC LUD E | Periodically inspect the neighborhood for illegal multi-family occupants. <i>-- Shame on you!</i> <i>-- I'm very much against this. I don't believe it is a real problem here – and, besides, it's an invasion of privacy. I am also not sure what this means. Is it illegal to rent out an extra room (which I don't think is true), or are you looking for illegal immigrants?</i> <i>-- Yes! (x 2)</i> <i>-- Why is this inserted here? Sounds mean-spirited. If there's a big problem in a house, take care of it. But no regular inspections.</i> | 19% | 27% | 18% | 37% | 6 | 15 | 15 | 14 | 29 | 79 | 21 | 73 | 59% |
| 10_10 | CA s | 41% | 193 | EXC LUD E | Add historic street names to street signs (much more interesting than numbers), to give neighborhood a distinctive historic flavor (not just in the Village Center). <i>-- Could this be confusing for visitors to the neighborhood? (x 2)</i> | 18% | 42% | 19% | 22% | 9 | 14 | 24 | 15 | 17 | 79 | 33 | 70 | 46% |
| 10_11 | CA s | 65% | 225 | Incl | Identify historic houses (esp. those over 100 years old) with plaques. <i>-- Yeah! Yes!</i> | 5% | 30% | 39% | 25% | 9 | 4 | 15 | 31 | 20 | 79 | 24 | 70 | 73% |
| 10_12 | CA s | 66% | 237 | Incl | Foster a County-wide anti-litter campaign, especially at exits and entrances to Route 50, with special outreach to immigrant community. <i>-- Enlist "Adopt an Access Road" plan . . . and clean-up crews.</i> <i>-- Sounds like stereotyping.</i> <i>-- Not sure what this means. Which/who is an immigrant? Is there an assumption that immigrants have different litter concerns than us? Do you mean particular apartment buildings . . . I'm confused by this.</i> (Dropped reference to immigrants) | 4% | 30% | 28% | 38% | 9 | 3 | 15 | 22 | 30 | 79 | 24 | 70 | 74% |

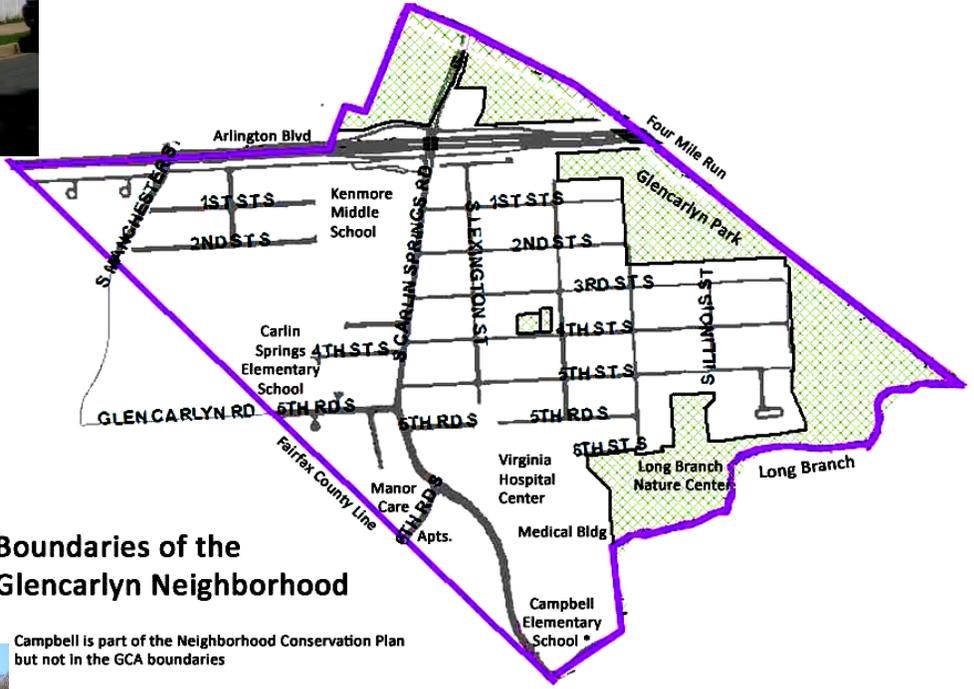
Appendix E - Survey Analysis

| Surv Q # | Action / 04 sug | 3 & 4 as % all | Point s | In or Exclu de | Questions (comments in italics) | 2 or UnMa rked | | | | # Unma rked | # 2 or Mark ed | | | | # 3 & 4 as % Mark ed | | | |
|--------------------------------|-----------------|----------------|---------|----------------|--|----------------|----------|------------|------------|-------------|----------------|-----|-----|-----|----------------------|-------|------------------|-----------------|
| | | | | | | 1 as % all | as % all | 3 as % all | 4 as % all | | # 1 | # 2 | # 3 | # 4 | | Total | # 2 or Unma rked | # Mark ed total |
| 10_13 | OR | 78% | 266 | Incl | Ensure the U.S. Postal Service maintains a mailbox at the Library and posts pick up times on it. In fact, we'd prefer is as a drive-up type installed in the Library parking lot. <i>-- Leave it as it is – not necessary to put in parking lot. -- Yes! (x 2)</i> | 4% | 18% | 16% | 62% | 5 | 3 | 9 | 13 | 49 | 79 | 14 | 74 | 84% |
| 10_14 | OR s | 59% | 224 | EXC LUD E | The owner of 5814 Arlington Boulevard should beautify this small apartment building since it is a highly visible structure at the entrance to the neighborhood. <i>-- Absolutely! This looks like a used car lot. Very embarrassing!</i> | 9% | 32% | 27% | 33% | 7 | 7 | 18 | 21 | 26 | 79 | 25 | 72 | 65% |
| General comments on chapter 10 | | | | | <p><i>-- There is a rather obvious drug market at 5713 3rs St., S. The Arlington County Police have been contacted several times, with no resulting action. Something needs to be done.</i></p> <p><i>-- The animal officer needs to patrol more at Kenmore for dogs running loose on the field. The owners just let them run.</i></p> <p><i>-- Check out County-owned trees overhanging private property at the South end of Kensington at 5th Road.</i></p> <p><i>-- Concerning 9.2 (G) and 10.8, the County should also maintain and improve the remainder of the street ROW from 100 feet west of the dead end of the 5700 block [of 5th Rd.].</i></p> <p><i>-- I just installed rain barrels on the downspouts of my house. The County should encourage all residents to do this by offering low-priced barrels for purchase. This would help our water run-off problem and conserve water.</i></p> <p><i>-- We need more sanding/salt on 5400 block 3rd St., S. This hill is difficult to get up when icy or snowy. (Added NEW)</i></p> <p><i>-- We need police enforcement of people running through stop signs within the neighborhood. (Added NEW)</i></p> | | | | | | | | | | | | | |

Appendix E - Survey Analysis

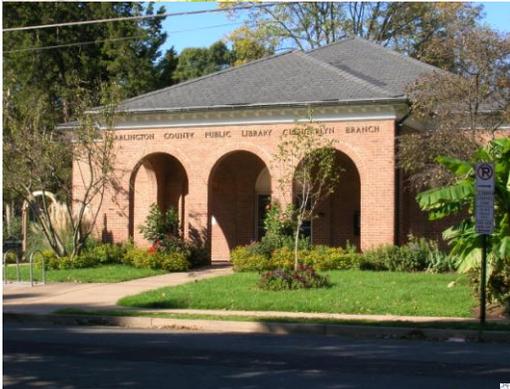
Other comments, suggestions, or ideas:

- Thank you for all your work on this, and also for the opportunity to provide feedback on recommendations.
- Thank you for all this hard work! (x 2)
- This is a wonderful document, but massive plans and suggestions!
- I think this was wonderfully done. Not a single thing was left out as far as I can tell. A lot of time was obviously put into this and it shows! I really feel that more attention needs to be paid to the historic significance of various areas in our village:
 - Carlin Springs
 - historic homes, over 100 years old, as stated
 - street signs with the old names (which were trees, by the way) - maybe even plaques on or near trees that are older and significant.Speaking of trees, we should make sure that people don't just cut down an older tree because it is in the way or drops things they don't like. The trees were here first!
- I appreciate all of the time and effort in the development of this survey and in the planning that led up to the survey.
- Many of these recommendations have too many parts in them that don't always agree or fit together making decisions about them more difficult.
- Our house is surrounded by homes with dogs. Our neighbors are great people, but they allow their dogs to bark outside at all hours of the night – every night. We are not sure which dogs are barking on any given night, but every night between 11 pm and 5 am at least one dog is let outside where it barks for several minutes. Loudly. We are not exaggerating. This happens just about every night. Since we're not sure which neighbor's dog is barking (we don't feel like getting up at 4 a.m. to investigate) we would appreciate an article in the Village View reminding responsible dog owners about being considerate to their neighbors. Remind them about the hours in which dogs are expected to be kept quiet. And please inform Glencarlyn residents regarding the recourse they have in such situations.
- Supply additional new and classic books to the Glencarlyn Library. Open it Thursday nights.
- I am against anything that is optional and will increase taxes. Many of these projects would be nice, but not if it means I can no longer afford to live in the neighborhood.
- Most of us would like to see the streets paved and vacant houses cleaned up – and the mulch mess by the library cleaned up. It is an eyesore!
- Keep this type of write-in comment collection for future neighborhood goings-on. Very useful and convenient.
- There are too many questions!
- My priorities: health, public safety (street lighting, access to public facilities, safe walkways, protection of children – including local students), environmental protection (erosion control, mitigating runoff, litter control in the streams, and control of toxic substances).



Boundaries of the Glencarlyn Neighborhood

Campbell is part of the Neighborhood Conservation Plan but not in the GCA boundaries



RESOLUTION TO RATIFY AND AUTHORIZE THE ADVERTISEMENT OF PUBLIC HEARINGS TO CONSIDER AMENDING, REENACTING AND RECODIFYING THE ARLINGTON COUNTY ZONING ORDINANCE, SECTIONS 20 (APPENDIX A) AND 34 AT THE NOVEMBER 28, 2011 PLANNING COMMISSION AND DECEMBER 10, 2011 COUNTY BOARD MEETINGS, IN ORDER TO PERMIT TEMPORARY SIDEWALK SIGNS, COMMERCIAL MESSAGES ON UMBRELLAS AND COORDINATED SIGNS FOR PUBLIC PARKING GARAGES; AND TO REDUCE OR PREVENT CONGESTION IN THE STREETS, TO ENCOURAGE ECONOMIC DEVELOPMENT; AND FOR OTHER REASONS REQUIRED BY THE PUBLIC NECESSITY, CONVENIENCE AND GENERAL WELFARE, AND GOOD ZONING PRACTICE.

The County Board of Arlington County hereby resolves to ratify and authorize advertisement of public hearings to consider amending, reenacting and recodifying Arlington County Zoning Ordinance provisions in Sections 20 (Appendix A) and 34 at the November 28, 2011 Planning Commission and December 10, 2011 County Board Meetings, in order to permit temporary sidewalk signs, commercial messages on umbrellas and coordinated signs for public parking garages; and to reduce or prevent congestion in the streets, to encourage economic development; and for other reasons required by the public necessity, convenience and general welfare, and good zoning practice:

* * *

Proposed amendments are shown as follows:

- Text denoted with underline or ~~striketrough~~ is text proposed to be added or ~~deleted~~, respectively.
- Text denoted with ~~double-striketrough~~ or double-underline or is text from the existing ordinance that proposed to be ~~removed from one subsection~~ relocated to another, resectively.

1 **SECTION 20 (APPENDIX A) THE COLUMBIA PIKE SPECIAL REVITALIZATION**
 2 **DISTRICT FORM BASED CODE**

* * *

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6 **VI. ARCHITECTURAL STANDARDS**

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10 **F. Signage**

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14 **2. STANDARDS FOR SIGNAGE (WHERE CLEARLY VISIBLE FROM THE STREET)**

15 Signs that are permitted in Section 34.A.1, 34.A.4, 34.D.4, 34.E, 34.F.1, 34.F.5, 34.F.7
16 and 34.J of the Zoning Ordinance are permitted on property developed under the Form
17 Based Code.

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20 **SECTION 34. NAMEPLATES, SIGNS, AND OTHER DISPLAYS OR DEVICES TO**
21 **DIRECT, IDENTIFY, AND INFORM***

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25 **B. Definitions.**

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29 Commercial message. A sign, wording, logo, or other representation that, directly or
30 indirectly, names, advertises, or calls attention to a business, product service or other commercial
31 activity.

32 Establishment. A business or organization offering goods or services to the public,
33 including non-profit organizations.

34 * * *

35
36
37 Landscape and utility zone. The area of the sidewalk bounded by the edge of the curb
38 and a line parallel to the curb formed by connecting the edge of the street tree pits or landscape
39 strips farthest from the curb, where landscaping, street trees, utilities, and other elements, such as
40 but not limited to benches, parking meters, bicycle racks, streetlights, garbage cans, signs and
41 bus shelters, are located.

42 * * *

43
44 Temporary sidewalk sign. A temporary, self-supporting sign made of durable material
45 and located on the sidewalk in front of a use for which such a sign is allowed.

46 * * *

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48
49 **E. Signs Permitted in All Districts Without Permits.**

50
51 No permit shall be required for any of the following signs and the same may be displayed as
52 freestanding signs on private property, unless otherwise specifically noted, in any district, unless
53 otherwise specified below:

54 * * *

- 55
56
57 16. Temporary Sidewalk Signs meeting all of the standards in 34.E.16.a and b below
58 shall be permitted only for Establishments (but not for home occupations pursuant
59 to 31.A.12) in C, M, RA-H-3.2, RA4.8, R-C, Public and Special Districts

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a. General Standards

| | |
|-----------------------------|--|
| <u>Maximum size</u> | <u>7 sq. ft. per side (may be two-sided)</u> |
| <u>Maximum height</u> | <u>3.5 ft.</u> |
| <u>Number allowed</u> | <u>One per public entrance directly from sidewalk into establishment</u> |
| <u>Separate lighting?</u> | <u>No</u> |
| <u>Commercial messages?</u> | <u>Yes, related to establishment for which sign is allowed</u> |

b. Other Standards:

- 1) No more than one sidewalk sign is permitted for each public entrance to an establishment. For purposes of this subsection 34.E.16.b.1 , a parking garage is an establishment and public entrance includes a vehicular entrance;
- 2) If an establishment has more than one public entrance and two or more of the public entrances face the same street and are located within 200 feet or less of each other, then a sign shall be allowed for only one of the public entrances;
- 3) Such signs may be placed on the sidewalk only during hours the establishment is open;
- 4) Sidewalk signs shall be permitted only on sidewalks where there is an existing minimum six-foot clear walkway (an unobstructed area serving as circulation space for pedestrians). In order to provide adequate clearance for pedestrians and persons with visual and mobility disabilities, such signs shall not be placed within any required clear walkway for the site, and shall be located either entirely within two feet of the building face, or within the landscape and utility zone such that there is at least one foot between the sign and the edge of the curb (on sidewalks where there is no landscaping, sidewalk signs may be placed within four feet of the edge of the curb if such placement maintains the clear walkway required in this subparagraph);
- 5) Sidewalk signs shall not be placed in tree pits that are not covered with hard grates;
- 6) Such signs shall be self-supporting with legs or supports that are continuous with the plane of the sign face; and
- 7) Any sign found by the Zoning Administrator to be unsafe or to present a hazard or to impair a required clear walkway shall be removed immediately.

17. In permitted outdoor cafes, umbrellas may include commercial messages related to the dining facility or products served there or noncommercial messages, provided that the messages are no greater than a total of four square feet on any individual umbrella.

* * *

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98 **F. Signs Permitted in All Districts, Unless Otherwise Specified, With Permits**
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101
102 7. All public parking facilities in the Rosslyn Metro Station area, bounded by
103 North Rhodes Street, Lee Highway, Arlington Boulevard and Arlington Ridge
104 Road may obtain a sign permit from the Zoning Administrator for the signs
105 described below and subject to the following regulations:

- 106 a. One (1) building sign or projecting sign per garage entrance to a public
107 parking facility which identifies the location of publicly accessible
108 parking. For purposes of this Section 34.K, 34.F.7 a public parking
109 facility is defined as a garage that provides parking for members of the
110 general public, at a minimum, after business from 6 p.m. to 10 p.m.
111 Monday through Friday and either all weekend or for at least eight (8)
112 hours, in total, between 8 a.m. and 6 p.m. on Saturday and Sunday. The
113 sign shall meet all standards prescribed for Arlington County Way Finding
114 Signs. Compliance with these standards shall be determined by the
115 Zoning Administrator including, based on factors that include but are
116 limited to: location; color; size; shape and lettering. The sign shall not
117 exceed six and one-half (6.5) square feet in size nor shall any dimension of
118 the sign exceed four (4) feet.
- 119 b. When a sign for a public parking facility is approved and placed pursuant
120 to this Section 34.K, 34.F.7 no other parking garage identification signs
121 may be on the exterior of the building.
- 122 c. Amendments to approved comprehensive sign plans shall not be required
123 for signs permitted by this Section 34.K-34.F.7., but such signs shall be
124 permitted in addition to the signs allowed under a comprehensive sign
125 plan.

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128 * * *

129
130 ~~**K. Signs Permitted in Specified Areas with Permits.**~~

131
132 ~~Public parking facilities in the Rosslyn Metro Station area, bounded by North Rhodes Street, Lee~~
133 ~~Highway, Arlington Boulevard and Arlington Ridge Road may obtain a sign permit from the~~
134 ~~Zoning Administrator for the signs described below and subject to the following regulations:~~

- 135 ~~1. One (1) building sign or projecting sign per garage entrance to a public parking~~
136 ~~facility which identifies the location of publicly accessible parking. For purposes~~
137 ~~of this Section 34.K, a public parking facility is defined as a garage that provides~~
138 ~~parking for members of the general public, at a minimum, after business from 6~~
139 ~~p.m. to 10 p.m. Monday through Friday and either all weekend or for at least eight~~
140 ~~(8) hours, in total, between 8 a.m. and 6 p.m. on Saturday and Sunday. The sign~~
141 ~~shall meet all standards prescribed by the Zoning Administrator including, but not~~
142 ~~limited to: location; color; size; shape and lettering. The sign shall not exceed six~~

- 143 ~~and one half (6.5 square feet in size nor shall any dimension of the sign exceed~~
144 ~~four (4) feet.~~
- 145 ~~2. When a sign for a public parking facility is approved and placed pursuant to this~~
146 ~~Section 34.K, no other parking garage identification signs may be on the exterior~~
147 ~~of the building.~~
- 148 ~~3. Amendments to approved comprehensive sign plans shall not be required for~~
149 ~~signs permitted by this Section 34.K.~~
- 150 ~~4. Any sign permitted in Section 34.K shall not be counted in calculating the~~
151 ~~permitted number of signs or the sign area for limitations set forth in Sections~~
152 ~~34.E., 34.G, or 34.H.~~

RESOLUTION TO RATIFY THE ADVERTISEMENT PLACED ON NOVEMBER 15, 2011, AND TO AUTHORIZE THE ADVERTISEMENT PLACED ON NOVEMBER 22, 2011, AS NOTIFICATION OF PUBLIC HEARINGS BY THE PLANNING COMMISSION ON NOVEMBER 28, 2011, AND BY THE COUNTY BOARD ON DECEMBER 10, 2011, TO CONSIDER THE PROPOSED AMENDMENTS TO THE ARLINGTON COUNTY ZONING ORDINANCE TO ADOPT A NEW SECTION 25C. "C-O CRYSTAL CITY" COMMERCIAL OFFICE BUILDING, RETAIL, HOTEL, AND MULTIPLE-FAMILY DWELLING DISTRICTS AND TO AMEND SECTIONS 1, 2, 25B., AND 36 TO ENSURE CONSISTENCY WITH THE POLICIES SET FORTH IN THE 2010 CRYSTAL CITY SECTOR PLAN FOR THE CRYSTAL CITY METRO STATION AREA AND TO REDUCE OR PREVENT CONGESTION IN STREETS, TO FACILITATE THE CREATION OF A CONVENIENT, ATTRACTIVE, AND HARMONIOUS COMMUNITY; AND FOR OTHER REASONS REQUIRED BY THE PUBLIC NECESSITY, CONVENIENCE AND GENERAL WELFARE AND GOOD ZONING PRACTICE.

The County Board of Arlington County hereby resolves to ratify the advertisement placed on November 15, 2011, and to authorize the advertisement placed on November 22, 2011, as notification of public hearings by the Planning Commission on November 28, 2011, and by the County Board on December 10, 2011, to consider the proposed amendments to the Arlington County Zoning Ordinance to adopt a new section 25C. "C-O Crystal City" Commercial Office Building, Retail, Hotel, and Multiple-Family Dwelling Districts and to amend Sections 1, 2, 25B., and 36. These amendments would amend, reenact, and recodify the proposed zoning ordinance provisions in order to ensure consistency with the policies set forth in the 2010 Crystal City Sector Plan for the Crystal City Metro Station area and to reduce or prevent congestion in streets, to facilitate the creation of a convenient, attractive, and harmonious community; and for other reasons required by the public necessity, convenience and general welfare and good zoning practice:

* * *

SECTION 25C. "C-O CRYSTAL CITY" COMMERCIAL OFFICE BUILDING, RETAIL, HOTEL AND MULTIPLE-FAMILY DWELLING DISTRICTS

The purpose of the "C-O Crystal City" District classification is to encourage mixed-use development of office, retail and service commercial, hotel and multiple-family dwelling uses within the area designated as the "Crystal City Coordinated Redevelopment District" on the General Land Use Plan. When a site is located in the area designated "Crystal City Coordinated Redevelopment District" on the General Land Use Plan, site plans may be approved by the County Board as set forth below. Determination of the actual types and densities of uses to be allowed will be based on the characteristics of sites and their locations, and on the extent to which the proposed redevelopment of the site is done in a way that ameliorates the impacts of the types and densities of uses, and provides features or amenities identified in the Crystal City Sector Plan and other plans and policies established for the area by the County Board, including without limitation site design incorporating co-location of land uses, adherence to recommended build-to lines, compliance with bulk-plane angles to provide for adequate sunlight to parks,

16 tower separation and tower coverage goals for adequate light and relief, environmentally
 17 sustainable and energy-efficient building design, transportation and transit facilities, parks and
 18 other open space amenities, and creation of affordable housing.

19 The goal of this zoning classification is to permit development that: (1) advances the
 20 future vision of Crystal City established in the Sector Plan; (2) provides a mix of uses including
 21 office, residential, retail, cultural and civic within several defined neighborhood centers; (3)
 22 supports Crystal City’s revitalization and long-term economic sustainability; (4) facilitates
 23 gradual and coordinated redevelopment on each block; (5) supports, and is supported by,
 24 enhanced multimodal transportation access and connectivity, and; (6) creates a high-quality
 25 public realm comprising the streets, squares, and other public areas envisioned in the Sector
 26 Plan.

27 The following regulations shall apply in the "C-O Crystal City" District:

28
 29 -----

30
 31 **A. Uses Permitted.**

- 32
- 33 1. Offices, business and professional, including medical, legal, insurance, philanthropic,
 34 real estate, banking and other offices which, in the judgment of the Zoning
 35 Administrator, are of the same general character as those listed above.
 - 36 2. Uses customarily incident to permitted uses and accessory buildings, when located on
 37 the same lot, including automobile parking garage.
 - 38 3. Churches and other places of worship, including parish houses and Sunday schools,
 39 but excluding rescue missions or temporary revivals.
 - 40 4. Special exceptions:
 - 41 a. The following uses may also be permitted subject to use permit approval
 42 as specified in Section 36.G., “Use Permits”:
 - 43 (1) Schools and colleges and other public and private educational
 44 institutions, nursery schools, child care centers and family day care
 45 homes with six (6) or more but not more than nine (9) children.
 - 46 (2) Public buildings and properties of a cultural, recreational
 47 administrative or service type, including libraries, fire stations,
 48 museums, theaters, and art galleries.
 - 49 (3) Clubs and grounds for games or sports, including community
 50 swimming pools.
 - 51 (4) Publicly operated parks, playgrounds, recreational and community
 52 center buildings, playgrounds, parks, and athletic fields.
 - 53 (5) Community buildings.
 - 54 (6) Hospitals and institutions of an educational, religious, charitable,
 55 or philanthropic nature, except those of a correctional nature.
 - 56 (7) Public utilities and services; including but not limited to railroad,
 57 trolley, streetcar, bus, air, or boat passenger stations; bicycle share
 58 or rental stations; railroad offices, rights-of-way, and tracks; static
 59 transformer stations, transmission lines, and towers, commercial
 60 and public utility radio towers, telephone exchanges; provided,
 61 however, that the exterior appearance of any building permitted

under this paragraph shall be in keeping with the character of the surrounding area.

(8) Buildings used exclusively by the federal and state governments for public purposes; except penal and correctional institutions.

b. Uses permitted and conducted in kiosks in accordance with the requirements of Section 31.A.18 may also be permitted subject to securing a use permit as provided in Section 36.G., "Use Permits."

B. Area Requirements.

1. Minimum Lot Area: Twenty thousand (20,000) square feet.

2. Minimum Average Width: One hundred (100) feet.

C. Height Regulations.

1. Height Limit: Thirty-five (35) feet.

2. Floor Area Requirements: The maximum ratio of the gross floor area to site area of all structures shall be 0.60.

D. Additional Regulations.

1. For supplemental regulations, see Section 31.

2. Bulk, coverage and placement requirements are as regulated by Section 32.

3. Parking as regulated by Section 33.

4. Signs are regulated by Section 34.

E. Site Plans.

In considering the approval of a site plan within the area designated as the "Crystal City Coordinated Redevelopment District" on the General Land Use Plan as well as on the Base Density Map (Map 25C.1), the County Board may approve additional density or other development features where the project ameliorates the impact of those densities or other increases, and provides features or amenities identified in the Crystal City Sector Plan and other plans and policies established for the area by the County Board, including without limitation site design incorporating co-location of land uses, adherence to recommended build-to lines, compliance with bulk-plane angles to provide adequate sunlight to parks, tower separation and tower coverage goals for adequate light and relief, environmentally sustainable and energy-efficient building design, transportation and transit facilities, parks and other open space amenities, and creation of affordable housing. The amount of additional density granted shall be based on the extent to which the project meets the plans or provides such benefits, and does so within the building form parameters established in Section 25C.E. Where identified below, maps are those contained in this Ordinance.

Site Plan Regulations.

1. Uses Permitted:

a. All uses permitted in Section 25C.A.

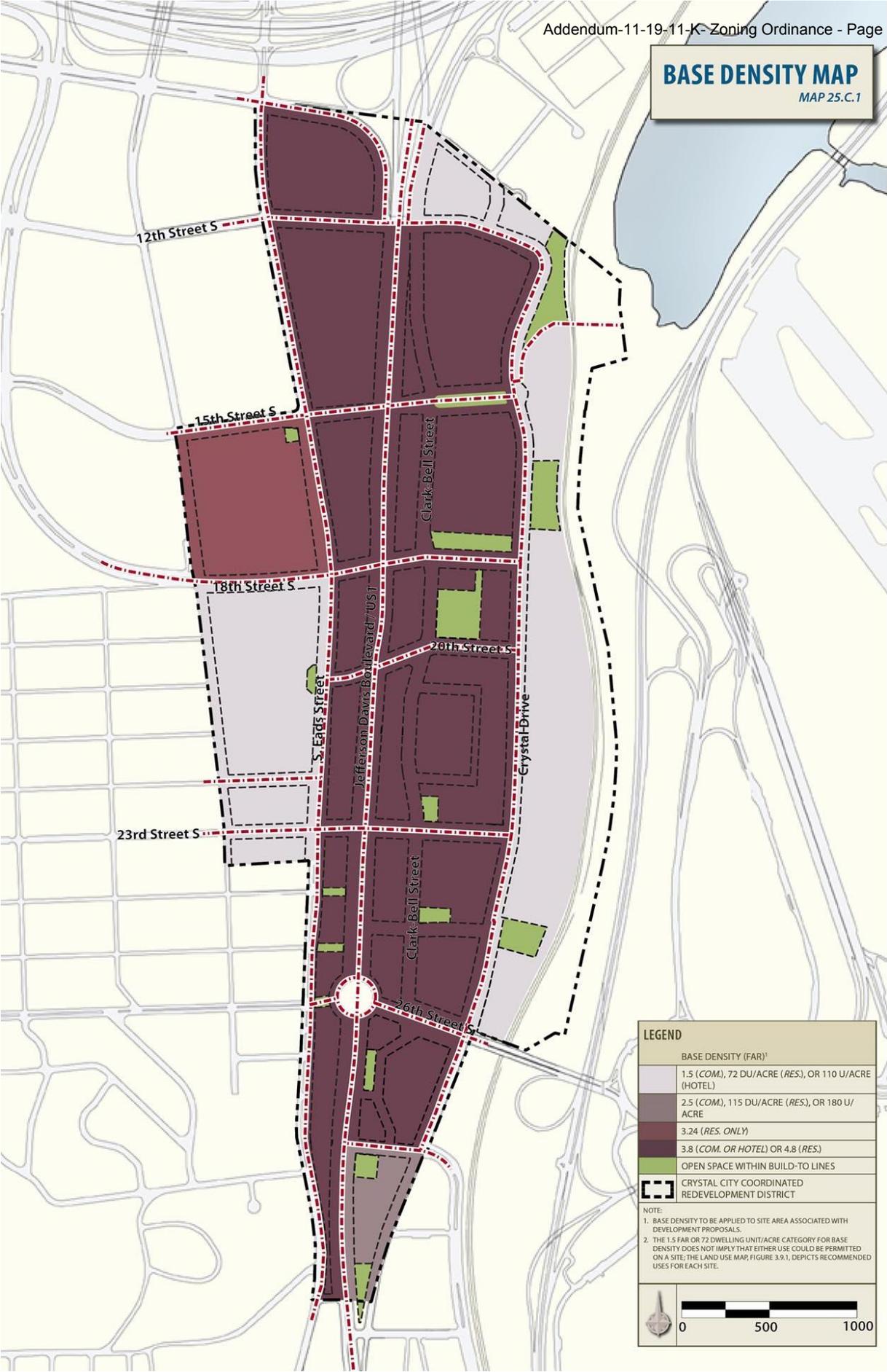
- 108 b. Office, to the extent not permitted above.
- 109 c. Multiple Family Dwellings.
- 110 d. Hotels.
- 111 e. Retail uses.
- 112 f. Doctors and Physicians offices, medical clinics, dentist clinics, and veterinary
- 113 clinics.
- 114 g. Post-secondary education.
- 115 h. Uses customarily incident to any of the above uses and accessory buildings,
- 116 when not included in a prior site plan approval, can be permitted by use
- 117 permit or by site plan amendment (e.g. live entertainment, outdoor cafes, etc.).
- 118 2. Density Regulations: The maximum permitted residential, hotel, office, retail and
- 119 service commercial gross floor area on a given site shall be the base densities
- 120 shown on the Base Density Map (Map 25C.1). In considering the approval of a
- 121 site plan, the County Board may approve additional density or other development
- 122 features permitted under the Sector Plan and by the provisions of this Subsection
- 123 25C.E. when the County Board finds incremental amounts of additional density
- 124 should be approved for the development proposal because it furthers the goals,
- 125 policies, and recommendations in the Crystal City Sector Plan and other plans and
- 126 policies established for the area by the County Board. The amount of additional
- 127 density or other bonuses granted shall be based on the extent to which the project
- 128 meets the plans or provides such benefits, and provided such density or bonuses
- 129 can be accommodated within the other building form parameters established in
- 130 Section 25C.E..
- 131 3. Area Requirements: None.
- 132 4. Use Mix Regulations: A site plan project shall include a mix of uses that does not
- 133 preclude achieving the target mix for the block on which it is located as shown in
- 134 the Land Use Map (Map 25C.2). Pursuant to Section 36.H, this may be modified
- 135 when the County Board finds that other goals of the Sector Plan are substantially
- 136 met by the project.
- 137 5. Height Regulations:
- 138 a. Building heights shall comply with the Building Heights Map (Map
- 139 25C.3), and may be approved as specified in this subsection 25C.E.5.a-b.
- 140 The height limits shown on the map shall exclude penthouse and parapet
- 141 walls. Under no circumstances may the County Board approve heights
- 142 above those specified in the Building Heights Map, provided, however,
- 143 that:
- 144 i. For sites comprising buildings existing on [insert day of adoption
- 145 here] with heights greater than specified on Map 25C.3, the County
- 146 Board may approve a building height greater than specified on
- 147 Map 25C.3, but under no circumstances exceeding the height of
- 148 existing buildings; and
- 149 ii. Where dimensions of height zones are shown on Map 25C.3, such
- 150 dimensions may be modified by site plan approval, pursuant to
- 151 Section 36.H., when the County Board finds that the need for such
- 152 modification is generated by site-specific circumstances and is

- 153 otherwise consistent with the goals and policies contained in the
 154 Crystal City Sector Plan.
- 155 b. All penthouse and parapet walls above the height limit shall comply with
 156 Section 31.B.2., provided, however, that on sites identified for
 157 architectural features shown on the Architectural Features Map (Map
 158 25C.4), penthouse and parapet heights shall not exceed twenty-three (23)
 159 feet or ten (10) percent of the main building height, whichever is greater.
- 160 6. *Bulk Plane Angle Requirements:* For sites identified with a frontage type of “A”
 161 through “H” per the legend on the Bulk Plane Angle Map (Map 25C.5), buildings
 162 shall conform to the bulk plane angle requirements shown on that map. For sites
 163 that are subject to bulk plane angle conditions specified in Map 25C.5, buildings
 164 shall follow the height regulations above in 25C.E.5. and shall also incorporate
 165 stepbacks or sculpting in building form so as to fit within both the maximum
 166 building height and bulk plane angle requirements for the site. The bulk plane
 167 angle provisions specified above may be modified by the County Board, pursuant
 168 to Section 36.H, when it finds that a site plan maintains adequate sunlight to
 169 public open spaces across from frontages with bulk-plane angle requirements,
 170 such that the percentage of such public open space that is not in shadow between
 171 11:00 a.m. and 3:00 p.m. on the vernal or autumnal equinoxes is greater than
 172 fifty-five (55) percent.
- 173 7. *Building Tower Separation and Coverage Requirements:* To ensure adequate
 174 light, air, and privacy, building tower separation and building tower coverage
 175 shall meet the following requirements:
- 176 a. A minimum horizontal separation of sixty (60) feet between building
 177 towers above the fifth floor shall be provided. Pursuant to Section 36.H,
 178 this provision may be modified when the County Board finds that
 179 additional tower separation on the block will likely be achieved through
 180 future redevelopment, based upon the Crystal City Block Plan referenced
 181 in subsection 25C.E.11.
- 182 b. Building tower coverage shall not exceed the allowable maximums as
 183 shown on the Tower Coverage Map (Map 25C.6). Pursuant to Section
 184 36.H, this requirement may be modified by the County Board when it
 185 finds that the building tower coverage depicted in the Crystal City Block
 186 Plan for the block complies with the maximums shown on Map 25C.6.
- 187 8. *Streetscape:* All site plan projects shall provide streetscapes, including curb,
 188 gutter, sidewalk, street light, street furniture, street trees, landscaping and other
 189 elements that are consistent with the Crystal City Sector Plan, and other plans and
 190 policies established for the area by the County Board.
- 191 9. *Parking:* Notwithstanding any provisions in Section 33 that are different from
 192 those below, parking shall be regulated as specified below, unless otherwise
 193 modified by the County Board by site plan approval:
- 194 a. Multi-family Residential: One and one-eighth (1 1/8) parking spaces shall
 195 be provided for each of the first two hundred (200) dwelling units in any
 196 structure, and one (1) space for each additional dwelling unit above 200.
- 197 b. Commercial, including office and retail: One (1) parking space shall be
 198 provided for each one thousand (1,000) square feet of gross floor area.

- 199 c. Hotel: One-half (0.5) parking space shall be provided for each guest room.
200 d. All parking shall be located below grade or within the structure housing
201 the use to which the parking is appurtenant. Where above-grade parking
202 occurs in a structure along public streets and open spaces, such parking
203 shall be lined with either active programmed space or treated with
204 enhanced architectural facades.
205 e. The location of loading spaces for all permitted uses shall be determined
206 by Site Plan approval.
207 10. Transportation Demand Management Plans: In order to justify reduced parking
208 requirements in subsection 25C.E.9, Transportation Demand Management (TDM)
209 plans required by Administrative Regulation 4.1 for site plans shall demonstrate a
210 reduction in vehicular trips and an increase in the use of other transportation
211 options so as to reduce the need for parking on the site.
212 11. Crystal City Block Plans: Each site plan application for properties within the
213 Crystal City Coordinated Redevelopment District and located east of Jefferson
214 Davis Highway shall include, for review and adoption by the County Board, a
215 Crystal City Block Plan (CCBP) for the block(s) on which the site plan is located.
216 The CCBP shall serve as a general, guiding long-range plan for a specific block,
217 supplemental to and in support of the guidance and vision already established in
218 the Crystal City Sector Plan. The CCBP shall be submitted in accordance with the
219 applicable County administrative regulations.
220
221

BASE DENSITY MAP
MAP 25.C.1

222



LEGEND

BASE DENSITY (FAR)¹

| |
|--|
| 1.5 (COM), 72 DU/ACRE (RES), OR 110 U/ACRE (HOTEL) |
| 2.5 (COM), 115 DU/ACRE (RES), OR 180 U/ACRE |
| 3.24 (RES. ONLY) |
| 3.8 (COM. OR HOTEL) OR 4.8 (RES.) |
| OPEN SPACE WITHIN BUILD-TO LINES |
| CRYSTAL CITY COORDINATED REDEVELOPMENT DISTRICT |

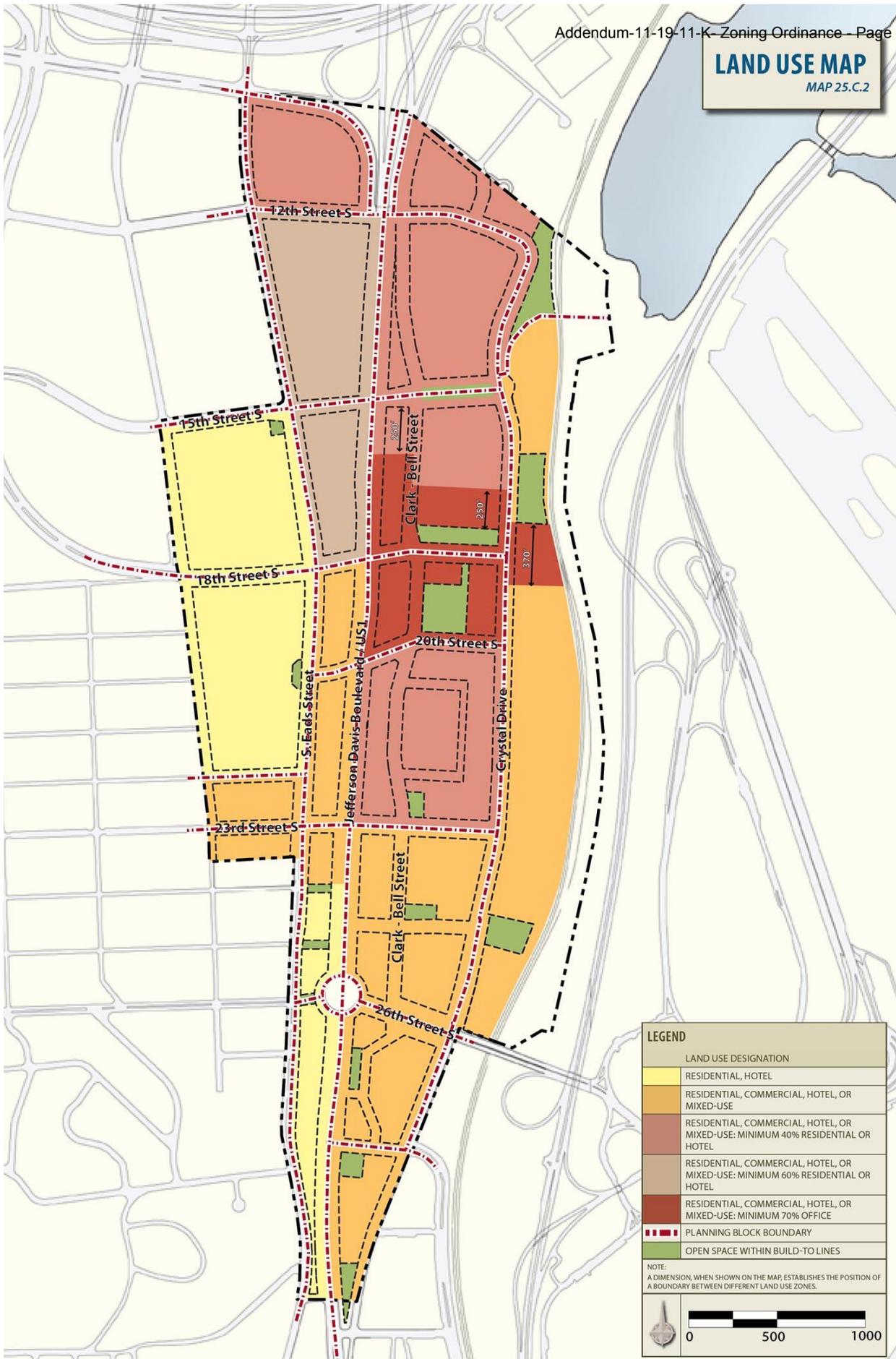
NOTE:

1. BASE DENSITY TO BE APPLIED TO SITE AREA ASSOCIATED WITH DEVELOPMENT PROPOSALS.
2. THE 1.5 FAR OR 72 DWELLING UNIT/ACRE CATEGORY FOR BASE DENSITY DOES NOT IMPLY THAT EITHER USE COULD BE PERMITTED ON A SITE; THE LAND USE MAP FIGURE 3.9.1, DEPICTS RECOMMENDED USES FOR EACH SITE.

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LAND USE MAP
MAP 25.C.2

223



LEGEND

| LAND USE DESIGNATION | |
|----------------------|--|
| [Yellow Box] | RESIDENTIAL, HOTEL |
| [Light Orange Box] | RESIDENTIAL, COMMERCIAL, HOTEL, OR MIXED-USE |
| [Red Box] | RESIDENTIAL, COMMERCIAL, HOTEL, OR MIXED-USE: MINIMUM 40% RESIDENTIAL OR HOTEL |
| [Brown Box] | RESIDENTIAL, COMMERCIAL, HOTEL, OR MIXED-USE: MINIMUM 60% RESIDENTIAL OR HOTEL |
| [Dark Red Box] | RESIDENTIAL, COMMERCIAL, HOTEL, OR MIXED-USE: MINIMUM 70% OFFICE |
| [Dashed Red Line] | PLANNING BLOCK BOUNDARY |
| [Green Box] | OPEN SPACE WITHIN BUILD-TO LINES |

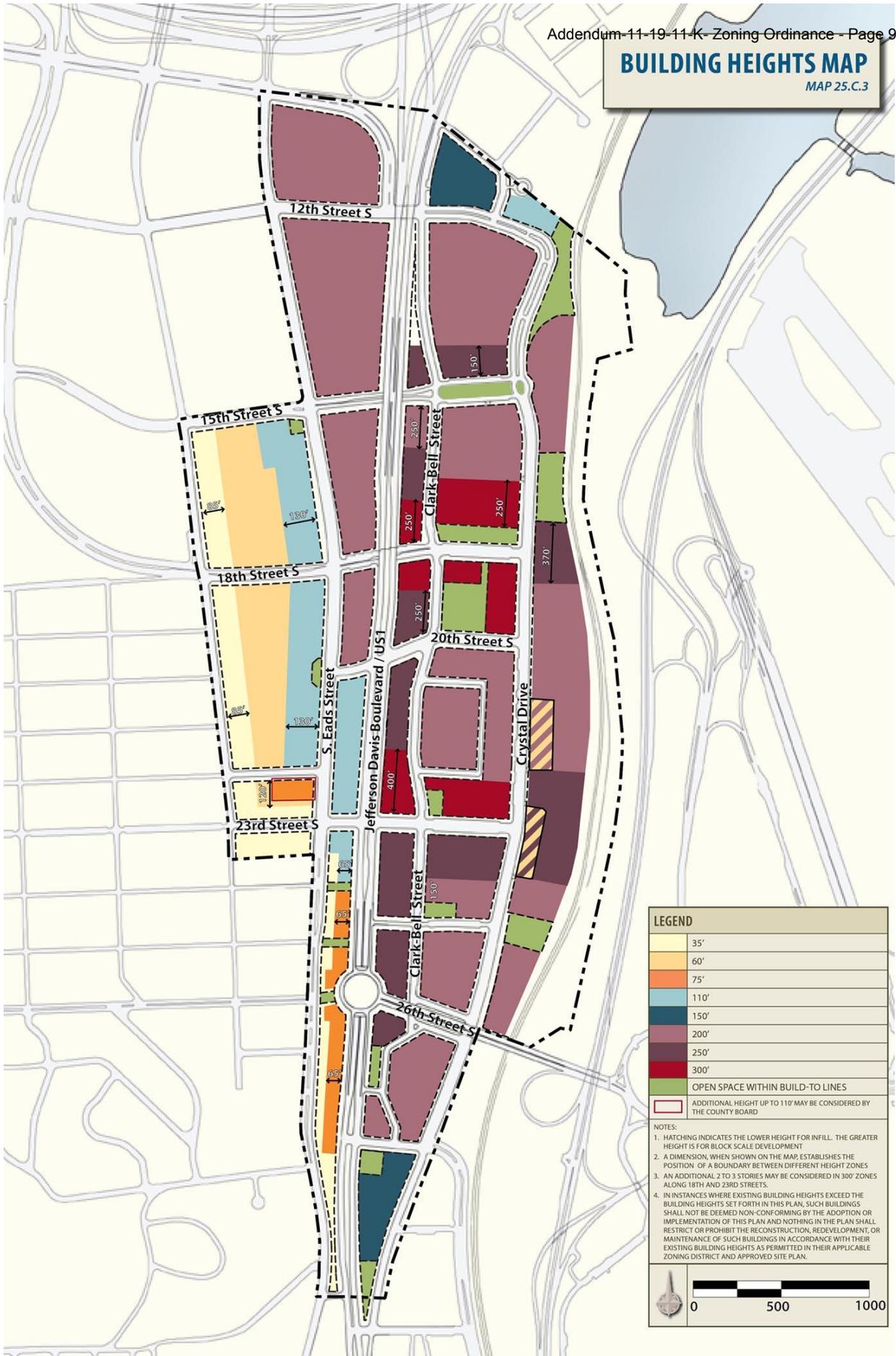
NOTE:
A DIMENSION, WHEN SHOWN ON THE MAP, ESTABLISHES THE POSITION OF A BOUNDARY BETWEEN DIFFERENT LAND USE ZONES.

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BUILDING HEIGHTS MAP

MAP 25.C.3

224



ARCHITECTURAL FEATURES MAP

MAP 25.C.4

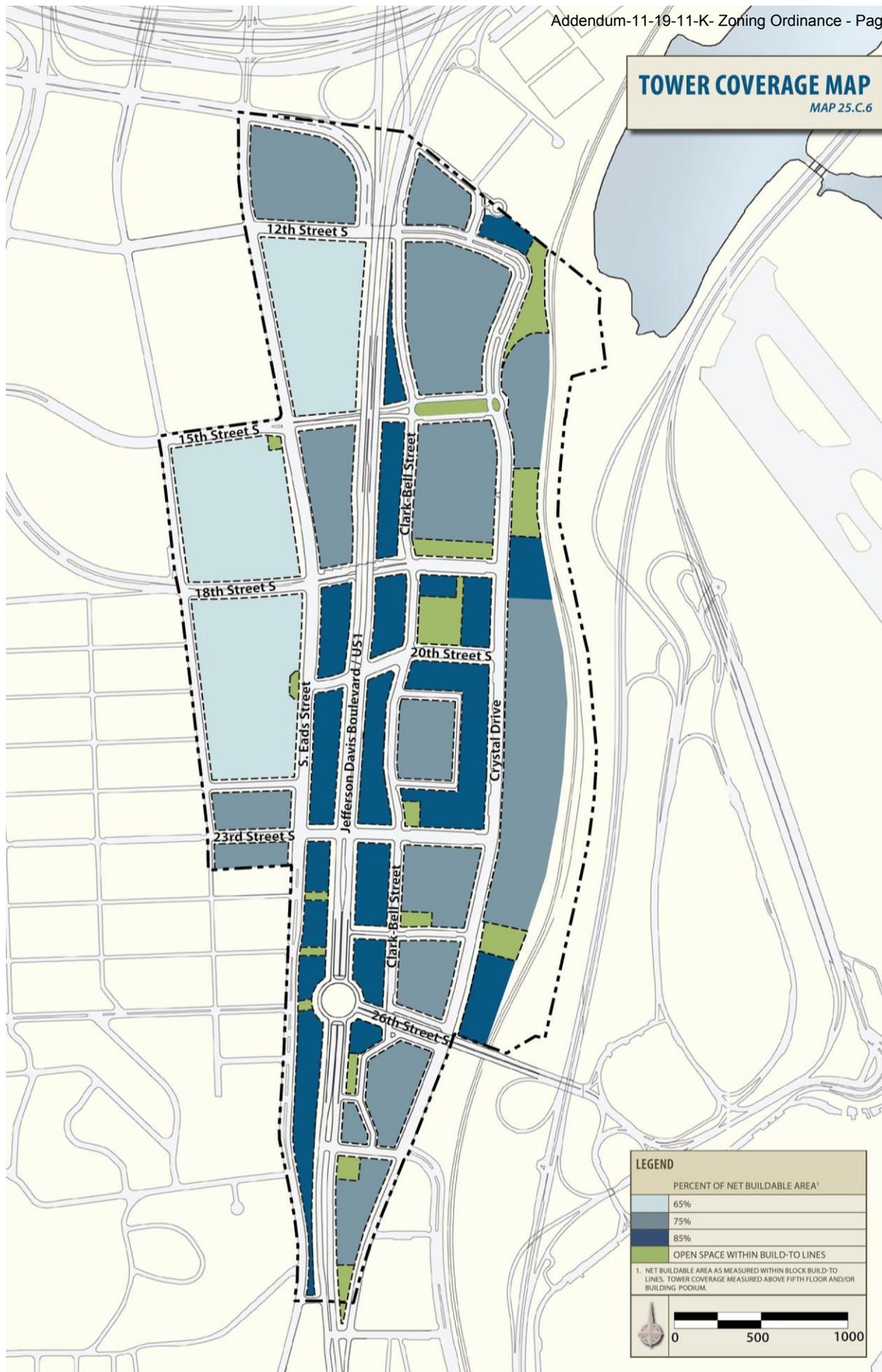
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SECTION 1. DEFINITIONS

A. [Terms Defined.]

Building Tower Separation. The space between the portions of two buildings as measured above the fifth floor, expressed as the shortest horizontal dimension between the exterior building facades.

Building Tower Coverage. The gross floor area of the largest single floor above the fifth floor of a building expressed as a percentage of a site’s buildable area. When applied across multiple buildings, the numerator shall be the total arrived at by adding together the areas, for each building, of the largest single floor above the fifth floor.

Bulk Plane Angle. An imaginary inclined plane rising over a lot, that begins at a specified height along a build-to line and slopes back at a specified angle from horizontal over the lot, and which when required, together with other bulk, coverage, and placement requirements for a specific district, delineates the maximum bulk of any improvement which may be constructed on the lot. (Reference “Positioning the Bulk Plane” illustration in Map 25C.5)

Crystal City Block Plan (CCBP). A general, long-range plan for blocks located in Crystal City, east of Jefferson Davis Highway, that depicts existing and proposed general building locations, land use mix, tower coverage, transportation and other infrastructure, public open spaces and facilities, and utilities in order to support the coordinated, incremental redevelopment of properties in Crystal City and to achieve the preferred future vision outlined in the Crystal City Sector Plan.

SECTION 2. GENERAL REGULATIONS

B. Districts

For the purposes of this ordinance, Arlington County is hereby divided into zones or districts:

| | |
|------|-------------------------------|
| S-3A | Special Districts |
| S-D | Special Development Districts |

| | |
|-------------------------|---|
| R-20 | One-Family Dwelling Districts |
| R-10 | One-Family Dwelling Districts |
| R-10T | One-Family Residential--Town House Dwelling Districts |
| R-8 | One-Family Dwelling Districts |
| R-6 | One-Family Dwelling Districts |
| R-5 | One-Family Restricted Two-Family Dwelling Districts |
| R15-30T | Residential Town House Dwelling Districts |
| R2-7 | Two-Family Dwelling Districts |
| RA14-26 | Apartment Dwelling Districts |
| RA8-18 | Apartment Dwelling Districts |
| RA7-16 | Apartment Dwelling Districts |
| RA6-15 | Apartment Dwelling Districts |
| RA4.8 | Multiple-Family Dwelling Districts |
| R-C | Apartment Dwelling and Commercial Districts |
| RA-H | Hotel Districts |
| RA-H-3.2 | Multiple-Family Dwelling and Hotel Districts |
| C-1 | Local Commercial Districts |
| C-1-O | Limited Commercial-Professional Office Building Districts |
| C-O-1.0 | Commercial Office Building, Hotel and Apartment Districts |
| C-O-1.5 | Commercial Office Building, Hotel and Apartment Districts |
| C-O-2.5 | Commercial Office Building, Hotel and Apartment Districts |
| C-O | Commercial Office Building, Hotel and Multiple-Family Dwelling Districts |
| <u>C-O-Rosslyn</u> | <u>Commercial Office Building, Hotel and Multiple-Family Dwelling Districts</u> |
| <u>C-O-Crystal City</u> | <u>Commercial Office Building, Hotel and Multiple-Family Dwelling Districts</u> |
| C-O-A | Commercial, Office and Apartment Districts |
| C-2 | General Commercial Districts |
| C-R | Commercial Redevelopment Districts |
| C-3 | General Commercial Districts |
| C-TH | Commercial Town House Districts |
| <u>MU-VS</u> | <u>Mixed Use – Virginia Square Districts</u> |
| <u>CP-FBC</u> | <u>Columbia Pike Form Based Code Districts</u> |
| CM | Limited Industrial Districts |
| M-1 | Light Industrial Districts |

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|-----|---------------------------------|
| P-S | Public Service Districts |
| M-2 | Service Industrial Districts |
| HD | Historic Preservation Districts |

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Whenever the term "S" District, "R" District, "RA" District, "C" District or "M" District are used herein, they shall be deemed to refer to all districts containing the same letter or letters in their names; provided that the term "M" District shall include "CM" Districts. (Ord. No. 82-1, 1-9-82)

C. Zoning Maps and District Boundaries.

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SECTION 25B. "C-O ROSSLYN" COMMERCIAL OFFICE BUILDING, RETAIL, HOTEL AND MULTIPLE-FAMILY DWELLING DISTRICTS

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E. Provision for Additional Density and Height.

1. In considering the approval of a site plan the County Board may permit additional density, above 3.8 floor area ratio (FAR) for office, retail and service commercial uses, above 4.8 FAR for hotels and multiple-family dwellings, and above the existing density on a site when it is already greater than 3.8 FAR for office, retail and service commercial uses, or above 4.8 FAR for hotels and multiple-family dwellings, up to maximum of 10.0 FAR and/or height up to a maximum of three hundred (300) feet. Increases in density and height may be approved when the County Board finds that the development proposal offers important community benefits identified in approved plans for the area and meets the other special exception criteria of the Zoning Ordinance. In considering such modification, the County Board may also consider characteristics of the site and the area as described in Section 36.H.5. of this ordinance and the plans and policies adopted for the area. ~~Provisions of Section 36.H.7. for the approval of additional height and density shall not be applicable in the "C-O Rosslyn" district.~~ In no case shall application of the modification of use provisions of Section 36.H.5. be applied to permit a density of more than 10.0 FAR or a height of more than three hundred (300) feet except as described below.

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SECTION 36. ADMINISTRATION AND PROCEDURES

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H. Site Plan Approval

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7. Affordable Dwelling Units for Height and Density Above General Land Use Plan
- a. In considering the approval of a site plan including apartments, the County Board may permit additional height and density as set forth below, providing the County Board determines that a variety of housing units and design would result thereby. Consideration of such design may include, but not be limited to, the provision of family housing units, housing for the elderly, housing for households of low or moderate income and such variety of design as provided by town house or terraced construction in association with the high-rise development. The County Board may approve additional height and/or residential density for low or moderate income housing only where a proposed site plan project is in compliance with all of the requirements specified below. The provisions of this section 36.H.7 shall not apply in the “C-O Rosslyn” and “C-O Crystal City” districts.
- (1) The application includes a low or moderate income housing plan that includes the following information and any other items that are determined by the County Board to be pertinent for that particular site plan:
- (a) Number of total housing units provided under the site plan.
 - (b) Number of total housing units in the additional housing density.
 - (c) Number of low or moderate income housing units provided under the proposed site plan.
 - (d) Income levels of targeted families for low or moderate income housing units.
 - (e) The proposed rents and guarantee of limits on future rent increases or sales prices and the proposed affordability thereof for low or moderate income housing units.
 - (f) Marketing plan for the low or moderate income housing units.
 - (g) Location of low or moderate income housing units.
 - (h) Sizes of low or moderate income housing units.
 - (i) Bedroom counts of low or moderate income housing units.
 - (j) Amenities provided for low or moderate income households.
 - (k) Statement of consistency with County Board adopted housing policy, goals, principles and relevant staff guidelines for the use of additional housing density.

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