



**ARLINGTON  
VIRGINIA**

# **CHERRYDALE NEIGHBORHOOD CONSERVATION PLAN**

**JUNE 2005**





# ACKNOWLEDGEMENTS

Updating the Cherrydale Neighborhood Conservation Plan required an amazing amount of work. It is a testament to how much we love Cherrydale. The process began in 2002 with a team which designed the survey questionnaire. Another team distributed it to over 1200 households in 2003. A third team collected and collated the data, and then in 2004 a fourth team wrote up the report and incorporated the findings into an updated NC Plan. Then there were the numerous Citizen Association Meetings where we reviewed and voted on each section. Finally, in 2005 there was the editing, photography, incorporation of County staff input, and presentation to the various county commissions. All this was accomplished by citizen volunteers with fulltime jobs, family responsibilities, and other volunteer obligations. The work of so many for so long is demonstration of love in action.

Our 2003 survey was exceptionally thorough. It is yet another testament to citizens that so many completed it, leaving us inundated in comments. We therefore offer the reader and other neighborhood associations our “Lessons Learned” in survey design:

- 1) Only ask as many open-ended or comment questions as you are willing to collate!
- 2) Read your proposed questions out loud to each other and test them, so it will be clear whether the question asks what you think it should be asking.
- 3) In our survey report (see appendix VII) we have suggestions for better wording of some questions for future surveys. We recommend scanning this report to anyone else designing a survey.

The survey questionnaire was an amazing accomplishment: 76 questions with each one offering comment opportunity - even the “yes/no” questions! The comments provided a wealth of information. Usually, the summary wasn’t a simple majority “Yes” or “NO,” rather, “Yes BUT ....” or “No IF..... .” This nuance gave us a deeper understanding of the concerns of the Cherrydale Community. The full survey report is available for review and in it we recorded all comments that clarified or added meaning, (e.g. "Yes Buts" etc). The results of the survey report were incorporated directly into this NC Plan Update.

During the writing of this updated NC Plan, we noticed recommendations fell into 3 categories: actions that we the community need to take, policies we ask the County to accept, and actions we ask the County to accomplish before the next survey. Recommendations are in the colored boxes. A superscript with a small “q” followed by a number tells you what survey question the recommendation refers to (most reference the survey but many are recommendations kept from the 1984-1987 NC Plan). In fact, the 1984-1987 Plan was so good we kept most of it, adding updates. Finally, Cherrydale plans a special amendment to this 2002-2005 NC Plan with a Master Plan for Lee Highway as well as for Parks. We anticipate this work to be accomplished before the end of 2006.

This update was the work of an amazing number of people, from the anonymous responders to the distributors and all the teams that worked on it. I wish to thank the following Cherrydale neighbors for their time, insight, and loving dedication to Cherrydale, via the NC Plan Update:

- The Survey Design Team, lead by Charles Monfort including Scott Springston, Nancy Iacomini, Maureen Ross, Joe Hood and Bill Harkins
- The Distribution Team lead by Susan Retz (and our 36 regular newsletter distributors)
- The Survey Response Collating Team: Maureen Ross, David Wade, Kevin O’Brien, Stephen Walsh, Sheila Taylor, Dan DeMots, Kate Trygstad and others.
- The NC Plan Update Team: Maureen Ross, Kevin O’Brien, David Wade, Sheila Taylor, Stephen Walsh.
- The Cherrydale Citizens Association members, and especially Jen Bream, secretary.
- Roaming Photographers David and Claire Wade
- Computer assistance: Joe Hood for scanning the 1984-1987 plan and posting it on cherrydale.net, Chris Vargas for getting us the electronic “editable” version of the 1984-1987 NC Plan, and Katherine Christensen for assistance in formatting,

- Expert Reviewers: Kathy Rehill on Parks, Tom O'Reilly and Tom Korn (various), Margie McKelvey for "Cherrydale, the future."
- Editors: Bridget Ryan, and final Editor David Wade

Finally, we'd like to thank Chris Nixon, Neighborhood Conservation Coordinator, and Adam Denton, Neighborhood Conservation Planner, for their cheerful and reliable guidance. If it weren't for Adam's personal assistance and calm, we might have melted down under the workload! We were so lucky to have him, and blessed again to have Chris Nixon's expertise.

With gratitude to all the above,

Maureen Ross

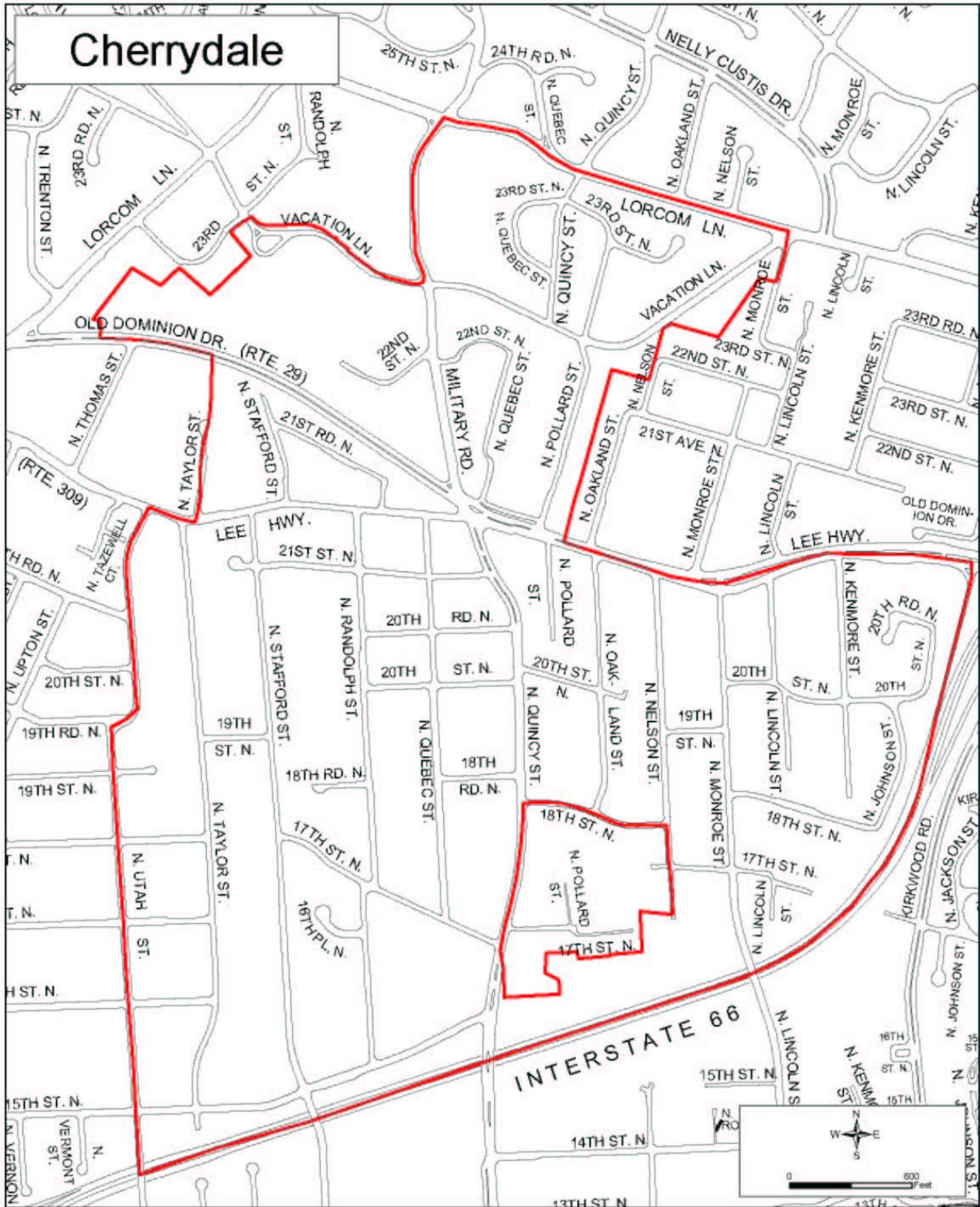


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# Cherrydale



# 1 INTRODUCTION

Cherrydale is located in the heart of North Arlington, bordered generally on the east and south by I-66, on the north by Lorcom Lane and Old Dominion Drive, and on the west by North Utah Street and the H.B. Woodlawn School property.<sup>1</sup> Although there are a few multi-family houses, four townhouse developments, one senior apartment building, and two large condo/apartment buildings, the community contains primarily single-family homes.

Much of Cherrydale was settled over a hundred years ago, although the older homes were typically constructed in the years 1900 to 1930. Residential in-fill construction continues today. Many of the older homes are being restored, and there is a general increase in interest in the community as a whole. The older homes, mature trees, and usually quiet streets are key attractions for those considering a home in Cherrydale.

The picture is not completely bright, however, and Cherrydale is threatened in a number of areas. High-density development in the Ballston area has brought increased traffic to residential streets as commuters seek short-cuts, threatening residents' quiet and safety. Redevelopment and expansion of the Lee Highway commercial area could change Cherrydale's character, and widening of Lee Highway could split the community in half. There are recurring threats to the continued operation of Cherrydale Fire Station and the Cherrydale Branch Library.

The neighborhood considered these problems and others in writing this conservation plan. We hope it will serve as a useful blueprint for preserving what is best about Cherrydale, and as a tool to guide citizen and government decisions about its future.

Cherrydale undertook a second Neighborhood Survey in 2003. We asked 76 questions regarding what the community might think was needed or desired. In 2004 we collated those responses, and the summary of each question was then made into a recommendation for the updated NC Plan. These recommendations strengthen and support what we wrote in the first plan in 1987. When a recommendation has a superscript q followed by a number (q23) next to it, it is referencing the appropriate question from the NC Survey, so the reader knows this came from a broad base of support.

The two most important questions in the 2003 survey were on what we like about Cherrydale, and what we would change or improve. The answers, shown in the box above, come from the survey and discussions at the November 18, 2004 Cherrydale Citizens Association meeting.

## LEE HIGHWAY

Throughout this conservation plan, one issue arises again and again: Lee Highway. Whether addressing land use and zoning, transportation, or parks and

*The Voice of Cherrydale: Preserve the "charming small town feel", and celebrate the community and its people. (q1)*

### *Our Major Concerns*

*Commercial Issues: More and better restaurants and shopping, fewer car dealerships, more small business and professional offices*

*Cars and Roads: Better traffic speed management, traffic control and parking*

*Infrastructure: Sidewalks, undergrounding utilities*

*Development: Slow and manage development better including in-fill and McMansions, and improve the rundown look of some houses. (q2)*

beautification, development along Lee Highway will be central to the future of Cherrydale. In order to facilitate debate on Lee Highway, we have added a special appendix that collects all of the various recommendations dealing with this road.

In addition, the neighborhood feels that Cherrydale residents, businesses located along the highway, and Arlington County as a whole should pay particular attention to Lee Highway. Above all, the concerns and opinions of Cherrydale residents must be a primary consideration in

<sup>1</sup> Reference will be made throughout this plan to **Upper Cherrydale** (that area south of Old Dominion Drive and west of North Quincy Street), **Lower Cherrydale** (south of Lee Highway and east of North Quincy Street), and **North Cherrydale** (north of Lee Highway).

whatever actions are taken or planned.

## **CHERRYDALE: THE FUTURE**

In the seventeen years that have passed between the 1987 adoption of the initial Cherrydale Neighborhood Conservation Plan and this 2004 update, the Washington D.C. area has experienced dramatic growth. Cherrydale has become an increasingly sought-after neighborhood because of its close-in location. Residential in-fill and replacement construction have accelerated. Redevelopment of the Lee Highway business district is underway, adding greater density than planned as well as parking concerns. The growth is only partly as envisioned by citizens as exemplified in the Lee Highway/Cherrydale Revitalization Plan.

The future is likely to bring still more redevelopment pressures along with a continued strong neighborhood desire to preserve the old homes that contribute to

the "charming small town feel" and that provided the rationale for Cherrydale having been placed on the National Register of Historic Places. The tree canopy in the neighborhood has declined steadily, owing to age of the trees, construction, and lack of systematic replacement of large trees on either public or private land, despite mature trees being listed as a key attraction of Cherrydale. New street trees along Lee Highway have not thrived. There has even been discussion of a new Metro line with one or more stations in the Cherrydale neighborhood. This is controversial.

The neighborhood supports the conclusion of the Commission on Arlington's Future that the involvement and influence of neighborhood associations in decisions directly affecting their areas be increased. Development in the Rosslyn-Ballston Corridor and along Lee Highway impacts directly upon Cherrydale and upon the quality of life of its residents. The Cherrydale Citizens Association is the logical conduit for the transfer of

information back and forth between the citizens of Cherrydale and the County Board and staff<sup>2</sup>.

## **HIGH PRIORITY RECOMMENDATIONS**

There are two recommendations that Cherrydale would like to highlight in this plan regarding project notification, and a Cherrydale Community Center.

First, the County encourages the participation of residents in the formulation of County plans and policies, but there is room for improvement in this area. A major failing in coordination and cooperation between the County Board/staff and the Cherrydale neighborhood has involved the future of the Cherrydale Fire Station #3. The citizens' strongly-held view, expressed through the Cherrydale Citizens Association and several County task forces, that any new station in Cherrydale should adjoin the current historic firehouse was ignored (See chapter on community services and activities). The County continues to work on projects with sometimes little if any warning to adjacent residents, the neighborhood, or the Cherrydale Citizens Association. Improved coordination could have financial benefits, for the Citizens Association is frequently considering projects that could be more economically implemented if done in conjunction with County-initiated projects.

Second, the County recently purchased the properties at 1608 and 1612 North Quincy Streets in order to expand Oak Grove Park. The CCA is working with the County to determine what to do with the property. One



**Cherry Hill**  
Five houses at  
18<sup>th</sup> Road and N.  
Randolph Street

**Bromptons**  
Single Family  
houses on North  
Pollard Street



<sup>2</sup> Throughout this plan, the terms CCA, "Cherrydale Citizens Association," "Citizens Association," and "Association" are used interchangeably; all refer solely to the Cherrydale Citizens Association.



option includes tearing down the houses and trees for additional practice fields, however there probably is not enough space for a regulation soccer or baseball field. Another option is to tear down the houses, but retain the trees and treat the space as an unimproved park. A third option would be to retain the historic house (the yellow bungalow on the corner of Quincy & 17th Streets, circa 1920) for other uses, such as artists' space, a Cherrydale Community House, or offices for small, community-oriented nonprofits. At least fifty percent of our community chose to reuse the existing historic house and garage. See also NC Plan Recommendation #36.

**Recommendation #1  
Project Notification**

The County should continue to place a greater emphasis on working with residents before -- not after -- work begins on major projects such as street redesign and repaving, curbs and gutters, and water line construction. In fact, both 6 and 12 month advance notification to Cherrydale officers and NC reps would be most helpful.

**Recommendation #2  
Community Center**

The neighborhood should immediately reopen the issue of establishing a community center within Cherrydale, as was proposed by the January 1974 County staff study. There are several buildings in Cherrydale that might be suitable for a community center, assuming that questions of cost and impact upon immediate neighbors can be addressed, NOTABLY PROPERTY AT 1612 N QUINCY STREET.



## CHRONOLOGICAL HISTORY – 1700-1935

- 1700 to 1860 Settlement**  
1708 Land grant awarded to Thomas Goings, Cherrydale area  
1716 Land grant awarded to James Brechin, Cherrydale area  
1770 Portion of Cherrydale included in sale of land for a “glebe” farm  
1780 Andrew Donaldson, Cherrydale’s first settler, arrived  
1801 to 1846 The area that is now Arlington County was a part of the Federal District of Columbia; small farmers bought up the old land grants  
1846 Our county was returned (retroceded) to Virginia from the District of Columbia  
1850 Robert Donaldson requests a road be constructed from Awbrey’s Ferry to the Falls Bridge Road, this road is now part of Lee Highway
- 1861 to 1865 Civil War**  
1861 to 1865 American Civil War, our community was crossed and camped on by thousands of Union troops; 22 forts were constructed in Arlington County  
1861 Military Road constructed
- 1865 to 1893 Reconstruction and After**  
1869 Conant C. Nelson arrives and opens Cherrydale’s first general store  
1870 Magisterial Districts were laid out in our County  
1870 Free schools established in our County  
1870 Southern Claims Commission Court established, allowing devastated farmers to file claims for compensation for damages incurred during the Civil War  
1888 Telephone service established in our County
- 1893 to 1935 Cherrydale’s Golden Age**  
1893 Dorsey Donaldson names our community in his request for a branch post office  
1898 Cherrydale Fire Department (now the Cherrydale Volunteer Fire Department) formed  
1899 Fire bell placed on pole atop Cherrydale Hill  
1902 Ladies’ Auxiliary to the Cherrydale Volunteer Fire Department founded  
1903 West Cherrydale Volunteer Fire Department organized  
1904 The two Cherrydale Fire Departments merged and purchased a hose cart  
1906 First electric trolleys and steam trains of the Great Falls & Old Dominion Railroad (GF&OD) reached Cherrydale  
1906 First shed built for storage of Cherrydale Fire Department equipment  
1906 Turkey Shoot held, one of first community fund raising events  
1907 First Cherrydale Elementary School building opened  
1908 GF&OD route double tracked  
1910 Cherrydale Citizens’ Association formed  
1911 First Cherrydale Country Fair held  
1911 GF&OD became the Great Falls Division of the Washington & Old Dominion Railway (W&OD)  
1912 First house in Cherrydale wired for electricity  
1912 Bluemont Division of the W&OD Railway opened (I-66 follows its route near Cherrydale)  
1912 County’s first movie theater (Potterton’s Pioneer Hall) opened in Cherrydale  
1913 County’s first mechanized fire equipment purchased by the CVFD -- two 60 gallon Prisch pumper engines  
1914 Cherrydale School Patron’s League (forerunner of the PTA) formed  
1914 Cherrydale Fire Department purchased a supply truck and two more pumpers  
1914 Electric Lights installed in Cherrydale School  
1915 First community Christmas Party  
1915 Cherrydale Volunteer Fire Department purchased land to build the “Central House” on, now called the Fire Hall or the Fire Station #3  
1916 Cherrydale Boy Scout Troop formed  
1917 “New” school built next to “old” (1907) building, which also had a wing added  
1917 Cherrydale Girl Scout Troop formed  
1918 First “Cleanup Campaign” held in Cherrydale  
1919 The “Central House” (now called the Fire Station) built by the CVFD  
1919 Cherrydale League of Women Voters organized  
1919 Cherrydale Daughters of America Chapter formed  
1919 Cherrydale Athletic Organization formed  
1920 Name of our County changed from Alexandria County to Arlington County  
1920 Cherrydale Clinic opened  
1920 to 1924 Movies shown at Cherrydale School, admission 5 cents  
1921 to 1931 Movies shown at the Fire Hall, with the first “talkies” in 1927  
1921 Arlington County’s first School Dentist, provided free care to all school kids  
1921 Cherrydale Masonic Lodge formed  
1921 Cherrydale Chapter of the Daughters of the American Revolution formed  
1922 Chautauqua Fairs began in Cherrydale  
1922 Cherrydale Library established  
1923 Stone nameplate added to the front of the CVFD “Central House” (Fire Hall)  
1923 Organized Women Voters formed  
1926 Water and sewer lines reached Cherrydale  
1926 Lunchroom opened at Cherrydale School  
1927 First “paid” Fire Marshall hired by Arlington County  
1929 Cherrydale Volunteer Fire Department’s iron tower, shed, and cistern removed from Cherrydale School grounds  
1929 Free annual pre-school health checkups began at Cherrydale School  
1934 Great Falls Division of the W&OD Railway stopped running, tracks removed (later replaced west of Five Points by Old Dominion Drive)

# HISTORY OF CHERRYDALE

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Cherrydale is a neighborhood of predominantly small, neatly kept, older single family homes. With its quiet streets and huge old trees, many parts of the area still retain a small town feeling, despite the fact that it is only three and one half miles from Washington, D.C. The hometown feeling, the pride residents have in the community and its heritage, and the recent widespread efforts to rehabilitate and save many of our fine old homes, indicate a renewed interest in the community and its history. Prior to European settlement, the North Arlington area was home to Indians of the Algonquin tribe. Although Indians must have passed through Cherrydale, most of their settlements would have been along the Potomac River. Recorded history begins with the first land grants, or "patents," which were issued in the early 1700's. The first known settler, Andrew Donaldson, began farming in the area in the 1780's.

The 1800's brought change to the wilderness as more farmers acquired and cleared land for cultivation. Indian paths were widened into country roads. Although no battles were fought in Cherrydale, the Civil War had a major and permanent impact on the area. Union troops camped and maneuvered in Cherrydale, and several major roads were constructed, including Military Road, which was built in three days to connect several fortifications with Chain Bridge. At the end of

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NOTE: Much of the information contained in this section is taken from a new history of Cherrydale, *Cherrydale: Cherry Trees, Characters, and Characteristics*, by Cherrydale resident Kathy Holt

the war, many soldiers decided to remain in the area as farmers.

Easy access to the Washington and Georgetown markets made Cherrydale an ideal location for fruit orchards and truck farms. Large cherry orchards inspired Dorsey Donaldson to name the area when he used the word "Cherrydale" in his 1893 application for a post office. Only a few remnants of the original cherry orchards survive, all on private property.

The railroad reached Cherrydale in 1904, sparking an era of rapid economic growth. This early form of commuter transportation ran on the north side of Lee Highway and provided an inexpensive, reliable form of transportation for people who wished to live in the "country" of Cherrydale and work in the city. The thriving market gardens and fruit orchards were transformed into modern subdivisions. Large numbers of homes were built between 1900 and 1930.

The Cherrydale Volunteer Fire Department was organized during this period; by 1904 it served the community with 10 leather buckets, a ladder, and its first "fire engine" -- a hand-drawn cart. One of the early substations at 2042 North Taylor Street is still in use as a private residence. The current fire station, built in 1919, was financed in part by the volunteers, who sold bricks to raise funds for its construction - including one brick which was sold to President Woodrow Wilson.

The "old" Cherrydale school was built in 1907. The new school was built in 1917; by 1927 it had 12 rooms, 10 teachers, and 362 pupils. This structure and its auditorium played an important

role in Cherrydale, serving as a meeting place and locale for community dinners and dances. The school closed in 1969 and was demolished in 1973 to make way for the Camelot Hall Nursing Home, now Cherrydale Health and Rehabilitation.

Cherrydale's World War I Memorial has been returned to the neighborhood and installed on the lawn of Cherrydale Health and Rehab.

Many different types of residential construction are present in Cherrydale, making for an extremely diverse residential base. Beginning with the small frame houses built just after the Civil War, the housing stock includes the typical two-story "farm" house favored by the early commuters, 1920's prefabricated Sears houses, 1930's bungalows, 1940's "war boxes," and the currently popular neo-Victorian and colonial style in-fill homes. At the time of the 1980 census, 34.8% of Cherrydale homes were built before 1940. (For more information on the 1980 census, see Appendix I) Over fifty-six percent of respondents to Cherrydale's 2003 NC Survey were interested in a program to provide historical markers for individual homes.

Despite increased population, Cherrydale retained its rural character until the late 1950's, when cows were pastured in a field behind the fire station, and many residents kept chicken coops.

Cherrydale provides an opportunity to see the complete development of a community. A few homes are still owned by the original residents or their descendants. Several Cherrydale residents have become famous,

including baseball's Eddie Foster, actor Forrest Tucker, and singer Kate Smith. More recent arrivals in our community chose to live in Cherrydale for a variety of reasons, some of which are identical to those of the early commuters: peace and quiet, close-in location, easy access to transportation, and the nearby schools, churches, and shopping areas.

Beginning in 1984, concerned

citizens began a comprehensive survey of historic sites and houses. The results -- on file at the Arlington Historical Society -- provide the basis for efforts to preserve and protect Cherrydale's historic heritage. In March of 2003 the entire Cherrydale neighborhood was placed on the National Register of Historic Places.

Cherrydale now includes information on the tax benefits of historically-sympathetic

improvements/ renovations to historic homes in our welcome packet to new home owners.<sup>(q61)</sup> We have hosted county historic preservation officers and staff presentations to our CCA and will continue to do so every few years, as well as publish occasional Newsletter articles on this benefit.

## CHRONOLOGICAL HISTORY – 1936-2005

### 1935 to 1975

### Mid Century

1938	Cherrydale's community Library combined with County Library Department, and moved from the School
1938	CVFD held "Burn the Mortgage" celebration
1939	Lee Highway was widened, taking over the roadbed of the Great Falls Division of the W&OD east of Five Points
1945	Hunting banned in Arlington County
1951	Passenger Service ended on the W&OD
1955	Cherrydale loses its last cattle-- they had been pastured on land at Lee Highway and Quincy Street
1958	Cafeteria added to Cherrydale School; interiors of both buildings remodeled
1958	First redevelopment plan for Cherrydale proposed by Arlington County
1959	Quincy Street/Lee Highway intersection reconstructed
1961	"New" Cherrydale Branch Library opened on Military Road
1961	CVFD purchases new ambulance
1963	Bluemont Division of the W&OD stopped running near Cherrydale
1965	Last privy in Arlington closed, County's last commercial dairy herd sold
1968	Last train on the W&OD
1971	Last meeting of the Cherrydale PTA
1972	Both Cherrydale School buildings torn down
1973	Last meeting of the Cherrydale Boy Scouts at the CVFD Fire Hall

### 1975 to 1993

### Towards a New Century

1980	Riot at the Fire Hall when a high school party got out of hand. No major injuries or damage reported.
1984	I-66 opened near Cherrydale (on former route of W&OD between Rosslyn and Ballston)
1984 to 1986	Preliminary Cherrydale Historic Survey done
1984 to 1987	First Cherrydale Neighborhood Conservation Plan adopted
1987	First Cherrydale history book printed

### 1993 to 2003

### A Second Century

1994	Lee Highway/Cherrydale Revitalization Plan approved
1997	CVFD Fire Station granted historic site designation
1997	Reintroduction of Annual Cherrydale Parade
1997	Improvements to Lee Highway (again!)
1998	County funded historic survey of Cherrydale begun
1998	Reintroduction of Cherrydale Fire Hall Community Dances
1999	Second historic survey completed
2001	Arlington County Board approves Site Plan #355 for Hunter's Park at Cherrydale with no endorsement and significant reservations from Cherrydale Citizens Association.
2002	Arlington County Board approves Site Plan #360 for Bromptons (1990 preferred site for fire station) at Cherrydale with no endorsement and significant reservations from Cherrydale Citizens Associations
2002 to 2005	Second version of our Neighborhood Conservation Plan adopted
2003	Cherrydale granted National Historic Site designation
2003	Second edition of <i>Cherrydale: Cherries, Characters, and Characteristics</i>
2003	Arlington County Board establishes and charges Fire Station #3 Relocation Task Force
2003	Resumption of annual Candidates Debate for all Arlington Relevant Candidates.
2003	Fire Station #3 Relocation Task Force submits its report to the County Board
2003	CCA voted against the lowered parking ratio for revitalization and to close Oakland Street between the nursing home and 20 <sup>th</sup> .
2004	Arlington County Board authorizes County Manager to proceed with acquisition of site behind Koons Toyota, not among the sites recommended by the Relocation Task Force, for the new Fire Station #3.
2004	Christopher Company presents proposal for 3565 Lee Highway. CCA in general supported project, with strong support from CCA committee. CB did not approve the proposal.
2005	First Annual Celebrate Cherrydale Artists day

## HISTORIC PRESERVATION RECOMMENDATIONS

### **Recommendation #3 Historic Markers**

Historic Markers should be placed at important sites. The main "Cherrydale" historic marker, now located on Military Road near the library, should be duplicated at a more prominent location where it will be more visible to the community. Other markers should note the sites of the old Cherrydale School, the oldest homes in the neighborhood, the firehouse and old Taylor Street substation, Shreve's Store and Post, and other locations.

### **Recommendation #3A Historic Home Markers**

CCA should investigate, and if there is enough interest among Cherrydale homeowners and it's financially feasible, develop a prototype "Cherrydale neighborhood historic home" marker and then propose such a program to the County for County-wide implementation. If the County is not interested, Cherrydale could proceed for our neighborhood.

### **Recommendation #4 Virginia Historic Landmark Designation and Historic Preservation Tax Credits Program**

Cherrydale was listed in the Virginia Landmarks Register on 3/19/03 and was listed in the National Register of Historic Places shortly thereafter on 5/22/03. Because of this status, property owners may be eligible to take advantage of the state and federal tax credits for the rehabilitation of historic properties. National Register designation will not affect owners' rights to modernize and renovate their homes, but will help to preserve the historic exteriors and maintain the character of the neighborhood. The Citizens Association should continue to work with the County to educate owners about the procedures for obtaining these incentives for historically-sympathetic improvements to historic homes. We urge the County to continue to clarify and advertise the requirements and step-by-step process of application and approval so that more homeowners become aware that their projects may qualify. <sup>q61)</sup>

### **Recommendation #4A Tax Credit for Historic Improvements**

Arlington County should offer some reduction in Real Estate taxes for historically-sympathetic improvements to historic homes, with a lower cost floor than the Commonwealth's 25% of current home value, to encourage preservation of such homes.

### **Recommendation #5 Local Historian**

Arlington County should fund local historian Kathy Holt Springston to gather oral histories from long-time neighbors.

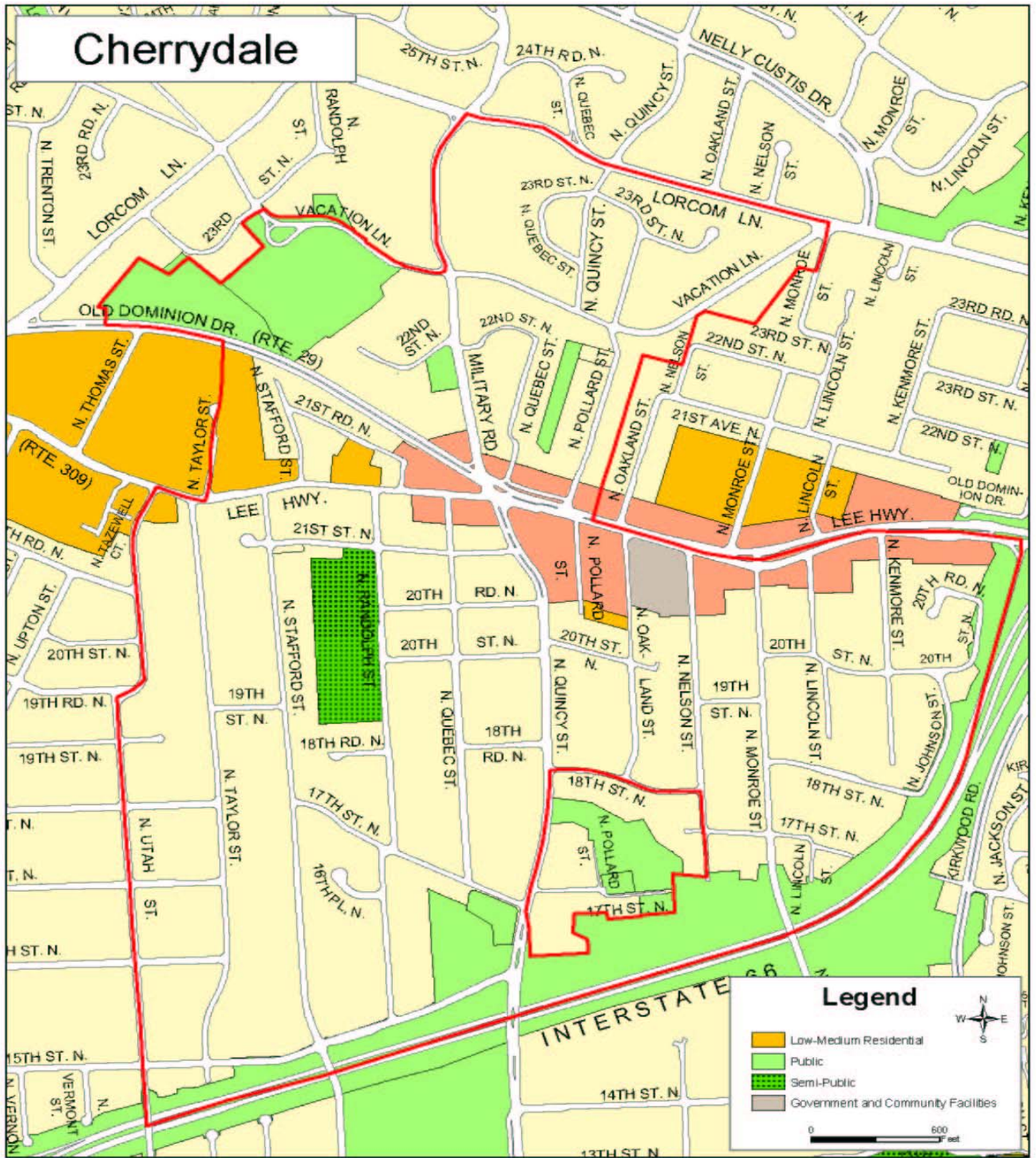
### **Recommendation #6 Cherrydale Historic Archive**

A Cherrydale Historic Archive should be established in order to facilitate the collection at a single location of documents and records about the Cherrydale neighborhood and the Cherrydale Citizens Association. Although the County maintains the Virginia Room at the Main Library, the neighborhood believes that the Cherrydale Branch Library is a better location for the neighborhood archives.



*House on North  
Monroe Street*

# Cherrydale



## **2 LAND USE AND ZONING**

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*The part of Arlington in which Cherrydale is located has been settled for well over 100 years.*

*Much of the development and construction occurred before the County's adoption of the first General Land Use Plan in 1961. Most residents are fairly happy about the current division of the neighborhood into residential and commercial sections. We are, however, wary about encroachment of commercial into residential sections.*







# ADDITIONAL RESIDENTIAL RECOMMENDATIONS

## **Recommendation #10: Open Spaces**

New structures, and additions to existing houses, should be built to both maintain maximum open space and preserve large, mature trees. The vacation of County land must not result in additional houses being constructed. The neighborhood is committed to working with County agencies toward these goals.

## **Recommendation #11: Buffer Zones**

Residential areas should be buffered from impact by neighboring commercial areas, public facilities, and highways to the greatest possible extent. Extensive landscaping with evergreen trees or other means of effective screening from impacts of noise, lights, or visual intrusion of commercial uses on the adjoining residential properties is encouraged to exceed the minimum requirements of the Zoning Code. All decisions on use permits, zoning variances, and rezonings must take into consideration the impact on surrounding residential areas.

## **Recommendation #12: Consolidation**

The neighborhood strongly supports current County policy to discourage and prevent the consolidation of individually-owned residential lots for block sale to developers, except where the General Land Use Plan allows higher density development (see Map 2 on page 8).

## **Recommendation #13: Rights-of-Way and Alleys**

The neighborhood supports the preservation of alleys and unbuilt street rights-of-way as public resources, and not vacated or allowed to be closed for private use.<sup>(q20)</sup>

## **Recommendation #13A: Group Houses**

There is some concern about too many unrelated occupants in homes, especially regarding the number of extra cars, therefore, we recommend closer monitoring by code inspectors and some regulations about number of cars from one house allowed to park on the street.<sup>(q9)</sup>

## **Recommendation #13B: Code Inspections/Zoning Violations**

For serious and repeated violations, we urge County to improve its code violation inspection system, and to have a bi-monthly report from inspectors on progress regarding problem properties. The report would be sent to the officers of Cherrydale Citizens Association.<sup>(q10)</sup> Bimonthly reporting to officers by code inspectors would show whether progress was being made and enhance communication and cooperation between County, community, and resident or commercial violator. In addition, we would appreciate knowing when a neighbor is not merely indifferent to the local regulations, but suffering true hardship, as the community will gladly, at times, work with the neighbor to help them resolve violation problems.<sup>(q11, q20)</sup>

## **Recommendation #13C: Noise**

Noise is a problem for some neighbors, and we encourage county to work with us on noise abatement practices and regulations related to traffic, planes, dogs, other residents (especially group homes) and commercial businesses.<sup>(q12)</sup>

## **Recommendation #13D: Rights of Way**

Within Cherrydale, there are a number of rights-of-way for street segments which have not been built. The following segments of rights-of-way should be removed from the designated street network, and the property incorporated within existing or adjacent parks:

- North Nelson Street where it enters Cherry Valley Park
- North Quebec Street between 15th and 17th Streets North
- North Quincy Street from Lee Highway to 22nd Street
- North 22nd Street North between North Pollard and North Quebec Streets

The neighborhood recognizes that there may be a need for access to adjacent properties which should be maintained. The neighborhood would not support the construction of roads on any other rights-of-way (i.e. North Lincoln Street at 18th Street North), and requests their removal from the designated street network. Other County-owned properties and rights-of-way should be maintained for use as public space.

## COMMERCIAL AREAS

The commercial development of Cherrydale began with the original general store/post office/trolley stop located at the corner of Lee Highway and North Quebec Street. After the trolley line closed and the road was paved, the commercial area spread along Lee Highway in a strip development common to the period from the 1930's to 1950's.

"Downtown Cherrydale" currently functions as a major shopping area not only for the Cherrydale and Maywood areas, but also for the entire northeast quadrant of the County. The opening of I-66 has expanded the customer base for this area, allowing access from all of northern Virginia. The rapid development of the Rosslyn-Ballston corridor increases the attractiveness of the area for retailers and service industries, and significant redevelopment has begun. A few businesses outside of Cherrydale Station are making efforts to improve their appearance. Honda will be undergoing a major renovation, and the former Mediterranean restaurant burned down and will be renovated. Community

Residences renovated a building at Lincoln St., and the old bank on Lee and N. Monroe in Maywood is under consideration for a 4-5 story condo development. Arlington Housing Corp. constructed a senior living facility, Hunter's Park, and the Cherrydale Health and Rehabilitation Center has worked to upgrade its grounds (at least until the road construction did significant damage).

The existing commercial structures are basically sound, although many still suffer from deferred maintenance and neglect traceable to two major problems. First, zoning controls require more parking than is available on many of the smaller lots, thereby restricting use and reconstruction. Second, undergrounding of utilities and street reconstruction along Lee Highway has taken so long that shops have been impacted, both by restricted access and by loss of business. The tree aprons along the Safeway block are in terrible repair and will need major rehab after the road construction is completed.

Cherrydale Auto Parts relocated within the community, and has worked with us to move their cars and trucks to diagonal parking layout, so that we can see the entrance to Cherrydale Park. Dumpsters at this site, as well as Cherrydale Station and other commercial establishments, should be better maintained, more safely parked, and removed from areas of vehicular and pedestrian traffic. Camouflage or screening of dumpsters is encouraged.

According to the past and recent neighborhood surveys, residents have a strong interest in attracting new kinds of stores to the area (in order of popularity: restaurants, bookstore, video rental, coffee shop, art gallery/craft shop). There was also support for ice cream store, mom and pop stores, pub, and nursery. There was a strong desire to limit fast food outlets and automobile-related businesses. A great deal of the commercial core is dedicated to automobile service and sales; a major problem with such concerns is a general lack of

**SAFEWAY STORE ON LEE HIGHWAY**



interest in landscaping, which is perceived by business owners as interfering with operations and with public recognition of their companies. But neighbors are also concerned about traffic related to test drivers and car dealership employees.

The renovation and redevelopment of downtown Cherrydale, if done in conjunction with improvements in streetscaping, traffic management, and pedestrian access, can result in an attractive and inviting commercial area. However, residential areas next to existing commercial areas should not be re-zoned to allow expansion to the commercial area, according to 72 percent of us. (435)

Recent, ongoing, and proposed development in the commercial area is unpopular with many because it has brought higher buildings, increased residential density, and commercial and residential parking difficulties. The County Board has approved parking below “by right” requirements and on one occasion, Hunter’s Park, even below the reduced requirements of the Cherrydale-Lee Highway

Revitalization Plan. As a result of this community concern, the CCA voted to request that the reduced parking requirements contained in the Cherrydale-Lee Highway Revitalization Plan be removed, and that all redevelopment provide parking at least at the level required for by-right development in the zoning district.

Based on the 2003 Survey, 84% of responders would replace commercial buildings and auto lots along Lee Highway in order to improve appearance. The majority (72%) do not want rezoning to allow construction of higher buildings. Those supporting higher buildings

would like to limit height to 4 stories or under. Most resented are the auto dealerships, which earned 33 comments castigating them for unsightly appearance. These businesses also bring a lot of strangers, and test drivers, they are noisy, pedestrian unfriendly, show bare asphalt, lack greenery, and destroy any “village/town center” feel. But the car lots are not the only properties mentioned. A quote from one reader sums it well, “Most existing businesses could demonstrate greater community friendly appearance, landscaping and upkeep.” This is no less true now than 14 years ago, unfortunately.(437)



**FIVE POINTS INTERSECTION**

Looking Southeast from corner of Lee Highway and Quebec Street

# COMMERCIAL RECOMMENDATIONS

## **Recommendation #14: Parking**

All businesses and multi-family residences should be required to provide sufficient parking for residents, employees, visitors, and customers such that the parking does not impact the residential streets. Most people do not want commercial areas to expand into residential even to provide more parking. There were many comments about businesses being required to put in underground parking.<sup>(q43)</sup> See Appendix IV, "Parking Resolution".

## **Recommendation #15: Block Development**

Coordinated development of certain properties should be encouraged, but in a way that does not result in increased commercial density. Candidates for special attention are the southwest corner of Lee Hwy and North Quincy St, the south side of Lee between I66 and N Monroe St, and large lots now used for automobile sales and services.

## **Recommendation #16: Preferred Development**

Revitalization of the commercial area should emphasize improved and diversified shopping facilities that provide neighborhood services with adequate parking, or eligible off street parking requirements. The variety of businesses and services on Lee Highway we would most like to see are, ranked in order of preference: Restaurants (40% of 2003 respondents), followed by book store, video rental, coffee shop. Still mentioned, but by less than 10% are: art related gallery/craft shop, ice cream store, pub for locals, mom and pop/non-chain stores, nursery, hair dresser (inc. for men), bakery. One comment that kept coming through was the desire for variety, and small business. Car dealerships have grown most unpopular due to the streetscape, lack of greenery, noise, and traffic problems they generate.<sup>(q39)</sup>

## **Recommendation #16A: Business Retention**

We want to retain certain businesses. Our most favored store was Cherrydale Hardware. Responders want to retain our restaurants, many want to keep all or most of our current stores, with again an exception for Car Dealerships. Car service and gas stations received some votes for staying. Drycleaners, grocery store (Safeway), veterinarians, 7-11, and the yoga studio were next most popular. The Philippine Market was mentioned at least 3 times. We would like to make special efforts to thank these businesses.<sup>(q40)</sup>

## **Recommendation #17: Improved Screening**

Residential areas should be screened from commercial areas, preferably with evergreen plantings. Commercial property owners should be encouraged to exceed County requirements for screening by providing extensive landscaping when they border residential areas. Existing open space and vacant land which provides transition to residential areas should be maintained and improved with additional trees and shrubs. Cherrydale would gladly reward shops with improved appearance with special attention in our newsletter!

## **Recommendation #17A: Street Trees**

In general, we want to see more trees and better maintained medians along Lee Highway.<sup>(q44)</sup> Commercial sites were cited as having inadequate landscaping, particularly Honda (recently improved), Safeway, 7-11, Toyota, and the VEPCO station. We would like to use all means available to get commercial properties to clean up their sidewalks. Supee's has done a wonderful job despite all the construction along Lee Highway, thus we think the other stores can do the same.

## **Recommendation #18: Commercial Expansion**

Use permits, zoning variances, and rezonings should all be denied if they result in expansion of the commercial area or its encroachment upon the residential area without clear and substantial benefit to the neighborhood.

## **Recommendation #18A: Building Height**

A significant concern is the height of new buildings, as the commercial area is very narrow, and most development will abut residential properties. The residents want new buildings to be 4 stories or less, with a large number preferring 2 stories.<sup>(q38)</sup>

## **Recommendation #18B: Building Preservation**

We encourage preservation of certain historic buildings along Lee Highway. Again, Cherrydale Hardware got the most votes for preservation, followed by the Fire Station. Almost 10 percent of responders would keep all the historic buildings. The Philippine Market building was noted by a few as worth saving, and the Toone building. New developments should be required to make a financial contribution to a historic preservation fund that could be used in Cherrydale.<sup>(q41, q46, q47)</sup>

## **Recommendation #18C: Façade Preservation**

We would encourage or require developers to preserve facades of historic buildings.<sup>(q42)</sup>

## **Recommendation #18D: Traffic Calming Funding**

We believe that developers should be required to make financial contributions to a fund for traffic calming projects in Cherrydale. We also believe they should contribute to infrastructure improvements (e.g., curbs and gutters).<sup>(q45)</sup>



**FIVE POINTS  
INTERSECTION**  
Looking West on Lee Highway



**LEE HIGHWAY**  
Looking East towards Five  
Points intersection

**LEE HIGHWAY**  
Looking East between  
Monroe and Lincoln  
Streets



**FIVE POINTS  
INTERSECTION**  
From corner of Military Road  
and Old Dominion Drive



### 3 TRAFFIC MANAGEMENT

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Cherrydale benefits from good access to Arlington's commercial areas and parks, the Metro system, and to nearby Washington, D.C. Unfortunately, while Cherrydale's location is convenient, its proximity to recent commercial development around the Ballston and Virginia Square Metro stops has caused traffic problems. In addition, new higher density development in the Lee Highway corridor is expected to cause problems in the future.

Although these projects are far from completed, the increase in traffic speed and volume has already become a threat to residents' quiet and safety. Existing problems are expected to become more severe as approved development is completed.

The plan presented here for traffic management, and possible future amendments to the plan, is intended to protect the residential character of our neighborhood and to design streets that are attractive and safe for pedestrians, bicyclists, and children, as well as convenient for motor vehicles.

There are several major arterials in the Cherrydale area, and one forms a neighborhood boundary: Interstate 66. Traffic from I-66 does not go through the neighborhood, but the highway's existence funnels local traffic onto the bridges that cross the highway at North Monroe, Quincy, Stafford, and Utah Streets. This adds significantly to traffic on these streets, and only one, North Quincy, is not purely a residential street.

Other major arterials divide the community: Lee Highway and Old Dominion Drive cross Cherrydale from east to west, Military Road and North Quincy Street from north to south. Each of these streets presents the County with opportunities to improve traffic management for both commuters and neighborhood residents.

The most significant traffic problem facing Cherrydale does not come from any of these individual streets, but from their crossing at the so-called "Five Points Intersection", where Lee Highway, Old Lee Highway, Old Dominion Drive, North Quincy Street, and Military Road meet. The original 1958 proposal for reconstruction of this intersection resulted in moving North Quincy Street to the west, and called for the realignment of Old Lee Highway to avoid the intersection of five streets.

The 1958 plan was never fully implemented, and the intersection remains a bottleneck. This encourages commuters and cross-town traffic to use residential streets such as North Monroe, Stafford, and Utah Streets, which cross I-66, and others such as North Oakland, Randolph, and Pollard Streets, which are used to avoid the intersection.

The solution to the problems presented at Five Points is essential to the overall traffic management problem; widening of existing roads will not alleviate traffic bottlenecks until this intersection is addressed. From the neighborhood's perspective, problems at Five Points must

be resolved, since they cause commuters to take short-cuts down residential streets.

In general, the primary goal of the traffic management plan must be to direct commuter and cross-town traffic away from residential streets and onto arterials designed to handle it. The neighborhood is committed to working with the County Department of Public Works to achieve this goal with a traffic management plan for the Cherrydale area.

The 1987 NC Plan recommendations for this section (Transportation) have been renumbered, as original recommendations number 21, 23 and 24 were at least partially accomplished, respectively N Monroe St received speed humps and cross walk, Quincy Street was reduced to two lane and a bike lane was added, and Old Lee Highway roadbed was shifted several feet to the north, to allow for safer turns, planting strips and adequate sidewalks.

# TRAFFIC CONTROL

## **Recommendation #19A**

### **Speeding**

Traffic Speeds should be enforced on Lee Hwy, Quincy, Stafford and Monroe Streets. As a priority, traffic counts should be requested yet again for Stafford, Quebec, Vacation Lane, 21<sup>st</sup> Rd, Taylor and Nelson Streets. Any neighbor may request traffic counts for their street but counts will generally not be performed more than every 2 years. However, County should make exceptions when a development has occurred nearby possibly affecting the counts. <sup>(q21)</sup>

## **Recommendation #19B**

### **Traffic calming**

Certain streets in Cherrydale need traffic calming (see survey questions No. 21-22) and by far our most preferred device is the speed hump. Curb nubs and narrowing streets are generally least desired according to the 2003 survey, but this is a street by street decision for neighbors. <sup>(q22)</sup>

## **Recommendation #19C**

### **Cut Through Traffic**

Stafford, Randolph, Nelson, Monroe and Oakland Streets all perceive cut-thru problems but thus far only Utah and Monroe are receiving traffic calming. Obviously there is a perception difference between what residents believe to be a speed problem and what the county measures as speed problems. It is worth looking more closely into the times of day that the county measures speed, to be certain they are measuring times of greatest use, which might vary street by street depending on whether the street has a school, a nursing home, a metro parking lot or is simply a major cut through road.

Cherrydale will request Origin and Destination studies for these streets, to be performed at times of highest predicted traffic, when school is open, and either before and/or after large construction projects are completed. <sup>(q23)</sup>

## **Recommendation #19D**

### **On Street Parking**

On street parking should be preserved primarily for residents. Certain areas in Cherrydale report problems with finding parking, and these sites currently include streets near Metro and businesses. Shared parking arrangements between businesses, and effective easy to access Metro parking plus monitoring for parking violations should improve our access to on street parking. Developments that do not plan for adequate on-site parking should not be allowed in Cherrydale. <sup>(q25)</sup>



## 5 POINTS INTERSECTION

### Recommendation #20

As part of the new fire station plan, the redesign of this intersection should improve the flow of traffic; in particular, pressures for commuters to use nearby residential streets would be reduced with the addition of a dedicated right-turn lane from Old Lee Highway to North Quincy Street. Other potential elements include improved turning lanes and restrictions on traffic; the small access road along Lee Highway between North Quebec and North Pollard Streets may need to be incorporated in this improvement plan. Commercial establishments may necessarily be impacted.

43% of Cherrydalers had pedestrian safety and access concerns, with the 5 Points Intersection mentioned most.<sup>(q29)</sup> Steps should be taken to improve pedestrian and bicycle safety. The neighborhood is committed to working with County staff to study means of improving this intersection.

### Recommendation #20A

While much work has been completed on redesigning the 5 points intersection, problems have still been cited by Cherrydalers.<sup>(q23)</sup> Cut-thru problems continue to be reported, with Stafford being most frequently mentioned (10%), followed by Randolph, Nelson, Monroe and Oakland. These streets therefore deserve our priority for traffic management/calming.

### Recommendation #20B

The 5 Points Intersection is clearly voted most in need of better signals. Left turns from "Old" Lee Highway and Old Dominion to Military Road North were identified as needing signals, as well as left turns from Quincy to "Old" Lee Highway.<sup>(q29)</sup> Cherrydale placed a request for such signals under a lottery system with the county in the summer of 2004.<sup>(q24)</sup> Left turn lane markers should be added to the 5 Points Intersection in general.

### Recommendation #20C

Bike lanes should be clearly marked within the 5 Points Intersection.

## NEIGHBORHOOD STREETS

### Recommendation #21A Upper Cherrydale (NC Area West of Quincy)

According to neighborhood survey data, the volume of traffic on residential streets is perceived as a problem by many residents. Speeding on certain streets has been identified as a problem by County studies and confirmed by police enforcement actions. Traffic management alternatives are being studied for this area, and a traffic management plan may be submitted as an amendment to this Plan.

### Recommendation #22A Vacation Lane

The use of the Vacation Lane-North Pollard Street corridor for commuter traffic has been a concern of residents in the area for some time. A number of alternatives to reduce the amount of through traffic are being studied, and a final proposal may be submitted as an amendment to this plan. This area was cited as one of the corridors still experiencing cut through traffic in the 2003 survey.<sup>(q23)</sup>



### Recommendation #22B Quincy Street

The North Quincy Street-Military Road corridor should remain a two-lane roadway. The street has been improved with plantings of cherry trees, a landscaped traffic island north of the intersection with 15th Street North, nubs to protect parking areas, and a bike lane. Crosswalks should be added as well.

## OTHER TRAFFIC RECOMMENDATIONS

### "OLD" LEE HIGHWAY

#### Recommendation #23 Traffic Study

According to the 1986 Master Transportation Plan, Old Lee Highway will remain a collector street for the foreseeable future. In 2002/2003, improvements were made in accordance with this plan. The entire roadbed was shifted several feet to the north, within the existing roadbed, to allow for safer turns, planting strips, and adequate sidewalks (see Illustration below). However, with the fire station moving to the site behind Toyota, Old Lee Highway could be affected and County is encouraged to work with the CCA to make this work well for all.

#### Recommendation #23A Crosswalks

Wide crosswalks with impressed pavers should mark the entry of all side streets off Old Lee Highway.

### LEE HIGHWAY

#### Recommendation #24 Widening and Landscaping

The neighborhood remains strongly opposed to the widening of Lee Highway to six lanes. Necessary improvements have been made including street lights and undergrounding of utilities in some places. The Lee Highway islands new landscaping especially along Kenmore and N Monroe street are in disrepair from recent construction and a few trees have died. The soil is rocky and poor, and landscaping is fairly high maintenance and often needs weeding. Dead trees should be replaced with similar caliper and age trees as this is the 2nd time in 4 years that we have lost and replaced trees there.

#### Recommendation #24A Islands

Cherrydale needs to identify a team of volunteers who will share maintenance of the islands or acquire an agreement with a local developer to make maintenance of the island part of a site plan agreement.

#### Recommendation #24B Crosswalks

Wide crosswalks with impressed pavers should mark the entry of all side streets off Lee Highway.

#### Recommendation #25 Lorcom Lane

Lorcom Lane should remain an arterial alternative to Lee Highway. The roadway should be reduced in width and landscaped in order to reduce speeds and to reflect the relatively modest current and projected traffic volumes for this residential area.

#### Recommendation #26 Pedestrian safety

Pedestrian Safety should be a higher priority. Crosswalks are required at all major intersections, at North Quincy Street and the I-66 bike path, and at the intersections of 15th Street North with North Randolph, Stafford, Taylor, and Utah Streets. Old and new crosswalks should be painted with larger and more visible markings. Pedestrian signals should be installed at all major intersections, especially Five Points.

Sidewalks, crosswalks and fixing the 5 point intersection are the most referred methods to improve pedestrian safety. (q30)

#### Recommendation #26A Old Dominion Crosswalk

An effective crosswalk is needed to cross Old Dominion between Taylor Street and HB Woodlawn School

#### Recommendation #27 Bicycle Safety

Bicycle safety should receive greater attention. The County took advantage of street reconstruction in the north Arlington area to begin construction of an expanded network of commuter bike paths. Commuter bike paths or bike lanes should be located on the roadbed; sidewalks should be for the use of pedestrians. As of 2003, a majority of residents did not state a desire to have more bike lanes than is currently planned, though there were many positive comments. Effort should be made to not slow traffic speed significantly BELOW the speed limit due to bike lane use during rush hour. Bike Boxes and other safe ways to lock bikes should be provided. Of those who did not support the lanes, the most common complaint was that existing traffic lanes should not be removed for bike lanes, and that the lanes that exist are underutilized. <sup>(q28)</sup> Again, bike lanes should be clearly marked within the 5 points intersection.

# METRO & TRANSIT

The Metrorail system is projecting significantly increased volume in the next decade, and is making plans to deal with it. Among the easier options are new cars, longer trains, and additional entrances to some stations. Metro has also floated the idea of a new, north Arlington subway line, from Georgetown to East Falls Church and Dulles Airport. A new line could affect Cherrydale, with potential stations at I-66 and Quincy, Lee Highway between Cherrydale and Lyon Village, and at George Mason Drive.

Until now, Arlington has had a policy of encouraging targeted development near Metro stations, so unless that policy is changed, a new Metro line could mean significantly increased density and traffic.

## **Recommendation #28 National Airport**

The County Board should work with other government agencies and officials to decrease air traffic and noise created by National Airport.

## **Recommendation #29A North Arlington Metrorail**

A slim majority would support a new North Arlington Metrorail. but concerns about noise were cited, and also suggestions that south Arlington should be considered first.<sup>(q32)</sup> Some respondents would support stops in Cherrydale.<sup>(q33)</sup> Should a new station be allowed, we should preserve areas surrounding for single family homes.<sup>(q34)</sup> In 2000, a presentation to the CCA about potential new Metro stops in Cherrydale did not receive support.

## **Recommendation #29 I-66 Widening**

A majority (65%) do not support widening I-66, while 27% do. Cherrydalers against the widening believe that the benefit would not be realized due to increase pollution, noise, and that the new road will just fill up again. Many of the supporters suggested that widening between Glebe Road/Fairfax and the beltway would be OK.<sup>(q31)</sup> Although the majority does not approve widening, if it is expanded Cherrydale would need effective sound reduction measures. Please refer to creative ideas discussed in survey question 31.

## **Recommendation #29B Bus Stop Garbage Cans & Shelters**

Most respondents (68%) use public transportation, and Cherrydalers request that more covered bus stops are needed and cited a need for trash receptacles at the bus stops.<sup>(q26) (q27)</sup>

## **Recommendation #29C Parking**

Many respondents (36%) reported problems with parking in their neighborhood. Specific problems with parkers who walk to Metrobus/Metrorail were identified, as well as group homes that have multiple renters and hence multiple cars. Problems with parking in the area of the former Mediterranean Restaurant were identified.<sup>(q25)</sup> Refer to our vote for full parking requirements for any residential or commercial development in Cherrydale, including along Lee Highway our "revitalization area" (Appendix IV).



## 4 CAPITAL IMPROVEMENTS

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Since Cherrydale was not built at a single time, or by a single individual, it lacks such unifying features as standard curbs, gutters, sidewalks, and street lights. Indeed, many streets in Cherrydale lack all or some of these amenities.

Cherrydale has had significant improvements since the original version of this plan, however a significant investment in capital improvements such as curbs, gutters, sidewalks, and street lighting is still required. This work would be done to implement traffic management plans, to replace existing curbs, gutters, and sidewalks that have deteriorated over the years, and to bring various parts of the community up to the standards described below.

### **STREETS, CURBS, AND GUTTERS**

While much progress has been made in finishing curbs and gutters, there are still a number of streets that are in need of improvement, including parts of Stafford Street, Randolph Street, Quebec Street, 18th Street between Quincy and Nelson, 21st Road and Lincoln Street.

#### **Recommendation #30 Street Width**

Whether or not street improvements are carried out within existing rights-of-way, the neighborhood strongly believes that residential streets should not be widened automatically to any "standard" width in connection with such improvements, for two reasons. First, wider streets encourage motorists to drive at higher speeds and increase through traffic, which are clearly inappropriate for residential areas. Second, many homes in Cherrydale are built very close to existing roads; widening those streets would severely impact both the value of the homes and the quality of life for residents. <sup>(q22)</sup> However, only 15% of respondents supported street narrowing as a viable method for traffic calming.

#### **Recommendation #31 Street Modifications**

As part of the traffic plan, the neighborhood recommends the use of wide planting strips, "nubs," and other physical changes in the street to reduce the visual scale of the street, and thus help to reduce speeding. In the 2003 survey, 54% would like traffic calming on their street and the most popular device, by far (50%) are speed humps. Traffic enforcement was next most popular. Curb nubs and narrowing streets were the least popular options. <sup>(q21/22)</sup> 16% of respondents suggested curb nubs as a viable method of traffic calming.

#### **Recommendation #32 Curbs and Gutters**

Standard curbs and gutters, which are vital for controlling excessive water run-off during storms, should be installed on both sides of every street in Cherrydale, regardless whether they have a sidewalk, but by petition.

## SIDEWALKS

The neighborhood believes that pedestrian safety and access to the neighborhood commercial area require the adoption of a standard policy on curbs, gutters, sidewalks, and street lighting. This policy will not impose these improvements on residents who do not wish them, but will only support those who wish to petition the County for their installation under existing County procedures through the Neighborhood Conservation Advisory Committee.

In the 2003 survey, the majority want sidewalks at least on one side of the street, but many would make exceptions to that rule (to save a tree, for low traveled streets like dead-ends or cul-de-sacs, very narrow streets or in front of homes with too little front or side yard. etc.).<sup>(q14)</sup>

### **Recommendation #33 Pedestrian Safety #1**

The neighborhood believes pedestrian safety requires that a sidewalk exist on both sides of every major street, including arterials and collectors, and on at least one side of most residential streets. Streets which lead to the commercial area should be given priority for sidewalk improvements, as they generally have higher pedestrian and vehicular traffic. Sidewalks should be designed for the use of pedestrians and not for commuter biking; commuter bike paths or bike lanes should be located on the roadbed if they are deemed necessary.

### **Recommendation #33A Required Sidewalk Costs**

Sidewalk installations are becoming so expensive that many of our projects are either taking many years for improvements or simply not getting funded. Furthermore, newer communities are favored for improvements (points for being new). They are smaller communities as well so their projects tend to be less expensive which also makes them more likely to be funded. We will work with Neighborhood Conservation Program and County to continue to refine the system which at this time puts Cherrydale at a disadvantage relative to newer communities.<sup>(q13)</sup>

### **Recommendation #33B Obstructions**

Occasionally there are problems with vegetation or structures limiting visibility for drivers or obstructing pedestrians and though some of the problem comes from commercial areas, most comes from residents who don't tend to the overgrowth in their own yards. Twice a year Cherrydale could consider listing in the newsletter the county regulations about vegetation or structures which limit visibility for drivers or obstruct pedestrians. We should attempt to contact the neighbor first, before reporting to code inspectors, but if code inspectors become involved, we do need a follow-up report from inspectors. If a neighbor is in distress, it is possible we could organize other neighbors to help remove the obstacle.<sup>(q15)</sup>

### **Recommendation #33C<sup>(q16)</sup> Pedestrian Safety #2**

Cherrydale would like to focus attention on pedestrian safety issues particularly (but not exclusively) at the 5-point intersection, Quincy St, Military, Monroe St, and Stafford. County should put in painted cross walks at appropriate and agreed upon spots while we wait for larger fixes via NC funding. In addition to the 5-point intersection, Quincy St, Military, Monroe St, Stafford St were each noted to have problems. Randolph St and Lee Highway and 18<sup>th</sup> were also listed. North Monroe just got speed humps and 18<sup>th</sup> St was recently voted as our next CCA project for sidewalk funding. But this means there is much left to do, and simple things like crosswalks, painted, should not have to wait for NC funding.

### **Recommendation #33D Bus Stops**

School Bus Stops on Quincy St and Taylor St. should be reviewed for safety improvements. Specific recommendations to be made after input from county and parents.<sup>(q17)</sup>

# STREET LIGHTS & UTILITIES

We would like to see more pedestrian style street lights, but not too bright or intrusive. Where ever and as soon as possible, we would like to have utilities undergrounded, eliminating telephone poles. However, in the meantime, we should have more street lights, less bright, but well maintained. Knowing that most streets will not have utility undergrounding within the next 20 years, there is a 3<sup>rd</sup> option, much less expensive, which County should examine. This option was discussed at a June 2004 NC Meeting. Attractive lights attached lower on phone poles would allow for better lighting which does not shine into bedrooms and is so much less expensive that we could have almost twice as many lights. Consideration should be made to home owners who do not want a street light in front or side of their house.

## Recommendation #34

### Shielding

Any necessary additional street lighting should be placed or shielded so that they do not shine directly into residents' windows.

## Recommendation #34A

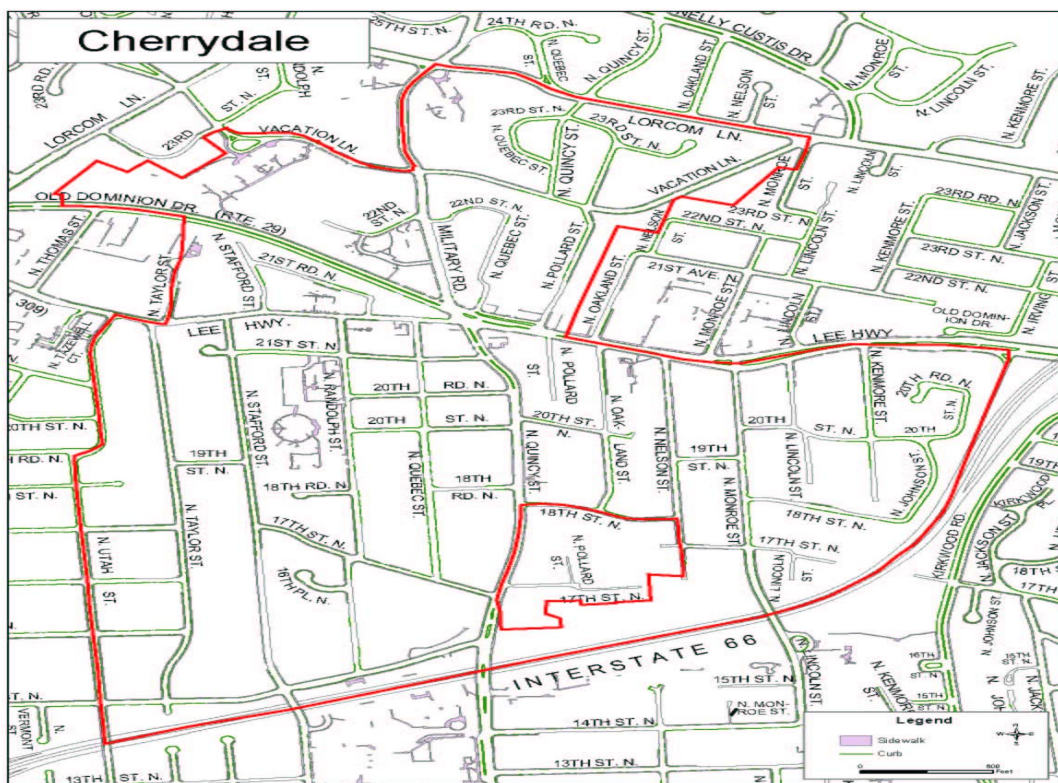
### Maintenance

Maintenance of street lights is a priority for Cherrydale. To ease reporting of problem lights County might consider attaching a small metal plate to lamp lights with the phone number to call when there is a maintenance problem. Also, inspectors should make rounds in evening rather than day to find the lights that malfunction. Street lights should not be too bright or intrusive.<sup>(q18)</sup>

## Recommendation #35

### Utility Lines

All utility lines (electricity, telephone, cable television) should be buried in connection with new construction, construction on major roads, and residential areas, in order of priority. With new construction, utility lines should be buried under the street rather than crossing in the air to a new pole and buried to building.







# 5 PARKS, BEAUTIFICATION, AND RECREATION

## PARKS

There are four small parks in Cherrydale -- Oak Grove and Cherrydale Parks, Cherry Valley Park, and Cherrydale Playfield -- as well as two parks on the periphery of the neighborhood -- Hayes and Quincy. According to the 1987 neighborhood survey, residents make extensive use of all parks, although those with play equipment and picnic tables are the most popular. Quincy Park, in particular, is favored for its tennis and basketball courts and softball fields.

Other green space includes the area around the I-66 bike path and two Adopted Lots (the median on Lee Highway between North Kenmore and North Monroe Streets, and North Stafford at 21st Street North) maintained by residents under the program administered by Arlingtonians for a Clean Environment.

Cherrydale's current parks need to be maintained and in some cases improved. Cherrydale would like to see new parks created as new developments are being built, such as the pocket part in the Bromptons development. The recommendations in this section describe the actions needed for each park. The survey showed that residents want Cherrydale parks to have variety with a mixture of attractions for all ages and multiple purposes. We want more playgrounds and playground equipment, but also land set aside for adults. We treasure our parks and would like them better maintained.

### OAK GROVE PARK

Oak Grove Park, formerly known as Cherrydale West, was created in the 1970's during the construction of I-66. The park contains a soccer field regularly used by County residents and students from nearby Washington-Lee High School, as well as a small playground and a covered bench area.

### Recommendation #36 Oak Grove Park Master Plan

Oak Grove Park is a top priority for improvements. The CCA would like to see the development of a park master plan for Oak Grove Park, which would include ideas from our current survey as well as from users of the parks, neighbors, and county staff. Oak Grove currently contains a soccer field used by county residents, an open air shelter which covers a picnic table, and a tot lot. The tot lot was installed in 2003 with funds from the Small Parks Program, administered by the Parks and Recreation Commission, and with private funds from approximately 30 neighborhood families and businesses. Arlington County purchased three lots, including the house at 1612 N. Quincy St., next to Oak Grove on 17<sup>th</sup> St. N. in 2003 and these properties and the property at 1608 N. Quincy should be incorporated into Oak Grove Park.<sup>(q48, q50)</sup> The Master Plan for the park should consider options referenced in survey question 50 and Recommendation #2. The most preferred option is to reuse the existing historic house, preferably as a Cherrydale community house.

There are several reasons that a Master Plan should be a priority:

- 1) Neighborhood Conservation funds are available each year to improve the park, but the County is unlikely to approve expenditures on the park in the absence of a Master Plan
- 2) The County's recent and recommended acquisitions are not currently incorporated into the park, and a master plan process is needed to determine their use
- 3) Cherrydale residents should be able to enjoy a range of uses at this park
- 4) Beginning a park planning process minimizes the risk of it being used for non-neighborhood park purposes

### CHERRYDALE PLAYFIELD

Cherrydale Playfield, adjacent to H.B. Woodlawn School, includes two tennis courts, a basketball court, and a baseball diamond.

### Recommendation #37 Cherrydale Playfield Maintenance

Cherrydale Playfield is the major active recreation facility in Cherrydale. It is heavily used for the baseball field, the tennis courts, and the basketball courts, and the lower field is used for soccer and other field sports. The priority for this park is that a high level of maintenance be continued, to prevent deterioration of the fields, fences, and other amenities. Note: This was recommendation #39 in prior versions of the NC Plan

### CHERRY VALLEY PARK

Cherry Valley Park is basically unimproved except for the clearing of underbrush from some areas.



#### Recommendation #38

Cherry Valley Park should remain generally unimproved, although the heaviest underbrush on the south edge of the park, especially poison ivy, should be cleared. Much of North Nelson Street can be vacated where it enters the park; the adjacent vacant land should be designated “public” and acquired for parkland, and the remaining roadbed should be finished with curbs and gutters. A master planning process for this park should be instituted, and should incorporate the main park valley, the property along 17<sup>th</sup> St. N., and the ponds and natural areas along the bike trail.

### CHERRYDALE ADOPTED LOT North Stafford Street and 21<sup>st</sup> Street



#### Recommendation #39

The Adopted Lot on North Stafford Street and 21st Street North should remain public open space. The zoning should be changed to S3A to reflect its General Land Use Plan designation as Public. The neighborhood will continue to maintain the property, which has recently been re-graded and planted with 3 elm trees and one ornamental cherry tree. From time to time the neighborhood and CCA will develop and implement desired improvements. The CCA will identify citizens who will volunteer to organize the park's care and maintenance. (q48, q49, q53)

Note: This was recommendation #40 in prior versions of the NC Plan

### CHERRYDALE PARK

Behind Pasha Cafe

Cherrydale Park was created over thirty years ago on the old North Quincy Street right-of-way in response to citizens' concerns over a developer's plans to construct a movie theater and parking lot on the site. It contains play equipment, a few picnic tables, and a single barbecue grill.



#### Recommendation #40

Problems with Cherrydale Park can be divided into four areas: entrances to the park obscured by brush, retail cars, and dumpster; neglect of current plantings and equipment; the absence of an updated comprehensive park improvement plan; and the continued abuse of the park by non-residents, especially customers of the nearby 7-11 convenience store and students from HB Woodlawn. The park entrances should be more obvious and welcoming, with appropriately lighting and brush cleared. Cars and dumpsters should continue to be set back away from the Lee Highway entrance, which has been a problem in the past. Other improvements should be established in coordination with near neighbors. We will work with the police, commercial owners and HB Woodlawn administrators to reduce vagrancy, littering, graffiti and to eliminate drug use in our park. (q48) Bollards should be set from the back corner of Cherrydale Auto Parts to protect the park entrance, specifically the island trees.

Note: This was recommendation #37 in prior versions of the NC Plan

#### Recommendation #41 Maintenance

We would like the parks better maintained, with better control of dogs and patrol against vagrants. We would like to keep our parks safe. (q48, q49)

## BEAUTIFICATION

### HOMES AND TREES

Cherrydale contains scores of old and beautiful homes, many now being restored, and hundreds of large shade trees, including white, red, and willow oak, maple, sycamore, magnolia, tulip poplars, hickory, and chestnut, and many types of evergreens. According to the neighborhood survey, the special character accorded the area by these homes and trees is among the primary reasons residents moved into Cherrydale.

### COMMERCIAL AREAS

Commercial areas have been developed with little attention to aesthetic considerations. Lee Highway and Old Lee Highway suffer from narrow - - or no -- sidewalks, little vegetation, and few trees. Trash and litter collection around some commercial areas is a problem. In some residential areas, mature trees have been destroyed to make room for curbs, gutters, and sidewalks. Most of the cherry trees for which the Cherrydale neighborhood is named have died or been destroyed over the years.

### ART

Art in public places creates a more visually pleasing and humane environment, providing an opportunity for artists to work and the public to participate in the process. Cherrydale wishes to take advantage of every opportunity for visual and performing arts at both community and County levels.

## STREETS

### Lee Highway At North Monroe Street



#### Recommendation #42

##### Lee Highway between I-66 and North Quincy Street

Commercial improvement of the Lee Highway corridor between I-66 and North Quincy Street provides the perfect opportunity to improve the streetscape, as is currently planned for the new Safeway store. An identical streetscape design, including special paving materials, lighting, street furniture, and street trees, should be continued on the entire length of Lee Highway, and should provide a model for all future streetscape projects in the area. The Dominion Power substation at Lee Highway and North Monroe Street shall be screened with a brick or other solid wall, behind existing and new plantings. Commercial establishments (especially 7-11 and Cherrydale Station) should be required to provide more trash receptacles and better litter pickup. Dead trees on the Lee Highway median west of the I-66 interchange should be replaced and augmented. (Note: Much of this recommendation is being accomplished by the Lee Highway improvement project, and by redevelopment along the corridor.)

#### Recommendation #43

##### Lee Highway between N. Quincy Street and N. Woodstock Street

The redesign of Old Lee Highway between North Quincy and North Woodstock Streets, discussed within the transportation section, should follow the model established for Lee Highway. (Redesign and construction has been completed – maintenance now becomes an issue, as it is a State road, but the County has installed the improvements.) Nonconforming commercial establishments along Old Lee Highway -- a residential street -- should be encouraged to upgrade the appearance of their properties, and to conduct their business in a manner suitable for a residential area.

#### Recommendation #44

##### Old Dominion Drive

The hillside on the south side of Old Dominion Drive between Military Road and North Taylor Street is unsightly. Improved maintenance is required. Additional evergreens should be planted to provide an improved sound barrier to residents.

## **I-66 & PARKING**

### **Recommendation #45 Landscaping**

Although a large amount of landscaping has been done along the interstate, lack of adequate maintenance has caused significant loss of trees and other plantings. The neighborhood encourages the County to provide better maintenance of landscaping on County land and request the Virginia Department of Highways and Transportation to better maintain the State property

### **Recommendation #46 Noise**

The County should request the Virginia Department of Highways and Transportation to conduct studies of noise levels in the neighborhood, particularly the area from North Utah Street to North Quincy Street along 15th Street North. These areas should receive remedial treatment to reduce noise. The neighborhood would support installation of attractive sound barriers and additional plantings (of evergreens and cherry trees) where needed. The visual impact of current and additional sound barriers should be softened with plantings of perennial flowering native vines. We notice trucks are illegally using I-66 and we ask that the regulations against trucks be more stringently enforced.

### **Recommendation #47 Parking Garage**

The parking garage over I-66 between North Quincy and North Stafford Streets need special attention. The County should consider additional plantings to screen the garage from residents living on nearby streets. The noise studies mentioned above should include a close examination of problems caused by the garage. The Washington and Lee High school reconstruction shall cause disruption for at least 4 years. We support the Cherrydale W&L Parking Recommendations submitted August 30, 2003 to the W&L Parking Committee (Appendix VI), especially recommendation #10: "The County should explore specific measures to ensure that commuter parking use of the I-66 deck is supportive of transit (Metro) use and not just to serve as convenient free parking for Ballston area users, a condition that does not exist anywhere else in the county."

### **Recommendation #47A Additional Parking Garages**

CCA does not generally support construction of additional parking decks on the I-66 structure because of the potential for impact on the CCA community and the distance from the I-66 deck to W-L facilities that generate the need for parking. If an additional parking level is constructed on the I-66 parking structure, it must be limited to the easternmost deck (Quincy side) to ensure it is not visible from residences along or adjacent to 15th Street. Height of the new deck should be kept to a minimum and lighting should be shielded so it does not impact CCA residences. Vegetative screening should also be considered for any portion of the new deck visible from Cherrydale residences.

## TREES

### **Recommendation #48**

#### **Cherry Trees**

The neighborhood strongly believes that Cherrydale needs cherry trees, for both their aesthetic value and to create a link to Cherrydale's past, and urges the County to plant cherry trees in the neighborhood whenever and wherever possible, in particular, along major streets such as Lee Highway between I-66 and North Quincy Street, Old Lee Highway between North Quincy and North Woodstock Streets, and the North Quincy Street-Military Road corridor. According to the original neighborhood survey, residents strongly opposed the destruction of the cherry trees on the Lee Highway median strips -- for any reason. But these trees were cut down anyway under the recommendation of an arborist who claimed every single one was too old. We strongly request that second opinions on tree survival be supplied by an independent arborist chosen by the CCA before the county or other public agencies cut down our trees. Only if both the county and the CCA arborist agree a tree is unsafe should it be cut down.

### **Recommendation #48A**

#### **Lee Highway Trees**

Sapling cherry trees were planted as replacement for the mature ones on the Lee Highway median, but recent construction has caused damage to the trees there, killing at least one. Trees of similar age and height should replace the ones destroyed by highway construction. Better soil should replace the gravel and dirt along sections of the median. See plan for Lee Highway, Appendix II, and recommendations for the Lee-North Monroe median (pending).

### **Recommendation #48B**

#### **Tree Restoration**

We support community efforts to restore Cherrydale's original cherry trees by planting a flowering or fruit cherry tree in our yards. <sup>(q58)</sup>

### **Recommendation #49**

#### **Tree Preservation & Pruning**

The County should make every effort to preserve existing street trees, especially when it undertakes any construction projects that might affect such trees, whether on public right-of-way or private land. The county should actively replace dead or dying trees. The trimming of trees by utility companies is an obvious necessity, but the results are often disastrous in terms of tree appearance and health. The County should require Virginia Power and other utilities to substantially improve the quality of their tree trimming operations. A number of trees were nominated for the County's memorable tree program. <sup>(q55)</sup> But residents do not know what to do with this information. The CCA shall send a list of these trees to the County.

### **Recommendation #49A**

#### **Tree Planting Programs**

We support a neighborhood tree canopy program in Cherrydale by planting at least one specimen-type tree in our yards, and would like to have a stronger outreach program for this purpose. The demand for trees given away each year during Neighborhood Day is double the number of trees donated. <sup>(q56,57)</sup>

### **Recommendation #49B**

#### **Mature Trees In Construction Areas**

County should require developers to make greater efforts to save mature trees when building new houses or expanding existing ones. <sup>(q57)</sup>

### **Recommendation #49C**

#### **County Program for Tree Maintenance**

We support a County program to help homeowners maintain, rather than remove, large mature trees. But this should be on an optional/strongly encouraged, not mandatory basis. <sup>(q59)</sup>

## ENTRANCE SIGNS AND PUBLIC ART

### Recommendation #50 Entrances

The idea of Cherrydale as a community should be enhanced with more formal entrances into the area. According to the county we are allowed 4 citizens association signs, and these signs were recently completed. Two signs have been placed to mark our north and south boundaries (Military and Vacation Lane and Quincy and 15th St. N.), and the other 2 mark the east and west boundaries the Lee Highway median on North Monroe, and the 5 Points Intersections median by Toyota.

*2005 Note: This recommendation was completed during the development of this plan.*

### Recommendation #51 Art in Public Space

The incorporation of sculpture and other visual arts should be considered in all capital improvement projects in Cherrydale, public and private. Businesses should be encouraged to provide space to temporary and permanent displays. Cherrydale will participate in Neighborhood Conservation funding of public sculpture when this program is available, and intends to accept and maintain, with community approval, donated art works under the Adopt-a-Lot program.

### Recommendation #52 County Art Programs

Cherrydale is pleased with efforts to develop a cultural center on its doorstep in Ballston. The neighborhood recognizes the need for an advisory County Arts Commission and urges the County Board to create such a body, and to allocate County staff resources for the coordination and encouragement of public art programs.

*2005 Note: Since 1987 when this recommendation was created, the county created Commission for the Arts and Public Art, and a Public and Community Arts unit was set up in the Department of Parks, Recreation, and Cultural Resources.*



***Cherry Valley Park***



***Five Corners Island***

## RECREATION

There are few recreation facilities in Cherrydale. Although many activities are conducted at H.B. Woodlawn School, access is difficult except by car. Washington-Lee High School, although outside Cherrydale, is heavily used by neighborhood residents. According to the neighborhood survey, the Washington-Lee swimming pool and track are very popular.

### RECREATION RECOMMENDATIONS

#### Recommendation #53

##### New Washington-Lee High School Design

The 2004 CCA W&L Parking Committee recommendations (Appendix VI) include the following: Design of the new high school and redesign the layout of existing facilities to optimize proximity and access between site facilities/uses (e.g., the pool and track) and on-site parking. CCA recommends incorporating design elements into the project, such as convenient, well lighted, and well marked walkways leading to parking. Visual connections between on-site parking and W-L and Ed Center facilities should be implemented to clearly convey the connection between the facilities and available parking areas. This may require revisions (cutting back) to the existing landscaping (trees) between the I-66 parking deck and the W-L/Ed Center site.

#### Recommendation #53A

##### Washington & Lee Recreation Facilities

Also in the W& L Parking recommendations: To enhance use of W&L recreation facilities, all parking at the W-L/Ed Center site should be available and clearly marked for all users after 5:00 p.m. At present, many parking spaces are signed to imply that the space is reserved at all times for Ed Center or school use only. See Appendix XI.

#### Recommendation #54

##### I-66 Bike path

Although the I-66 bike path has been marked with yellow lines to divide traffic, the construction of a separate cinder track for runners and walkers should be strongly considered. A Par Course should be constructed and mileage markers installed. Benches, water fountains, trees, and other landscaping should be added to each of its entrances (15th Street North near North Stafford, Johnson and 18th Streets, and North Quincy at 15th Street North). These original recommendations are reiterated in the 2003 questionnaire, (the bike paths should have better lighting, water fountains, wider paths, brush trimmed, exercise and fitness stations, more trees, daffodils, and sound barriers from 66.)

## SCHOOLS

Cherrydale is served by the following schools: Glebe, Taylor, and Science Focus Elementary (all part of the Arlington County school system), St. Agnes parochial grade school, Swanson Intermediate School, Washington-Lee High School, and H.B. Woodlawn alternative school (left).



## CHURCHES

There are numerous churches in or adjacent to Cherrydale, including Cherrydale Methodist Church, Cherrydale Baptist Church, St. Andrew's Episcopal Church, St. Agnes Catholic Church (right), Cherrydale Chapel, and the Fe Y Alabanza Pentecostal Church. Many of these religious institutions make their facilities available for community use and provide other kinds of community support.



CHERRYDALE  
VOL. FIRE DEPT.  
FOUNDED 1910  
ACFD STATION 3



## 6 COMMUNITY SERVICES AND ACTIVITIES

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Cherrydale residents enjoy the benefits of a wide range of public facilities and County services. At the time of the 1980 U.S. Census, Cherrydale had a higher than average number of senior citizens (16.6% of the population v. 11.6% for Arlington County as a whole). In 1990, our seniors were 19.9% of our population, but by 2000 they had dropped to only 15%. Seniors have routine needs for reliable transportation, traffic crosswalks and safety features, and other support services such as exercise facilities, nutritionally balanced meals, and access to a senior center. There are many County programs for the elderly that meet their needs, but they are often underutilized.

**The Cherrydale Citizens Association, which is an ideal conduit for community education and outreach, is committed to working closely with the County's Office on Aging, Senior Adult Program, and Extension Service to make these services known and available to our senior citizens.**

At the same time that we had a sizeable population over 60, Cherrydale was experiencing a baby boom. Demand for services, programs, and facilities for infants and children were increasing yearly. The neighborhood is interested in working with the County to provide greater outreach and access to services for infants and children. However between 1990 and 2000, the under 5 population dropped 4% and the 5-17 year old group rose 30%.



### MEDICAL

The Cherrydale Health and Rehabilitation Center (right), a private facility, has become a valuable community asset, has provided space for Cherrydale Citizens Association meetings and receives support from area volunteers.



## CHERRYDALE LIBRARY

The Cherrydale Library is one of the oldest in the County. It has been moved several times from its original location in the old Cherrydale School building on Lee Highway, but continues to be a highly valued institution. Nearly three-fourths of the respondents to the 1987 neighborhood survey indicated that they use the library on a regular basis. Over eighty percent of respondents to the 2003 survey favored keeping the Cherrydale Library open<sup>(q64)</sup>. Today it has become a "popular" library by specializing in children's programs and new fiction. Its proximity to the Central Library makes Cherrydale Library a prime candidate to serve as an adjunct to that facility, providing specialized support and acting as a safety valve to the demands on Central. The Cherrydale Citizens Association is considering establishing a single location for its files in the Cherrydale Library.

The Cherrydale Library serves many North Arlington neighborhoods along the Lorcom Lane and Military Road corridors.

**Respondents to the 2003 survey noted problems with the building and landscaping. In recent years, emergency repairs have been made to correct a leaking roof and flooding problems.**



## **CHERRYDALE VOLUNTEER FIRE DEPARTMENT**

The Cherrydale Volunteer Fire Department (CVFD) is the oldest independent fire company in the County. A highly valued resource, the volunteers, along with the engine company and its complement of career firefighters, provide first-response capability to the entire neighborhood. The station itself has a sizeable hall which CVFD has made available for community use. The 1987 neighborhood survey showed extremely strong support for the fire station; residents would strenuously oppose any plans to close the station, as is periodically considered by the County, to demolish any part of the historic structure, as might be required by any future widening of Lee Highway, or to move the engine company out of Cherrydale.

The 2003 survey continues to show strong Cherrydale support for our Volunteer Fire Department (CVFD). Cherrydale should continue to support CVFD in whatever it chooses to do with its building. CCA appreciates that the

Volunteers have continued to allow us use of the second floor meeting room for community activities. Cherrydale continues to urge Arlington County to improve the availability of reserved parking for the CVFD, and of public parking, near the historic Fire Station. Cherrydale should investigate what we can do to assist the Volunteers in any efforts to make the second floor meeting room handicap-accessible.

The CVFD has a longstanding relationship with the community. Its station, owned by the volunteer fire department since 1918 and built with community donations and funds raised by the volunteers, has been widely used as a public meeting hall for decades. The volunteers are committed to keeping the fire station's hall open to the public for meetings and special events.

Cherrydale appreciates the vital role the CVFD and its members play in our community and throughout the County. Volunteers supplement ACFD career personnel. Volunteers run and operate Light and Air 103, the only unit of its kind in the county. This unit provides lighting at fire grounds and

emergency scenes as well as breathing air to refill firefighter air tanks. Volunteers also staff this truck to assist the Arlington County Police Department by lighting up fatal accident investigation scenes, homicide scenes, and DWI checkpoints.

In the Fall of 2003, Cherrydale Volunteers assisted the ACFD when it was inundated by emergency calls during Hurricane Isabel. The hurricane's high winds brought down power lines, falling trees damaged houses, and heavy rains flooded buildings. Cherrydale Volunteer firefighters responded to 37 emergency calls including several emergency medical calls since most of the volunteers are cross-trained as emergency medical technicians. They were first on the scene of a major electrical fire at the intersection of Lee Highway and Military Road where 5 electrical poles suddenly caught fire and transformers exploded after a tree limb crossed high tension wires. They also assisted two citizens who were trapped in their home after trees fell on their houses. The volunteers secured many areas with downed power lines.

CVFD administrative members provide a strong contribution to the neighborhood. They help to staff public education events like the Arlington County Fair. They also run special programs at the fire station including the very popular annual visit with Santa which draws nearly 300 children each year.

## **ARLINGTON COUNTY FIRE STATION #3**

The question of the location of a new Cherrydale Fire Station has been addressed since the completion of this Survey. Both the Cherrydale Citizens Association and the County

Board-appointed Fire Station #3 Relocation Task Force told the County that the first choice site is the land just across Pollard Street from the CVFD building. However, the County Manager has announced the County's intention to acquire some of the land at the Koons North Arlington Toyota site for the new Fire Station.

Although almost three-quarters of respondents to the 2003 survey wanted the Arlington County Fire Department (ACFD) to continue to use the historic fire station, the County has decided to build a new facility. This decision was originally made in 1989, and a committee appointed by the County Manager at the time recommended the site just to the east of the historic building. County voters approved a \$2.76 million dollar bond issue for purchase of land and construction of the new Fire Station in the 1990 general election; the bond was issued in October 1991. The report submitted by the Lee Highway/Cherrydale Revitalization Task Force on April 20, 1990 envisioned the new Fire Station on that land. The Arlington County Board established the Lee Highway/Cherrydale Revitalization District on June 7, 1994, approving the report. County voters approved another \$2.5 million dollar bond for the Cherrydale Fire Station in the 1994 general election.

After years of inaction, the landowner sold the site to a developer in 2002, subject to County approval of the developer's site plan for the property. The County Board, ignoring concerns about the location of the Fire Station raised by the Cherrydale Citizens Association and the Arlington County Planning Commission, approved the

developer's site plan July 31, 2002.

The County began a public process to find an alternate site for the new Cherrydale Fire Station just after the 2002 general election. After three loud, contentious public meetings, the County Board appointed the Arlington Fire Station #3 Relocation Task Force, which met from March through August 2003. It submitted a report which once again named the site chosen in 1990 as the preferred site for the new Fire Station. As the Task Force mandate required naming multiple sites, the Task Force second site recommendation was to take the site currently occupied by the Toyota dealership. The third site recommendation was to take the part of the Honda dealership which faces Lee Highway.

During this process, the Cherrydale Citizens Association also voted on the location for the new Fire Station. In a preferential ballot, the CCA recommended three sites; first the 1990 choice (Bromptons), second, the front Lee Highway-facing portion of the Honda dealership, third, the entire Toyota dealership. The intent was to 1) continue the tradition of the firehouse as a proud civic building, 2) keep the new firehouse close to the volunteers, and 3) reduce the number of auto dealerships. CCA also passed a resolution (Appendix V. I) request that the new Cherrydale Fire Station have no more than three single bays, not be equipped with fuel storage tanks, and not be used as a refueling point for Arlington County vehicles or Fire Department equipment.

In August 2004, the County Manager issued a letter of intent (Appendix V. IV) informing Cherrydale that "[t]he proposed

fire station would be located on a portion of the Koons site and would permit the dealership to continue its current operations."

Neither the Cherrydale Citizens Association nor the Arlington Fire Station #3 Relocation Task Force ever anticipated that the new Fire Station would share the Toyota site with the dealership; both assumed that if this site was chosen, the new Fire Station would replace the dealership. Cherrydale has serious concerns and reservations about the County's plans as set forth in County Manager Ron Carlee's letter of intent dated August 18, 2004 (Appendix V IV). See also NC Survey questions 66, 67, 68 and 69.

## **ARLINGTON COUNTY POLICE DEPARTMENT**

The Arlington County Police Department received high marks in our 1987 survey for its quick response time and high quality of services. With its help and advice, many locations in Cherrydale have joined the Neighborhood Watch Program. The watch program has been the subject of Citizens Association meetings in each of the last several years, but a large part of the community has yet to sign up.



The Neighborhood Watch sets up a block captain system whereby in emergencies, neighbors have a phone tree system for getting help and alerting others. This would be helpful on a number of levels – keeping watch on the street, knowing when neighbors are away, or should be home but aren't (sick and unable to come out).

Cherrydale has a relatively low crime rate (18 per 1,000) which is much better than neighborhoods closer to Ballston, Clarendon and Courthouse. However, in 2003 we had a rash of bicycle thefts, and many neighbors were robbed of items on their porches, and from sheds. In 2004 there were at least 12 cars vandalized in one evening. We have had an increase of graffiti as well, some of it gang related. See also NC Survey question 70.

## **I-66 PARKING GARAGE AND WASHINGTON-LEE HIGH SCHOOL**

Although over two-thirds of respondents to the 2003 survey had no concerns about current uses of the I-66 parking garage, the County has since decided to rebuild Washington-Lee High School. Current plans for building a new Washington-Lee High School will probably affect the capacity and uses of the I-66 parking garage. In August 2004, Cherrydale made specific recommendations to the W-L Parking Committee (Appendix VI), urging no loss of parking at the W-L site, discouraging additional traffic in Cherrydale, and opposing construction of additional decks on the I-66 structure. Our recommendations also include developing and implementing a plan that precludes impacts by construction trucks on neighboring communities. The plan must prohibit trucks from cutting through Cherrydale and queuing or idling on residential streets. See also NC Survey question 71.

## **CHERRYDALE COMMUNITY ACTIVITIES AND OTHER CONCERNS**

Our 2003 neighborhood survey included questions about neighborhood activities and about concerns of responders not addressed elsewhere in the survey. Almost half of respondents participate in Citizens Association meetings. Over forty percent participate in the parade; over one third participate in the annual neighborhood Yard Sale day. The Cherrydale Citizens Association should continue to encourage resident participation in CCA meetings and other popular neighborhood activities.

There are many and varied ideas for more community-wide activities. Suggestions include:

- Front yard flower show
- Garden club
- Bridge parties
- Block parties
- Picnic at Oak Grove
- Halloween Party
- Softball team
- Holiday tree lighting

CCA volunteers have begun work on a community directory. The Cherrydale Citizens Association should continue to welcome ideas for new activities, and support those where organizers step forward and enough general interest is shown in participating.

Given enough volunteer interest among residents, CCA should encourage action to address issues that are of interest. Items named in the 2003 survey include:

- Landscaping ideas for homeowners
- Recreational areas for children
- Landlords maintaining their rental property
- Group houses

- Real estate tax rates
- Affordable housing
- Building a more inclusive neighborhood where older residents and new young families are comfortable with each other
- Appearance of the Lee Highway commercial area
- Babysitting co-ops
- Encouraging services of local talents.

See survey questions 72, 73, and 74 for more ideas.

## **CHERRYDALE COMMUNITY COMMUNICATION**

Cherrydale has four established methods of intra-neighborhood communication:

- Bi-monthly CCA meetings
- Sweet & Sour News newsletter
- Citizens listserv
- Cherrydale website at <http://www.cherrydale.net>

The newsletter is distributed two weeks before each Citizens Association meeting, and over 30 volunteers help distribute the newsletter to each resident and business. Cherrydale citizen volunteers maintain the Cherrydale Citizens listserv for e-mail among residents, and Cherrydale citizen volunteers host and maintain the neighborhood web site on the Internet, where we now post the Sweet & Sour newsletter.

Getting the newsletter out on time is a priority, but it is all done by volunteer distributors. The list of volunteers has recently been updated, and we now have them on email which allows notification a week prior to distribution. This hopefully will spur those who won't be able to distribute to find an alternate.

CCA constantly encourages residents to join the listserv; growth is slow but steady. Concerns about e-mail volume in general and specific topics dominating the listserv from time to time must be addressed to improve the effectiveness of this communication method.

Keeping the web site current is subject to the time constraints of the citizen volunteers. The webmaster hosts several other sites as well, and proper care for security concerns is a high priority.

## **WELCOME WAGON**

In 2004, we added a Welcome Wagon service. We reach every new homeowner (and as much as possible try to find new renters) with a Welcome package, which includes information on County services, historic preservation credits, Cherrydale, and other sundry items of interest. See NC Survey question 61 for more information.

## COMMUNITY SERVICES RECOMMENDATIONS

### **Recommendation #55 Senior Citizen Support**

Senior Citizens can be better served if the neighborhood and Citizens Association work more closely with County agencies to provide greater information and education about County services to our senior and physically disabled citizens and their families. We can post hotline numbers in our newsletter from time to time.

### **Recommendation #56 Hunter's Park Liaison**

Cherrydale welcomes and will always have a liaison to Hunter's Park at Cherrydale Affordable Senior Housing.

### **Recommendation #57 Cherrydale Library**

Cherrydale Library is a valuable community asset, strongly supported by the neighborhood at its current location. The County should continue the current level of services, expand the library's operating hours to include Sunday, and fund any necessary improvements.

### **Recommendation #57A Cherrydale Library Renovation**

Cherrydale should join with other neighborhoods served by Cherrydale Library to ask for major renovation of the Cherrydale Library to meet most of the concerns raised – handicap access, bathroom renovation, second floor access, landscaping and roof. Our Library has no handicapped entrance, and its bathroom facilities are not accessible to patrons unable to climb stairs.

### **Recommendation #58 New Fire Station**

Cherrydale should work closely with the County and the Fire Department to assure that the best possible Fire Station is built, and that the residential parts of Cherrydale are not harmed. The new Fire Station should conform to Cherrydale Citizens Association resolutions passed July 16, 2003 (Appendix V. I ) to limit the size to no more than three single bays and to have no fuel storage at the Fire Station site. The fire station should conform to recommendations of the Arlington Fire Station #3 Relocation Task Force report of August 2003, Section I Report, Chapter VI, (Appendix V. II ) and Chapter VIII. (Appendix V. III ) of the NC Plan. Cherrydale should have significant input on the exterior design of the new Fire Station, including any artwork on the grounds.

### **Recommendation #58A Crime Tracking**

The Arlington County Police Department should upgrade its technology so that it can report crimes by neighborhood. A report of crimes in Cherrydale should be made yearly by the police, so we can track changes and thus influence policy and hopefully neighborhood alertness.

### **Recommendation #58B Neighborhood Watch Program**

CCA should consider a Neighborhood watch again, especially sections nearest commercial properties.

### **Recommendation #59 H.B. Woodlawn Expansion**

H.B. Woodlawn School: Cherrydale supports the school expansion plan as presented September 2004. The neighborhood would expect to be consulted about any future decision affecting the use of H.B. Woodlawn and surrounding properties.

### **Recommendation #59A Washington Lee Construction**

Cherrydale should work closely with those planning and carrying out the Washington-Lee High School project to minimize any adverse impact of the project on our neighborhood while supporting the construction of a much improved high school for our teens. We expect to be consulted regarding any changes to the high school or I-66 parking garage. See the Cherrydale's Recommendations to the Washington-Lee Parking Committee (Appendix VI).





# 7 BUSINESS CONSERVATION

Cherrydale businesses are an integral part of the community. Located mostly along Lee Highway between I-66 and North Quebec Street, the approximately 70 establishments provide a varied mix of services and products (see Appendix III for a list of the types of businesses). With the exception of automobile sales and service, few businesses are repeated.

Some firms have been in Cherrydale for decades. The "new" owner of Cherrydale Hardware bought the business in 1947; the Northside Veterinary Clinic opened in 1949.

In 1987, half of the companies indicated that they moved to Cherrydale because of the good business location; virtually all Cherrydale businesses believe they have benefited from the construction of I-66, which has made their firms more accessible to residents of other parts of Virginia.

In 1987, the business community was generally satisfied with the level and delivery of County services. Some County services, such as the Business Conservation Program, advisory services, and loan packaging assistance and financing programs were unknown to many of the Cherrydale businesses.

The concerns most often expressed by these firms in 1987 were a high level of County taxes, the lack of adequate parking (and a related problem with unauthorized parking), and the generally run-down appearance of the Lee Highway corridor.

## BUSINESS CONSERVATION RECOMMENDATIONS

### Recommendation #60 Neighborhood Shops

Small retail businesses and professional offices should be encouraged to move into the Lee Highway area; especially those kinds of businesses desired by residents <sup>(q39, 40)</sup>.

### Recommendation #61 Business Conservation

Cherrydale businesses should be encouraged to take advantage of the services offered by the County in the Business Conservation Program to improve the appearance of their firms. This work should be done in conjunction with the general neighborhood beautification outlined elsewhere in this plan, and in particular with efforts to improve the Lee Highway streetscape. Seventy-eight percent wanted to retain certain businesses. Our most popular store is Cherrydale Hardware, which in its uniqueness stands alone. Responders want to retain our restaurants, many want to keep all or most of our current stores, with again an exception for car dealerships. However, car service and gas stations earned at least 10 votes for staying. Dry Cleaners, grocery store (Safeway), Veterinarians, 7/11 and the yoga studio were next most popular. The Philippine Market was also mentioned. <sup>(q39, 40)</sup>

### Recommendation #61A Business Appearance

Auto related businesses should be strongly encouraged to improve their appearance. They have drawn the most negative comments in the survey regarding commercial appearance and unwelcome impact on neighbors. These businesses also bring a lot of traffic and test drivers. The lots are noisy, pedestrian unfriendly, show bare asphalt, lack greenery, and destroy any "village/town center" feel. But the car lots are not the only properties mentioned. A quote from one reader sums it well, "Most existing businesses could demonstrate greater community friendly appearance, landscaping and upkeep." This is no less true now than 14 years ago.

Street front surface parking lots are particularly unattractive. Dealerships are encouraged to rebuild or site additions to the "main street" model of buildings placed at the rear edge of commercial street sidewalks. Show rooms would be on the first floor with structured parking above. The building would have the appearance of a normally windowed commercial building.

## BUSINESS CONSERVATION RECOMMENDATIONS (CONTINUED)

### Recommendation #61B

#### Building Height

Commercial areas should NOT be re-zoned to allow construction of buildings higher than four stories. Cherrydale strongly prefers buildings four stories or under, with a strong preference for two stories or under<sup>(q38)</sup>.

### Recommendation #61C

#### Business Variety

Cherrydale would like more variety of businesses and services on Lee Highway. In order of preference in our 2003 survey: restaurants, followed by book store, video rental, coffee shop, art related gallery/craft shop, ice cream store, pub for locals, mom and pop/non-chain stores, nursery, hair dresser (inc. for men), bakery, etc. One comment that kept coming through was the desire for variety, and small business.<sup>(q34,40)</sup>

### Recommendation #61D

#### Neighborhood Gathering Place

The recent renovation of the Safeway has not made good use of the opportunity to create a neighborhood gathering place on its "front porch." The County and CCA should reach out to Safeway to create this feature for the benefit of Safeway and the community.

### Recommendation #62

#### Inadequate Parking

Although the neighborhood understands the concern businesses have with inadequate parking, it strongly opposes any effort to relax County standards for required parking or to expand parking into the residential areas. The answer to inadequate parking may be the consolidation of individual business properties into larger parcels, which can be more efficiently utilized. We do not support a lowered parking ratio for businesses or residential property but strongly support the full parking as required elsewhere in Arlington outside the Metro corridor for all future development in Cherrydale. See Appendix VI.

# APPENDIX I

## 1980, 1990, AND 2000 CENSUS DATA

The last major survey of Cherrydale, completed in 1979 as part of the 1980 national census, does not provide the best assessment of the area, for two reasons. First, Cherrydale has been split into two neighborhood survey areas for census purposes (Tracts 5 and 6). The information contained here represents the largest portion of the neighborhood, but several new residential areas are omitted. Second, there have been many developments in Cherrydale since the information for the census was gathered in 1979, most importantly a significant immigration of new residents. The inclusion of these residents would probably increase the median income and lower the median age.

Despite these flaws, the 1980 census still represents the best available statistical information on Cherrydale. Where available, comparable data from the 1990 and 2000 Censuses have been included in the table.

<b>POPULATION CHARACTERISTICS</b>	<b>1980 Cherrydale</b>	<b>1980 Arlington</b>	<b>1990 Cherrydale</b>	<b>2000 Cherrydale</b>
Population Size	2453	152,599	3161	3283
Households	1101	71,615		
<b>Ethnic Origin</b>				
Caucasian	94.0%		87.4%	79.3%
Black	1.0%		3.6%	3.9%
American Indian	--		--	0.2%
Hispanic	3.0%		6.0%	7.1%
Asian	2.0%		3.0%	7.3%
All Other	N/A		N/A	2.2%
<b>Age</b>				
Under 15 years	12.4%	13.2%		
Under 18 years			15.1%	16.9%
15 - 64 years	71.0%	75.2%		
18-64 years			65.1%	68.1%
Over 65 years	16.6%	11.6%	19.9%	15.0%
Median Age	35.0	32.7		
<b>Household Make-up</b>				
One-person	33.7%		34.7%	31.2%
Two-five persons	64.0%			
Six or more persons	2.3%			
Married (Men)	51.1%	48.7%		
Married (Women)	39.1%	42.3%		
<b>Adult Language (Home)</b>				
English	88.7%			
Spanish	2.2%			
Other	9.1%			
<b>Education</b>				
Grade School or less	8.9%			
High School graduates	83.5%			
College graduates	42.1%			
<b>Income Level</b>				
Less than \$7500	10.9%			
\$7500 - \$25000	38.7%			
More than \$25000	50.5%			
Median Family Income	\$31,345	\$47,501		
<b>Housing Characteristics</b>				
<b>Number of Units</b>	1149		1350	1353
<b>Residents</b>				
Owners	48.8%	36.6%	56.7%	55.9%

Renters	51.2%	64.1%	38.7%	40.9%
Vacant	N/A		4.6%	3.3%
<b>Construction Date</b>				
Before 1940	34.8%			
1940-1979	61.4%			
After 1970	3.8%			
<b>Utilities, etc</b>				
Central heating	96.9%			
Air conditioning	83.5%			
Complete kitchens	100.0%			
Telephones	97.5%			

The last major survey of Cherrydale, part of the 2000 national census, does not provide the best assessment of the area. There have been many developments in Cherrydale since the information for the census was gathered in 2000, including significant infill housing, and the construction of the major new developments Hunter's Park at Cherrydale and the Bromptons at Cherrydale. Despite this, the 2000 census still represents the best available current statistical information on Cherrydale.

### 1990 And 2000 Census Data

	1990		2000		Change	% Change
	Number	% Of Total Population	Number	% Of Total Population	1990-2000	1990-2000
<b>Total Population</b>	3,161	100.0%	3,283	100.0%	122	3.9%
Total Non-Hispanic Or Latino	2,970	94.0%	3,049	92.9%	79	2.7%
Population Of One Race	N/A	N/A	2,990	91.1%	N/A	N/A
White Alone	2,763	87.4%	2,604	79.3%	-159	-5.8%
Black Or African-American Alone	113	3.6%	129	3.9%	16	14.2%
American Indian Or Alaska Native Alone	0	0.0%	5	0.2%	5	-
Asian Or Other Pacific Islander Alone	94	3.0%	239	7.3%	145	154.3%
Some Other Race Alone	0	0.0%	13	0.4%	13	-
Population Of Two Or More Races	N/A	N/A	59	1.8%	N/A	N/A
Total Hispanic Or Latino	191	6.0%	234	7.1%	43	22.5%
<b>Age Distribution</b>						
Under 5 Years Old	200	6.3%	191	5.8%	-9	-4.5%
5-17 Years Old	279	8.8%	364	11.1%	85	30.5%
18-24 Years Old	293	9.3%	215	6.5%	-78	-26.6%
25-34 Years Old	644	20.4%	706	21.5%	62	9.6%
35-44 Years Old	597	18.9%	556	16.9%	-41	-6.9%
45-54 Years Old	320	10.1%	488	14.9%	168	52.5%
55-64 Years Old	201	6.4%	271	8.3%	70	34.8%
65-74 Years Old	220	7.0%	158	4.8%	-62	-28.2%
75-84 Years Old	227	7.2%	193	5.9%	-34	-15.0%
85 Years And Older	180	5.7%	141	4.3%	-39	-21.7%
<b>Sex</b>						
Male	1,418	44.9%	1,592	48.5%	174	12.3%
Female	1,743	55.1%	1,691	51.5%	-52	-3.0%

**1990 And 2000 Census Data**

	<b>1990</b>		<b>2000</b>		<b>Change 1990-2000</b>	<b>% Change 1990-2000</b>
	<b>Number</b>	<b>% Of Total Households</b>	<b>Number</b>	<b>% Of Total Households</b>		
Total Households	1,289	100.0%	1,309	100.0%	20	1.6%
Family Households	643	49.9%	692	52.9%	49	7.6%
Married Couples With Children	205	15.9%	267	20.4%	62	30.2%
Married Couples Without Children	283	22.0%	302	23.1%	19	6.7%
Female Single Parent Households	19	1.5%	39	3.0%	20	105.3%
Other Family Households	136	10.6%	84	6.4%	-52	-38.2%
Non-Family Households	646	50.1%	617	47.1%	-29	-4.5%
<b>Household Size*</b>						
1-Person Households	447	34.7%	408	31.2%	-39	-8.7%
2-Person Households	423	32.8%	445	34.0%	22	5.2%
3-Person Households	209	16.2%	211	16.1%	2	1.0%
4+ Person Households	209	16.2%	245	18.7%	36	17.2%

**1990 And 2000 Census Data**

	<b>1990</b>		<b>2000</b>		<b>Change 1990-2000</b>	<b>% Change 1990-2000</b>
	<b>Number</b>	<b>% Of Total Housing Units</b>	<b>Number</b>	<b>% Of Total Housing Units</b>		
Total Housing Units*	1,350	100.0%	1,353	100.0%	3	0.2%
Occupied Housing Units	1,288	95.4%	1,309	96.7%	21	1.6%
Owner-Occupied	766	56.7%	756	55.9%	-10	-1.3%
Renter-Occupied	522	38.7%	553	40.9%	31	5.9%
Vacant Housing Units	62	4.6%	44	3.3%	-18	-29.0%

SOURCE: U.S. CENSUS BUREAU, 1990 AND 2000 CENSUS OF POPULATION AND HOUSING (SF1). TABULATED BY LISA FOWLER, ARLINGTON COUNTY CPHD - PLANNING RESEARCH AND ANALYSIS TEAM AND SHIRLEY GRANT, ARLINGTON COUNTY CPHD - NEIGHBORHOOD SERVICES.

\* 1990 HOUSEHOLD DATA ARE FROM THE 1990 SAMPLE DATA (SF3).

N/A INDICATES DATA ARE NOT AVAILABLE FOR 1990.

# APPENDIX II

## LEE HIGHWAY RECOMMENDATIONS

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**This section currently contains all recommendations related to Lee Highway, however Cherrydale plans to update this section in the future. The updated and approved version will be submitted by the community as an amendment, as it is a significant task requiring more time.**

### History

#### **Recommendation #3 - Historic Markers**

Historic Markers should be placed at important sites. The main "Cherrydale" historic marker, now located on Military Road near the library, should be duplicated at a more prominent location where it will be more visible to the community. Other markers should note the sites of the old Cherrydale School, the oldest homes in the neighborhood, the firehouse and old Taylor Street substation, Shreve's Store and Post, and other locations.

### Land Use and Zoning

#### **Recommendation #14 - Lee Highway**

Revitalization of the Lee Highway commercial corridor cannot fully proceed until some of the uncertainty about its potential widening is resolved. The neighborhood urges the County to begin preliminary planning so buildings which may be affected can be identified, and owners of other buildings will be secure in investing in the maintenance and renovation of their properties.

#### **Recommendation #15 - Block Development**

Coordinated development of certain properties should be encouraged, but in a way that does not result in increased commercial density. Candidates for special attention are the southwest corner of Lee Hwy and North Quincy St, the south side of Lee between I66 and N Monroe St, and large lots now used for automobile sales and services.

#### **Recommendation #16 - Preferred Development**

Revitalization of the commercial area should emphasize improved and diversified shopping facilities providing neighborhood services with adequate parking, or eligible off street parking requirements. The variety of businesses and services on Lee Highway we would most like to see are, ranked in order of preference: Restaurants (40% of 2003 respondents), followed by book store, video rental, coffee shop. Still mentioned, but by less than 10% are: art related gallery/craft shop, ice cream store, pub for locals, mom and pop/non-chain stores, nursery, hair dresser (inc. for men), bakery. One comment that kept coming through was the desire for variety, and small business. Car dealerships have grown most unpopular due to the streetscape, lack of greenery, noise, and traffic problems they generate. <sup>(q39)</sup>

#### **Recommendation #17 - Improved Screening**

Residential areas should be screened from commercial areas, preferably with evergreen plantings. Commercial property owners should be encouraged to exceed County requirements for screening by providing extensive landscaping when they border residential areas. Existing open space and vacant land which provides transition to residential areas should be maintained and improved with additional trees and shrubs. Cherrydale would gladly reward shops with improved appearance with special attention in our newsletter!

#### **Recommendation #18 - Commercial Expansion**

Use permits, zoning variances, and rezonings should all be denied if they result in expansion of the commercial area or its encroachment upon the residential area without clear and substantial benefit to the neighborhood.

## Traffic Management

### **Recommendation #20 - Five Points Intersection**

As part of the new fire station plan, the redesign of this intersection should improve the flow of traffic; in particular, pressures for commuters to use nearby residential streets would be reduced with the addition of a dedicated right-turn lane from Old Lee Highway to North Quincy Street. Other potential elements include improved turning lanes and restrictions on traffic; the small access road along Lee Highway between North Quebec and North Pollard Streets may need to be incorporated in this improvement plan. Commercial establishments may necessarily be impacted.

43% of Cherrydalers had pedestrian safety and access concerns, with the 5 points intersection mentioned most.<sup>(q29)</sup> Steps should be taken to improve pedestrian and bicycle safety. The neighborhood is committed to working with County staff to study means of improving this intersection.

### **Recommendation #22A – Vacation Lane Cut Through**

The use of the Vacation Lane-North Pollard Street corridor for commuter traffic has been a concern of residents in the area for some time. A number of alternatives to reduce the amount of through traffic are being studied: a final proposal may be submitted as an amendment to this Plan. This area was cited as one of the corridors still experiencing cut through traffic in the 2003 survey.<sup>(q23)</sup>

### **Recommendation #24 - Lee Highway Widening**

The neighborhood remains strongly opposed to the widening of Lee Highway to six lanes. Necessary improvements have been made including street lights and undergrounding of utilities in some places. The Lee Highway islands new landscaping especially along Kenmore and N Monroe street are in disrepair from recent construction and a few trees have died. The soil is rocky and poor. And landscaping is fairly high maintenance and needs weeding often. Dead trees should be replaced with similar caliper and age trees as this is the 2nd time in 4 years that we have lost and replaced trees there.

### **Recommendation #25 - Lorcom Lane**

Lorcom Lane should remain an arterial alternative to Lee Highway. The roadway should be reduced in width and landscaped in order to reduce speeds and to reflect the relatively modest current and projected traffic volumes for this residential area.

## Beautification

### **Recommendation #42 – Lee Highway Streetscape**

Commercial improvement of the Lee Highway corridor between I-66 and North Quincy Street provides the perfect opportunity to improve the streetscape, as is currently planned for the new Safeway store. An identical streetscape design, including special paving materials, lighting, street furniture, and street trees, should be continued on the entire length of Lee Highway, and should provide a model for all future streetscape projects in the area. The Dominion Power substation at Lee Highway and North Monroe Street shall be screened with a brick or other solid wall, behind existing and new plantings. Commercial establishments (especially 7-11 and Cherrydale Station) should be required to provide more trash receptacles and better litter pickup. Dead trees on the Lee Highway median west of the I-66 interchange should be replaced and augmented. (Note: Much of this recommendation is being accomplished by the Lee Highway improvement project, and by redevelopment along the corridor.)

### **Recommendation #44 - Old Dominion Drive Maintenance**

The hillside on the south side of Old Dominion Drive between Military Road and North Taylor Street is unsightly. Improved maintenance is required. Additional evergreens should be planted to provide an improved sound barrier to residents.

**Recommendation #48 – Cherry Trees**

The neighborhood strongly believes that Cherrydale needs cherry trees, for both their aesthetic value and to create a link to Cherrydale's past, and urges the County to plant cherry trees in the neighborhood whenever and wherever possible, in particular, along major streets such as Lee Highway between I-66 and North Quincy Street, Old Lee Highway between North Quincy and North Woodstock Streets, and the North Quincy Street-Military Road corridor. According to the original neighborhood survey, residents strongly opposed the destruction of the cherry trees on the Lee Highway median strips -- for any reason. But these trees were cut down anyway under the recommendation of an arborist who claimed every single one was too old. We therefore insist that second opinions on tree survival be supplied by an independent arborist chosen by the CCA before county or other public agencies cut down our trees. Only if both the county and the CCA arborist agree a tree is unsafe should it be cut down.

**Community Services****Recommendation #58 – Fire Station Development**

Cherrydale should work closely with the County and the Fire Department to assure the best possible Fire Station is built, and the residential parts of Cherrydale are not harmed. The new Fire Station should conform to Cherrydale Citizens Association resolutions passed July 16, 2003 to limit the size to no more than three single bays and to have no fuel storage at the Fire Station site. The fire station should conform to recommendations of the Arlington Fire Station #3 Relocation Task Force report of August 2003, Section I Report, Chapter VI, and Chapter VIII. Cherrydale should have significant input on the exterior design of the new Fire Station, including any artwork on the grounds.

**Business Conservation****Recommendation #60 - Neighborhood Shops**

Small retail businesses and professional offices should be encouraged to move into the Lee Highway area; especially those kinds of businesses desired by residents <sup>(q39, 40)</sup>.

**Recommendation #61 – Business Conservation**

Cherrydale businesses should be encouraged to take advantage of the services offered by the County in the Business Conservation Program to improve the appearance of their firms. This work should be done in conjunction with the general neighborhood beautification outlined elsewhere in this plan, and in particular with efforts to improve the Lee Highway streetscape. Seventy-eight percent wanted to retain certain businesses. Our most popular store is Cherrydale Hardware, which in its uniqueness stands alone. Responders want to retain our restaurants, many want to keep all or most of our current stores, with again an exception for Car Dealerships. However, car service and gas stations earned at least 10 votes for staying. Drycleaners, grocery store (Safeway), Veterinarians, 7/11 and the yoga studio were next most popular. The Philippine Market as mentioned is well. <sup>(q39, 40)</sup>

**Recommendation #62 - Inadequate Parking**

Although the neighborhood understands the concern businesses have with inadequate parking, it strongly opposes any effort to relax County standards for required parking or to expand parking into the residential areas. The answer to inadequate parking may be the consolidation of individual business properties into larger parcels, which can be more efficiently utilized. We do not support a lowered parking ratio for businesses or residential property but strongly support the full parking as required elsewhere in Arlington outside the Metro corridor for all future development in Cherrydale.



# APPENDIX III

## CHERRYDALE BUSINESSES

According to a survey conducted by the Citizens Association for the 1987 plan, there are some 60 businesses located in Cherrydale. Other than automobile sales and service, which account for one-quarter of all area firms, no single type of business dominates.

For this 2004 Plan, we categorize the 64 businesses located in the Lee Highway commercial corridor and on Old Lee Highway only, including businesses on the north side of Lee Highway and east of Cherrydale Hardware, which are actually in Maywood.

Note that as of September 2004, there are two vacant storefronts and locations for up to twelve new businesses are planned or under construction.

\* Includes the "Cherrydale" Safeway, which is technically in Maywood.

\*\* 7-11, also here in 1987 but in some other category then.

\*\*\* also here in 1987 but in some other category then.

\*\*\*\* businesses for ground floor of Hunter's Park at Cherrydale, Bromptons at Cherrydale, and 3565 Lee Highway.

		1987	2004	
AUTOMOBILE	Sales	6	5	
	Service	10	2	
	Rental	1	0	
		0	1	
	Gas Stations	0***	3	
	<b>TOTAL</b>	<b>17</b>	<b>11</b>	
MERCHANDISE	Grocery	3*	3	
	Books (Religious)	2	0	
	Films/Video	2	1	
	Electronics	2	0	
	Furnishings	4	1	
	Misc	5	8	
	<b>TOTAL</b>	<b>18</b>	<b>13</b>	
SERVICES	Barber/Beauty Shops	3	3	
	Other Cosmetic	0	2	
	Cleaners/Laundry	2	2	
	Bank	1	1	
	Realtors	2	1	
	Other real-estate	0	1	
	Apartment Leasing	0	1	
	Accountant (CPA)	1	0	
	Restaurant	5	5	
	Coffee Shop	0	1	
	Pizza Delivery	0	1	
	Convenience **	0	1	
	Nursing Home	1	1	
	Health-fitness	0	3	
	Pet Care	2	2	
	Lodging	0	1	
	Misc Services	5	8	
	<b>TOTAL</b>	<b>22</b>	<b>34</b>	
		<b>MISC</b>	3	3
		<b>VACANT</b>	0	3
	<b>PLANNED/UNDER CONSTRUCTION</b>	0	12****	

# **APPENDIX IV CCA RESOLUTION OF NOVEMBER 19, 2003 ON PARKING REQUIREMENTS FOR SITE PLANS IN THE CHERRYDALE/LEE HIGHWAY REVITALIZATION DISTRICT**

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WHEREAS, Arlington County established the Lee Highway/Cherrydale Revitalization District on June 7, 1994, approving the report submitted by the Lee Highway/Cherrydale Revitalization Task Force on April 20, 1990,

And WHEREAS for the two developments most recently approved by the County Board under the terms of the Lee Highway/Cherrydale Revitalization District, AHC's Hunters Park is providing fifty-nine (59) parking space for seventy-four (74) apartments and Ed Peete's Bromptons at Cherrydale is providing only ten parking spaces for employees plus customers for up to four retail businesses totaling 5600 square feet, and no guest parking for two-vehicle families or groups in townhouses and condo apartments -- one-vehicle families or groups in half the condo apartments,

and WHEREAS we desire to prevent future developments in this Lee Highway/Cherrydale Revitalization District from being allowed to proceed with similar less-than-by-right parking provisions,

and WHEREAS neither the County Board nor County Staff has done any study to prove the efficacy of reduced parking in a non-Metro-corridor area of the County,

THEREFORE we, the Cherrydale Citizens Association, do request that the County Board amend the terms of the Lee Highway/Cherrydale Revitalization District to the effect of denying any developer of any proposed future development in this Lee Highway/Cherrydale Revitalization District any "special exception" rights or special zoning rules to provide fewer parking spaces for such development than allowed by-right in the County for such development if it were constructed in a non-revitalization district area.

The specific change we request is in Section 26. "C-2" SERVICE COMMERCIAL.COMMUNITY BUSINESS DISTRICTS, B. Special Exceptions, 18.d. where the current Code reads:

d. Automobile parking space is to be provided as required in Section 33, except that parking may be reduced by site plan approval to no less than one (1) off-street parking space per one (1) dwelling unit and one (1) off-street parking space for each five hundred eighty (580) square feet of the total office and retail gross floor area.

# APPENDIX V

## FIRE STATION RELATED ITEMS

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### I. CCA RESOLUTION OF JULY 16, 2003 ON NEW FIRE STATION

At its July 16, 2003, meeting, the Cherrydale Citizens Association passed the following motion.  
In favor: 58 Opposed: 5 Abstain: 1

WHEREAS the citizens of Cherrydale are concerned with the size of the proposed new Fire Station, and with the noise and light pollution it will generate,

and WHEREAS the citizens of Cherrydale are concerned with the possibility of pollution and danger from fuel storage tanks at a new Fire Station,

and WHEREAS The Arlington County Fire Department has said that the minimum size of a new Cherrydale Fire Station is three bays, and this size is adequate to meet current and projected needs in conjunction with the building of a new Fire Station 8,

THEREFORE, the Cherrydale Citizens Association requests that the Fire Station #3 Relocation Task Force recommend to the County Board that if a new Fire Station is constructed in Cherrydale:

(1) The new Cherrydale Fire Station has no more than three bays

(2) The new Cherrydale Fire Station NOT be equipped with fuel storage tanks and NOT be used as a refueling point for Arlington County vehicles or Fire Department equipment.

## **II. REPORT OF FIRE STATION #3 RELOCATION TASK FORCE, AUGUST 22, 2003, PART 1 . REPORT, CHAPTER VI. CRITERIA USED BY THE TASK FORCE TO EVALUATE SITES**

Prior to listing sites for consideration, Task Force members and County Fire Department staff worked together and developed the criteria on which they wanted to base their study and ultimate recommendation of sites for the new Fire Station #3.

Following is an edited list of criteria that includes only the topics pertinent to the selection of a site. These are presented in order based on the number of times the point was cited during the development of the criteria list. (A full recitation of criteria can be found in Appendix C. Please note that criteria concerning the allocation of interior or exterior station space and/or operational issues are included in Section VIII. Site and Other Recommendations of the Task Force.)

- 1. Not in residential neighborhood / not impact residential**
2. Maintain or enhance response times / not negatively impact northern Arlington
3. Large enough site to accommodate a 3 bay station
4. Do not locate on or adjacent to Park Land
- 5. Size of site**
6. Do not locate next to church
- 7. Minimize interaction with Five Points Intersection**
8. Do not locate next to schools
9. Utilize traffic control system
- 10. Provide adequate front ramp**
- 11. Maintain linkage with existing Fire Station**
12. ISO rating [Not Impaired]
13. **Road grade [Issues]**
- 14. Traffic impact**
- 15. Distance from [any intersection]**
16. Sight distance
- 17. Neighborhood buffer**

Later in the Task Forces deliberations concerns about the affect the taking of a site for a fire station would have on the uses currently occupying the site were discussed and were added to the list. Quality of life issues for surrounding uses, including residential, were also discussed in relation to the possible placement of a station on a site.

The Task Force also discussed the affect the orientation of a station on a site would have on noise to residential areas.

### **III. REPORT OF FIRE STATION #3 RELOCATION TASK FORCE, AUGUST 22, 2003, PART 1 . REPORT, CHAPTER VIII SITE AND OTHER RECOMMENDATIONS OF THE TASK FORCE**

#### **Station Configuration/Architecture**

During the establishment of criteria for the new station and discussion of various sites, Task Force members made the following architectural and configuration recommendations for the new station.

NOTE: At the Cherrydale Citizens Association meeting of July 16, 2003, the group adopted a Resolution that stated that .the new Cherrydale Fire Station has no more than three bays. (see Appendix E). This was not the recommendation of the Task Force.

#### **Exterior of Site/Building**

The architecture of the new station should be compatible with and reflect the historic nature of Cherrydale and of the original fire station (which is a designated local historic district) as well as other historic buildings in the area such as Cherrydale Hardware.

To the extent possible, the scale of the new station should be in keeping with the surrounding Cherrydale area and provide an appropriate transition to any nearby residential property.

The building should also be a .proud civic building. and a good focal point for the community.

Linkage with the existing historic firehouse should be created wherever possible.

The site chosen should have enough area to provide a substantial buffer (berm and/or wall with landscaping) to neighboring sites (particularly residential). This will help mitigate noise from the station.

The bay doors should face toward major streets and away from residential uses. This will also help to mitigate any noise from the station.

The station should be a .green. station and utilize the newest technologies to make it environmentally friendly and mitigate noise effects on neighbors, possible ground or air pollution, etc.

The materials used in the building should be of high quality aesthetically and physically, e.g. blast proof glass, etc.

Pedestrian paths should surround the station in order to make it accessible to the Cherrydale community and tie it to the neighborhood.

The site should include landscaping and possibly a small park over and above the landscape that is used in conjunction with the wall/berm buffer.

Ample parking for two shifts of fire department staff, as well as for volunteers and visitors, should be provided on the site of the new station.

Additional parking that could be used by the community and/or surrounding retail/commercial or volunteer uses should be included.

A refueling island (gas pumps) should NOT be part of the design of the station. (This was reiterated in a Resolution adopted by the Cherrydale Citizens Association at their July 16, 2003 meeting. See Appendix E.)

#### **Interior of Building**

Space should be provided for the members of the Cherrydale Volunteer Fire Department. This would include parking, storage, and sleeping quarters for a minimum of two volunteers at any time. Some storage space for volunteer use should be included as well.

NOTE: While the Cherrydale Volunteer fire fighters have every intention of continuing to use their historic building operationally and programmatically, they need access and cooperation in any new fire facility that is built in the Cherrydale area.

A safe haven lobby should be provided.

A training room that could be used by members of the Arlington community should be included.

Space should be provided for enhanced response to chemical, biological and/or nuclear incidents that may occur in the County. This could take the form of a bay (or room) dedicated to chemical/biological decontamination activities.

Any co-location of any other County uses other than Fire Department uses must be discussed with the Cherrydale neighborhood before being included in the station design.

#### **IV. COUNTY MANAGER RON CARLEE'S AUGUST 18, 2004 LETTER OF INTENT**

August 18, 2004

Maureen Ross  
President, Cherrydale Citizens Association  
2005 North Monroe Street  
Arlington, VA 22207-3622

Dear Ms. Ross:

The purpose of this letter is to inform you of the status of the property acquisition for the new Fire Station #3 in the Cherrydale community. Following substantial negotiations, the County has developed a Letter of Intent related to the property acquisition for a new fire station on the Koons Arlington Toyota site. The proposed fire station would be located on a portion of the Koons site and would permit the dealership to continue its current operations. Completion of the acquisition process is subject to the execution and delivery of a mutually acceptable agreement of sale, the execution of which requires Koons Arlington Toyota to first acquire unencumbered fee simple title to that property.

As discussed during last year's Task Force process, the Toyota parcel is owned by the Stowe family and leased to the Koons Organization. Koons' lease has an option to purchase the land, which option Koons has exercised. However, the Stowes have not cooperated with Koons regarding the right to purchase the land, and Koons filed a lawsuit to enforce its purchase option. I understand this lawsuit will be heard on September 16, 2004. The County cannot conclude negotiation of an agreement of sale and complete the land transaction with Koons until they have successfully acquired the property.

Provided these legal issues can be resolved expeditiously, I plan to authorize staff to begin the community design process in October. It is anticipated that the design of the new fire station will incorporate the reconstruction of portions of 21<sup>st</sup> Road. The details of this street project will not be determined until the design process begins.

This project remains a high priority for the County, and we are pleased to have demonstrable progress to share with the community. We appreciate your patience as we work through these issues, and look forward to working with the Cherrydale community on the design. If you have any questions, please do not hesitate to contact me or Michelle Ferguson, assistant county manager, at (703) 228-3120.

Sincerely,  
Ron Carlee County Manager

cc: County Board Members  
Fire Station #3 Relocation Task Force Members  
County Attorney

# APPENDIX VI

## CHERRYDALE'S RECOMMENDATIONS TO THE WASHINGTON-LEE PARKING COMMITTEE

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### CCA Recommendations:

- 1) There shall be no net loss of parking spaces, compared to existing conditions, on the combined W-L/Ed Center/I-66 deck site. Every effort should be made to increase available parking at W-L. For any forecasted increases in facility uses compared to present uses, commensurate increases should be made in the supply of parking on the site.
- 2) Construction of any parking structures should be confined, if at all possible, to the W-L or Ed Center sites so as to limit any visual impact to Cherrydale along 15th Street and discourage additional traffic on 15th Street and other connecting streets in Cherrydale such as Stafford and Randolph Streets.
- 3) CCA does not generally support construction of additional parking decks on the I-66 structure because of the potential for impact on the Cherrydale community and because of the distance from the I-66 deck to W-L facilities which generate the need for parking. If an additional parking level is constructed on the I-66 parking structure it must be limited to the easternmost deck (Quincy side) so as not to be visible from residences along or adjacent to 15th Street. Height of the new deck should be kept to a minimum and lighting should be shielded so as to not impact Cherrydale residences. Vegetative screening should also be considered for any portion of the new deck visible from Cherrydale residences.
- 4) For any revisions to parking resulting from the planned renovations, no visual, parking or traffic impacts to Cherrydale should be allowed. Traffic circulation and parking use forecasts and analysis as well as artist renderings, if needed, should be prepared by the County and presented to CCA to demonstrate the lack of such impacts before finalization and approval of all plans.
- 5) Design of the new high school and redesign or layout of existing facilities should optimize proximity and access between site facilities/uses (e.g., the pool and track) and on-site parking and W-L and Ed Center facilities. CCA recommends incorporating design elements into the project such as convenient and well lighted, well marked walkways leading to parking, as well as visual connections between on-site parking and W-L and Ed Center facilities to clearly convey the connection between the facilities and available parking areas. This may require revisions (cutting back) to the existing landscaping (trees) between the I-66 parking deck and the W-L/Ed Center site.
- 6) All parking at the W-L/Ed Center site should be available and clearly marked for all users after 5:00 p.m. At present, many parking spaces are signed to imply that the space is reserved at all times for Ed Center or school use only.
- 7) The County should conduct a survey in the potentially affected Cherrydale and Ballston-Virginia Square neighborhoods, prior to commencement of construction, to record resident and nonresident parking uses and patterns in order to establish existing conditions. This should include a survey of W-L, Ed Center and I-66 deck parking during normal school days, on special event days, on weekends, and during evenings, including when major events (e.g., football games) take place. The survey should also include identification of any problems created by traffic not being able to easily access the I-66 parking deck and diverting to neighborhood streets.
- 8) The County should work with CCA to establish quantitative thresholds for traffic and parking impacts resulting from the project (e.g., a 25% increase in daytime commuter on-street parking) that would trigger further analysis and consideration of formal mitigative measures in consultation with CCA.
- 9) No solutions to any parking problems should result in displacement of impacts from one community to another.



10) The County should explore specific measures to ensure that commuter parking use of the I-66 deck is supportive of transit (Metro) use and not just to serve as convenient free parking for Ballston area users, a condition that does not exist anywhere else in the county.

11) The County should develop, in consultation with CCA and BVSCA, a parking plan for the period in which the new school will be under construction. Given the numbers of construction workers who will require parking during that period, it is imperative that adequate parking be made available and that neighboring areas not experience detrimental overflow parking.

12) A plan must be developed and implemented that precludes impacts by construction trucks on neighboring communities. The plan must prohibit trucks from cutting through Cherrydale and queuing or idling on residential streets. Daily cleaning of streets impacted by dirt, mud or other construction debris must also be a part of the plan.

\* \* \*

Presented by CCA Representative  
Bill Novak  
8/30/04

# APPENDIX VII

## ACRONYMS AND PLAN HISTORY

### ACRONYMS:

ACFD	Arlington County Fire Department
CCA	Cherrydale Citizens Association
CVFD	Cherrydale Volunteer Fire Department
NCAC	Neighborhood Conservation Advisory Committee
NCP	Neighborhood Conservation Plan
S&SN	Sweet and Sour News (CCA monthly newsletter)

### PLAN HISTORY:

2002	Work begins on update to the Neighborhood Conservation Plan
2003	Neighborhood Conservation Survey sent out, initiating Cherrydale Neighborhood Conservation Plan update process
2004	March-September: Meetings to collate the 2003 NC Survey results (team met every 2 weeks)
2004	September: First presentation to CCA of 2004 Survey Report
2004	December 8: CCA review of final NC Plan update, first section approved
2004	December 15: CCA review of final NC Plan update, second section approved
2005	January 12: CCA review of final NC Plan update, final section approved
2005	March: CCA submits draft to County for review
2005	May: County comments returned to CCA for review and final plan updates
2005	June: Final version of Cherrydale Neighborhood Conservation Plan completed and submitted to county

**APPENDIX VIII**  
**CHERRYDALE CITIZENS ASSOCIATION**  
**NEIGHBORHOOD CONSERVATION SURVEY REPORT**

Short Version -

*A Full Report version with all comments is available for review from the Cherrydale Citizens Association*

In 2003 a questionnaire was sent to each of the 1309 households in Cherrydale. Each of the 76 questions allowed a yes/no response, and then comments. 101 surveys were collected over six months. Cherrydalers supplied a profusion of comments, so we spent the spring and summer of 2004 collating, categorizing and summarizing the statements. This strenuous effort to record comments makes for a more clear projection of the voices of Cherrydale, rather than a simple black and white, yes or no report.

When we could, we grouped comments into categories in order to identify trends and similarities or highlight differences. Comments were recorded if they clarified, qualified, or amended a “yes” or “no” as opposed to simply repeating an emphasis to “Yes” or “NO”.

*After some questions we offer suggestions for improvement next time (see italics). Years from now, when another group prepares the survey, they might benefit from our hard-earned experience.*

In the Full Survey Report, each question is followed by a summary of the data, an occasional suggestion for improving the question, then the comments, categorized to capture nuance and trend and finally a recommendation. Percent was measured by the highest response divided by the number of responses to that question, including the number who actually responded “don’t know” or “no Comment” not simply left blank.

We tried to reap a recommendation from each question summary, for the NC Plan. In the Full Report we note when a recommendation goes even slightly beyond the summary into anything creative or less than completely obvious. This report is the work of the NC Survey Report Committee. The members were: Maureen Ross, Kevin O’Brien, David Wade, Steve Walsh, and Sheila Taylor. In collating we were helped at times by Kate Trygstad, Bill Harkins, Dan Demots, and the Toreil family. Our work is completed. Original surveys will be kept at the president’s house for a few years if any one wishes to review them.

The following is the shortened version of the survey report, containing only questions, summary response, and question improvement suggestions. We left out the recommendations most of which were incorporated into the NC Plan Update. Also omitted are the comments, which were laboriously collated and summarized in the full report, to be made available on Cherrydale.net and at Cherrydale Library.

**1. What three things do you like best about Cherrydale?**

**Summary:** Location (51%), the community/people (33%) and “charming small town feel” (25%) were by far the most mentioned favorites about Cherrydale. *If one looks at the rest of the list of what we love about Cherrydale one can see that “charming small town feel” is also described by many of the other characteristics noted such as: walkable (19%) eclectic (18%), historic older homes (14%), the stores (14%), older mature trees (11%).* Mentioned often were neighborhood with small businesses, library, community events, safe and secure, low density, low traffic, quiet, and yet convenient to other areas like Ballston and DC.

**Recommendation:** Preserve the “charming small town feel”, and celebrate the community and its’ people.

**Suggestions for next survey:** *Perhaps give general categories, ask for ONLY top 3, and notify respondent that 4<sup>th</sup> listed comments won’t be counted? Or just be prepared to do A LOT of work when counting the comments!*

**2. What three things would you most like to change about Cherrydale?**

**Summary:** There are several ways of grouping responses. If we just took ranking of responses the top ranked “things to change” would be: the run down look of some houses, including blighted houses; wanting better shops and restaurants; disliking the car dealerships; and concerns about traffic speed; and lack of sidewalks. By straight ranking the comments are revealing. However, if we group comments into larger categories, issues most people think should change are related to commercial concerns (42 comments); cars/roads (38); infrastructure issues (27), development (24), and then the run down look of some houses (15).

**Recommendation:** The NC plan should include recommendations to resolve concerns about commercial issues (**more and better restaurants and shopping, fewer car dealerships, more small business**), cars and roads (**better traffic speed management, traffic control and parking**),

infrastructure (**sidewalks, undergrounding utilities**), development (**slow and manage development better including in-fill and McMansion**) and improve the rundown look of some houses. See full report for additional recommendations.

**Suggestions for next survey:** Again, supply categories, for people to check off or write comments under, so the categorizing is already done!

## RESIDENTIAL AREAS

### 3. Do you believe that Cherrydale should remain primarily a neighborhood of single-family detached homes?

**Yes** 83%      **No** 7%      **Blank** 10%

**Summary:** 83% of respondents chose to remain primarily single-family detached homes. Two of the pro SF homes would make exceptions. One of the votes against remaining only SF meant exception just for Lee Highway. Two of the votes against were specifically for mix of condo and town homes.

### 4. Should any parts of Cherrydale be re-zoned to allow townhouses to replace single-family homes?

**Yes** 26%      **No** 66%      **Blank** 8%

**Summary:** 66% voted against rezoning SF homes to townhouses. Of those voting against, some made exceptions: 1 for affordable housing, two for replacing car lots and asphalt, and one if there was no other way for owner to improve the property. Half of those who would support rezoning would do so only under certain circumstances, specifically limiting rezoning to the Lee Highway corridor.

### 5. Do you think the new houses being built in Cherrydale are too large?

**Yes** 36%      **No** 51%      **Blank** 13%

**Summary:** 51% did not believe new houses were too large. But some of the majority qualified their comments (mostly concerned about scale and style).

### 6. Do you support changes in the County zoning ordinance to address the perceived problem of over-sized houses?

**Yes** 47%      **No** 40%      **Blank** 13%

**Summary:** 47% favor a zoning ordinance to prevent over-sized-houses and several of those voting against this stated that they were opposed to oversized houses but would like to consider other methods for controlling house size.

**Comment on Question:** *There probably was a problem with interpretation of this question as evidenced by some comments and if it is used again it should be reworded.* (see full report)

### 7. Should the County ban pipe-stem development, where new houses are built behind older homes on over-sized lots?

**Yes** 51%      **No** 34%      **Blank** 15%

**Summary:** 51% of respondents want to ban pipe-stems, with several “No’s” allowing for some regulations to qualify the kind of pipe-stem. A majority either don’t want pipe-stems at all, or only under site plan review.

### 8. Do you believe that in-fill development should be encouraged to adopt architectural styles, features (such as front porches), and proportions that fit in with original neighborhood structures?

**Yes** 77%      **No** 12%      **Blank** 9%      **Unsure** 2%

**Summary:** A strong majority (77%) want county to encourage certain architectural styles, features and proportions to fit with Cherrydale, but 9% of the “Yes’s” made a point of saying “encourage not require”.

### 9. Are you concerned there are too many occupants (more than four unrelated adults) in some houses in Cherrydale (i.e., group houses)?

**Yes** 43%      **No** 51%      **Blank** 6%

**Summary:** A slight majority (51%) were not concerned about too many unrelated occupants in homes, but this seems to depend a lot on whether the respondent had experience with this situation. The number of

extra cars brought in by extra adults in homes was a real issue among those who voted “Yes” (43%) and it was even mentioned in the No pile.

**Suggestions for next survey:** *The better question might be: Do you know of a group home (more than four unrelated adults) in a house near you? If so are you concerned about this? Describe where and what your concern is.*

**10. Are you aware of any zoning violations in Cherrydale?**

**Yes** 7%                      **No** 85%      **Blank** 8%

4 who left Yes No blank YET gave examples of violations, so really response would be 11 yes, 86 no.

**Summary:** Only 11% knew of violations. The good news is that some of these violations have been improved. The commercial violators have not improved.

**Suggestions for next survey:** *It might prove useful to first ask, “Would you know a zoning violation if you saw one? Yes or no. Many just would not know. Then ask, “If you know of one, please describe what and where.”*

**If yes, please provide location:** See Full Report

**11. Are there structures, vacant lots, abandoned or inoperable vehicles, or other rubbish in Cherrydale that you consider eyesores or hazards?**

**Yes** 55%                      **No** 36%      **Blank** 9%

**Summary:** A majority knew of eyesores in Cherrydale. About half the problems were from residents and half from commercial properties.

**If yes, please specify where:** See Full Report

**12. Is there a problem with noise on your street?**

**Yes** 44%                      **No** 53%      **Blank** 3%

**Comment on Question:** *noise issues are probably very local, so this question should have asked, “If yes, where?”*

**Summary:** 44% of the responses were concerned about noise. Most of the noise complaints were related to traffic (28), airplanes (20), then dogs (11), other residents (6), and commercial businesses (2). See full report for list of locations.

**Do you have any additional comments on residential areas?** 8 comments on development, 2 on dogs, 2 on commercial, 6 on other

## STREETS, SIDEWALKS, AND LIGHTING

Since its inception, the Neighborhood Conservation Program has focused on infrastructure projects such as curbs and gutters, sidewalks and other pedestrian linkages, streetlights, neighborhood signs, and park improvements. Any future funds Cherrydale obtains from the County likely would be in these areas. In order to qualify for project funds, however, we have to conduct a physical survey of the neighborhood, and also identify areas where problems may exist. The following questions are designed to locate problems as seen by Cherrydale residents.

**13. Are there problems with curbs, gutters, and/or sidewalks on your street?**

**Yes** 40%                      **No** 53%      **Blank** 7%

**Suggestions for next survey:** *Our streets are long, so we should ask respondent when citing a street, be specific about what block(s).*

**Summary:** Clearly Stafford is mentioned the most as needing sidewalks, and fortunately it is in the process of getting sidewalks up to Lee Highway, per NC funded projects N368 & N393. 21<sup>st</sup> St and Randolph St and Quebec were the next most cited. 40% of respondents thought there were problems with curbs, gutters and or sidewalks, and most comments were about wanting sidewalks.

**14. Do you believe there should be a sidewalk on at least one side of every street, as recommended in the County's Pedestrian Master Plan?**

**Yes** 58%      **No** 13%      **Blank** 23%      **No comment** 3%      **Depends** 3%

**Summary:** The majority want sidewalks at least on one side of the street, but many would make exceptions to that rule (to save a tree, for low traveled street like dead-ends or cul-de-sacs, very narrow streets or in front of homes with too little front yard etc.).

**15. Are there places in Cherrydale where vegetation or structures limit visibility for drivers or obstruct pedestrians?**

**Yes** 33%      **No** 46%      **Blank** 18%      **Unsure** 3%

**Summary:** Some specific problems with vegetation or structures limiting visibility for drivers or obstructing pedestrians were cited by respondents and though some of problem comes from commercial areas, most comes from residents who don't tend to the overgrowth in their own yards.

**If yes, please specify location(s):** See full Report

**Recommendation:** Twice a year Cherrydale could consider listing in the newsletter the county regulations about vegetation or structures which limit visibility for drivers or obstruct pedestrians. We should attempt to contact the neighbor first, before reporting to code inspectors, but if code inspectors become involved, we do need a follow-up report from inspectors. If a neighbor is in distress, it is possible we could organize other neighbors to help remove the obstacle.

**16. Do you know of any pedestrian safety issues, including routes children take to school?**

**Yes** 44%      **No** 48%      **Blank** 8%

If yes, please provide specifics: See Full Report

**Summary:** Almost half the respondents knew of a pedestrian safety issue. The 5-point intersection, Quincy St, Military, Monroe St, Stafford St were each noted to have problems. Randolph St and Lee Highway and 18<sup>th</sup> were also listed by a few respondents. The good news is that N Monroe just got speed humps and 18<sup>th</sup> St was voted as our next CCA project for sidewalk funding. But this means there is much left to do, and simple things like painted crosswalks should not have to wait for NC funding.

**17. Do you know of any problems at school bus stops in Cherrydale?**

**Yes** 7%      **No** 87%      **Unsure** 6%

**Suggestions for next survey:** This question should read: "If you are aware of a problem at a school bus stop, please describe it now." This really isn't a Yes No question.

**Summary:** Few people have complaints about bus stops. Safety is always an issue, and Quincy St. and Taylor St bus stops were each mentioned twice as possible safety concerns.

**18. Are there any problems with streetlights on your street?**

**Yes** 22%      **No** 68%      **Unsure** 6%      **Neither** 4%

**Suggestions for next survey:** It would be helpful next time to describe (even illustrate) the different kinds of street lights, so neighbors can identify the kind they like and dislike.

**Summary:** Most people (68% of respondents) do not have a problem with streetlights on their street. Amazingly enough, 7 people who responded NO problem went ahead and then listed problems! This then makes the percent reporting problems actually 30%! Maintenance issues are as frequent a complaint as not having enough lights. Cobra Lights received a number of negative comments. Lee Highway and Safeway lights were mentioned as a problem (too bright).

**19. Would you like to replace existing cobra lights (overhead lights that are placed on telephone poles) with new, pedestrian style lights (such as the ones installed on North Stafford Street)?**

**Yes** 49%      **No** 26%      **Unsure** 25%

**Summary:** There was a large indecisive block here, but 49% would replace existing cobra lights with pedestrian lights. A number of the No votes and Unsure votes mentioned disliking the brightness of the Carlyle lights. We would like to see more pedestrian style street lights, but not too bright or intrusive. Where ever and as soon as possible, we would like to have utilities undergrounded, eliminating telephone poles. However, in the meantime, we should have more street lights, less bright, but well maintained. *Knowing that most streets will not have utility undergrounding within the next 20 years, there is a 3<sup>rd</sup> option, much less expensive, which County should examine. This option was discussed at a June 2004 NC Meeting. Attractive lights attached lower on phone poles would allow for better lighting, that does not shine into bedrooms, and are so much less expensive we could have almost twice as many lights.*

**20. Do you believe existing alleyways in Cherrydale should be kept open for public access?**

**Yes** 50%      **No** 11%      **Blank** 9%      **Unsure** 30%

**Summary:** Fifty percent believe existing alleyways should be kept open.

For additional comments on streets, sidewalks, and lighting, or any related areas see Full Report. Summary:

**Cherrydalers always have a lot to say! Responses fell into the following categories: general, site specific suggestions, residential maintenance/neighbor concerns, and commercial.**

**People would like to see yards better maintained, especially along sidewalks, so pedestrians can pass with out scraping against brush. Dog Owners need to clean up after their pets.**

**Commercially, Safeway lights are mentioned a number of times for being too bright. There were a few site concerns that are alarming and will have been reported by they time this report goes to press.**

## TRAFFIC & TRANSPORTATION

**The original Cherrydale Neighborhood Conservation Plan did not deal with traffic and transportation issues, primarily because Arlington did not have an effective program to help resolve the often-controversial questions that surround traffic management.**

**Since then, the County has adopted a Neighborhood Traffic Calming program designed to slow down the traffic on neighborhood streets. Under this program, the County identifies and prioritizes streets with traffic problems, and, in cooperation with residents of the specific street, develops measures to resolve those problems. Cherrydale and our neighbors in Waverly Hills recently cooperated on a new traffic calming project on North Utah Street.**

**21. Do you believe that traffic moves through some streets in Cherrydale at excessive speed?**

**Yes** 69%      **No** 25%      **Unsure** 6%

**Summary:** 69% of us believe that traffic moves through some streets at excessive speed. Note that Quincy was narrowed to one lane each way with bicycle and parking lanes, and traffic calming was installed on Monroe, after the survey was taken. The streets most frequently mentioned are Lee Highway, Quincy, Stafford and Monroe Streets. These are followed by Quebec, Vacation Lane, and 21<sup>st</sup> Rd, Taylor and Nelson St. Other streets were less frequently mentioned.

**22. Would you like traffic calming devices on your street?**

**Yes** 53%      **No** 39%      **Unsure** 8%

**Summary:** 53% would like traffic calming on their street and the most popular device, by far (50%) are speed humps. Traffic enforcement was next most popular. Curb nubs and narrowing streets were the least popular options..

**23. Is cut-thru traffic a problem in your area?**

**Yes** 48%      **No** 49%      **Unsure** 4%

**Summary:** Just under half report cut-thru problems, Stafford being most frequently mentioned (10%), followed by Randolph, Nelson, Monroe and Oakland. Stafford is now getting traffic calming, and Monroe has received speed humps. Obviously there is a perception difference between what residents believe to be a speed problem and what the county measures as speed problems.

**24. Are traffic signs and signals in Cherrydale adequate?**

**Yes** 63%      **No** 23%      **Unsure** 14%

**Summary:** Although 64% thought signs and signals are adequate, the 5 point intersection is clearly voted the most inadequate. There was interest in having a left turn signal at the 5 point intersection.

**25. Do you or your guests find it difficult to park on the street near your house?**

**Yes** 37%                      **No** 58%                      **Unsure** 5%

**Suggestions for next survey:** *When we ask this kind of question, we need to ask where does the respondent live, at least on what block! We did ask, "Please provide specifics". But this apparently wasn't enough. We need to emphasize that a YES doesn't tell us much without a site!*

**Summary:** Thirty-seven percent of responders find it difficult to park near their house. This is a very block specific question. It's a shame we didn't consistently know generally where the respondents live so we could focus on problem areas. Some people did mention area of problem but a good number did not. Metro areas did get the most complaints, and so we should focus on this problem area. We should also ask for help monitoring group homes and related parking issues.

**Recommendation:** On street parking should be preserved primarily for residents. Certain areas in Cherrydale report problems with finding parking, and these sites currently include streets near Metro and businesses. Shared parking arrangements between businesses, and effective easy to access Metro parking plus monitoring for parking violations should improve our access to on street parking. Developments that do not plan for adequate on site parking should not be allowed in Cherrydale.

**26. Do members of your household use public transportation?**

**Yes** 63%                      **No** 25%                      **Unsure** 12%

**Summary:** 63% of respondents use public transportation. Garbage cans (plus trash pick up) were recommended at our bus stops and a sheltered bus stop at the corner of Lee near Monroe St.

**27. Do you have any suggestions about Metro bus stops located in Cherrydale?**

**Yes** 65%                      **No** 24%                      **Blank** 8%                      **Unsure** 3%

**Summary:** See No. 26. Cherrydale seems to like its bus stops and to have suggestions for better service. Covered bus stops and need for trash receptacles was mentioned a number of times.

**28. Do you have any comments about bicycle lanes or other bicycle facilities in Cherrydale or the County?**

**Yes** 35%                      **No** 60%                      **Unsure** 5%

**Suggestions for next survey:** *Note poorly worded question. Is the question really just asking if the respondent has comments? Or is the question really meant to ask if the respondent likes bike lanes, or wants more bike lanes, or wants a change in bike lanes? Is the person saying "yes, they have comments, or yes, they like bike lanes? Many yes answers are anti-bike lane!*

**Summary:** This was a poorly worded question. But that said there were 19 comments supportive of bike lanes (seven actually asking for more), and nine negative, even asking to remove bike lanes. One comment that most would probably agree with is the request to put in safe places to lock bikes. See full report for locations.

**29. Are you aware of any areas where pedestrian safety or access is an issue?**

**Yes** 43%                      **No** 51%                      **Unsure** 6%

**Summary:** A large minority (43%) had pedestrian safety and access concerns. The 5 points intersection was the most mentioned issue (13%), followed by Lee Highway(11%), lack of sidewalks (esp. N Randolph between 17<sup>th</sup> and 15<sup>th</sup>) and Quincy St. See full report for locations.

**30. Do you have any ideas about ways to improve pedestrian safety or access?**

**Yes** 34%                      **No** 56%                      **Unsure** 10%

**Summary:** A large minority (34%) had ideas for improving pedestrian safety. Thirteen percent of all respondents (half of those with ideas for improvement) said sidewalks would make a difference, crosswalks were the next in popularity and then fixing the Five Points intersection. **If yes, please provide specifics:** See full report for list of specific ideas.

**31. Do you support efforts to widen I-66 inside the Beltway?**

**Yes** 27%                      **No** 64%                      **Unsure** 9%

**Summary:** 64% do not support widening I66 but 27% do. See full report for list of creative ideas.



## METRO RAIL

The Metrorail system is projecting significantly increased volume in the next decade, and is making plans to deal with it. Among the easier options are new cars, longer trains, and additional entrances to some stations. Metro has also floated the idea of a new, north Arlington subway line, from Georgetown to East Falls Church and Dulles Airport. A new line could affect Cherrydale, with one potential station at I-66 and Quincy, and others between Cherrydale and Lyon Village and at George Mason Drive. Until now, Arlington has had a policy of encouraging targeted development near Metro stations, so unless that policy is changed, a new Metro line could mean significantly increased density and traffic.

### 32. Do you support construction of a new, North Arlington Metrorail line, which might go down the middle of I-66?

Yes 62% No 25% Unsure 13%

**Summary:** The majority (62%) would support a new North Arlington Metrorail, going down route 66 but a number of “yes” comments qualified themselves. Four people mentioned South Arlington as needing the station more.

### 33. If the subway line is built, would you support construction of Metro stops in Cherrydale?

Yes 57% No 29% Unsure 14%

**Summary:** 57% would support construction of Metro stops in Cherrydale. However more comments were negative. There was a request to improve bus routes and schedules.

### 34. If the new line is constructed, what do you think should happen to the areas surrounding the new stations? (Please check one)

76% Protect as primarily single-family neighborhood  
15% Encourage townhouses and apartment buildings.  
4% Encourage high-rise development, like the Rosslyn-Ballston Corridor

**Summary:** Should a new station be allowed in Cherrydale, seventy six percent of responders want to preserve areas surrounding for single family homes. Very few (4%) would want high rises development, and more people went out of their way to make specific comments against high-rises. We should have defined what an apartment building was, or at least how tall it could be, but from the few comments allowing for apartment buildings it seem clear that they would not be “tall” and would be probably specifically “low-rise”.

**Do you have any additional ideas about traffic and transportation?** See full report for list of additional ideas.

## LEE HIGHWAY COMMERCIAL AREA

Cherrydale has recently seen the County Board approve two new major developments along Lee Highway. There were significant neighborhood concerns about the scale, design, impact, and traffic and parking implications of those projects. The Lee Highway Revitalization Plan, which was adopted in 1994 and published in 1996, encourages additional, higher, and denser development along the Lee Highway commercial area than currently exists.

**35. Should any residential areas next to the existing commercial areas be re-zoned to allow expansion of the commercial area?**

Yes 20% No 71% Other 9%

**Summary:** No, residential areas next to existing commercial areas should not be re-zoned to allow expansion to the commercial area, according to 71% of us.

**36. Should any commercial areas be re-zoned to allow construction of higher buildings?**

Yes 18% No 71% Unsure 11%

**Suggestions for next survey:** Next time, we need to define "higher", e.g., by a floor or 2? By feet? By FAR? We needed to explain that most current 1 story buildings are by-right allowed to be 4 stories in commercial area but what limits the ability to make a building taller is the amount of parking required for the extra footage. Is this question asking if respondent would allow a building to be taller than it is now (mostly 1 story) or asking if we'd allow the building to be taller than the by-right of 4 stories? One can tell by the comments that most thought it was asking the former question, not the later.

**Summary:** The majority (71%) do not want rezoning to allow construction of higher buildings. Even the Yes Commenters would mostly limit height to 4 stories or under. We should continue to hold the limit on heights of commercial buildings in Cherrydale. See full report for additional comments.

**37. Should any of the commercial buildings and auto lots along Lee Highway be replaced in order to improve area appearance and increase the number of local stores and services?**

Yes 83% No 7% Other 10%

**Summary:** Eighty-three percent of responders would replace commercial buildings and auto lots along Lee Highway in order to improve appearance. Most resented are the auto dealerships, which earned 33 comments castigating them for unsightly appearance. These businesses also bring a lot of strangers, and test drivers, they are noisy, pedestrian unfriendly, show bare asphalt, lack greenery, and destroy any "village/town center" feel. But the car lots are not the only properties mentioned. A quote from one reader sums it well, "Most existing businesses could demonstrate greater community friendly appearance, landscaping and upkeep." This is no less true now than 14 years ago, unfortunately.

**38. How high should any new buildings be?**

2 stories: 39 4 stories: 47  
6 stories: 8 Other 15

**Suggestions for next survey:** some people chose more than one answer. Next time we need to state "ONLY 1 CHOICE ALLOWED".

**Summary:** We know that very few approved 6 stories, but we don't really know which choice between 2 or 4 stories got the most votes, as there were a number of "4" votes that qualified with "depends", or "mix" or 2 and 4 stories both chosen. But we do know that height was a concern to most responders. Clearly Cherrydale wants new buildings to be 4 stories or less, with a large number preferring 2 stories.

**Recommendation:** Cherrydale should continue to encourage membership on and use of the listserv as an effective method of communication among residents.

**39. Would you like more types of businesses and services stores on Lee Highway?**

Yes 71% No 16% Other 13%

**Summary:** No surprise, 71 percent would like more variety of businesses and services on Lee Highway. Restaurants got the most votes (40 plus), followed by book store (17), video rental (17), coffee shop (12), art related gallery/craft shop (8), ice cream store (8), pub for locals(5), mom and pop/non-chain stores (5), nursery (5), hair dresser (inc. for men), bakery, etc. One comment that kept coming through was the desire for variety, and small business.

**40. Are there any existing types of businesses or services that should be retained?**

**Yes** 77%                      **No** 9%                      **Other** 14%

**Suggestions for next survey:** *We need to be clearer about what retail is in Cherrydale and what is not, as clearly some people thought Lee Heights stores and Lyon Village Shopping Center stores were part of the Cherrydale existing businesses. Why didn't responders give us actual store names? Does this mean we want the 'kind' of store but aren't feeling a certain loyalty to the current store owners? Or did our question fail to ask more specifically for the store name(s). Do we even want to ask this?*

**Summary:** Seventy-seven percent wanted to retain certain businesses. Our most favored store was Cherrydale Hardware, which in its uniqueness stands alone. Responders want to retain our restaurants, many want to keep all or most of our current stores, with again an exception for Car Dealerships. However, car service and gas stations earned at least 10 votes for staying. Drycleaners, grocery store (Safeway), Veterinarians, 7/11 and the yoga studio were next most popular. The Philippine Market as mentioned at least 3 times.

**41. Should historic buildings along Lee Highway (such as Cherrydale Hardware, the Philippine Grocery, etc) be preserved in order to retain a link to our neighborhood's history and character?**

**Yes** 86%                      **No** 11%                      **Other** 3%

**Summary:** Eighty-six percent would preserve historic buildings along Lee Highway. Again, Cherrydale Hardware got the most votes for preservation, followed by the Fire Station. Almost 10 percent of responders would keep all the historic buildings. The Philippine Market building was noted by a few as worth saving, and the Toone building.

**42. If entire historic buildings cannot be preserved, should developers be required to preserve their facades and incorporate them into new buildings?**

**Yes** 72%                      **No** 23%                      **Other** 5%

**Summary:** 72 percent would require developers to preserve facades of historic buildings. But then, 11 of the 72 put in qualifications about requirements (depends, if it's feasible, etc).

**43. Should any commercial areas along Lee Highway be expanded into residential areas in order to provide more parking?**

**Yes** 27%                      **No** 59%                      **Other** 14%

**Summary:** Most people (59%) do not want commercial areas to expand into residential even to provide more parking. There were many comments about businesses being required to put in underground parking.

**44. Are you satisfied with the landscaping in the commercial areas, public rights of way, and median strips along Lee Highway?**

**Yes** 47%                      **No** 44%                      **Other** 9%

**Summary:** We were fairly split over whether landscaping in commercial areas public rights of way and median strips along Lee Highway were satisfactory. And of course, this survey was conducted before the mess of Lee Highway construction/utility undergrounding began. Several sites were complained about (Honda, Safeway, 7/11), but Supee's restaurant was give kudos. The VEPCO power station received numerous complaints, and fortunately this is slated for improvement this Fall. In general, we want to see more trees and better maintained medians along Lee Highway.

**45. Should developers of new projects be required to make financial contributions to a fund for traffic calming projects in Cherrydale?**

**Yes** 80%                      **No** 15%                      **Other** 5%

**Summary:** Eighty percent of responders believe that developers should be required to make financial contributions to a fund for traffic calming projects in Cherrydale.

**46. Should developers be allowed to demolish historically important buildings?**

**Yes** 18%                      **No** 53%      **Blank** 18%      **Other** 11%

***Suggestions for next survey:** Probably next time we should state what buildings already have historic status, and why. Then ask this question. Also did we want to ask about residential historic homes?*

**Summary:** Fifty-three percent said no, developers should not be allowed to demolish historically important buildings. But some of us may argue, what is historically important? Many added a, “it depends comment”.

**47. If developers demolish historic buildings, should they be required to make financial contributions to a historic preservation fund that could be used in Cherrydale?**

**Yes** 74%                      **No** 16%      **Other** 10%

***Suggestions for next survey:** Again, do we want to ask this about historic residential homes as well?*

**Summary:** Seventy-four percent would require a developer to make a financial contribution to a historic preservation fund that could be used in Cherrydale.

## **PARKS, RECREATION, AND BEAUTIFICATION**

There are several small parks in Cherrydale, including Oak Grove Park (Quincy & 15<sup>th</sup>), Cherrydale Park (behind 7-11), Cherry Valley Nature Area (Quincy & 18<sup>th</sup>), and the I-66 multi-use trail, as well as the playing fields at HB Woodlawn School. Given our population and limited land area, the County is under continuous pressure to increase the amount of open space available for recreation.

**48. Do you have any ideas on ways to improve Cherrydale’s parks?**

**Yes** 38%                      **No** 36%      **Blank** 9%      **Other** 17%

***Suggestions for next survey:** We had many people write « No » for comments and then went ahead and wrote comments ! This question should not have been written for a yes or no response when it was really a request for comments. So next time we ask this question, we should ask, « Do you want the parks in Cherrydale improved ? If so please comment where and how. » For the purpose of clarity this time, we combined the No’s with the Yes’s, when a specific park improvement suggestion was made.*

**Summary:** Thirty eight percent had suggestions for improving parks and 36% were satisfied with the parks as they are. Oak Grove Park garnered the most suggestions, especially for play equipment. Cherrydale Park was noted to be creepy, too hidden, and suffered from vandalism and littering by students. The strip park at 21st and Stafford was noted to be run-down, but has since improved.

**49. Do you have any ideas about improvements to our parks, the I-66 bike path, or other areas that would be helpful to those interested in fitness activities?**

**Yes** 22%                      **No** 61%      **Other** 17%

*Same suggestion for rewriting this question next time.*

**Summary:** Cherrydale likes its parks. But only 22 percent had ideas for improvements to encourage fitness activities. For those with comments, the bike path was most frequently noted, and many would like to see better lighting, water fountains, wider paths, brush trimmed back, exercise and fitness stations, more trees, daffodils, an emergency phone, separate space for runners and bikers and sound barriers from 66.

**50. The County recently purchased the properties at 1608 and 1612 North Quincy Streets in order to expand Oak Grove Park. The CCA is working with the County to determine what to do with the property. One option includes tearing down the houses and trees for additional practice fields (there probably is not enough space for a regulation soccer or baseball field). Or the houses could be torn down, but the trees retained and the space treated as an unimproved park. A third option would be to retain the historic house (the yellow bungalow on the corner of Quincy & 17<sup>th</sup> Streets, circa 1920) for other uses, such as artists’ space, a Cherrydale Community House, or offices for small, community-oriented nonprofits. What do you think should be done with the property?**

- 12 provide additional practice fields -
- 25 tear down the houses, leave the trees -
- 50 reuse the existing historic house -
- 36 use the existing historic house as a Cherrydale Community House -
- 13 Other

**Suggestions for next survey:** *Some respondents chose more than one option, next time we must rewrite this as a one choice only option, or a ranked option*

**Summary:** At least fifty percent of our community would chose (would have chosen) to reuse the existing historic house. We would love to use it as a community house or artist space or perhaps as office space for local based non-profits. Only 12% wanted to add further practice fields. There were in fact more comments against adding practice fields than for. Preservation of trees was very important to Cherrydalers.

51. Do you believe that additional playgrounds should be built in Cherrydale or that the existing playground at Cherrydale Park could be improved?

**Yes** 33%                      **No** 23%      **Blank** 11%      **Other** 33%

**Suggestions for next survey:** *This question asked 2 questions at once: add playgrounds, OR improve existing. Next time, reword into 2 different questions.*

**Summary:** We were mixed on this issue. Only thirty-three percent of responders were in favor of adding playgrounds and/or improving playgrounds. But this question was poorly worded. Many of the “No” responders did have suggestions for improving parks, not just playgrounds. It would probably be safe to say more Cherrydalers are in favor of improving playgrounds and parks than necessarily adding them. However there was little actual opposition to adding parks, though there was opposition to adding more playing fields.

**52. Can you identify where we can remove unnecessary non-traffic signage to improve the look of the neighborhood?**

**Yes** 7%                      **No** 68%      **Other** 26%

**Summary:** Only a few people had comments on signage. At this point in time, it is not a priority issue, but that does not mean we do not care about keeping to standards.

**53. Can you identify areas in parks or public rights-of-way where we need to add, remove, or maintain landscaping?**

**Yes** 27 %                      **No** 46%      **Other** 27%

**Summary:** Twenty-seven percent of users noted areas for improvement in landscape maintenance of parks and right of ways, and in order of number of times mentioned these sites are : Lee Highway, Oak Grove Park, Cherrydale Park/7/11 area, 21st St and N Stafford, I66 bike path and Quincy and Lee. Other sites mentioned were the nursing home, Cherrydale Library, 18th and Kenmore.

**54. Can you identify areas where additional trees are needed?**

**Yes** 27%                      **No** 46%      **Other** 27%

**Comment on this question :** *This is not a yes /no question. In fact a number of « no » responders had ideas, but didn't know where specifically they'd recommend trees. They made supportive comments about adding trees in general without specific notions about where. Next time, we need simply to ask « Do you want more trees in Cherrydale. If so, where ? »*

**Summary:** Many Cherrydalers found areas where additional trees are needed. The top priority would be along Lee Highway. In general, we also want to replace dead trees.

**55. Is there a particularly old tree in your area that might qualify for the County's memorable tree program?**

**Yes** 15%                      **No** 55%      **Other** 30%

**Summary:** A number of trees were identified. Citizens do not know what to do with this information.

**56. Would you support a neighborhood tree canopy program in Cherrydale by planting at least one specimen-type tree in your yard?**

**Yes** 64%                      **No** 25%      **Other** 11%

**Summary:** Yes, 64 percent would support a tree canopy program. Tell us how !

**57. Would you support community efforts to restore Cherrydale’s original cherry trees by planting a flowering or fruit cherry tree in your yard?**

**Yes** 72%                      **No** 16%                      **Other** 12%

**Suggestions for next survey:** *When we ask this question we should ALSO supply the information needed to help the responder know about any special program(s) that help them do just that- plant more flowering trees and advice on which varieties, how.*

**Summary :** Seventy-two percent would support community efforts to restore Cherrydale’s original cherry trees by planting a flowering tree in our yards. We could ask County to provide appropriate variety/varieties of cherry trees if/when they do free trees giveaways in the future as they have done recently on Neighborhood Day.

**58. Do you think the County should require developers to make greater efforts to safe mature trees when building new houses or expanding existing ones?**

**Yes** 83%                      **No** 12%                      **Other** 5%

**Summary:** A large majority, 83% believe the County should require developers to make greater efforts to save mature trees when building new houses or expanding existing ones. But among the Yes voters were people who would allow/require replacement rather than preserving if preservation was doubtful. And among the NO voters were those who would « strongly encourage » but not require.

**59. Would you support a County program to help homeowners maintain, rather than remove, large mature trees?**

**Yes** 80 %                      **No** 14%                      **Other** 6%

**Summary:** Again a large majority, 80%, would support a program to help homeowners maintain rather than destroy mature trees.

**60. Should the County adopt a tree preservation ordinance that would prohibit homeowners from cutting down large mature trees without prior approval from the County?**

**Yes** 35%                      **No** 51%                      **Other** 14%

**Summary:** Fifty one percent of responders disagreed with a tree preservation ordinance, while thirty-five percent agreed with having an ordinance. If number of comments was a reflection of passion, one would note there were more comments AGAINST an ordinance than for, and more Yes votes with caveats than absolute Yes votes.

**See Full Report for additional comments about Parks, Recreation, or Beautification?**

## HISTORIC PRESERVATION

Cherrydale is one of Arlington’s older neighborhoods and will be considered for placement on the National Register of Historic Places in March 2003. *Placement on the National Register imposes no restrictions on homeowners.* It does provide the possibility of obtaining Virginia State Historic Preservation Tax Credits for historically- sympathetic improvements to historic homes (this program allows homeowners to claim credit on state income taxes of up to 25% of the value of the renovation).

Some neighborhood residents want to take the additional step and make Cherrydale an Arlington Historic District. This would both limit what you, as a homeowner, could do to the outside of your house without County approval, but it would also limit the ability of developers to replace existing historic homes with large new houses without prior review.

**61. Would you be interested in taking advantage of the Virginia Historic Preservation Tax Credit program?**

**Yes** 50%                      **No** 37%                      **Other/Blank** 13%

**Summary:** About half of the respondents were interested in this program. However, many respondents do not live in houses that they think would qualify for the State tax benefits for historically-sympathetic improvements to historic homes (a home qualifies if it is at least 50 years old); others don’t feel they can

qualify based on the cost floor for the benefit (but this may be based on a misunderstanding, as the improvements must be 25% or more of the value of the house, NOT the entire property). One Libertarian-minded respondent said, "Taxes should not be used to influence house appearance," but there was no other negative comment regarding this program.

Cherrydale now includes information on the tax benefits of historically-sympathetic improvements/renovations to historic homes in our welcome packet to new home owners. We have hosted county historic preservation officers and staff presentations to our CCA and will continue to do so every few years, as well as publish occasional Newsletter articles on this benefit.

**62. Should the CCA propose a County-sponsored program to provide historical markers for individual homes?**

**Yes** 57%                      **No** 28%      **Other/Blank** 15%

**Summary:** Over fifty-six percent of respondents were interested in a program to provide historical markers for individual homes. Questions about what qualifies as historic (not just old), and the cost of such a program, were raised. One respondent mentioned the possibility of using such a program as a fund-raiser.

**63. Should we study creating some controls on exterior modifications and construction by making Cherrydale an Arlington Historic District?:**

**Yes** 37%                      **No** 50%      **Other/Blank** 13%

**Summary:** Almost half of the respondents (in 2003) were opposed to this idea. Support was lukewarm, with many expressing concern about conflicts with homeowner rights. "County should **absolutely** not control homeowner decisions on their own houses," reflects the feelings of many.

## COMMUNITY SERVICES

**64. Do you want to keep open the Cherrydale branch library?**

**Yes** 81%                      **No** 8%      **Other/Blank** 11%

**Summary:** Over eighty percent of respondents favored keeping the Cherrydale Library open.

**Suggestions for next survey:** *Let's ask for household size, number of children and their ages, how frequently each household member uses the Cherrydale Library. This additional information would add some weight to the responses to all the Library questions.*

**65. Do you have any suggestions for improvements to the Cherrydale Library?**

**Yes** 19%                      **No** 64%      **Other/Blank** 17%

**Summary:** Although only a few respondents had suggestions about improvements to the Cherrydale Library, the suggestions are mostly very worthwhile. Landscaping, roof, and better use of the second floor were mentioned, as was a handicapped entrance (the at-grade entrance is poorly marked, and the doors cannot be opened automatically so it does not qualify as a handicapped entrance).

**66. The existing Cherrydale Fire House, which is on the National Register of Historic Place, is owned and maintained by the Cherrydale Volunteer Fire Department. The County uses the building as one of its local fire stations. Do you want the Arlington Fire Department to continue to use the Cherrydale Fire House?**

**Yes** 75%                      **No** 8%      **Other/Blank** 17%

**Summary:** Although almost three-quarters of respondents wanted ACFD to continue to use the CVFD building, the County has decided to build a new facility.

**67. If the fire station moves, where should it go?**

**Lee Hwy** 40%      **Quincy St** 10%                      **Fire Dept choice** 26%      **Other /Blank** 24%

**NOTE:** *Several respondents chose more than one option.*

**Summary:** The question of the location of a new Cherrydale Fire Station has been addressed since the completion of this Survey. Both the Cherrydale Citizens Association and the County Board-appointed Fire Station #3 Relocation Task Force told the County that the first choice site is the land just across Pollard Street from the CVFD building. However, the County Manager has announced the County's intention to acquire some of the land at the Koons North Arlington Toyota site for the new Fire Station. With that said, 40 % wanted the station on Lee Highway, 26% would have allowed it where the fire dept wanted it, and Quincy St was the least popular choice.

**68. Would you accept building a new fire station on part of Oak Grove Park, even if that means giving up green space and cutting down large trees?**

**Yes** 13                      **No** 67%                      **Other/Blank** 20%

**Summary:** Almost two-thirds of respondents were against taking any of Oak Grove Park for a new Fire Station.

**69. If the County fire station moves from its current location, what do you think should happen to the Cherrydale Fire House?**

**County other use:** 9%                      **CVFD public safety:** 20%  
**Commercial:** 6%                      **Cherrydale Community House:** 34%  
**CVFD choice:** 15%                      **Other or Blank:** 17%

*NOTE: Several respondents chose more than one option.*

**Summary:** Cherrydale Community House and CVFD continued use for public safety purposes were the most popular choices.

**70. Do you feel safe in Cherrydale?**

**Yes** 96 %                      **No** 1%                      **Other/Blank** 3%

**Summary:** Although ninety-six percent feel safe in Cherrydale, comments about theft deserve attention. See Full Report

**71. Do you have any concerns about the current uses for the I-66 parking garage?**

**Yes** 13%                      **No** 68%                      **Other/Blank** 19%

**Suggestions for next survey:** *First we should ask if the respondent lives near the parking garage (say, within 5 blocks). Then ask if they have any concerns about current use. Also, this should NOT be a Yes/No question. Rather, we should ask: "If you have any concerns have about the current uses for the I66 parking garage please record them below, and record whether you live with in 5 blocks of the garage, and what street you live on." ALSO: Give adequate background for each question. For example, for this question, state current uses of I-66 parking garage.*

**Summary:** Over two-thirds of respondents have no concerns about current uses of the I-66 parking garage. But this might be a response determined by whether the respondent lived near the garage. Current plans for building a new Washington-Lee High School will probably affect the capacity and uses of the parking garage. See Cherrydale's recommendations to the Washington-Lee Parking Committee (attached)

**73. Do you have any ideas for additional community activities?**

**Yes** 23%                      **No** 56%                      **Other/Blank** 21%

**Suggestions for next survey:** *we need to ask people who have ideas if we can contact them, and then ask for their names and phone numbers!*

**Summary:** There are many and varied ideas for more community-wide activities. CCA volunteers have begun work on a community directory.

**74. Do you have suggestions for areas or issues the Cherrydale Citizens Association should address?**

**Yes** 19                      **No** 55%                      **Other/Blank** 26%

**Suggestions for next survey:** *We might want to list several ideas from below, e.g. shared baby-sitting, in order to get names of people with common concerns so they can contact each other. This is a unique opportunity to bring together people with shared interests who don't already know each other.*

**Summary:** Fifty-five percent did not have suggestions but the twenty percent who did wrote interesting comments. There were more comments about residential maintenance issues than any other, child and commercial-related concerns came next..

**75. Would you be willing to volunteer your time to help with the update to the Cherrydale Neighborhood Conservation Plan?**

**Yes** 24%                      **No** 47%                      **Other/Blank** 29%

**Summary:** Less than half of the respondents were unwilling to offer help, time being the biggest constraint. But we were able to contact those who had listed willingness to volunteer.



**76. Would you like to have your name added to the Cherrydale list serve?**

**Yes** 20%      **No** 33%      **Other/Blank** 47%

**Suggestions for next survey:** *We should ask, “Are you on the Cherrydale Listserv (we describe it), YES/NO and if not, why not?” Then ask, “If you are willing to join the listserv now, please print out carefully your name, and email address here below, or please go to the CCA website ([www.Cherrydale.net](http://www.Cherrydale.net)) and click on the link at the bottom of the page.”*

**Summary:** Less than one-third of respondents were unwilling to be added to the Cherrydale Citizens listserv. Next time we should ask why not, so we can understand and if possible improve.

**Do you have any additional suggestions or recommendations not covered in the rest of the questionnaire?**

**Summary:** Many residents have additional suggestions or recommendations. See Full Report.

**Comments:** (8) Kudos;(4) Other, (13) Suggestions Development Issues;3 PET/DOG /PEST ISSUES; 7 Community Spirit/Support Ideas

## **Resolution To Accept Cherrydale Neighborhood Conservation Plan**

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

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

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

**Whereas**, Neighborhood Conservation Plans have three purposes:

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

**Whereas**, the County Board created the Neighborhood Conservation Advisory Committee (NCAC) to guide the Neighborhood Conservation Program, and the NCAC reviewed this updated Cherrydale Neighborhood Conservation Plan and recommends plan acceptance; and

**Whereas** the Planning Commission also recommended acceptance of this plan.

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



## ARLINGTON COUNTY, VIRGINIA

### County Board Agenda Item Meeting of November 15, 2005

**DATE:** October 25, 2005

**SUBJECT:** Cherrydale Neighborhood Conservation Plan Update

**C. M. RECOMMENDATION(S):**

Adopt the attached resolution to accept the Cherrydale Neighborhood Conservation Plan Update with staff comments specified in this report.

**ISSUE:** None.

**SUMMARY:** The Cherrydale Civic Association began work on this plan update in 2002. A written survey was distributed to every household in the neighborhood. Neighborhood Conservation (NC) staff worked extensively with volunteer plan writers to complete and review this plan update, which was approved by the Association on January 12, 2005. The Neighborhood Conservation Advisory Committee reviewed the plan update on October 13, 2005 and recommended it be forwarded to the Planning Commission and County Board for acceptance. Therefore it is recommended that the County Board accept the plan update with staff comments specified in this report.

**BACKGROUND:** Cherrydale is nestled right in the heart of North Arlington with North Utah Street to the west, Interstate 66 to the east and south, and Lorcom Lane and Old Dominion Drive to the north. Donaldson Run, Woodmont, Maywood, Lyon Village, Ballston-Virginia Square, and Waverly Hills all surround the Association. Cherrydale consists mainly of single family homes however, there are a few multi-family houses, four townhouse developments, one senior apartment building, and two large condominium/apartment buildings. Neighbors especially appreciate the mature trees, the usually quiet streets, and the unique older homes spread throughout the community. Cherrydale residents' main goal is to preserve the charming small town feel, and celebrate the community of its people.

In 2003, a survey was sent out to each household in the community. The surveys were collected over a six month period and the responses were collated in the spring and summer of 2004. A plan update was put together based on the survey results and the first

County Manager: \_\_\_\_\_

County Attorney: \_\_\_\_\_

Staff: Tim McIntosh, CPHD, ONS

part of the plan update was approved by the Civic Association on December 8, 2004. The second part of the plan update was approved by the Association on December 15, 2004 and the final plan update was then reviewed and adopted on January 12, 2005.

On October 13, 2005, the Neighborhood Conservation Advisory Committee (NCAC) reviewed and approved the Cherrydale Neighborhood Conservation Plan Update and recommended that the Planning Commission and the County Board accept this plan update.

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

**DISCUSSION:** The Cherrydale Neighborhood Conservation Plan Update makes 112 recommendations covering a broad spectrum of topics. County staff will work to implement the community projects as initiated by the neighborhood, subject to funding availability and NCAC approval. For non-capital recommendations, NC staff will act as a liaison between the community and other County agencies. Attached (Table 1), are staff comments, organized around various sections in the Cherrydale Neighborhood Plan Update. This memorandum will be printed and bound with the Neighborhood Plan Update when it is published.

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

**Cherrydale Neighborhood Conservation Plan – Final (11/16/2005)**  
**Inter-departmental Staff Comments on Civic Association Recommendations**

<b>Introduction</b>			
<b>Recommendation No.</b>	<b>Location in Plan</b>	<b>Civic Association Recommendation</b>	<b>Comment (Department)</b>
2	Page 5	<p><b>Community Center.</b> The neighborhood should immediately reopen the issue of establishing a community center within Cherrydale, as was proposed by the January 1974 County staff study. There are several buildings in Cherrydale that might be suitable for a community center, assuming that questions of cost and impact upon immediate neighbors can be addressed, <b>NOTABLEY PROPERTY AT 1612 N QUINCY STREET.</b></p>	<p>The house at 1612 North Quincy Street and the two adjoining lots were purchased by the County in 2002 for purposes of expanding Oakgrove Park. The one and one-half story craftsman bungalow is built on a residential frame for residential use, and is most likely below code requirements for public use and not ADA accessible.</p> <p>Based on the County’s intent of the purchase for open space purposes, the cost prohibitive expense and limited usability of the house for a community center purpose and the reference in the plan to other opportunities within the neighborhood for a community center, Staff does not support the use of the house at 1612 N. Quincy Street for a community center. – Department of Parks, Recreation, and Cultural Resources (DPRCR)</p>
3	Page 7	<p><b>Historic Markers</b> should be placed at important sites. The main "Cherrydale" historic marker, now located on Military Road near the library, should be duplicated at a more prominent location where it will be more visible to the community. Other markers should note the sites of the old Cherrydale School, the oldest homes in the neighborhood, the firehouse and old Taylor Street substation, Shreve's Store and Post, and other locations.</p>	<p>The Historic Preservation Program (HPP) and the Historical Affairs and Landmark Review Board (HALRB) already have produced a historic roadside marker program for the Cherrydale Masonic Hall (Cherrydale Hardware Building). This marker was installed in October 2005. The HPP and HALRB will be happy to work with the CCA on drafting and reviewing proposed marker text for future markers, as well as establishing neighborhood priorities for such markers. – Community Planning, Housing, and Development (CPHD)</p>
3A	Page 7	<p>CCA should investigate, and if there is enough interest among Cherrydale homeowners and it's financially feasible, develop a prototype "Cherrydale neighborhood historical home" marker and then propose such a program to the County for County-wide implementation. If the County is not interested, Cherrydale could proceed for our neighborhood.</p>	<p>Lyon Village has such a plaque system already in place that could serve as a model for other neighborhoods. Perhaps a standard plaque that can be used Countywide could be created and then tailored to each neighborhood with an appropriate graphic. It is recommended that the CCA contact the HPP staff for assistance with dating buildings. The HPP office has access to historic building permits and maps, which are the most reliable dating sources available. - CPHD</p>

**Introduction**

<b>Recommendation No.</b>	<b>Location in Plan</b>	<b>Civic Association Recommendation</b>	<b>Comment (Department)</b>
4	Page 7	<p><b>Virginia Historic Landmark Designation and Historic Preservation Tax Credits Program:</b> Interested homeowners should be encouraged to seek Historic Landmark designation if their houses are more than 50 years old. This designation will not affect owner's rights to modernize and renovate the interior of their homes, but will help to preserve their historic exteriors and maintain the character of the neighborhood. The Citizens Association should continue to work with the County to educate homeowners about the procedures for obtaining such designations, and for obtaining Virginia State Historic Preservation Tax Credits for historically-sympathetic improvements to historic homes. We urge the county to continue to clarify and advertise the requirements, and step by step process of approval, so that more homeowners become aware that they do indeed qualify</p>	<p>Cherrydale was listed in the Virginia Landmarks Register on 3/19/03 and was listed in the National Register of Historic Places on 5/22/03. Because of this status, property owners may be eligible to take advantage of the state and federal tax credits for the rehabilitation of historic properties. National Register designation will not affect owners' rights to modernize and renovate their homes, but will help to preserve the historic exteriors and maintain the historic character of the neighborhood. The CCA should continue to work with the County to educate owners about the procedures for obtaining these incentives for historically-sympathetic improvements to historic buildings. -CPHD</p>
4A	Page 7	<p>Arlington County should offer some reduction in Real Estate taxes for historically-sympathetic improvements to historic homes, with a lower cost floor than the Commonwealth's 25% of current home value, to encourage preservation of such homes.</p>	<p>Economic incentives for owners of historic properties are being explored in the proposed Historic Preservation Master Plan, currently in progress. -CPHD</p>
6	Page 7	<p>A <b>Cherrydale Historic Archive</b> should be established in order to facilitate the collection at a single location of documents and records about the Cherrydale neighborhood and the Cherrydale Citizens Association. Although the County maintains <b>the Virginia Room</b> at the Main Library, the neighborhood believes that the Cherrydale Branch Library is a better location for the neighborhood archives.</p>	<p>Currently, the Virginia Room at Central Library serves as the primary repository for information on County history, especially Arlington's historic neighborhoods. The collection currently maintains records of the Civic Federation, as well as these particular neighborhoods: Glencarlyn, Fairlington, Arlington Forest, Ashton Heights, Lyon Village, Maywood, Bluemont, Nauck, Madison Manor and Westover, to name a few. In keeping with this tradition, Cherrydale's records would best be placed here rather than in a separate facility in the neighborhood. The proximity of Cherrydale to Central Library would still make these records convenient and accessible to residents and other interested researchers. HPP staff would encourage the CCA to communicate directly with Virginia Room</p>

**Introduction**

<b>Recommendation No.</b>	<b>Location in Plan</b>	<b>Civic Association Recommendation</b>	<b>Comment (Department)</b>
			staff regarding the types of information in their collection, the feasibility of storing it there, etc. - CPHD

**Land Use and Zoning**

<b>Recommendation No.</b>	<b>Location in Plan</b>	<b>Civic Association Recommendation</b>	<b>Comment (Department)</b>
9A	Page 11	There is some concern that new houses are built too large, so where possible we encourage developers to work on style and scale to fit the character of the neighborhood. <sup>(45)</sup> We recommend county encourage certain architectural styles, features and proportions to fit with Cherrydale.	With this update to its NC Plan, an architectural style book for Cherrydale, similar to that being written for Ashton Heights, should be encouraged. HPP staff, Neighborhood Conservation staff, the Neighborhood Conservation Advisory Committee, and Ashton Heights Civic Association representatives are all working to develop the style book. This publication could address specific styles common to the neighborhood, as well as appropriate scale, massing, and materials for renovations, new additions, and new construction. -CPHD
7	Page11	The current zoning and land use designations are appropriate and should remain, discouraging higher density development within the residential areas. Exceptions are the area in Cherry Valley Park which is currently zoned "CM", and the Cherrydale Park, which is "R-6" and a small area of "C-2" from the south end of the park to North Pollard Street. Any parkland currently owned by the County should be rezoned to "S-3A" and the GLUP designation changed to Public. Any areas for future acquisition for parkland should be designated Public on the GLUP.	County Staff is in the process of formalizing a list of properties for County Board consideration for rezoning and/or a change in the land use designation on the General Land Use Plan. The properties are located throughout the County and are all County-owned. Most of the properties are adjacent to existing parkland and are currently used as public open space. Any change in zoning or land use designation would be to ensure consistency with the County's vision for the property. The list will be vetted through the Long Range Planning Committee of the Planning Commission. There are no "CM" zones in Cherry Valley Park. There is a "CM" and M-1" district south of I-66, but it is outside of the Cherrydale NC area. – CPHD
8A	Page 11	Pipe-stem developments are strongly discouraged. Pipe stem developments should not be allowed, unless perhaps under site plan review.	Pipe stem developments are discouraged, and are now only permitted through a Special Exception Use Permit – Unified Residential Development process. - CPHD

18B	Page 15	We encourage preservation of certain historic buildings along Lee Highway. Again, Cherrydale Hardware got the most votes for preservation, followed by the Fire Station. Almost 10 percent of responders would keep all the historic buildings. The Philippine Market building was noted by a few as worth saving, and the Toone building. New developments should be required to make a financial contribution to a historic preservation fund that could be used in Cherrydale.	The CCA is encouraged to approach property owners about local designation for these specific buildings. The Cherrydale Volunteer Fire House already has this status. Interested property owners should then be directed to the HPP staff, which will coordinate the designation process with the HALRB and begin historic research. With local designation, any exterior modifications would require a design review process and approval by the HALRB before being able to get the necessary County permits for the work.  Also, the idea of a general HP fund is being explored in the Historic Preservation Master Plan, now being drafted. -CPHD
18C	Page 15	We would encourage or require developers to preserve facades of historic buildings	With local historic designation, there would be better control of exterior property modifications. For non-locally designated buildings, the CCA could still suggest that developers meet with the HALRB to review their proposed project and get feedback on design, scale, materials, etc. - CPHD
18D	Page 15	We believe that developers should be required to make <b>financial contributions to a fund</b> for traffic calming projects in Cherrydale. We also believe they should contribute to infrastructure improvements (eg, curbs and gutters).	Developer contributions for traffic calming should be directed to addressing specific needs or problems related to a particular development. - DES

Traffic Management			
Recommendation No.	Location in Plan	Civic Association Recommendation	Comment (Department)
19A	Page 18	<b>Traffic Speeds</b> should be enforced on Lee Hwy, Quincy, Stafford and Monroe Streets. As a priority, traffic counts should be requested yet again for Stafford, Quebec, Vacation Lane, 21 <sup>st</sup> Rd, Taylor and Nelson Streets. Any neighbor	This recommendation makes the request to count traffic on Stafford, Quebec, Taylor, Nelson Streets, 21 <sup>st</sup> Road and Vacation Lane, presumably to determine if the streets qualify for traffic calming. Stafford Street and Vacation Lane have already qualified for traffic calming and are currently on the problem-severity ranking list. In order to determine if 21 <sup>st</sup> Road and



		may request traffic counts for their street but counts will generally not be performed more than every 2 years. However, County should make exceptions when a development has occurred nearby possibly affecting the counts.	Quebec, Taylor, and Nelson Streets will qualify for traffic calming, staff needs to know specifically which blocks they are on. - DES
19B	Pages 18	<b>Traffic calming.</b> Certain streets in Cherrydale need traffic calming (see survey questions No. 21-22) and by far our most preferred device is the speed hump. Curb nubs and narrowing streets are generally least desired according to the 2003 survey. But this is a street by street decision for neighbors	The streets where traffic calming is requested need to be identified so that data can be collected to determine if the streets qualify for traffic calming assistance. - DES
19C	Page 18	<b>Cut Through Traffic:</b> Stafford, Randolph, Nelson, Monroe and Oakland Streets all perceive cut-thru problems but thus far only Utah and Monroe are receiving traffic calming. Obviously there is a perception difference between what residents believe to be a speed problem and what the county measures as speed problems. It is worth looking more closely into the times of day that county measures speed, to be certain they are measuring times of greatest use, which might vary street by street depending on whether the street has a school, a nursing home, a metro parking lot or is simply an major cut thru road.  Cherrydale will request Origin and Destination studies for these streets, to be performed at times of highest predicted traffic, when school is open, and either before and/or after large construction projects are completed	The emphasis of the Neighborhood Traffic Calming (NTC) program is on reducing speeds on neighborhood streets where speeds exceed the minimum thresholds. Addressing cut-through traffic has not been a priority of the program. The grid pattern of streets in Arlington (and in Cherrydale) helps to distribute traffic, such that no one street carries substantial non-local traffic. Measures implemented to address non-local traffic issues tend to redistribute traffic to other adjacent neighborhood streets, which is unpopular and unfair.  The NTC program review which is currently underway, is evaluating the concept of “excessive volume” on neighborhood streets, rather than trying to measure cut-through traffic. This concept would collect traffic volumes and compare the number with an “expected volume” for the street based upon the length of street, adjacent land uses, connectivity and other factors. If the ratio of actual volume/expected volume is two or greater, then the street has an “excessive volume” problem and would gain additional points toward traffic calming. This approach would not require the very labor-intensive origin and destination survey, which cannot provide accurate results. Staff anticipates the County Board will consider changes to the NTC program later this year. – DES
19D	Page 18	<b>On street parking</b> should be preserved primarily for residents. Certain areas in Cherrydale report problems with finding parking, and these sites currently include streets near Metro and businesses. Shared parking arrangements between businesses, and effective easy to access Metro parking plus monitoring for parking violations should improve our access to on street parking. Developments that do not plan for adequate on site parking should not be	The County is working to safely maximize on-street parking resources. Parking in commercial areas is generally intended for commercial uses, while parking on the residential streets is intended for local residents. - DES

		allowed in Cherrydale.	
20A	Page 19	While much work has been completed on redesigning the 5 points intersection, problems have still been cited by Cherrydalers. <sup>(q23)</sup> Cut-thru problems continue to be reported, with Stafford being most frequently mentioned (10%), followed by Randolph, Nelson, Monroe and Oakland. These streets therefore deserve our priority for traffic management/calming.	Of the streets identified for traffic calming, only North Randolph and North Nelson Streets have not had data collected to determine eligibility for traffic calming. We will collect data on these streets and report our findings to the neighborhood. Also, see comments on Recommendation 19C. - DES
20C	Page 19	<b>Bike lanes</b> should be clearly marked within the 5 point intersection	There is not adequate width in the five points intersection to provide marked bike lanes without reducing the number of travel lanes. Staff will follow national guidelines and utilize their professional judgment to determine how best to mark bike lanes in this area. - DES
21B	Page 18	<b>Lower Cherrydale.</b> The neighborhood is concerned about commuter use of North Monroe Street, the only north-south through street east of Quincy. N Monroe St did receive speed humps and crosswalks. Also, the right-of-way for North Lincoln Street at 18th Street North was transferred to the Parks Division, and the space turned into an Adopted Lot. Depending on the commercial development in the area, the remaining traffic related concerns are competition for on street parking, and the traffic impact from local businesses. We have asked for Origin and Destination studies around N. Monroe St south of Lee Highway, so we can track changes as new developments occur and proactively manage parking and traffic problems.	The NTC program concept for dealing with non-local traffic on neighborhood streets is likely to change. See comments on Recommendation 19C. - DES
22B	Page 19	<b>The North Quincy Street-Military Road</b> corridor should remain a two-lane roadway. The street has been improved with plantings of cherry trees, a landscaped traffic island north of the intersection with 15th Street North, and nubs to protect parking areas and a bike lane was added. Cross walks should be added as well.	Concerning crosswalks on North Quincy Street-Military Road, staff asks that the community help to identify the locations where crosswalks are most needed. - DES
23A	Page 20	Wide crosswalks with impressed pavers should	As part of the North Utah Street traffic calming project, a StreetPrint

		mark the entry of all side streets off Old Lee Highway.	crosswalk was placed across North Utah Street at Lee Highway (Rt. 309). The County favors well marked, highly visible crosswalk markings. Impressed asphalt (StreetPrint) is one of several options that can be used to achieve this goal. - DES
24	Page 20	<b>Lee Highway.</b> The neighborhood remains strongly opposed to the widening of Lee Highway to six lanes. Necessary improvements have been made including street lights and undergrounding of utilities in some places. The Lee Highway islands new landscaping especially along Kenmore and N Monroe street are in disrepair from recent construction and a few trees have died. The soil is rocky and poor. And landscaping is fairly high maintenance and needs weeding often. Dead trees should be replaced with similar caliper and age trees as this is the 2nd time in 4 years that we have lost and replaced trees there.	The County Board made the decision many years ago to not widen Lee Highway through Cherrydale to six lanes. - DES
24B	Page20	<b>Wide crosswalks</b> with impressed pavers should mark the entry of all side streets off Lee Highway.	DES would have no objection to imprinted crosswalks across side streets along Lee Highway (Rt. 29). See response to Recommendation 23A. – DES
25	Page 20	<b>Lorcom Lane.</b> Lorcom Lane should remain an arterial alternative to Lee Highway. The roadway should be reduced in width and landscaped in order to reduce speeds and to reflect the relatively modest current and projected traffic volumes for this residential area.	Over the years, there have been several Capital Improvement Program (CIP) projects along Lorcom Lane to reduce the number of lanes, narrow the roadway and provide missing sidewalks. There are no more projects currently proposed along Lorcom Lane. – DES
26	Page 20	<b>Pedestrian safety</b> should be a higher priority. Crosswalks are required at all major intersections, at North Quincy Street and the I-66 bikepath, and at the intersections of 15th Street North with North Randolph, Stafford, Taylor, and Utah Streets. Old and new crosswalks should be painted with larger and more visible markings. Pedestrian signals should be installed at all major intersections, especially Five Points.  Sidewalks, crosswalks and fixing the 5 point	Crosswalks should not be automatically installed at all crossing locations of every intersection. Painted crosswalks should be located at locations where there is substantial pedestrian traffic, primarily at intersections. Staff will evaluate the identified intersections to determine if additional or enhanced crosswalk markings are needed. It is not clear what the neighborhood means by “fixing” the five points intersection. – DES

		intersection are the most referred methods to improve pedestrian safety	
26A	Page 20	<b>Crosswalk:</b> An effective crosswalk is needed to cross Old Dominion between Taylor and HB Woodlawn School.	Staff will evaluate whether a safe crossing can be established in this area. This is a high-speed roadway where traffic would not expect to have to yield to pedestrian traffic. Crossing of Old Dominion Drive should take place at the signalized intersection at Lorcom Lane or Military Road. – DES
27	Page 20	<b>Bicycle safety</b> should receive greater attention. The County <b>took</b> advantage of street reconstruction in the north Arlington area to begin construction of an expanded network of commuter bike paths. Commuter bike paths or bike lanes should be located on the roadbed; sidewalks should be for the use of pedestrians. As of 2003 however, a majority of residents did not state a desire to have more bike lanes than is currently planned though there were many positive comments. Effort should be made to not slow traffic speed significantly BELOW the speed limit due to biker lane use during rush hour. Bike Boxes and other safe ways to lock bikes should be provided. Of those who did not support the lanes, the most common complaint was that existing traffic lanes should not be removed for bike lanes, and that the lanes that exist are underutilized. Again, bike lanes should be clearly marked within the 5 points intersection.	As mentioned previously, there is not enough roadway width to provide marked bike lanes within the five points intersection. No travel lanes were removed to accommodate marked, on-street bike lanes. – DES

<b>Capital Improvements</b>			
<b>Recommendation No.</b>	<b>Location in Plan</b>	<b>Civic Association Recommendation</b>	<b>Comment (Department)</b>
30	Page 23	<b>Street Width.</b> Whether or not street improvements are carried out within existing rights-of-way, the neighborhood strongly believes that residential streets should not be	The County has recently adopted new street width guidelines for residential streets to assist in the design of new street projects. Street widths depend on the parking arrangements and traffic volumes, and are usually the narrowest feasible for safe operation and fire vehicle access.

**Capital Improvements**

Recommendation No.	Location in Plan	Civic Association Recommendation	Comment (Department)
		<p>widened automatically to any "standard" width in connection with such improvements, for two reasons. First, wider streets encourage motorists to drive at higher speeds and increase through traffic, which are clearly inappropriate for residential areas. Second, many homes in Cherrydale are built very close to existing roads; widening those streets would severely impact both the value of the homes and the quality of life for residents. <i>(q22)</i> However, only 15% of respondents supported street narrowing as a viable method for traffic calming.</p>	DES
32	Page 23	<p><b>Curbs and Gutters.</b> Standard curbs and gutters, which are vital for controlling excessive water run-off during storms, should be installed on both sides of every street in Cherrydale, regardless whether they have a sidewalk, but by petition.</p> <p>While much progress has been made in finishing curbs and gutters, there are still a number of streets that are in need of improvement, including parts of Stafford Street, Randolph Street, Quebec Street, 18th Street between Quincy and Nelson, 21st Road and Lincoln.</p>	The County encourages the installation of curb, gutter and sidewalks along unfinished sections of street under the NC Program. County policy is that curbs and gutter should be part of finishing a street and that they should not be installed on streets which lack a continuous sidewalk, unless the project provides the needed sidewalk. – DES
33	Page 24	<p><b>Sidewalks.</b> The neighborhood believes pedestrian safety requires that a sidewalk exist on both sides of every major street, including arterials and collectors, and on at least one side of most residential streets. Streets which lead to the commercial area should be given priority for sidewalk improvements, as they generally have higher pedestrian and vehicular traffic. Sidewalks should be designed for the use of pedestrians and not for commuter biking; commuter bike paths or bike lanes should be</p>	County staff work to design the projects in a manner that best protects valuable trees and to minimize impacts on residences. – DES

**Capital Improvements**

Recommendation No.	Location in Plan	Civic Association Recommendation	Comment (Department)
		<p>located on the roadbed if they are deemed necessary.</p> <p>In the 2003 survey, the majority want sidewalks at least on one side of the street, but many would make exceptions to that rule (to save a tree, for low traveled streets like dead-ends or cul-de-sacs, very narrow streets or in front of homes with too little front or side yard. etc.).</p>	
33A	Page 24	<p>Sidewalk installations are becoming so expensive that many of our projects are either taking many years for improvements or simply not getting funded. Furthermore, newer communities are favored for improvements (points for being new). They are smaller communities as well so their projects tend to be less expensive which also makes them more likely to be funded. We will work with Neighborhood Conservation Program and County to continue to refine the system which at this time puts Cherrydale at a disadvantage relative to newer communities.</p>	<p>The Neighborhood Conservation Advisory Committee uses a Points System to provide guidance regarding project funding. The system, which is intended to balance the needs of older and newer neighborhoods, assigns a numerical value to project proposals based upon the following criteria:</p> <ul style="list-style-type: none"> <li>• Neighborhoods that have completed plans or <u>plan updates</u></li> <li>• Projects ranked first in neighborhood priority</li> <li>• Neighborhoods with historically lower funding participation</li> <li>• Projects with alternative funding sources</li> <li>• Projects in queue for more than two funding cycles</li> <li>• Projects utilizing planning funds</li> <li>• Small projects (under \$80,000)</li> <li>• Partial project deferral during a Funding Session</li> </ul> <p>Recently accepted plans include the neighborhoods of Dominion Hills (new plan), Columbia Heights (new plan) and Penrose (plan update). – CPHD</p>
33C	Page 24	<p>Cherrydale would like to focus attention on pedestrian safety issues particularly (but not exclusively) at the 5-point intersection, Quincy St, Military, Monroe St, and Stafford. County should put in painted cross walks at appropriate and agreed upon spots while we wait for larger fixes via NC funding. In addition to the 5-point intersection, Quincy St, Military, Monroe St, Stafford St were each noted to have problems.</p>	<p>It is not clear as to what the sidewalk or pedestrian problems are at the specified locations. If new painted crosswalks are wanted, the neighborhood should contact staff in the Traffic Engineering and Operations Bureau. These do not have to wait for NC funding to be implemented. - DES</p>

**Capital Improvements**

<b>Recommendation No.</b>	<b>Location in Plan</b>	<b>Civic Association Recommendation</b>	<b>Comment (Department)</b>
		Randolph St and Lee Highway and 18 <sup>th</sup> were also listed. North Monroe just got speed humps and 18 <sup>th</sup> St was recently voted as our next CCA project for sidewalk funding. But this means there is much left to do, and simple things like crosswalks, painted, should not have to wait for NC funding.	
33D	Page 24	<b>School Bus Stops</b> on Quincy St and Taylor St. should be reviewed for safety improvements. Specific recommendations to be made after input from county and parents.	The location of public school bus stops are decided by the Transportation Department of the Arlington Public Schools, and the community should be in contact with this agency to discuss safety issues. – DES

**Parks, Beautification, and Recreation**

<b>Recommendation No.</b>	<b>Location in Plan</b>	<b>Civic Association Recommendation</b>	<b>Comment (Department)</b>
36	Page 27	<b>Oak Grove Park Master Plan:</b> According to our recent survey, Oak Grove Park is a top priority for improvements. The CCA would like to see the development of a park master plan for Oak Grove Park, which would include ideas from our current survey, as well as from users of the parks, and neighbors and county staff. Currently, Oak Grove contains a soccer field used by county residents, an open air shelter which covers a picnic table, and a tot lot installed in 2003 with funds from the Small Parks Program administered by the Parks and Recreation Commission and with private funds from approximately 30 neighborhood families and businesses. Arlington County purchased three lots, including the house at 1612 N. Quincy St., next to Oak Grove on 17 <sup>th</sup> St. N. in 2003 and these properties and the property at 1608 N. Quincy should be incorporated into Oak Grove Park. Master Plan for the park should consider options referenced in NC Question 50; See also <b><i>Cherrydale: The Future</i></b> and	<p>County Staff is in the process of formalizing a list of properties for County Board consideration for rezoning and/or a change in the land use designation on the General Land Use Plan. The properties are located throughout the County and are all County-owned. Most of the properties are adjacent to existing parkland and are currently used as public open space. Any change in zoning or land use designation would be to ensure consistency with the County’s vision for the property. The list will be vetted through the Long Range Planning Committee of the Planning Commission. – CPHD</p> <p>The house at 1612 North Quincy Street and the two adjoining lots were purchased by the County in 2002 for purposes of expanding Oakgrove Park. The one and one-half story craftsman bungalow is built on a residential frame for residential use, and is most likely below code requirements for public use and not ADA accessible.</p> <p>Based on the County’s intent of the purchase for open space purposes, the cost prohibitive expense and limited usability of the house for a community center purpose and the reference in the plan to other opportunities within the neighborhood for a community center, staff does not support the use of the house at 1612 N. Quincy Street for a community center. – DPRCR</p>

**Parks, Beautification, and Recreation**

Recommendation No.	Location in Plan	Civic Association Recommendation	Comment (Department)
		Recommendation #2. The most preferred option is to reuse the existing historic house, especially as a Cherrydale community house.	
48	Page 31	<b>Cherry Trees.</b> The neighborhood strongly believes that Cherrydale needs cherry trees, for both their aesthetic value and to create a link to Cherrydale's past, and urges the County to plant cherry trees in the neighborhood whenever and wherever possible, in particular, along major streets such as Lee Highway between I-66 and North Quincy Street, Old Lee Highway between North Quincy and North Woodstock Streets, and the North Quincy Street-Military Road corridor. According to the <b>original</b> neighborhood survey, residents strongly opposed the destruction of the cherry trees on the Lee Highway median strips -- for any reason. But these trees were cut down anyway under the recommendation of an arborist who claimed every single one was too old. We therefore insist that second opinions on tree survival be supplied by an independent arborist chosen by the CCA before county or other public agencies cut down our trees. Only if both the county and the CCA arborist agree a tree is unsafe should it be cut down.	Cherry trees only live an average of 40 years under optimum conditions. Many of the public spaces have far from optimum conditions with air pollution being a big problem. Cherry trees also suffer from disease and insects as they age, increasing maintenance cost and sometimes necessitating their removal. Staff supports planting a small number of Cherry trees to highlight the neighborhood's history. However, shade trees should be emphasized overall when planting trees in public spaces, in order to support the goal of increasing the county-wide tree canopy. Staff does not support having a private arborist called in for every tree. There are three ISA certified arborists on staff who can consult each other if unsure of a recommendation. – DPRCR
49A	Page 31	We support a neighborhood tree canopy program in Cherrydale by planting at least one specimen-type tree in our yards, and would like to have a stronger outreach program for this purpose. Our demand for trees given away each year during neighborhood day is double the number of trees donated.	Some civic associations encourage tree planting on private land through grants or matching funds to homeowners. Arlington Forest Citizens Association is a good example of such a program. Staff agrees that Neighborhood day should not be solely relied upon to provide trees for the community. – DPRCR
49C	Page 31	We support a County program to help homeowners maintain, rather than remove, large mature trees. But this should be on an optional/strongly encouraged, not mandatory basis.	Arlington County has a Cooperative Extension office that is there to help members of the community better care for their landscapes. Information could be obtained through the extension office and disseminated by the CCA in newsletters and at meetings. – DPRCR



**Parks, Beautification, and Recreation**

<b>Recommendation No.</b>	<b>Location in Plan</b>	<b>Civic Association Recommendation</b>	<b>Comment (Department)</b>
51	Page 32	<b>Art in Public Space.</b> The incorporation of sculpture and other visual arts should be considered in all capital improvement projects in Cherrydale, public and private. Businesses should be encouraged to provide space to temporary and permanent displays. Cherrydale will participate in Neighborhood Conservation funding of public sculpture when this program is available, and intends to accept and maintain, with community approval, donated art works under the Adopt-a-Lot program.	The County’s Public Art Policy and the Public Art Master Plan both provide guidance for prioritizing and conceptualizing public art in the County, including County, private, and neighborhood-initiated projects. Public art staff may provide guidance on neighborhood-initiated projects as resources permit. Donated art works to be placed on County property must be reviewed by the Commission for the Arts and Public Art, or go through the Memorials and Monuments review process, as appropriate. – DPRCR
52	Page 32	<b>County Art Programs.</b> Cherrydale is pleased with efforts to develop a cultural center on its doorstep in Ballston. The neighborhood recognizes the need for an advisory County Arts Commission and urges the County Board to create such a body, and to allocate County staff resources for the coordination and encouragement of public art programs.	A Commission for the Arts and Public Art is already in existence, and a Public and Community Arts unit has already been set up in the Department of Parks, Recreation, and Cultural Resources – Cultural Affairs Division. – DPRCR
54	Page 33	<b>I-66 Bikepath:</b> Although the I-66 bikepath has been marked with yellow lines to divide traffic, the construction of a separate cinder track for runners and walkers should be strongly considered. A Par Course should be constructed and mileage markers installed. Benches, water fountains, trees, and other landscaping should be added to each of its entrances (15th Street North near North Stafford, Johnson and 18th Streets, and North Quincy at 15th Street North). These original recommendations are reiterated in the 2003 questionnaire, (the bike paths should have better lighting, water fountains, wider paths, brush trimmed, exercise and fitness stations, more trees, daffodils, and sound barriers from 66.)	The addition of a parallel, stone dust path to the Custis (I-66) trail will be problematic in places due to the close proximity of the trail to sound and retaining walls, drainage structures and light poles. Staff will look to see if enhancements such as benches could be made elsewhere along the trail. – DES