

**Yorktown Neighborhood Conservation Plan – Draft (05/2005)
Inter-departmental Staff Comments on Civic Association Recommendations**

Pedestrian Safety and Sidewalks

Recommendation No.	Location in Plan	Civic Association Recommendation	Comment (Department)
1	Page	Fund construction of continuous stretches of sidewalk on any street where the County's current 60% petition threshold is met by residents. If residents of several streets meet the petition threshold simultaneously, priority will be given to streets currently without any sidewalks and streets with the greatest current or potential pedestrian traffic. A good faith effort will be made to include all affected residents in the sidewalk project design process.	There is a sidewalk inventory which identifies the locations of missing sidewalks for every street in the neighborhood as part of these recommendations. Of the streets identified, only North Harrison Street is a minor-arterial street, and any potential sidewalk project would be funded through WalkArlington. Sidewalk projects on neighborhood streets would likely be funded through the NC program. - DES
2	Page	Support installation of sidewalks in segments involving no more than 3 properties through the County's Missing Link program in any case where 100% of the affected households support the sidewalk. If multiple requests, priority will be determined by pedestrian traffic volume and safety concerns.	There is a sidewalk inventory which identifies the locations of missing sidewalks for every street in the neighborhood as part of these recommendations. Of the streets identified, only North Harrison Street is a minor-arterial street, and any potential sidewalk project would be funded through WalkArlington. Sidewalk projects on neighborhood streets would likely be funded through the NC program. - DES

Traffic Safety

Recommendation No.	Location in Plan	Civic Association Recommendation	Comment (Department)
3	Page	Fund the long-standing plans to re-design the intersections at Lee Highway/George Mason Drive and Lee Highway/Harrison Street. Include a left turn lane from the two side streets onto Lee Highway.	The projects for improvements at both of these intersections are currently in design. We anticipate construction to take place this year at the George Mason Drive intersection, and construction next year at the Harrison Street intersection. - DES
4	Page	Include the full length of the neighborhood's three arterial streets – George Mason Drive, Yorktown Boulevard, and Harrison Street -- in Arlington's new Arterial Street Traffic Calming program (Harrison Street from Lee Highway to N. 26 th Street is one of the program's original selections). Possible options may include (but should not be limited to): a) reducing George Mason Drive between Lee Highway and Yorktown Boulevard to 2-lanes with wider medians and bike lanes; b) installation of a median and traffic speed indicator warning on	Concerning an "arterial traffic calming program", such a program does not currently exist. The County is moving forward with at least partial implementation of the initial three pilot street projects. Additional projects are not envisioned until funding is available. Some measures such as nubs and speed indicators can be implemented prior to undertaking more comprehensive projects. There is a recommendation to reduce North George Mason Drive north of Lee Highway to one lane in each direction. This does not appear to be a cost-effective change. Although the traffic volume is less than that on some of our other two-laned divided roads, to remove pavement and curb and to replace curb on two roadways each about 2100 feet long would be expensive. An adequate transition would be needed north of Lee

		Yorktown Boulevard and reduction of the speed limit to 25 mph; and c) installation of nubs at the Harrison Street intersections with 26 th Street, 27 th Street, and Little Falls Road (the Little Falls intersection is being considered for nubs as part of a Neighborhood Traffic Calming project for Little Falls Road).	Highway. Concerning reducing the speed limit on Yorktown Boulevard, the prevailing speeds would not support a reduction in the speed limit from 30 mph to 25 mph. - DES
5	Page	The Neighborhood Traffic Calming program has been used quite successfully in this neighborhood to address traffic safety issues. This program should be given adequate funding to continue to address neighborhood traffic issues throughout Arlington. Several additional candidate streets exist in this neighborhood and should be considered for assistance, in particular: 26 th Street N. west of Harrison Street; 28 th Street N. between Yorktown Boulevard and Greenbrier Park; N. Greenbrier Street north of 26 th Street N.; and N. Florida Street north of 26 th Street. Consideration should also be given to replacement of the existing speed humps on 26 th Street N. between Harrison Street and George Mason Drive due to their deteriorating condition.	County staff will collect traffic data and evaluate the streets identified for potential future Neighborhood Traffic Calming (NTC) projects. - DES
7	Page	Bus shelters should be considered at the following locations (trash receptacles should also be provided): <ul style="list-style-type: none"> ○ Yorktown Boulevard at Yorktown High School ○ George Mason Drive (south of 26th Street) ○ Additional locations on Lee Highway. 	If requesting bus shelters, then County staff can evaluate these locations to determine if adequate public right of way exists to install bus shelters. Concerning bike lanes, new bike lanes will be added in 2005 on Harrison Street between Little Falls Road and 26 th Street North. The existing roadway width does not allow bike lanes to be installed on Harrison Street. Bike lanes could only be added to George Mason Drive if the roadway was re-stripped for two lanes of vehicular travel rather than the current four lanes. - DES

Commercial Activity			
Recommendation No.	Location in Plan	Civic Association Recommendation	Comment (Department)
10	Page	Replace existing concrete wall and sidewalk with landscaping at the front of the Center and repair and widen the sidewalk adjacent to the shops. Screen dumpsters with attractive, fenced cages and keep them closed. Remove	A sidewalk along Lee Highway in front of the Garden City Shopping Center is necessary for access to bus stops. The County should not give up a sidewalk within the existing public right of way to enhance those on private property. - DES

		abandoned equipment from the rear of the property. Include landscaping and screening from the adjacent neighbors at the rear of the center. County alley behind the Center and its adjoining grass strip on the north side should be cleaned, resurfaced and regularly maintained. (Also see comments under "Parking")	
11	Pages	Re-stripe the existing parking areas, both in the front and to the rear of the Center to increase the number of spaces. Curbs or similar structures should be added to the alley, behind the Center which could then be reconfigured to accommodate additional, possibly metered, parking.	The size of parking spaces must conform to Zoning Ordinance requirements for parking spaces. When spaces are made too narrow, there is the likelihood of some vehicles taking up two spaces resulting in a net loss of spaces. The parking layout that maximizes the number of spaces is usually the one that conforms to the maximum space size specified in the Zoning Ordinance. - DES
13	Page	Modify vehicle entrances into the Center to include turning lanes from Lee Highway. Reduce the multiple existing entrances from Lee Highway to one entrance at the east end and one entrance at the west end. Modifications to increase parking at the rear of the building and definition of the alley as an entry and exit method will also facilitate better access to the Center.	A left turn lane on Lee Highway is to be provided as part of intersection upgrade at George Mason Drive. Any additional turn lanes will require the acquisition right of way for Lee Highway. Staff would support reducing the number of driveways from Lee Highway. VDOT is the agency that controls access on Rt. 29 and they must approve such changes. - DES

Parks			
Recommendation No.	Location in Plan	Civic Association Recommendation	Comment (Department)
14	Page	Sufficient buffers areas must be established and maintained at Greenbrier Park due to the close proximity of its immediate neighbors and the high level of activity at the park.	Additional evergreens for screening will likely be provided within existing vegetated buffers as part of the renovation of Greenbrier Park. - PRCR
15	Page	Hours of operation at Greenbrier Park should be adopted and clearly posted as follows: No sporting events or organized practices should be scheduled prior to 9 a.m. on weekends, and all games and practices should end by 10:30 p.m. 7 days per week. No P.A. system use should occur prior to Noon.	PRCR will work with the community to put an operation plan into writing. It is not feasible to restrict public address system usage while organized events are taking place. – PRCR
16	Page	Chestnut Hills Park should continue to be focused on toddlers and younger children as an area where they can play safely and conveniently without interference from activities of older children or adults.	Future master planning efforts could possibly add activities for other age groups, but functional separation of age-appropriate activities is an important factor to be considered in a master plan. - PRCR
17	Page	Recently acquired property for Chestnut Hills Park should be reserved for either (1) children's	This recommendation will be considered in a possible future master plan for Chestnut Hills Park. - PRCR

Parks			
Recommendation No.	Location in Plan	Civic Association Recommendation	Comment (Department)
		activities and recreation or (2) as passive recreational areas (walkways, garden areas, picnic area etc.)	
19	Page	Residential properties adjacent to Chestnut Hills Park currently identified on the County's General Land Use Plan (GLUP) as "Public" (i.e. future park land) should have their designation changed to "Residential."	This will be addressed in a future planning process for this park to be initiated by the Department of Parks, Recreation and Cultural Resources. The exact date of the initiation of the study has not been set. - CPHD
21	Page	The small park area at Yorktown Boulevard and Old Dominion Drive which was developed as a recent Neighborhood Conservation project should be given a name and should be given a designation as passive open space. An iron fence should be installed along Old Dominion Drive as part of a gateway treatment and to prevent dangerous cut-through pedestrian traffic.	Currently, the department is disinclined to designate small, disconnected spaces as parks, as they impose a maintenance burden on the department while providing little return in terms of recreation value. - PRCR

Street Lights and Power Lines			
Recommendation No.	Location in Plan	Civic Association Recommendation	Comment (Department)
25	Page	Arlington County should pursue policies that encourage the undergrounding of power lines in both commercial and residential areas. Costs for performing this work should be spread over a number of years and built into utility rates, rather than be paid through higher taxes.	Concerning the undergrounding of power lines in commercial and residential areas and building the cost into utility rates, we believe this is not financially feasible. Utility rates are the same system wide. We would impose extra costs on many who receive no benefit. - DES

Land Use and Zoning			
Recommendation No.	Location in Plan	Civic Association Recommendation	Comment (Department)
29	Page	Arlington County should continue to consider policies designed to reduce in-fill development, while maintaining a reasonable ability of property owners to make improvements to their homes.	The County Manager is recommending policies that would attempt to reduce the negative impact of new infill development while allowing the owners of older homes to make reasonable expansions. - CPHD
30	Page	The County should consider increasing setback requirements, especially on corner lots.	Increasing the setback requirements for corner lots could reduce the viability of a lot for home building. - CPHD
31	Page	The "Unified Residential Development" use	The Planning Commission has expressed an interest in initiating such a

		permit ordinance should undergo a complete review and be updated as needed based on actual results and effectiveness since the process was first established.	review. - CPHD
33	Page	The installation of sidewalks should be required as part of new home construction consistent with the plans of existing residents.	This recommendation is more appropriate in Section V. and should be addressed to the Department of Environmental Services. - CPHD