

WAVERLY HILLS CIVIC ASSOCIATION
ARLINGTON, VA

NEIGHBORHOOD CONSERVATION PLAN

OCTOBER 3, 2013



A word cloud of neighborhood characteristics. The words are arranged in a cluster, with 'Location' being the largest and most central. Other prominent words include 'Urban Village', 'Neighbors', 'Tree Canopy', 'Quiet', 'Well Kept', 'Community', 'Eclectic Architecture', 'Parks', 'Safe', 'Families', 'Diversity', and 'Schools'. The words are in various shades of red and brown, with different font sizes and orientations.

Quiet
Well Kept
Tree Canopy
Location
Schools
Parks
Safe
Families
Diversity
Urban Village
Neighbors
Community
Eclectic Architecture

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Cover Graphic: The “word cloud” on the cover of this report was created by categorizing responses to question 2.1 (“What do you like about Waverly Hills?”) on the neighborhood survey into roughly a dozen different attributes. The relative size of the words in the graphic reflects the relative frequency that survey respondents indicated a particular attribute, with larger words occurring more frequently.

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EXECUTIVE BOARDS 2011-2012, 2012-2013 AND 2013-2014

Presidents – Tyler Wilson, Ginger Brown

Vice Presidents – Louis Wassel, Paul Bolejack

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Hospitality/Community Events Coordinators – Cathy Attfield, Ellen Keating, Paul Bolejack

Neighborhood Conservation Advisory Committee Representative – Sandi Chesrown

Neighborhood Conservation Advisory Committee Alternate – Don Partlan, Paul Bolejack

Arlington County Civic Federation Delegates – Ginger Brown, Duke Banks, Anita Clegg, Kim Sanz, Alex Luchenitser, Anne Blacksten, Sarah Shortall, David Barish, Michael Polovina

WORKING GROUP (EDITORS INDICATED BY *)

The following were involved in the surveying, researching, tabulating, analyzing, writing, photographing, designing, and editing for the NCP.

Neal Attfield	Jennifer Caterini	Alex Luchenitser*	Jen Sweeney
Hanna Baker	Sandi Chesrown*	Don Partlan	Louis Wassel
Paul Bolejack*	Sue Di Filippo	Michael Polovina*	Charles Youman
Ginger Briggs Brown*	Darlene Gulius	Sarah Shortall*	

ADVISORS

Duke Banks (Historic Preservation)

Lisa Bolejack (Graphic Design)

Eric Dobson (Historic Preservation)

George Keating (NCAC Process)

Puwen Lee (Urban Agriculture)

Dan Rosenbaum (Survey Tabulation)

Jerry Talbot (Emergency Management)

WOODSTOCK PARK COMMITTEE

David Barish	Alex Croog	Howard Rabach	Karen Olson Weaver
Paul Bolejack	Craig Forman	Jill Rabach	Charles Youman
Ginger Briggs Brown	Don Mozingo	Dan Rosenbaum	Michele Yurgin
Danielle Burr	Don Partlan, Chair	Sarah Shortall	
Sandi Chesrown	John Preniczky	Louis Wassel	

BLOCK CAPTAINS

Neal Attfield	Anne Cronin-Haye	Josh Horwitz	Howard Rabach
Hanna Baker	Laurice Ghougasian	Sherri Hunter	Dan Rosenbaum
Paul Bolejack	Darlene Gulius	Ann Kast	Sarah Shortall
Ginger Briggs Brown	Belkis Hazera	George Keating	Louis Wassel
Anita Clegg	Rick Hegg	Alex Luchenitser	Tyler Wilson

COUNTY STAFF

DEPARTMENT OF COMMUNITY PLANNING, HOUSING AND DEVELOPMENT

Katie Brown-Henry, Neighborhood Planner, Neighborhood Services Division

Sena Wijesinha, Capital Projects Coordinator, Neighborhood Services Division

Tim McIntosh, Senior Planner and Staff to the NCAC

DEPARTMENT OF PARKS AND RECREATION

Aaron Wohler, Landscape Architect

Josh Serck, Landscape Architect

EXECUTIVE SUMMARY

Waverly Hills – known by that name since 1952 – is a convenient, quiet, safe, and attractive neighborhood in North Arlington. The community of slightly more than 3000 people is surrounded by I-66, Glebe Road, Old Dominion Drive, and Utah Street. It has a distinct historic identity and strong sense of place and community spirit. Progress for Waverly Hills flows from this identity and our cooperation with Arlington County, not from winning a debate but rather from the debate itself through listening to all citizens and respecting their views. A common purpose and belief in protecting quality of life and enhancing our neighborhood creates community trust. **The Draft NCP, dated July 2013, has been revised to address controversial recommendations, particularly for sidewalks and lighting, and to change them according to residents' wishes, ascertained in August and September through neighborhood mini-surveys.**

BRIEF SUMMARY OF THE PROCESS (DETAILED UNDER THE INTRODUCTION)

The Neighborhood Conservation (NC) Program was developed by the County to facilitate community input on infrastructure and capital investments. At the beginning of the development of a Neighborhood Conservation Plan (NCP), neighborhood representatives survey the existing inventory of infrastructure, including gaps in streets, sidewalks, lighting, parks, etc. This baseline information is then documented and compared to the County's infrastructure policies, e.g., the County's goal of creating complete and safe streets for pedestrians that include at least one sidewalk on each street with curb and gutter and lighting. The entire neighborhood is then surveyed for input – both tenants and owners – to try to determine the community's vision and goals for the future. A community survey was conducted of all 1700 households (3809 residents) and 45 businesses in Waverly Hills, with a response rate of close to 19%.

Utilizing the combined information, civic association volunteers analyze and recommend a list of priority projects that fill the gaps and are also in accord with the wishes of the neighborhood. The volunteers also discuss other problems or issues that should be addressed – either as revised County policy or as Waverly Hills Civic Association (WHCA) educational and social activities. The recommended priority projects and the continuing gaps are presented in the NCP for future funding under the Neighborhood Conservation Program.

RESULTS OF THE COMMUNITY SURVEY AND CITIZEN INPUT

This document represents the views of hundreds of Waverly Hills residents – tenants and owners – as well as non-resident homeowners. It also includes the views of resident businesses. Citizen input was ascertained over a period of two years from 2011-2013. Meetings were held with the WHCA, WHCA Executive Board, the NCP Working Group and Block Captains, and with the broader community of neighbors who do not belong to the WHCA but can vote on the NCP. The following vision, goals, and recommendations for priority projects are the results of that community engagement.

NEIGHBORHOOD VISION

The community clearly takes pride in Waverly Hills. The vision is for a 'walkable urban village,' where residents can happily reside interacting with their neighbors through various stages of life, from young families to seniors, and where residents have easy access to schools – Glebe Elementary, Washington and Lee High School, and HB Woodlawn – and to the Ballston Metro, ART and Metro bus lines, Woodstock Park, Lee Heights Shopping Center, and other retail shops, restaurants, and services.

NEIGHBORHOOD GOALS RESULTING FROM THE SURVEY

The top concerns are the condition of Woodstock Park, providing a safe walk to schools and pedestrian safety throughout the neighborhood, traffic management – particularly speeding on Glebe Road, and protecting the character of Waverly Hills.

Goals identified in the 2012 community survey:

- Improve Woodstock Park and enhance a sense of community gathering and recreation,
- Complete and/or repair the neighborhood's sidewalks where affected neighbors support it in order to provide a safe pedestrian experience, particularly for children and their care givers walking to neighborhood schools,
- Protect the neighborhood's character – maintain and enlarge the tree canopy and protect the eclectic, existing architecture; stop inappropriate infill residential development that is out of scale,
- Enhance the neighborhood's identity with landscaping and improved gateway signage at Waverly Hills' boundaries,
- Re-focus on the County's General Land Use Plan (GLUP) and zoning districts to facilitate appropriate mixed use development on vacant land (e.g., affordable senior and service provider housing) and along the commercial corridors of Lee Highway and Glebe Road (cafes, restaurants, markets, shops, services such as health care offices), and
- Assist residents to remain in the neighborhood and age in place.

RECOMMENDATIONS FOR PROJECT REQUESTS TO THE NEIGHBORHOOD CONSERVATION PROGRAM

In order to make a funding request, the NCP must include that specific infrastructure item. If it is not listed, the NCP must be formally amended. Therefore, an inventory of existing conditions is required by the County.

The development of NC projects should allow meaningful involvement of Waverly Hills residents early and often in the process of developing alternatives, conceptual designs and final proposals – striving to achieve consensus for the project. For projects to be funded by the NC Program, they must also follow existing Neighborhood Conservation Advisory Committee (NCAC) policies that are enforced by County NC staff. Current NCAC policies are such that:

- Prior to submittal of any application for funding, the request would be considered and voted on by the WHCA.
- Prior to approval of any application for NCP funds, the directly impacted property owners (those with linear footage along the recommended infrastructure improvement) are asked to vote. At least 60% of those owners – whether WHCA members or not - have to approve the project in order for it to move forward to the NCAC and the County Board for funding.

Note - Some Waverly Hills residents have expressed that they would like to see greater control given to those who are directly impacted utilizing a block-by-block vote, while others would like to see broader input from the neighborhood to reflect the needs of the larger community, e.g., those who live up the street but do not have a property boundary along the proposed improved area. The NCP recommends that this topic continue to be debated by the WHCA.

PRIORITY NCP REQUESTS

✧ WOODSTOCK PARK AS A GATHERING PLACE FOR ALL AGES

The County's Department of Parks and Recreation (DPR) has been working with the WHCA to re-design and re-develop Woodstock Park's basketball courts and playgrounds under non-NCP funding. The NCP anticipates implementation in the Spring of 2014.

In the future, the NCP recommends the following for County NC Program funding:

Phase One: Design of a Woodstock Park Master Plan to include:

- an analysis of the existing easement and survey of the northern boundary (area with a chain link fence including replacement of the fence with a thinner, unobtrusive black fence),
- an analysis of a perimeter fence,
- an analysis of low level lighting for pedestrians crossing the park at night and electrical outlets/lighting for special events,
- an analysis of urban agriculture, perhaps a community garden,
- an adult zone with seating/recreating area along Woodstock,
- bike racks, and
- an analysis of pedestrian safety around the park including warning signs to slow traffic on Vermont and Woodstock.

Phase Two: Implementation of the Master Plan's recommendations, including funds for adequate maintenance.

(The Community Survey indicated support for a public toilet, but the Parks Department has provided information on numerous problems associated with a permanent toilet and indicated that temporary toilets can be organized for special events. Survey respondents also supported construction of a pavilion, and the pros and cons of that investment should be further analyzed.)

✧ SAFE AND PLEASANT JOURNEYS THROUGHOUT WAVERLY HILLS (ESPECIALLY TO SCHOOLS AND ALSO TO WORK, RECREATION, SHOPPING AND DINING)

Pedestrian journeys and 'walkability' are particularly important to Waverly Hills as a growing urban village of young and old. Sidewalks enhance that walkability and are encouraged by County policies.

Missing Link Program - As part of the County's Missing Links program, in 2013 an important sidewalk was added in the right-of-way on Woodstock near the intersection with Glebe Road. In addition, at the bottom of 18th Street and Glebe Road, the existing sidewalk where children and their care givers queue to cross to Glebe School was improved, i.e., the County removed the weeds and brush and expanded the concrete pad, so that children no longer have to stand in the street.

Setting Priorities for Sidewalks - The NCP recommends that in setting priorities for future sidewalks, the focus be on safe walking routes to the three schools surrounding Waverly Hills – Glebe Elementary, Washington-Lee High School, and H-B Woodlawn High School – as well as to Woodstock Park, the Ballston Metro, and Glebe and Lee Highway shops and bus routes. In all cases, homeowners who are adjacent to the proposed sidewalk must be engaged in the approval process. When sidewalk expansion will significantly threaten an existing tree canopy according to the County's arborist, such conflicts should be noted and the County Arborist should make recommendations to protect the existing tree's roots and life span (such as using asphalt or flexi paving rather than concrete).

Inventory of Existing Sidewalks

According to the County's 2007 Neighborhood Infrastructure Plan, which is an inventory of existing conditions (verified by the NCP Working Group's Walking Survey), there are three streets in Waverly Hills without a complete sidewalk on either side of the street. Most have curb and gutter. They are:

- Upton Street North (1700 linear feet or four blocks from 20th Road to 18th Street with about 30 households directly impacted).
- 17th Street North (from Utah Street to Glebe Road with less steep topography on the north side and 41 households directly impacted).
- 19th Street North from Utah to Glebe Road (with intermittent disconnected sidewalk segments and 40 households directly impacted).

There are five other streets with missing links or disconnected sidewalks:

- 19th Road North (there is no sidewalk between Upton and the midpoint of the block between Upton and Vermont; the missing sidewalk has been requested and is under final petition under Application Z-196).
- 20th Road North (there is no sidewalk between Utah and the mid-point of the block between Upland and Upton).
- 20th Street North (no sidewalk on either side between Utah and Upton Street North),
- Wakefield Street North (missing two disconnected blocks from 19th to 18th Street and from 17th to 16th Street),
- Old Dominion (south side between North Thomas Street and Fire Station 3 – North Taylor to Fire Station 3 is under the Cherrydale Civic Association).

Recommendations for New Sidewalks

Under the 1999 NCP, the neighborhood supported the installation of sidewalks in any location where they were supported by the adjacent residents through submission of qualifying petitions. But the plan did not support specific locations, and no new sidewalk construction was recommended.

Today NCP projects cost about \$400,000 to \$500,000 for improvements to one or two blocks. Thus, prioritization is critical and projects should be targeted that have a realistic chance of passing a neighborhood petition.

In order to ascertain neighborhood support, in the Spring of 2012, the NCP WG requested input through the community survey. A majority of those surveyed generally supported sidewalks to increase the neighborhood's walkability and pedestrian safety. However, support for specific locations decreased among abutting property owners.

Neighborhood feedback indicated that there was particular concern over installing new sidewalks on **Upton Street, Wakefield Street, 17th Street, 19th Street, and 20th Street**. Per the County's NC application process of having abutting residents voice their concerns, the NCP WG conducted mini-surveys of residents on those streets, and the majority – above 60% – expressed their disapproval of installing sidewalks. (On 17th Street, of the 31 households that voted, 20 opposed sidewalks. On Wakefield, all adjacent homeowners on the two affected blocks voted, and 100% opposed sidewalks. On 19th Street, about 80% opposed sidewalks.) On 20th Street, the mini survey was not completed but the response rate did not look positive. **Therefore, the revised NCP is not – at this time – recommending sidewalks for any of those five streets.**

However, in accord with County policy, the NCP would like to see streets evolve over time into complete streets, and thus it recommends that the WHCA take a mini-survey of residents on those five streets every three to four years. If their priorities change or new residents move in and they want sidewalks, those segments should be analyzed for funding or to become part of the Missing Links program.

The revised NCP is recommending sidewalks, curbs and gutters – if there is sufficient support from residents – on the following three streets:

- **18th Street North from Glebe to Wakefield as a primary safe route to school** – There is an existing sidewalk on 18th Street on the north side. However, the south side between Wakefield Street and Glebe Road does not have a sidewalk, and it is on the most important pedestrian route to Glebe Elementary. Hundreds of children from Cherrydale and Waverly Hills are eligible to walk to Glebe School. The number has doubled in the past decade. Thus, each morning hundreds along with their care givers feed into 18th Street and walk down the hill to Glebe Road, where they congregate to cross at the light under the supervision of a crossing guard.
- **20th Road North between mid-point of block between Upland and Upton and Utah** – This is an important pedestrian route to Woodstock Park, and the mini-survey indicated that greater than 60% of the owners support a sidewalk (between the mid-point of the block between Upland and Upton and Utah and wrapping up the west side of Utah).
- **Old Dominion on the south side, east of N. Thomas Street** – Although there is a sidewalk on the north side of Old Dominion, the south side provides the important pedestrian crossing point for Waverly Hills students – who are not eligible to ride school buses – to H-B Woodlawn. In response to this unsafe condition, the County is currently funding the design – but not construction – of a missing link sidewalk, street lights, improved drainage, and tree replacement on the south side of Old Dominion from the new fire house to N. Thomas Street. The NCP encourages the County to also support construction, and to consider adding a crossing guard.

It is important to note that the NCP does not recommend any sidewalks be constructed on private land without the consent of the individual property owner, but always only in the public right-of-way. The NCP does not recommend that any streets be widened to accommodate sidewalks.

TRAFFIC MANAGEMENT

The NCP strongly recommends application Z-196 under the 1999 NCP be approved by owners and funded by the County to improve pedestrian safety, i.e., on 19th Road between Woodstock and Upton, to slow traffic on 19th Road, improve the intersection of Vermont, 20th Street, 19th Road and Upland, and increase visibility, including planting of new street trees in mid-block curb nubs, a sidewalk segment at 19th Road and Upton, and new street lights.

Under the 1999 NCP, a number of traffic management solutions were implemented under the Neighborhood Conservation Program, including traffic circles on Woodstock and Utah and traffic calming on 15th Street. In 2012, while 66% of survey respondents said there were still traffic issues in Waverly Hills, only 28% wanted new traffic calming measures. *The traffic circles proved to be not only unpopular but also unsafe, although they slowed traffic.* Respondents expressed specific concerns about speeding on Glebe Road, which is owned by the Commonwealth, not by Arlington County. However, since speeding is an issue and there are hazardous conditions at a number of intersections, including Glebe Road and Woodstock and Glebe Road and 18th Street, any appropriate measures that can be taken with NC funds to improve pedestrian safety should be included in a future application. This could include **additional School Zone signs on Glebe Road** and **improving outdated traffic lights** to allow for longer crossing times during the morning and afternoon peak periods for students walking to and from Glebe School. It could also

include speed traps and ticketing and a traffic light at Woodstock and Glebe (current conditions illustrate close to the necessary number of cars to qualify). The County should also analyze putting signs indicating obstructed views of traffic and pedestrians at both the 16th Street and 17th Street intersections with Glebe.

Where there is a future need for traffic calming in Waverly Hills, the NCP recommends that the County **not build more traffic circles**, but rather consider less drastic and expensive measures such as four-way stop signs and striping. It also recommends that the existing traffic circles – especially those on Utah – be analyzed for improvements to eliminate the conflict between cars and pedestrians.

Specifically, the NCP recommends that the County **assess speeding on 20th Street** between Woodstock and Vermont. The NCP also recommends a **four way stop sign at the intersection of 19th Road, Vermont, and Upland**, and a **four way stop at the intersection of 19th Road North and Upton** to address visibility issues at that intersection and slow traffic coming down the hill on Upton. The NCP further recommends that the County study adding a four-way stop sign at the intersection of 19th Street and Upton to address visibility problems at the intersection.

To address speeding and visibility concerns on 18th Street, the NCP WG conducted a mini survey (between Upton and Wakefield), and the majority of the nine households that returned surveys supported **raised crosswalks at the Wakefield/18th Street intersection**. This proposal should be further studied by the County, and the proposal (or an alternative remedial measure) should be implemented if acceptable to the County and affected residents. (Survey respondents strongly opposed extending the no parking area on the south side of the street.)

Specific recommendations in Section 5.0 of the report that might or might not be handled under an application for NC funding include:

- Monitor the traffic impact from the new Parkland Gardens development at Glebe and 20th Road, after it opens to tenants in late 2013, and take appropriate measures in response.
- Analyze installation of a curb nub on North Vermont Street at the entrance to Woodstock Park.
- Analyze a cross walk on North Vermont Street from the curb nub to the south side of the intersection of North 20th Road.
- Analyze 18th Street and Glebe to better protect pedestrians, including children and their care givers walking to Glebe School, and support the efforts of Glebe School PTA and the WHCA to improve safety.
- Analyze a painted crosswalk at the intersection of 19th Road and Utah to improve safety for crossing pedestrians.
- Eastbound traffic on Old Lee Highway gets backed up at the Five Points Intersection in Cherrydale (the intersection of Route 29, Old Lee Highway, Quincy Street, and Military Road) because the light there is too short. The light should be lengthened.
- During rush hour, it is difficult to cross Washington Boulevard at Utah — an intersection that is outside Waverly Hills but is on the primary walking route from Waverly Hills to the Ballston Metro. Add a traffic light at this intersection or add button-activated, flashing pedestrian-crosswalk lights.
- Westbound Lee Highway traffic gets backed up at the intersection of Old Lee Highway and Old Dominion near the Lee Heights shops. Consider adding a double-left-turn lane for traffic turning from Old Lee onto Old Dominion.
- There are visibility problems at the intersection of 20th Place and Woodstock. Consider better marking a curb bump-out there or increasing the no-parking area near the corner.

LIGHTING

When setting priorities for new lighting, focus on heavily travelled walking routes to and from the Ballston Metro, Lee Highway and Glebe Road bus stops and retail, Woodstock Park, and the schools bordering Waverly Hills.

The NCP recommends improving the safety of Waverly Hills and Cherrydale residents by **adding lighting to Utah**, especially on the blocks north of I-66, a primary walking route to the Ballston Metro. Currently, there are only a few Cobra lights spaced quite far apart. The new County standard for light poles is spacing them 85-90 feet apart. Gaps also exist on Upton Street between 18th Street and 20th Road, Wakefield, 20th Road, Vermont Street between Lee Highway and 19th Road, and on 19th Street. Through mini-surveys, residents on Upton Street, Wakefield, and on 19th Street indicated that they are strongly opposed to additional lighting. Residents on 20th Road and on Vermont Street should be surveyed before new lighting is proposed.

The NCP supports energy conservation, including the County's policy to retrofit existing High Intensity Discharge or HID lighting – in both Carlyle and Colonial fixtures – with more energy efficient Light Emitting Diode or LED bulbs. However, many neighbors have expressed concern over the level of lighting and unnecessary brightness (glare) of the LED bulbs.

The NCP recommends that the County **reduce the brightness and glare of LEDs** on neighborhood streets either through dimming earlier to reduced light output or through new bulbs with a warmer, less bluish color; complete installation of 'eyebrows' to mitigate brightness and shield light from penetrating bedrooms and interfering with sleep patterns.

It is interesting to note that academics at Carnegie Mellon University (*Source: The Atlantic Cities.com, November, 2011, Don Carter, Director of the Remaking Cities Institute*) have recommended against both globe and acorn fixtures – similar to the Carlyles in Arlington – and down-fired LED bulbs, because the glare is too overwhelming. Instead, they recommend tear drop shaped fixtures or up-fired LEDs that bounce light off horizontal white discs to create diffused light on the sidewalks. Perhaps the County should analyze both the bulbs and the type of fixture they are using.

BICYCLING

56% of survey respondents were bicyclists. The goal of the NCP is to ensure not only safe walking but also safe biking. Bicycles for both recreation and commuting are encouraged. Thus, the NCP supports the County's plan to **expand bicycle lanes on both Woodrow and Woodstock between Lee Highway and Glebe Road**.

SIGNAGE

According to the survey, 93% felt signage was adequate. As has been recommended above under Woodstock Park, and is recommended under Section 5.0 of this report, **signs should be added to slow vehicular movements around the park (Vermont Street)** and alert drivers that children are playing. Also, to improve neighborhood identity, the County should **evaluate relocation of the Waverly Hills sign on the Woodstock traffic circle** to the actual neighborhood boundary, perhaps along Old Dominion, Lee Highway, and Lorcom Lane near the Lee Heights Shopping Center. Additional signage on Glebe Road to slow down traffic has also been recommended.

RECOMMENDATIONS FOR STAFF, PLANNING COMMISSION, AND COUNTY BOARD

In addition to NCAC funding applications, the WH NCP recommends the following policy changes to Arlington County, to better meet the needs of Waverly Hills:

- Revise the variance procedure so that BZA staff coordinate with Historic Preservation staff to better protect the integrity of historically designated neighborhoods.
- Support the re-visioning of Lee Highway and Glebe Road, neighborhood borders, to create medium density revisions to the GLUP that support creative, market sensitive, pedestrian friendly development, to include streetscapes with wider sidewalks, attractive street furniture, and undergrounded utilities, as well as ART, Metro bus stops/shelters, and Bike Share. Continue to discourage fast food restaurants with drive through windows and used car lots. (Improvements to the Lee and Glebe intersection, which have been designed and presented to the WHCA by the County, include undergrounding of utilities.)
- Analyze existing zoning to make it easier to age in place, either through evaluation of granny flats (either space for aging parents or elders in residential accessory buildings or as part of adaptive reuse) or affordable micro or other universally designed apartment units.
- Include the needs of aging populations in public park designs.
- Consider developing a shared ride network for seniors as has been done elsewhere (e.g., using school buses during off peak periods to transport the neighborhoods' elders to grocery stores, retail, etc.).
- Encourage pedestrians of all ages by providing additional bus shelters on Glebe and Lee Highway with shade, comfortable benches, and easy to read bus stop signs, and by expanding crossing times at walk signals.
- To prevent excessively large houses on small lots next to existing smaller houses and to encourage preservation of the tree canopy, and mitigate the negative impact of infill housing, re-analyze the Zoning Ordinance with regard to changes to side yards, height and the way it is calculated, and other regulations. Strong expressions of concern have been registered by Waverly Hills since the 1999 NCP and they continue today.
- Analyze whether roof top solar collectors as sustainable development tools should be permitted by right and excluded from building height rules to encourage usage on residential buildings, particularly solar panels built into flat rooftop tiles.
- Promote policies that will help maintain existing market rate affordable and build additional supply of affordable housing to encourage service providers – teachers, fire fighters, police officers – and seniors to live in the neighborhood.
- Encourage urban agriculture by working with the County Parks Department staff and Parks Commission to develop an inventory of sites that might be used for urban agriculture, including analysis of a community garden and native grasses at Woodstock Park. Discourage revising the Zoning Ordinance to allow hens in back yards.
- Support adding Zip Car spaces and electric recharging stations to the commercial areas of Waverly Hills.
- Replace or modify signs listed as bent or missing or otherwise flawed in §5.9 - “Street and Traffic Signage” on page 36.
- The Parks Department and/or Parks Commission should evaluate opportunities to transform larger parcels of vacant land owned by the County (e.g., right-of-way for road extensions that will not occur) into pocket parks, community gardens, native plant demonstrations or other useful resources, perhaps

with the assistance of community organizations such as WHCA and a local Boy or Girl Scout Troop (e.g., the overgrown parcel at the intersection of Wakefield and 19th Street).

- Continue to support preservation and enlargement of Waverly Hills' tree canopy through good maintenance practices and replacement through consultation with a County arborist, and clear invasive plants from County owned land (e.g., right-of-way). Educate the neighborhood on participation in various tree programs including the Tree Canopy Fund, the Notable Tree Program, and the Champion Tree Program.
- Create incentives to improve stormwater management, such as tax credits to encourage developers to re-pave or pave new parking lots with permeable paving for improved storm water management and to increase ground water recharge and reduce the volume of unfiltered water reaching streams and the Chesapeake Bay. (According to ACE, roughly half of the County's impervious surfaces are located on private property.)
- To encourage neighborhood cohesion, Arlington Public Schools should consider physical proximity and 'walkability' when determining school boundaries.
- DES should speed up its response time to snow removal, particularly on streets with steep terrain that are well traveled thoroughfares. The County should also provide additional resources to ensure that sidewalks can be cleared. The situation can be particularly acute on North Glebe Road between North 16th Street and North 18th Street, where there is a high retaining wall, and the utility strip between the sidewalk and the street is less than 18". A sidewalk piled high with snow pushes pedestrians – including Glebe students and commuters to Metro – into the road, creating unsafe conditions. Even with the use of a snow blower, there is no place between Glebe and the retaining wall to put the snow. (In 2010, Arlington County enacted an ordinance that requires property owners to remove snow and ice from public sidewalks adjacent to their property – within 24 hours when accumulation is less than six inches and within 36 hours when accumulation is six inches or more.)
- As Waverly Hills does not have a community center, future development proposals and the County should consider negotiating for neighborhood meeting and event space within the neighborhood's boundaries during site plan approvals (proffer process).
- As Emergency Preparedness is a new priority, the County should consider subsidizing tuition, licensing, and renewal fees for the maintenance of a community-level emergency management readiness.
- Additional policy recommendation under Transportation section of report – Analyze a change to NCAC policy so that preliminary cost estimates - at least a range – could be provided and discussed at the neighborhood meeting before the neighborhood's final vote on a project. Analyze the NCAC process that gives a vote only to residents with linear frontage, and consider broadening the vote, for example to residents of 'land locked streets,' such as those on cul-de-sacs who are dependent on decisions made on primary feeder streets.

RECOMMENDATIONS TO THE WHCA

In addition to NCAC funding applications and policy recommendations, the NCP recommends various activities the WHCA should support to better engage with the community and the County:

- Work with County Historic Preservation staff to notify neighborhood homeowners and commercial property owners if they own a registered historically contributing property and recommend that they get in touch with the Historic Preservation staff at the County regarding the potential for assistance during a renovation and either Commonwealth or Federal Historic Preservation tax credits.
- Work with County staff to evaluate either moved or additional gateway (boundary) signage at Old Dominion/Lorcom Lane near the Lee Heights shops to enhance neighborhood identity.

- Continue to support ‘aging in place’ and analyze the potential for a Waverly Hills ‘village.’
- Continue to work with County engineers to provide input about additional left turn lanes at the intersection of Glebe and Lee Highway, as is currently being designed.
- Monitor parking conditions and input from residents to determine whether any new Residential Permit Parking zones are wanted; the community survey did not support additional RPP zones at this time.
- Continue to support ART 62 bus service on Utah Street and explore signage that would formalize/identify the bus stops (currently riders flag down the bus), and continue to monitor residents’ views on whether enhancements should be made to bus service.
- Continue to support the County’s plan to add bike lanes on Woodrow and Woodstock between Lee Highway and Glebe Road, and encourage the County to add bike racks at Woodstock Park and the owner of Lee Heights Shopping Center to add bike racks near the shops. Propose locations for bike rental mini stations, perhaps at Lee Heights shops or another high visibility location along Lee Highway, or the Custis bike trail at Glebe Road.
- Request an annual meeting with the Parks Department to review maintenance of Woodstock Park and any other issues.
- Develop park programming to include an annual community picnic and other family oriented activities such as music, film, seasonal festivals, artisan exhibits, etc.
- Identify and pursue the implementation of conservation easements in the neighborhood to increase green space.
- Invite the County staff to educate the neighborhood on various County tree programs and on maintenance of the existing tree canopy. Interact with County staff through the Tree Steward Program, and plant appropriate trees in public right-of-way and on park land. Also, to educate the neighborhood on control of harmful insects, including tree pests and mosquitoes, and on eradication of invasive plants, and encourage residents to get rid of standing water that invites mosquitoes and to grow native plants.
- Support implementation of storm sewer projects in Arlington’s Capital Improvement Program (CIP), and the storm water retrofit projects in the updated Storm Water Master Plan, particularly in the higher and more densely developed areas of Waverly Hills. Encourage developers and residential and commercial building owners to incorporate water conserving cisterns into their projects.
- Recommend undergrounding of utilities when opportunities arise (e.g., review of development plans).
- Develop programs for the WHCA that facilitate understanding of service providers and their programs, including: Schools — analysis of the need for additional classrooms at Glebe School to reduce overcrowding, development of school boundaries through redistricting, and joint efforts to improve pedestrian safety on Glebe Road; Police - increase the police presence in Waverly Hills and enforce speeding on Glebe Road; Libraries – eliminate the meeting restrictions on Arlington Civic Associations that do not have their own meeting space, and present online resources at a WHCA meeting. (Procure a cordless portable microphone to facilitate communication at the meetings.) Also, develop a program that educates Waverly Hills on the County’s new Community Energy Plan and Initiative to Rethink Energy.
- WHCA should form an Emergency Management Committee (EMC) and organize and execute a communications campaign that solicits volunteers for CERT, MRC, and VEST; it should provide information to citizens on the creation and practice of a disaster plan, and identifies special needs residents.

INTRODUCTION

NEIGHBORHOOD DESCRIPTION

Waverly Hills is an urban village that grew by 1354 residents during the past 20 years. It is governed by the Waverly Hills Civic Association, although all residents and owners have voting rights on the NCP. Although voters do not have to be members of the WHCA, membership and civic participation are encouraged. Under the bylaws of the WHCA, a primary purpose is to preserve and enhance the neighborhood, to promote civic spirit and citizen participation, and to foster communication among residents.

PURPOSE OF THE NEIGHBORHOOD CONSERVATION PLAN (NCP)

The objective of the County's Neighborhood Conservation Program, which began in 1964, is to build a sense of community through citizen involvement, specifically using the NCP as a tool for citizen-driven recommendations to the County for capital neighborhood improvement projects. The process – which gives a strong voice to neighborhoods - represents a unique partnership of Arlington's citizens, County Staff, and the County Planning Commission and Board. As the governing body, the Neighborhood Conservation Advisory Committee (NCAC)—lead by County staff with representatives from each neighborhood that chooses to be involved—ranks and approves applications for new sidewalks, curb and gutter, streetlights, neighborhood parks, and beautification. The County staff transforms conceptual ideas into viable capital improvements by developing designs and cost estimates.

Fifty neighborhoods have developed and implemented plans, so fifty neighborhoods compete for NCAC funding in June and December of each year. Each neighborhood can submit up to two priority projects for funding – one becomes active and one waits in a queue for future funding. The average amount a neighborhood will receive over the lifetime of their NCP is around \$2 million.

For example, in the Spring of 2012, the NCAC considered and recommended four projects to the County Board, with a total cost of nearly \$2 million. In the Fall of 2012, seven projects were considered with a cost of \$3.2 million. A total of 11 different neighborhoods received funding in 2012, and improvements included street lights, sidewalks, and park improvements. The average project cost is \$400,000 to \$700,000. (For example, new LED Carlyle street lights can cost up to \$10,000 each; street improvements such as curb, gutter, sidewalks (without retaining walls), stormwater management, and street trees can cost up to \$500,000 for a block of improvements; and park improvements often are between \$500,000 and \$1 million.)

The County requests a revised plan from each neighborhood every decade. It is up to the neighborhood as to whether or not they want to compete for funds by submitting applications to the NCAC. Approval of the NCP by the NCAC, and acceptance by the Planning Commission, and County Board, qualifies civic associations to seek project funding.

From the WHCA's perspective, an additional purpose of the NCP is to:

- Create an historical record of Waverly Hills.
- Identify capital improvement projects—sidewalks, lighting, curbs, gutters, traffic management, park enhancements, signage - to be funded by the NCAC through the Neighborhood Conservation Program.
- Recommend other improvements not funded through the NCP.
- Recommend County policy changes that would benefit Waverly Hills.

- Recommend action items for consideration by the Waverly Hills Civic Association.

CHRONOLOGY OF 2013 NC PLAN DEVELOPMENT – THE PROCESS

The WHCA NCP Working Group (WG) was formed in 2011, and over the past two years, the WG has met numerous times to develop the NCP. Although WG members have led the charge, approximately fifty Waverly Hills’ residents have contributed time and effort to the NCP, and dozens of other neighbors have submitted comments and feedback on the plan.

Following the June presentation of the Draft WH NCP, many Waverly Hills residents requested more information on the process that leads to the formation of a NCP. The following is a chronology of the process that the County directed and the NCPWG implemented -

2011

September – County staff presented an outline of the NCP process to the WHCA,

October – The WHCA formed a NCP Working Group (WG), open to all volunteers,

November – The NCPWG discussed sample community surveys from other civic associations,

2012

January – The NCPWG developed a Walking Tour of the neighborhood, to survey the existing gaps in infrastructure and maintenance, including sidewalks, curb and gutter, street lighting, drainage, signage, park facilities, as well as existing housing and traffic issues,

February – The NCPWG completed the Walking Tour, surveying each neighborhood street,

March – The NCPWG documented and analyzed the Walking Tour results, and presented the draft community survey to the WHCA for input,

April – Walking Tour results were presented to the WHCA, and the WH Block Captains distributed a ‘coming soon’ flyer announcing the upcoming community survey,

May – The NCPWG and Block Captains distributed the community survey throughout the neighborhood to all tenants and owners – residential and business – and posted it on the WHCA web site. Paper distribution included nearly 1000 apartments/condos, nearly 600 single family homes, and 46 businesses. The purpose was to ascertain the neighborhood’s views of goals, assets, and future needs; the results became the foundation for the vision and goals of the NCP,

June – The community survey results were presented to the WHCA. Of the 303 responses, 89% represented residential owners living in WH, 83% of whom were single family owners (detached houses and townhouses). Only 6.3% were multi-family condo owners, as condo boards and managers were indifferent to the process, and it was never completely clear whether or not they distributed the surveys. Because of the difficulty of distribution to rental apartment buildings – i.e., locked front doors and uncooperative building managers– only 4.2% of respondents were tenants.

July – The NCPWG sent the proposed NCP Table of Contents to the County staff for approval before drafting the text. The NCPWG added Aging in Place to the County’s list (and later expanded Urban Agriculture after community feedback),

August – September – NCPWG members divided the responsibilities for drafting the NCP into the approved categories (chapters of the NCP) and researched those topics.

October – December – NCPWG members wrote up their findings of existing conditions, compared them to the community survey results, and made recommendations for moving the community forward under guidance from the NCP.

2013

January-May – NCPWG editors edited the text from the WG members to form the Draft NCP.

June – The Draft NCP was posted on the WHCA web site for citizen input.

June-September – Seeking neighborhood consensus.

October – Waverly Hills' vote on the plan at the WHCA meeting.

LISTENING AND SEEKING NEIGHBORHOOD INPUT AND CONSENSUS

The NCPWG sought a broad base of support for the plan through meetings and emails. WHCA meetings were held for citizen input in June, July and September of 2013. More than 300 emails were received from hundreds of residents. Because the most controversial recommendations in the June Draft NCP regarded sidewalks, the NCPWG performed mini surveys of streets where sidewalks were recommended. Using the NCAC process as guidance, if 60% or more of those homeowners owning property along the residential streets where sidewalks had been recommended actually opposed them at this time, the NCP recommendation for priority funding was deleted.

However, because the neighborhood survey, the NCPWG, and County policy all envision and recommend 'complete streets' for pedestrian safety – or having a sidewalk on at least one side of the street – the recommendation for sidewalks remained in the plan as part of the inventory. Should ownership abutting incomplete streets change as homeowners move in and out of Waverly Hills over the course of the NCP's life span (approximately 10-12 years), the NCP recommends that the WHCA re-survey residents on incomplete streets every three to four years, to ascertain whether support for a sidewalk has changed in favor of pedestrian safety. If support changes, the WHCA would weigh whether or not the list of priority recommendations for County funding should also change to reflect the evolving views of the neighborhood, and would bring the issue forth to the neighborhood for consideration.

COMPARING THE 1999 NCP TO THE 2013 NCP

The first NCP for Waverly Hills was written from 1992-1998, and was accepted by the County in 1999. The Waverly Hills Civic Association (WHCA) requested funding and the following projects were implemented under the NCP:

1. Waverly Hills Entry Signs – at Glebe and I-66 and on Woodstock adjacent to the park
2. Woodstock Street North – street lights and median
3. Wakefield Street North – street lights
4. 15th Street North – curb nubs for traffic calming
5. 20th Street North – street lights, sidewalk
6. 18th Street and Utah to Wakefield – street lights
7. Woodrow Street North, Lee Highway, Glebe Road – street lights, cross walks
8. 20th Place North from Vermont to Woodstock – cul-de-sac, sidewalk, street lights
9. 19th Road North from Utah to Upton Street North – street lights, sidewalk
10. Traffic circles to slow traffic on Utah and Woodstock Streets
11. Woodstock Park – additional trees and a bulletin board.

NC PROJECT Z196

In 2013, Waverly Hills had 70 points on hold with the NCAC as a final application that was made a few years ago under the 1999 NCP. The WHCA voted unanimously to continue that application for two reasons – intersection improvements would improve pedestrian safety and it was illogical to lose the 70 points. Thus, the neighborhood block captain and neighbors are working with County staff on Z196, a pedestrian safety project. The project passed the first phase Clipboard Petition by receiving approval from 78% of the abutting owners; in September the staff circulated the final Petition for owner approval, and the results should be known by October. If it passes, the project will be considered by the NCAC during the

2013 Fall (December) Funding Cycle. If the County Board approves funding, the project will do the following:

- Improve pedestrian and vehicular circulation on 19th Road North at the intersection of North Vermont Street/North Upland Street/North 20th Street by narrowing the intersection and clarifying related vehicular and pedestrian movements.
- Improve pedestrian connectivity by installing a small missing link sidewalk on the south side of 19th Road North (between N. Vermont and N. Upton Road), which will also improve pedestrian safety on the walk to schools and Woodstock Park.
- Replace existing old power company street lights and concrete poles with energy efficient County Carlyle street lighting on 19th Road between North Upton and North Woodstock.
- Beautify the neighborhood with tree plantings, both shade trees and ornamentals for seasonal color.

1.0 HISTORY OF WAVERLY HILLS

1.1 EARLY LAND GRANTS

Throughout most of the 17th century Northern Virginia remained Indian Territory. The majority of Waverly Hills was included in a land grant to James Brechin, rector of St. Peter's Parish in New Kent County in 1716. Brechin never lived on his Arlington holding and upon his death in 1721, Daniel Jennings, the surveyor of Fairfax County (in which Arlington was then included), purchased the land.

1.2 THE GLEBE HOUSE—ARLINGTON'S IMPORTANT HISTORIC LANDMARK

Colonial Virginia law required each Church of England parish to have a glebe (a farm or plantation) to provide the rector with a living. In 1770, Fairfax Parish, which contained Christ Church in Alexandria, the Falls Church, and all of present-day Arlington, purchased 517 'well wooded' acres from Daniel Jennings for its glebe (after which Glebe Road was named). The land between Christ Church and the Falls Church created a convenient location for the rector, who served both churches. The vestry of Fairfax Parish directed a glebe with house, dairy, smoke house, barn, stable, corn house, office, and toilet to be built and the Reverend Townshend Dale was the first to occupy the house from 1775-1778. He was succeeded by the loyalist, Reverend Bryan Fairfax, a cousin of Lord Fairfax and a friend of George Washington.

After the Revolutionary War, Governor Thomas Jefferson led the Statute of Religious Freedom movement which ended the established church in Virginia, and in 1802 Virginia confiscated the glebes and allowed the proceeds to benefit the poor. The Christ Church vestry challenged the law, and the Supreme Court found for the church, allowing them to keep the glebe, but while the suit was underway in 1808 the Glebe House burned.

With clear title, in 1815, the Church sold 516 acres for \$24/acre to Walter Jones, a Washington attorney, and John Mason, son of George Mason and President of a local bank. Proceeds from the sale were used to build the steeplechase and fence surrounding Christ Church in Alexandria. Mr. Jones rebuilt the Glebe House in 1820, but then defaulted on the note in 1829, and the property was sold at an auction at Clagett's Tavern to former Washington Mayor and NY Congressman, John Peter Van Ness, President of Metropolis Bank which held the note, and his wife, Maria Burns Van Ness. (Her father owned the land upon which the White House is built, and Mrs. Van Ness founded an orphanage near St. Johns Church with Dolly Madison.) The price was \$2.45/acre. The Van Ness family used the Glebe House as a summer retreat from malaria and as a winter hunting lodge until 1846.

John Brown, the next owner added the octagonal wing and re-built the house after a fire. (16th Street was originally called Browns Bend Road, and Mr. Brown donated the land for Mt. Olivet Methodist Church.) There is no documentation to support the story that Clark Mills, the sculptor, lived at the Glebe House during that time, although his son did marry Mr. Brown's daughter. There is also no documentation to support the story that the House was used as a hospital by Federal troops during the Civil War.



Figure 1-1 - Glebe House

In 1870 General Caleb Cushing purchased the Glebe House and about 100 acres. He was well known as a politician (Congressman and Attorney General) and soldier. While he owned the Glebe, he served as Minister to Spain and Columbia, at which time he negotiated the right-of-way for the Panama Canal. During his tenure, he led the negotiation of the 1871 Treaty of Washington, which settled claims against Great Britain arising out of their support for the Confederacy during the Civil War. Cushing sold it in 1879 but the buyer is unknown.

In 1893, John Willett, Washington's postmaster, bought the Glebe House and its 100 acres, and the Willett family owned the house for 20 years. John Willett's widow, Laura, sold 79 acres in 1915. That buyer resold the property in 1919 to the Willette Heights Corporation, and the land formed a large part of the Waverly Hills neighborhood.

In 1926, Frank and Marie Ball purchased Lot 1 of Block 6 containing two acres and the Glebe House—the largest single unit in Willet Heights. Frank Ball was the former county attorney and served in the Virginia Senate from 1924 to 1932, and Ballston is named after his ancestors. The Balls were very hospitable, and in 1956 they hosted the meeting that established the Arlington Historical Society. Mrs. Ball applied for historical registration of the 'Caleb Cushing Glebe House,' and it was added to the National Register of Historic Places in 1972. The Glebe House remained the Ball home until Mrs. Ball's death in 1980, and then it was inherited by the large, extended Ball family.

In order to benefit all family members, the Balls under the guidance of Frank Ball, Jr., had two choices—demolish the house and sell the land for development of single family homes or try to save the Glebe House by working with Preston Caruthers, local Arlington developer, on a rezoning to transfer density to the rear of the property through townhouse development. Although controversial, they negotiated with the County and the community. This resulted in development of the Glebe House Mews townhouses and preservation of the historic Glebe House. In 1985, Mr. Caruthers donated the house to the National Genealogical Society for its headquarters, and the association operated there for many years.

In 2004, the house was returned to single family ownership—as the WHCA had always wanted—when it was sold to Jonathan and Anne Ortmans for \$1 million. They renovated the house and added a two story addition. In 2005, the Ortmans worked with the County's Historic Preservation Program and the Northern Virginia Conservation Trust to place a permanent preservation easement on the deed of the property to protect the building and grounds from future changes. (The Ortmans have indicated an interest in opening the grounds to the neighborhood once a year, and WHCA looks forward to that opportunity.)

Interview with James and Vivian Guynn

Jim and Vivian are both natives of Arlington (and graduates of Washington – Lee High School). They built their house in 1959 on a vacant lot in Waverly Hills, and remember when life was slower, and there were more people and kids outside, playing in the front yards. They recall buying vegetables and eggs from their neighbor across the alley, the smell of burning leaves in the autumn, and people walking more than driving to do their errands. They recall a number of close by neighborhood businesses including the Woodlawn Pharmacy located on the site of the Comfort Inn off I-66. Next to it was a deli that served out-of-this-world sandwiches. Nearby was a Brunning paint store. Towards Lee Highway and Glebe Road there was a People's drug- store with a soda fountain (located next to the Exxon Station in the carpet store space). The Glebe Movie Theater operated on the west side of Glebe Road (where Papa John's Pizza and the Duron Paint Store are located today).

1.3 DEVELOPMENT IN THE 20TH CENTURY

Although located across the river from the Nation's capital, Arlington remained rural countryside for many years. Development was hindered by poor transportation and the absence of paved roads (mainly dust and rocks). Electric trolleys began operations in 1892, and there were numerous lines connecting Washington DC to Arlington, Alexandria, and Fairfax County. They operated on both ends of Waverly Hills. One ran from Rosslyn to Clarendon to Balls Town, and two of its conductors were the Miller Brothers who lived on 16th Street North (house is now owned by Don Partlan). A branch of the Washington and Old Dominion (W&OD) Railway that started in Georgetown and ended at Great Falls, passed along the northern edge of Waverly Hills—now the right-of-way for Old Dominion Drive. Another branch of the W&OD cut through the southern part of Waverly Hills and today I-66 follows its right-of-way. Although there was little traffic, the county installed a traffic light at the Glebe/Lee intersection in 1935. It was the only light on Lee Highway between Rosslyn and Falls Church for many years. The trolleys stopped running between 1932 and 1941, when they were replaced by bus lines and automobiles.

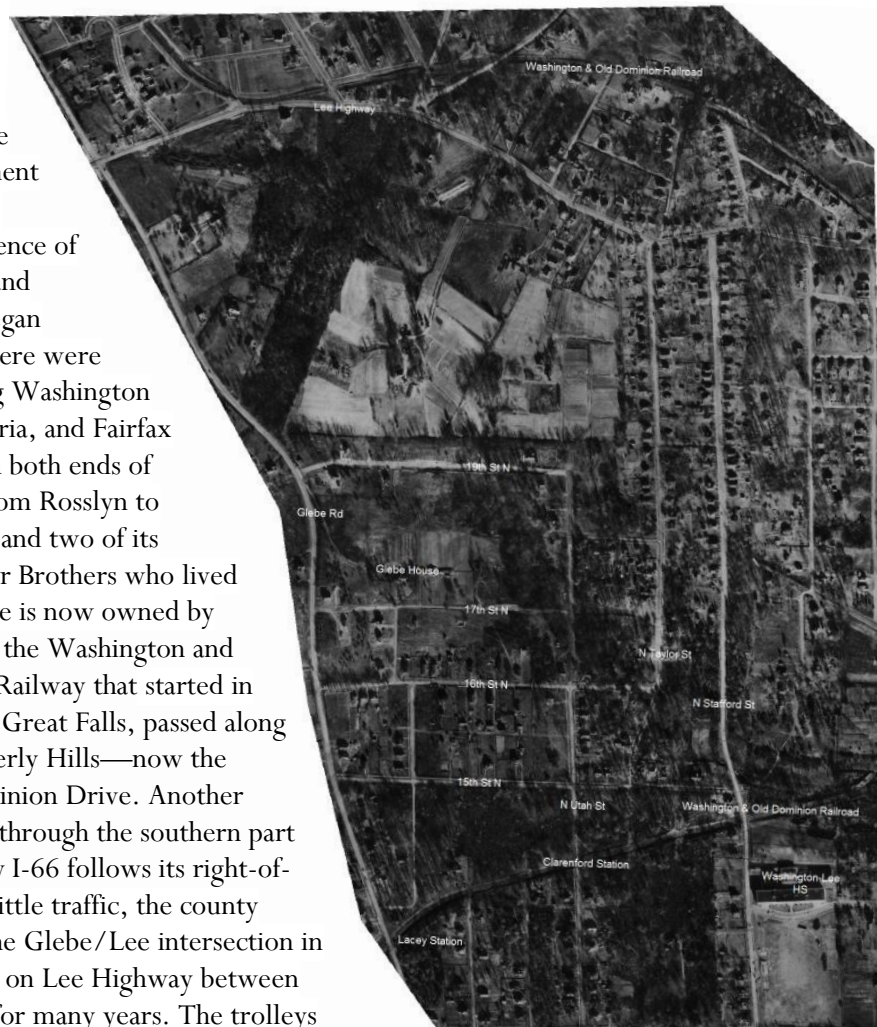


Figure 1-2 - Composite Air Photo, 1934

Arlington was among the fastest growing communities in the nation in the 1930s and 1940s. Development always follows transportation, and the same was true in Waverly Hills. (A 1929 map labels the area Waverly Hills, but no indication has been found for the origin of the name.) The most important developer was the Willette Heights Corporation. Mrs. Willett, owner of the Glebe House, had sold her land to JH Miller, who in turn sold it to JT Blandy, founder of the Willette Heights Corporation, which subdivided much of the land in Waverly Hills in the 1930s. M.T. Broyhill & Sons developed much of postwar Arlington and built Broyhill's Addition to Waverly Hills in 1949. Other developments nearby were already in progress or rapidly followed including Hines Addition, Waverly Village East, and Wundoria.

A 1952 map of Arlington shows Waverly Hills in essentially its current state. The Parkland Gardens Apartments on Glebe Road opposite 21st Street had been constructed, as had the Lorcom Apartments on the west side of Woodstock at 20th Road (but not the apartments on the east side of Woodstock).

With regard to commercial development, by 1936 a grocery store had opened on Glebe Road at Lee Highway, and other stores soon followed. By 1940, all four corners had stores and shops. The 1950s and 1960s saw Lee Highway become largely commercial, as businesses and small apartments replaced homes.

The construction of Interstate 66 in the mid-1970s cut off the lower portion of Waverly Hills, which was then incorporated into the Ballston-Virginia Square Civic Association. The 1970s and 1980s witnessed construction of townhouses along both the upper part of the Glebe boundary and Lee Highway. The effect of suburban flight came to a close in the 1990s, when Arlington once again became a very desirable place for young urbanites to live.

Significant changes in the demography of the neighborhood have occurred throughout the years. The original development of Waverly Hills was marked by racial segregation in housing, common at the time. Although covenants explicitly restricting ownership on the basis of race were ruled unenforceable under a 1948 Supreme Court ruling, it's likely that other factors continued to limit the diversity of the community until the Fair Housing Act was passed in 1968 addressing housing discrimination.

Interview with Dave and Margie Albright

In the late 1940's the Albrights, impressed with homes being built by M. T. Broyhill, signed a contract for a home to be built on 20th Street, and moved into their house in 1950. The 20th Street houses were built on the former Runyan Farm, and included a natural spring called 'Cows Creek,' today channeled and covered by a storm drain. Margie recalls that at one time there were close to 50 kids who lived on their block with many families having four or more children. They recall that a Welcome Wagon would come around to help new families feel at home in Waverly Hills. Having raised four children and lived here for over 62 years, they continue to love the neighborhood.

1.4 THE 21ST CENTURY

The first half of the last decade witnessed a tremendous appreciation of housing values in northern Arlington County. In less than three years, between the fall of 2002 and the summer of 2005, according to the Zillow Home Values Index, average housing valuations appreciated by nearly 50% (\$501,000 to \$749,000). The recessionary period that followed arrested this growth; however housing in the area has largely retained its value while most other regions of the nation have declined markedly.

This appreciation in housing values is evident in the rapid renewal of the neighborhood's housing stock through the renovation and expansion of existing homes, and the teardown and building of new, often larger ones. This change in the housing stock is apparent in 2010 census data. After a decade of stable numbers in the 1990's, renters as percentage of the total population declined from nearly 54% in 2000 to 48% in 2010.

New developments may presage a change in direction for this trend however. After a long hiatus in the development of multiple family rental units in the neighborhood, a massive renewal of this housing stock is underway in the form of a 227 unit rental apartment community. The developer refers to the project as Parkland Gardens, and it is located in the same location as its post-war period namesake. This time however, the developer is marketing the property as a luxury property targeted at white collar professionals.

Regardless of these rapid changes, there remains a strong interest in maintaining the community's connection with its historic roots as evidenced by the nomination of a large portion of the community to the National Register of Historic Places in 2004 as described above.

1.5 DEMOGRAPHICS AND WAVERLY HILLS TODAY

- Waverly Hills has 3,809 residents.
- Over the past 10 years, the population has increased by 19%; the number of households has risen from 1372 in 2000 to 1700 in 2012.
- 39.2% of households consist of 1 person, while 32.8% of households consist of 2 persons.
- 65.6% of Waverly Hills residents are white, 13.8% are Hispanic (down more than 11% since 2000), 11% are Asian (up over 5.5% since 2000), 6.6% are African-American, 1% are American Indian and 2.4% are described as “two or more races.”
- 6.35% of Waverly Hills residents are babies & toddlers, 12.2% are school-aged, 31.5% are young adults (age 18-34), 30.6% are middle-aged (age 35-64), and 9.4% are seniors (age 64+).
- Since 2000, the number of residents aged 45 to 54 years old has increased by nearly 5% and the number of seniors has increased by nearly 2%.
- The median household income in Waverly Hills is \$127,339 40% greater than the Arlington median income and 101.4% greater than the Virginia median.
- The poverty rate is 9.6% lower than the national average.
- Renters declined from nearly 54% in 2000 to 48% in 2010.
- Homeownership has increased from 43.9% in 1990 to 47.6% in 2010.
- Single family houses occupy approximately 97 acres of the 137 acres of Waverly Hills.
- 943 multi-family housing units (multi-story apartments, condominiums and townhouses) are located in the northern section of the neighborhood, adjacent to the shopping areas.

Interview with Ralph and Virginia Sievers

The Sievers family moved to their present home in 1963 after Ralph returned from the Korean War. One of the main reasons for choosing Arlington was a “Parents Magazine” article which spoke highly of the Arlington School system. They recall that the routing of the future I-66 along the Bluemont Railroad right-of-way had already been determined, and they knew that the highway would eventually be built about a block from their house. The Bluemont was still operational, and they recall seeing box cars on the rail line. The Sievers raised six children, and were constantly adding improvements to their home. Ralph was able to recycle bricks from the Clarendon homes that were demolished for the construction of I-66. Virginia was particularly aware of the Glebe House controversy in the 1980s, as she was very active in the National Genealogical Society. They enjoy Waverly Hills, and have never considered moving anywhere else.

1.6 COMMUNITY ACTIVISM

Preceding the Waverly Hills Civic Association (WHCA) was the Clarendon Women’s Club, established in 1938. In 1942 and the onset of WWII, the Club became active in the ‘Buy a Bomber’ campaign, and sold a whopping \$14,133 of war bonds. When the war ended, the Club moved into civic affairs, turning their attention to improving Arlington’s schools, library and hospital. During the 1960s, due to the construction of Route 66 reducing the size of the neighborhood and more women participating in the work force, membership decreased. The Club held their last meeting in 1978.

(Source - The women kept detailed scrapbooks of their activities, and these were purchased by Eric Dobson, Cherrydale, at an estate sale. He donated them to the Historical Society, and they are available for viewing in the Virginia Room – now the Center for Local History - of the County’s Central Library.)

WHCA was first organized in the 1950s, as detailed by Marge Klinger, in order to save land from development and create park land—now Woodstock Park. There was a resurgence of the CA in the 1980s under the leadership of long-time—Waverly Hills resident, Dave Martin, regarding the Glebe House controversial sale and land development. This controversy underscored the need for the County to develop planning policies regarding infill development.

In 1992, the Civic Association was revitalized again under the leadership of Pamela Gillen, Architect. The goals were to improve Woodstock Park (1994 Small Parks grant application resulted in sidewalk and water fountain) and to develop the first Neighborhood Conservation Plan, which began in 1995 and was completed in 1998. A *Waverly Neighborly News* newsletter was developed and delivered to inform the 106 households/150 members of Conservation Plan updates. Many people were involved in the effort, and the NCP served the community over a decade, continuing under the tenure of Lewis Bromberg as President. Primary neighborhood concerns were traffic calming, safety of pedestrians and Glebe school children, poor street lighting, safety from burglaries, and infill development. The neighborhood survey indicated some people did not want sidewalks. The NCP resulted in installation of the following County improvements—traffic circles (Woodstock and Utah), lighting (18th, 19th and 20th Streets), sidewalks (18th and 19th Streets), and curb nubs (15th Street, 20th Place, 20th Street at Woodstock).

In 2011 the Civic Association revived again, and started developing this Neighborhood Conservation Plan, to serve the community for another decade, from 2013-2023.

Interview with Marge Klinger

Bob and Marge purchased their home in 1951—it was originally built for developer Broyhill's daughter. Marge recalls that in the 1950's, not many Waverly Hills residents owned cars and depended on the Lee Highway bus to get around. Marge showed new residents how to grow fruits and vegetables, and was active at Glebe School where there were 25 kids per class. She helped to raise money for the school's first play equipment. In the 1950s, apartments were being developed, and there was concern that the undeveloped land in the area of today's Woodstock Park would be built instead of much needed playgrounds. Around 1956, Bob Klinger, a Smithsonian employee, was instrumental in forming the first Waverly Hills Civic Association. Meetings were held in the basement of Mr. Nachman's store on Lee Highway. The new WHCA was able to get 100% of the neighborhood to sign a petition requesting that the County dedicate the vacant land for a park (now Woodstock Park) instead of allowing the land to be used by developers.

1.7 HISTORIC PRESERVATION

As one of Arlington's older, established neighborhoods, Waverly Hills consists of many houses that were built from the 1920s-1950s. The neighborhood also includes the Lee Heights Shopping Center, built in 1948, and ranking within the top one-third of the County's Historic Resources Inventory. According to the neighborhood survey, this distinctive architectural and village character—which results from an aesthetically pleasing mix of architectural styles and tree lined streets—has drawn current residents and they consider it a primary reason for their quality of life, love of the neighborhood, and strong property values.

In 2004, Waverly Hills was surveyed and part of it was designated a nationally registered neighborhood—the Waverly Hills Historic District (WHHD) based on two areas of historic significance—Community Planning and Development and Architecture. Included were 439 'contributing' buildings with significant, distinctive architectural character (Tudor Revival, Colonial Revival, American Craftsman/Bungalow, and Cape Cod architectural styles. Periods of significance are 1850-1860 (Glebe House) and 1919-1945

(neighborhood homes). These contributing houses distinguish the neighborhood from other communities and provide strong neighborhood identity.

The boundaries of the WHHD are 20th Road to the north, I-66 to the south, Utah Street to the east, and Glebe and Vermont to the west. Within the WHHD, one house is on the National Register with landmark status—the Glebe House at 4527 17th Street North. Another important house (the original section has been expanded) is at 4525 16th Street North. It was designed by the Turkish born architect, Mesrobian, who worked for the famous DC developer, Harry Wardman.

Designation as a Historic District is ‘honorific’ and does not protect Waverly Hills’ special qualities from demolition, although an owner can still seek federal and state tax credits. *(For example, Parkland Gardens, 149 unit garden apartment complex built in 1943, though listed as one of Arlington’s most endangered places, was demolished—with the blessing of the WHCA—to allow for luxury townhouses. Market conditions changed, and it is being re-built as garden apartments.)* In order to be protected, Waverly Hills would have to become an Arlington County designated Historic (Overlay) District (Section 31A of the Zoning Ordinance), and this requires approval by 51% of property owners.

Historic preservation encourages new buildings that do not necessarily look like old buildings, but are compatible and aesthetically enrich the neighborhood. The goal for new construction under these guidelines is not replication but rather respect for existing residential character, scale, and context. The only neighborhood in the County that is an Overlay District is Maywood, with its wealth of Victorian houses.

1.7.1 MECHANISMS TO PRESERVE HISTORIC CHARACTER

Zoning

The primary challenge Waverly Hills currently faces in maintaining its character is the demolition of smaller homes that are being replaced by much larger homes, some of which contribute to the organic, evolving, positive nature of the neighborhood, and others of which are too large and too tall, looming over their neighbors. However, while nearly all survey respondents recognized the importance of the neighborhood’s historic character, according to the results of the NCP survey, Waverly Hills chooses NOT to pursue becoming a zoned historic district. Thus, the only controls over re-development will continue to be the Zoning Ordinance’s provisions for lot size, yard setbacks, and height restrictions and the variance process under the Board of Zoning Appeals (BZA).

Another challenge comes in the variance process. Currently, there is no requirement for the BZA to send variance requests to the Historic Preservation (HP) staff. Doing so would give HP staff the opportunity to notify home owners of the availability of technical staff during their design phase of the project.

Commonwealth Tax Credit

Historically ‘contributing’ property owners might qualify for a Commonwealth tax credit. Forms must be filled out prior to design and BZA review, and the Historical Affairs and Landmark Review Board (HALRB) has to review changes before tax credits are granted, to ensure they meet the Secretary of Interior’s guidelines.

Federal Historic Preservation Tax Credit

Under the Federal Historic Preservation Tax Credit Program, commercial building owners can deduct 20% of their federal income taxes for expenses connected with the careful rehabilitation of buildings that are at least 50 years old and that are certified historic.

1.8 SURVEY FINDINGS

- Only one historic landmark sign exists in Waverly Hills, and it is located in front of the Glebe House on 17th Street North. The condition is good, and the text appears to be historically accurate.
- 82% felt Waverly Hills entry signs illustrated with the Glebe House rendering well represented the neighborhood.
- 72% were aware that the Glebe House and Waverly Hills are on the National Register.
- 28% were interested in assistance from the County's Historic Preservation staff and the Historic and Landmark Review Board (HALRB).
- 26% were aware of tax credits related to preservation and construction.

1.9 RECOMMENDATIONS

- 1-1 The variance process should change to require BZA staff to coordinate with HP staff.
- 1-2 The WHCA and/or the HP staff should notify residents via the web site or newsletter that they own a historically 'contributing' property which might qualify for Commonwealth tax credits and commercial property owners (e.g., Lee Heights Shopping Center) about the Federal Historic Preservation Tax Credit.
- 1-3 WHCA meeting minutes should be properly archived in the County's Central Library on Quincy, in the Center for Local History (formerly the Virginia Room), so that the organization's history is documented. (Under the WHCA's new bylaws, this is now required and is to be implemented by the WHCA's Historian.)

Also:

- 6-8 *Identify and pursue the implementation of conservation easements within Waverly Hills. (p. 43)*

2.0 THE URBAN VILLAGE CONCEPT

An urban village is an urban planning and design concept that refers to urban form, typically medium density development, mixed use zoning, good public transit, and an emphasis on pedestrians and walkability to reduce reliance on cars and to promote bicycling. The urban form helps to facilitate a sense of place with strong community interaction within the neighborhood boundaries. Good urban design and planning—as the development of process and product—can consciously shape the environment, so that both architecture and landscape produce streetscapes with vitality, identity, and accessibility. The Waverly Hills Civic Association is forging ahead not only to improve its urban footprint but also to improve the Lee Highway Corridor. The WHCA has formed a grassroots planning effort to revision Lee Highway—to benefit Waverly Hills and all neighborhoods fronting the corridor.

According to the NCP survey, Waverly Hills would like to become more of an urban village.

2.1 GROWTH FORECASTING

Arlington's Planning Division forecasts that Arlington is to steadily grow over the next 30 years. Much of the growth is expected to occur in the Rosslyn-Ballston (R-B) Corridor.

In planning for future growth, one must consider demographic trends forecasted for the Ballston area since Ballston's boundaries abut Waverly Hills. In Research Brief #9, released by the Department of Community Planning, Housing and Development Division, Ballston's population growth is expected to increase 25.4% between 2010 and 2040. (*Source: Round 8.1 Forecast, Department of Community Planning, Housing and Development Planning Division, Arlington VA. March 2012*)

Areas of Arlington that are not located near Metro stations, such as Lee Highway, anticipate growth at a rate of 8%. Therefore, Waverly Hills can expect some significant growth over the next 30 years, including housing and supportive retail.

2.2 SMART GROWTH

The Environmental Protection Agency (EPA) and the Coalition for Smarter Growth have already recognized Arlington for implementing smart growth principles, particularly along the Metro Rosslyn-Ballston corridor. Smart growth is related to compact and sustainable development, preservation of traditional neighborhoods, and the development of best practices including transit. Smart growth also encourages community and stakeholder collaboration in development decisions. Compact urban villages are attractive to both residents and businesses, as an alternative to traffic congestion, disconnected neighborhoods, and eventual urban decay (as evidenced by the sprawl on Route 1).

2.3 TRAITS OF AN URBAN VILLAGE

The traits of an urban village—not the suburban location—are the draw for residents of Waverly Hills, who are seeking to live in a transit oriented neighborhood (bordered by Lee Highway, Glebe, and I-66 and a 20-25 minute walk from the Metro and R-B corridor) that is also drivable and walk able. Using Jeff Speck's definition of 'walkability' in his book Walkable City: aspects of daily life are close by, the pedestrian is safe from cars—streets are not too wide, but are comfortable and shady, and the walk is interesting, as the street is lined with either unique or at least friendly buildings and landscapes.

2.4 BUSINESS ESTABLISHMENTS

One of the many advantages to living in Waverly Hills is walkability and access to urban amenities, including shopping and dining. Waverly Hills hosts over forty businesses that range from neighborhood retail to professional services and office buildings. Most are located along Route 29/Lee Highway and

Glebe Road. Additional retail is offered by Ballston Commons mall which is less than a mile from the I-66 boundary of Waverly Hills.

2.4.1 LEE HEIGHTS SHOPPING CENTER

Located at the intersection of Lee Highway and Woodstock Street, the Lee Heights Shopping Center, a historic building, was constructed in 1946 and is home to twelve businesses. They cater to the needs of the neighborhood through a good mix of stores and offer outdoor dining. Among the business establishments are Pastries by Randolph, Waste Knot Needlepoint, Arrowwine, Child's Play, HomeMade Pizza, Lemon Twist and Lemon Chiffon, Random Harvest, Starbucks, Bradshaw's Children's Shoes, Facets Jewelry, Cassatt's Cafe & Gallery, Crispy & Juicy, American Seafood, and Chipotle. The shopping center was designed to offer front and back door parking. It is zoned C-2.

2.4.2 GLEBE LEE SHOPPING CENTER

Located at the intersection of Glebe Road and Lee Highway, the shopping center was constructed around 1962 and is home to five businesses, which also cater to the needs of Waverly Hills and the surrounding neighborhoods. Among the business establishments are the Rite Aid Pharmacy, Adagio Ballet and Dance, McEneaney Realty, M&T Bank, a nail salon, and Thirsty Bernie's restaurant. It is zoned C-2.

2.4.3 OTHER RETAIL ON LEE HIGHWAY

The C-2 zoning also includes the Capital One Bank and Sun Trust Bank along Lee Highway, Kitchen and Bath Factory, Russell Building offices and retail (Long & Foster, 365 Mattress, Ann Nails and Pamela Wright Interiors) and down the street—Lebanese Taverna.

2.5 SURVEY FINDINGS

- 65% of the respondents would like to see undeveloped land along commercial corridors re-develop as mixed use with both residential and commercial uses to create more of an urban village in Waverly Hills. This includes support as follows in order of priority:
 - Food and Beverage – 49% (e.g., restaurant, cafes, coffee shops)
 - Recreational Facilities – 33% (e.g., swimming pool, ice rink, 14% wanted a health club)
 - Food Market – 32%
- 85% of respondents would like to see electrical line undergrounded.

2.6 RECOMMENDATIONS

- 2-1 Arlington County should continue to support the re-visioning of the Lee Highway Corridor, led by the WHCA in cooperation with many other CAs, to result in creative, market sensitive, pedestrian friendly businesses.
- 2-2 Waverly Hills residents would support changes to the GLUP that resulted in more shops and cafes in existing strip shopping centers and a medium density of development along Lee Highway and Glebe Road.

With regard to future development, the survey indicated that respondents did not desire additional office space, drugstores, or automotive (e.g. dealerships, service repair, gas stations) land uses since there are six drugstores within one-mile and a number of automobile dealerships and gas stations. Based on the survey, neighbors would probably not welcome big-box retailers.
- 2-3 New medium density development should include creative, pedestrian friendly streetscapes with wider landscaped sidewalks, attractive street furniture, and undergrounded utilities, as well as inclusion of alternative transit such as ART or Metro bus stops and Bike Share programs.

Also:

- 3-1 *The County should continue their support of the ‘Villages’ concept, and work with WHCA to analyze the potential for a Waverly Hills village. (p. 15)*
- 8-5 *Waverly Hills supports the planned undergrounding of utilities along the arterial streets in Waverly Hills.(p. 55)*
- 8-6 *When commercial or multifamily residential properties along the major arterial streets in Waverly Hills are redeveloped under a site plan, one of the goals will be to have the developer underground utilities in conjunction with the redevelopment as a site plan condition. (p. 55)*
- 9-2 *To increase neighborhood cohesion, identity and walkability, the WHCA requests that Arlington Public Schools take into consideration neighborhood identity and walkability when determining school boundaries. (p. 59)*
- 9-7 *To increase neighborhood identity and cohesion, WHCA and Waverly Hills residents should work with the County and future developers to create a public or private facility within the Waverly Hills boundaries for the WHCA and Waverly Hills residents to meet and hold events. (p. 59)*

3.0 AGING IN PLACE

According to the 2010 federal census, Arlington County residents aged 60-64 grew by 64%, the highest growth rate of any age group. The Waverly Hills NCP Survey results indicated that up to 69% of respondents—many of whom are ‘Baby Boomers’ and have lived in the neighborhood for decades—hope to transition into Seniors who can ‘age in place,’ or continue to live in Waverly Hills after they retire. Survey results also indicated support for continuance of a stable, residential neighborhood as a child friendly community of Millennials and Generation X residents, with enhanced vibrancy and pedestrian friendly ‘walkability’ to schools and other amenities. From this synergy between the needs of the young and the old evolved a multi-generational strategy using smart growth to link youthful and aging populations.

3.1 ISSUES IMPORTANT TO AGING—AFFORDABLE AND ACCESSIBLE

The Global Network of Age-friendly Cities and Communities promotes that housing, transportation, social services, and education become aligned with aging populations. Europe declared 2012 the Year of Active and Healthy Aging. According to the World Health Organization (WHO), by 2017, for the first time in history due to low birth rates and long life spans, the number of adults 65 years and older will exceed the number of children younger than five. Simultaneously, options for family support are decreasing and seniors living alone are increasing in many neighborhoods.

The following issues are important to most aging citizens, many of whom are living longer:

- Sufficient affordable housing supply with universal design features.
- Appropriate recreational opportunities, both indoor and outdoor. Indoor recreation includes shopping, dining, movies, educational and cultural activities. Outdoor recreation includes park land with public gardens and recreation, and high quality pedestrian environments with level/ wide sidewalks, flat pavers and opportunities for walking. Curb cuts should be safe and easy to maneuver (maximum 2% cross slope).
- Socialization through neighborhood interaction, including inter-generational dialogue that might result in a teenage ‘jobs’ program of periodically shoveling snow and weekly pulling back garbage cans and local activities; inter-generational dialogue might also be facilitated by vertical micro-units of young and old singles.
- Transportation systems that facilitate mobility within and outside the neighborhood.
- Handy Man Programs to allow access to reliable contractors—electricians, plumbers, roofers, etc.—for quick fixes such as replacements (light bulbs, sink washers, furnace filters), painting, fence repairs, yard work.
- Homemaker program to assist with cleaning, food and beverage procurement.
- Professional assistance to assist with legal affairs (combating identity theft), insurance, taxes, mental health counseling.
- Safety through emergency alert systems including Arlington’s CERT.
- Nursing care to allow daily or weekly assistance at home with medications, bathing, etc. to avoid or delay institutionalization, (for example, Sunrise on the Waverly Hills border could be asked to provide daily or weekly assistance as a way to encourage transitioning to Sunrise rather than to other elderly care institutions).

3.2 HOW STATE AND COUNTY POLICIES CAN HELP

- Housing – The Northern Virginia Aging Network (NVAN) has three legislative priorities for 2013, and one of them is to adopt national standards into the Statewide Building Code to promote accessibility of

new single family homes. According to the Arlington Partnership for Affordable Housing (APAH), the need for affordable housing in Arlington has never been greater. In the past 11 years, Arlington lost 12,000 units of affordable housing. The Waverly Hills NCP survey indicated that approximately 70% of the current residents have either retired or plan to retire in Waverly Hills, and there needs to be opportunity for them to do so. A problem is that many are equity rich—with homes of high value—but cash poor. As such, they won't qualify for affordable housing assistance. Another problem is that in order to stay in their homes, they might need limited assistance. Two potential solutions to support their aging in place: 1. the development of affordable housing within Waverly Hills to which residents could move—the large tract of land at Utah and Old Lee Highway is a well located area for apartment buildings that could include affordable senior housing, 2. the 'Village' concept or making Waverly Hills a 'Village' and offering services that allow neighbors to stay in their homes.

- Land Use & Zoning – Arlington County could ease the limitations on accessory dwellings or granny flats, i.e., a separate living space in a home or in a building such as a garage on the same property. They are allowed under the Arlington Zoning Ordinance but limitations are so strict that only eight units have been approved since 2008. If the public hearing requirement were eliminated allowing one unit to be created on a property, as is being considered in Montgomery County and D.C., the number of 'granny flats' might increase.
- Livable and Walkable Communities – In 2010, the Virginia General Assembly issued the *Blueprint for Livable Communities* or communities designed to facilitate the well being of all residents, regardless of age, income or ability. Arlington County can support Livable Communities Planning through the General Land Use Plan process to facilitate mixed uses, i.e., senior housing located near cultural and educational facilities, shopping, dining, professional services and park land. Through the County's planning process, the WHCA can promote opportunities for elders to carry out their lives when, where, and how they choose.
- Recreation – Arlington County's Office of Senior Adult Programs offers a 55+ Guide to help residents understand they are never too old to play. The web site illustrates opportunities linked to County Senior Centers (such as Langston Brown within walking distance of Waverly Hills), Nature Centers, Libraries, etc. for educational classes (art, wood carving, writing and computers), social programs (armchair travel, current events, and bingo), and recreational and fitness activities (ice skating, golf, tennis, volleyball, ping pong, yoga, swimming, walking clubs, bridge, chess, and dancing). To improve shared facilities, Glebe School might be utilized as a walkable facility for senior classes and lectures in the future. Waverly Hills Civic Association can facilitate these activities by advertising them on its website.
- Parkland – Arlington County's Department of Parks and Recreation is making new park designs ADA compliant, but they are typically not analyzing the needs of all park users, including elders. Currently, the County's parks are heavily oriented towards young families, providing playground equipment and sports fields and courts. They should also analyze elders' needs, including areas for passive recreation (chess, picnicking, reading, etc.) and community garden space, as well as toilet facilities and walking trails. WHCA is working with DPR to develop an improved Woodstock Park with an area for adult/elder activities.
- Safety – The County's Emergency Preparedness program offers training to neighborhoods to keep all age levels safe. (The Waverly Hills NCP includes a section on emergency preparedness.) On a broader state policy level, NVAN (mentioned above) has as its other two legislative priorities for 2013 to protect vulnerable older adults by criminalizing financial exploitation against them, and to safeguard the rights of beneficiaries in regard to the

- Medicare and Medicaid (i.e., restore home and community based services for over 3000 older and/or disabled adults by returning the long-term care Medicaid eligibility threshold for people who would otherwise have to go to a nursing home from 267% to 300% of SSI).
- Transportation – The County does have a transportation system called STAR or Specialized Transit for Arlington Residents as an alternative ADA para-transit service to WMATA's regional transit. More could be done such as a shared ride network including taxis or school buses organized in off hours to take seniors to the grocery store or to the library. Pedestrian safety could be improved through extended crossing times. Additional bus shelters well located with benches could be built through private sector advertising.

3.3 DEVELOPING 'A VILLAGE' FOR SENIORS

The first Village was founded in Boston's Beacon Hill, and today across America there are 70 with many more under design—each reflecting their neighborhood's characteristics and all working as a formal network to serve the growing population of seniors. D.C. has six villages with the seventh opening in Cleveland Park. Montgomery County has four active villages with three more under design. Northern Virginia has three operating, including Mt. Vernon at Home, with four more under development, and Fairfax County has named a staff member in the Long Term Care Program Development Office to assist with the development of more Villages. There is a national Village to Village Network for sharing information, and there is a Washington Area Village Exchange (WAVE) which formed to exchange information on best practices.

Like many of the already formed Washington region villages, Waverly Hills is a neighborhood where people move in and want to stay in their homes. But aging residents need support. Volunteers at Village nonprofits organize rides to the grocery store or hair appointments, transportation to medical appointments, emergency care during storms and electrical outings, recommendations and help with organizing maintenance and house renovations or yard maintenance, or finding professional assistance. Villages also provide access to social events and outings to parks, shopping, and cultural events. In return, members pay an annual fee. The important characteristic is that individual neighborhoods develop and implement the structure and strategy for their Village.

Currently, there are no Villages operating in Arlington, but some are being planned. In 2011, the Arlington Villages Project Team was organized under the Wisdom Works Project sponsored by the Department of Parks and Recreation. The purpose is to establish a network of villages across the County as a grassroots effort through neighbors helping neighbors. They are analyzing a 'hub and spoke' organizational framework, i.e., hub would provide a common framework for a countywide network of villages which would provide training of spokes/staff to perform administrative, technical and financial management functions. The hub could negotiate agreements with County-wide suppliers of goods and services for Village members, and would be financed by the Villages (and perhaps other sources). The spoke would be volunteer based, local community centered organizational units, where the day-to-day interaction with members occurs, consisting of a tax-exempt, self-sustaining, non-profit corporation with a board of directors and perhaps a paid coordinator. The 'spoke' would interface with the neighborhood and partner with County agencies and other service providers—in Waverly Hills that interaction could include medical providers such as Virginia Hospital or Sunrise Senior Living, both close to the borders of Waverly Hills. Fees for services could be established on a sliding scale according to ability to pay. Expenses would include a small paid staff, a web site, telephone, and liability insurance for the volunteers. Each Village would have standardized bylaws, a reference library of services, and statistical reporting and evaluation to the 'hub.'

If the WHCA decided to try to establish a Village, a core of people would be necessary and willing to do the work, and it is a lot of work. A better model might be establishing a village to serve a number of adjacent neighborhoods. It could be modeled after the Northwest Neighbors Village which serves Chevy Chase DC, Forest Hills, Van Ness, American University Park and Tenleytown in D.C. The NNV operates under an Executive Director and a Board of Directors with 90 trained volunteers, and is open to any neighbor who is 50 years or older or younger with disabilities within the service area boundaries. Individual members pay an annual fee of \$500 or \$750 per household which entitles them unlimited services and programs. There is also a Membership Plus category, for neighbors living on low to moderate incomes—fees are \$100 per individual and \$150 per household. Grants from religious and civic organizations subsidize reduced fee memberships. Many events are open to the general public and benefit the neighborhoods in general, such as lectures with nationally recognized speakers and bus trips to the countryside for lunches and touring historic sites and galleries. There is also an excellent Capitol Hill Village in DC, which is experimenting with prototypes for senior affordable housing.

3.4 ARLINGTON COUNTY'S OUTREACH TO ELDERS

Aging in place is obviously important to the County, as they invest a lot of resources into helping Elders address daily issues. The aging network is quite extensive and includes the Arlington Steering Committee for Services to Older Persons, Arlington Commission on Long-term Care Residences, the PRCR Office of Senior Adult Programs/Senior Centers, the Department of Housing Services (DHS) Agency on Aging, the Interfaith Council, nonprofits such as Meals on Wheels, local businesses serving the aging marketplace, and professionals (doctors, lawyers, tax accountants, etc.). DHS staff supports the Commission on Aging, an advocacy group whose vision is to ensure that all older persons residing in the County receive the optimum level of services and resources they need, making the County a favorable lifetime environment.

In addition, in 2006 the County established the Elder Readiness Task Force, and in 2007 the Elder Readiness Implementation Plan was published. The Plan's goal was to enable Arlington's aging population to have equal access to an array of housing, transportation, recreation, health care, and lifestyle choices, so that senior citizens can continue to contribute to and remain valued members of their communities. Many of the County's departments were included in order to share information about programs and services, identify strategies for 'elder friendly' publications, with a focus on the areas of leisure, recreation, education, libraries, employments, transportation, culture, and civic engagement.

3.5 WHCA FORUM ON AGING IN PLACE

The Executive Board of the WHCA is supporting an October, 2013 Aging in Place Forum at W-L High School, to include a wide variety of speakers, including the Arlington Villages Project. The Forum could be the kick-off for discussions of a 'Village' in Waverly Hills.

3.6 SURVEY FINDINGS

The majority of respondents hoped to retire and age in place in Waverly Hills, either in their current homes or in other neighborhood housing.

3.7 RECOMMENDATIONS

- 3-1 The County should continue their support of the 'Villages' concept, and work with WHCA to analyze the potential for a Waverly Hills village.
- 3-2 Re-analyze accessory unit zoning to understand the pros and cons of granny flats.
- 3-3 Analyze the needs of seniors and include them in public park designs.

- 3-4 Develop a shared ride network for seniors—consider using off-peak period vehicles such as school buses.
- 3-5 As necessary on Glebe and Lee Highway or elsewhere, provide additional bus shelters with shade and comfortable benches and easy to read bus stop signs.
- 3-6 Expand crossing times at some walk signals.
- 3-7 Work with affordable housing developers to explore ‘micro-units’ and other creative concepts for senior housing and inter-generational communication through housing.

4.0 LAND USE, ZONING AND HOUSING

It is interesting to note that there have not been major changes in either land use or zoning since the 1999 NCP, which noted that "...the majority of current zoning and land use recommendations are appropriate and should remain." A looming concern under the 1999 NCP was infill development, particularly housing with regard to architectural scale and tree preservation. The NCP survey indicates that architectural scale is still a neighborhood concern, and variances that allow reduced lot sizes should be carefully reviewed.

The largest undeveloped parcels of land—owned by a resident of Waverly Hills and with a very high tax value—run along Old Lee Highway across from Utah Street. The parcels are under-developed with three aging single family houses and vacant land.

The historically designated Parkland Garden Apartments on Glebe Road—which provided affordable housing—were torn down to make room for luxury townhouses. However, when the market changed, the owners also changed, and now Archstone is re-building 200 plus rental apartments on the site.

4.1 ARLINGTON COUNTY GENERAL LAND USE PLAN (GLUP)

www.arlingtonva.us/Departments/CPHD/planning/docs/CPHDPlanningDocsGLUP

The County's first GLUP was adopted in 1961. The current GLUP—which is the County's primary policy guide for future development establishing the character, extent and location of land uses—illustrates Waverly Hills much as it did in 1999. About one half of Waverly Hills—from I-66 north to 20th Road N. and bordered by Glebe Road and Utah Street—is planned as low residential (1-10 dwelling units per acre). This includes 245 parcels of which 95% are built, although a few of the lots are double lots and could be sub-divided. There are very few vacant parcels of land. In addition, there are single family town houses resulting from preservation of the Glebe House. The only probable change in the coming decade is continued demolition of smaller homes to be developed into larger homes. There are few non-conforming or grandfathered parcels within this area – perhaps some on the north side of 20th Road between Utah and Vermont (less than 6000 s.f. lots).

North and west of 20th Road N. the GLUP changes to Low-Medium Residential at 16-36 units per acre. This is the area on either side of (Old) Lee Highway. Tazewell Townhouses, built in the 1990s, are located in this area, and a new TH development was recently added. The Housing section of this report indicates the number of apartment buildings that have been operational there for many years, and they continue to thrive as both rental and condo units.

On either side of Lee Highway/Old Dominion Road is the commercial area of Waverly Hills, and it is planned for 'Service Commercial,' or generally one to four stories of personal and business services. The small green area on the GLUP is Woodstock Park, illustrated as 'Public' space and designated as protected park land under the zoning category S-3A.

The County Board adopted the Lee Highway/Cherrydale Revitalization Plan in June of 1994, reaffirming the 'Low-Medium' residential densities to the east of Waverly Hills in the Cherrydale neighborhood.

4.2 ZONING/RESIDENTIAL

Vacant land that could be re-developed at higher densities or different uses includes the largest tract located along Lee Highway and Utah Street and perhaps the grandfathered commercial building, now being used for storage, adjacent to Tazewell Court at 4346 Lee H. In 1999, this parcel was singled out as an 'eyesore and haven for gang-style graffiti and a dangerous area for children.' While it has improved to become a quiet storage facility, it is still an odd building and there is room for redevelopment on the site.

The NCP survey indicated that a high percentage of Waverly Hills residents hope to ‘age in place’ or stay in the neighborhood as they grow older, and the vacant land would be a well located area for affordable senior and other apartments within walking distance of the Lee Heights commercial area. It would also be a great location for a community center.

4.2.1 R-6 DISTRICT

The County Zoning Ordinance shows the large single family detached portion of Waverly Hills—from I-66 north to 20th Road N. and bordered by Glebe Road and Utah Street—as R-6 zoning, consistent with the GLUP. This requires a minimum lot size of 6000 square feet (unless grandfathered) and a 35 feet maximum height. Maximum allowable lot coverage is 40% but increases to 48% with front porch and rear detached garage, and variances can increase that amount to 56%. This part of Waverly Hills draws high market demand. *(R-6 District can be found in Section 9 of the Zoning Ordinance, and bulk coverage placement requirements for all residential zones can be found in Section 32.)*

Residential zoning changes north of 20th Road N. to apartment dwelling districts with higher densities, including RA 8-18, RA 6-15 and R-15-30T, as described below.

4.2.2 RA 8-18 DISTRICT

The residential zoning district RA 8-18 allows a variety of housing types: single family, townhouses, duplexes, and apartments. The height maximum is 40’ but eight stories or 75 feet by Special Plan Amendment. It requires a minimum of 1200 square feet per dwelling. Parking for apartments is 1.125 spaces for the first 200 apartments and one space for each additional unit. Parking for townhouses is 2.2 spaces per dwelling unit. Side yard requirements are 10’ + 1’ for each 2.5’ of building height above 25’. The front and rear yard requirements are 25’ to the lot line; 50’ to the centerline of the road. This equates to about 36 units per acre. The RA 8-18 parcels include Tazewell Court Townhouses and the former Parkland Gardens apartments along Glebe Road and all the apartment buildings north of 20th Road N. including Leckey Gardens, Lorcom Arms, Dominion Terrace, Woodley Arms and Carlin Place (condos). The last rezoning of this district was approved in 1979.

The lot at 4326 adjacent to Tazewell Court townhouses is developed with a single family house, but a site plan was submitted to the Tazewell Court owners for review to allow for subdivision into four townhouses. That plan was recently withdrawn, and the house is for sale. One issue regarding this lot is whether or not it is legally sub-dividable, as the density might have been used earlier under the Tazewell Courts site plan approval. *(RA 8-18 is found under the Section 13 of the Zoning Ordinance)*

4.2.3 RA 6-15 DISTRICT

This Apartment Dwelling District allows the same uses as RA8-18, but the minimum lot area is 7500 square feet. The height maximum is less than RA 8-18 at 60 feet or six stories and the maximum is 29 units per acre.

Rezoning of this land took place in the late 1950s and early 1960s. Two parcels of land bordered by Lee Highway, Lorcom Lane, and Old Dominion are already built out as mid-rise apartment buildings (Lorcom House—condo ownership). The other five parcels zoned as RA 6-15 are bordered by Lee Highway, Old Dominion, and N. Thomas Street and are partially built as apartments and partially under-developed as decaying single family houses—in the past the WHCA has supported townhouse development and opposed apartments on this land, but the survey possibly indicates a more urban perspective for medium density.

4.2.4 R15-30T DISTRICT

This Residential District is comprised of six under-developed parcels of land bordered by RA6-15 land to the north, west and east, with a few aging and mostly empty single family houses. It is part of the vacant land along Lee Highway and opposite Utah Street. It is important to note that this zoning district was not on the Zoning Map in 1999, and that this land was then zoned a lower density at R-5. It was rezoned to this higher category.

4.2.5 R-5 DISTRICT

The final residential zoning category north of Lee Highway is R-5, a family dwelling district (Section 1 of the Zoning Ordinance defines ‘family’ as no more than four unrelated people may occupy a residence).

R-5 allows smaller lots than R-6, i.e., the minimum lot size requirement is 5000 square feet, although the maximum height is still 35 feet. This is approximately 8.7 units per acre for one family development and 10 units per acre for two family dwellings. There are two areas of R-5 zoning north of Lee Highway, and they include two parcels that are part of the vacant land and 12 parcels along N. Thomas Street, most of which are developed as stable single family detached houses. The 1999 NCP recommended that the GLUP be changed to allow this area to re-develop as townhouses at 11-15 dwelling units per acre. The GLUP was revised to Low-Medium 16-36 units per acre, which would facilitate land consolidation with the surrounding RA 6-15 zoning, but today the zoning remains at R-5. (*Section 10 of the Zoning Ordinance*)

4.3 ZONING/COMMERCIAL

Waverly Hills includes only two commercial districts—C-O and C-2. The largest portion is zoned C-2 running from Glebe Road along Lee Highway/Old Dominion to Lorcom Lane, with a small inset of C-O to the west of N. Upton Street (currently the low-rise Coldwell Banker real estate offices). The C-2 zoning includes the M&T Bank and retail shopping center at Glebe and Lee Highway, Capital One and Sun Trust Bank along Lee Highway, Kitchen and Bath Factory, Russell Building offices and retail (Long & Foster, 365 Mattress, Ann Nails and Pamela Wright Interiors), the Lee Heights Shopping Center.

It is important to note that all of this land has the potential for redevelopment, although the GLUP calls for C-2 or Service Commercial along Lee Highway. The C-O district below is not in accord with the GLUP, but since it is already zoned, re-development would be by-right if the bulk requirements and parking could be met. Under the C-2 zoning, there is room on nearly all the parcels to expand both vertically and horizontally by right if they meet the zoning requirements. For example, the south side of the Lee Heights Shopping Center serves as parking and services (trash). Without a rezoning or amendment to the GLUP, but with site plan approval, the one story center could re-develop from one to three stories with housing on top of the retail, additional retail in the rear, and underground parking. With approval of a Special Exception, the site could be re-developed up to six stories tall.

The 1999 NCP recommended that neighborhood businesses be encouraged, to exclude fast food restaurants and drive through windows and used car lots. The NCP survey indicated that a majority of the respondents liked the ‘walkability’ and urban village quality of Waverly Hills—requesting more cafes, shops, grocery/market, professional services such as doctors/dentists’ offices, and leisure facilities—and future redevelopment should take this into account.

4.3.1 C-O DISTRICT

The **Commercial Office District** is intended with site plan approval to allow more intense hotels, multi-family dwellings, and other commercial development. The minimum lot area is 30,000 square feet. The density increases dramatically with site plan approval from 35 feet to a maximum height for

office/commercial of 153 feet and for multi-family or hotel 180 feet. (At 15 feet per story, that equates to a 10-12 story building.) Another requirement is that the development must be 100 feet from any Residential Zoning District. The landscaped open space requirement is 20% of the site. Survey respondents indicated that they would like to see medium density—not high rise—development.

4.3.2 C-2 DISTRICT

The **Service Commercial District** is intended to allow linear commercial along principal arterial streets. By right, it allows a long list of retail uses, such as bakeries, banks, dry cleaners, delis, drug stores, fish markets, restaurants, vehicle sales, etc. It also allows other uses by special use permit including bowling alleys, car washes, drive-through windows, skating rinks, miniature golf, funeral homes, outdoor swimming pools, and nightclubs. The minimum lot area is 20,000 square feet and the maximum height is 45 feet—usually a three story building. (Density – Gross Floor Area to total area not to exceed 1.5 to 1.) the parking requirement is 1 space per 250 sf first story retail, and for restaurants 1 space per six seats. The rear yard requirement is 25', and the front yard is 40' to centerline. The side yard is—where adjacent to residential districts—8' for the first 10' of building height plus 2' for each 10 additional feet of building height. If Lee Highway were to become a 'Special Revitalization District,' additional FAR could be allowed with site plan approval. (*Section 31 of the Zoning Ordinance which also includes cluster and coverage requirements*) Survey respondents indicated that they like many of the uses within this zoning district.

4.4 HOUSING

Waverly Hills offers a wide range of housing types that are affordable across a spectrum of income levels. Many styles of housing are represented in the neighborhood's 1700 households, including primarily single family homes (mainly detached homes and 75 townhouses) but also medium and low-rise apartments and condominiums, garden-style apartments, and duplexes. The existing housing types meet the needs of a variety of income levels, ranging from single-family detached homes valued at 1.5 million dollars through committed affordable apartments for families with children. This range of housing types and affordability makes Waverly Hills a sustainable community.

4.4.1 EXISTING STOCK OF MULTI-FAMILY HOUSING

943 multi-family units comprise about 55% of Waverly Hills' total households (1700). Of those, 538 are rental units. Most of the apartment and condominium



Figure 4-1 - Horizon East & West



Figure 4-2 - Carlyn Place

buildings were built in the 1950's with brick facades. The Horizon East and West apartment buildings and the Carlyn Place condominiums are good examples. Most of the apartment and condominium buildings in Waverly Hills are located along Lee Highway and Old Dominion Drive.

There are a number of smaller low-rise apartments and condominiums in Waverly Hills as well.

Waverly Hills also has five townhouse complexes dispersed throughout the neighborhood. Tazewell Place, located on Lee Highway, is the largest complex with 40 units. Glebe Close, located on Glebe Road, is the next largest with 18 units.



Figure 4-4 - Tazewell Place (townhomes)



Figure 4-5 - Oak Crest (low-rise apartments)



Figure 4-3 - Glebe Close (townhomes)

A large percentage of the apartments in Waverly Hills are market rate affordable (MARKs) at 80% of Average Median Income (AMI). “Affordable” housing costs—for mortgage or rent, plus utilities—are not more than 30% of gross household income. The AMI in Arlington for a family of four is roughly \$100,000 per year, which means the majority of the rental apartments in Waverly Hills are affordable to families making \$80,000 per year. 40 units are committed affordable units (CAFs) owned by the Arlington Partnership for Affordable Housing (APAH). These apartments are committed to families making up to 60% AMI or roughly \$60,000 per family per year. Waverly Hills currently has a healthy mix of units that house many different age groups and career paths including; young people just launching careers, teachers, first responders, health-care workers, and service workers.

However, there is one type of unit that is lacking in Waverly Hills—universally designed/special needs accessible, affordable units that are available to seniors needing to downsize. A strong majority of Waverly Hill residents are retired or plan to retire in our community—69% of those responding to the survey. In the 2010 Census, seniors (65 plus) made up only 7% of Waverly Hills, but that number in 2010 had grown to 9.4%. Since the biggest increase in Waverly Hills population was in the 45-54 year old category, and this was 31% of Waverly Hills population, it is projected that by 2020 there will be a significant number of seniors hoping to stay/live in Waverly Hills. Finding ways to keep those long-time residents in their single-family homes as long as possible, as well as having housing available in the neighborhood for those retirees needing to downsize is important.

While Waverly Hills currently has a wide range of housing that is affordable across a spectrum of income levels, Arlington County faces a housing crisis. New jobs continue to outpace new housing construction. Limited supply leaves people competing for housing—in turn driving up prices. In order to maintain its housing for a diverse and sustainable community, Waverly Hills needs to preserve its market rate affordable housing (MARKs) and expand its committed affordable housing (CAFs).

4.4.2 SINGLE-FAMILY HOUSING

Single-family detached homes make up about one third of Waverly Hills’ households. Proximity to Washington DC, a high level of walkability, and great schools are attracting more and more families to the Waverly Hills neighborhood. As incomes rise and families grow, so does infill development—the use of

land within a built-up area for further construction. Many families are choosing to put additions on their homes rather than moving away from the neighborhood, while others are choosing to knock down older homes and replace them with larger homes. Some are sensitively done while others are too large for their context, resulting in loss of open space, particularly between houses, visual intrusion, loss of trees, and more space devoted to parking and driveways. For example, on 16th Street, there have been six re-developed houses in the past few years. Repositioning and renovations are also prevalent. For example, on 17th Street 16 of 26 homes or 62% have additions or complete renovations, and the same percentage is probably true on 19th Street as well as other streets in the neighborhood. The survey revealed a concern among many residents for this type of infill development. Neighbors were concerned with “McMansions” replacing older homes.

When the size, scale and style of a newly constructed single-family home are carefully considered in the design process, the outcome can have a net positive effect for the neighborhood. The Waverly Hills Civic Association should educate residents on the historical nature of Waverly Hills and encourage homeowners who are designing homes to reference the HLARB design principles. Historically, there are five main styles of single-family detached homes in Waverly Hills: Tudor, Craftsman/ Bungalow, Colonial Revival and Cape Cod.



Figure 4-9 - Tudor



Figure 4-8 - Craftsman/Bungalow



Figure 4-7 - Colonial Revival



Figure 4-6 - Cape Cod

4.5 SURVEY FINDINGS

According to the NC Survey, residents expressed the following concerns about land use and zoning:

- 70% – would not like chickens to be raised in the backyards of the neighborhood, although encouraged other forms of urban agriculture such as community gardens,
- 69% – worried about scale and height of new infill housing, a continuing concern from 1999,
- 66% – hope for more of an urban village, i.e., undeveloped land along Glebe and Lee Highway to be developed as mixed use with housing and retail,

- 62% – worry about subdivision of lots,
- 49% – would like to see zoning that allows food and beverage in new mixed use developments,
- 46% – concerned about townhouse issues,
- 42% – concerned about apartment issues,
- 33% – would like to see a grocery store developed on vacant land.

4.6 RECOMMENDATIONS

- 4-1 The WHCA will encourage land use changes and zoning applications that clearly benefit the neighborhood and support growth of Waverly Hills as an urban village with greater walkability and opportunities for mixed uses, including aging in place strategies and housing. This might include additional shops and cafes in existing shopping centers and in new developments, professional offices for dentists and doctors, and medium density development along Glebe Road and Old Lee Highway, to include food markets. Fast food and used car lots, which do not contribute to the character of an urban village, should be avoided. (The 1999 NCP also discouraged both types of businesses.)
- 4-2 As was true in 1999, Waverly Hills residents continue to be very concerned about over-scaled, infill development. Therefore, it is strongly recommended that the Planning Commission and the County Board implement changes to the Zoning Ordinance with regard to side yards, height (35') and the way height is calculated, and other regulations, in order to mitigate the impact of new infill houses that negatively impact their neighbors by towering over them and creating a scale that is not in keeping with the character of Waverly Hills.
- 4-3 Encourage developers and homeowners to be mindful of size, scale, tree preservation and historical style of the site when building infill development—including renovations, additions and complete knock-downs.
- 4-4 Solar collectors as environmentally sustainable development devices should be analyzed by the County, discussed with the WHCA, and perhaps permitted by right.
- 4-5 Promote policies that will help Waverly Hills maintain its existing market rate affordable housing and create committed affordable housing—especially affordable senior housing.
- 4-6 Support urban agriculture but against amending the Zoning Ordinance to allow residential back yard chickens by right.

Also:

- 1-1 *The variance process should change to require BZA staff to coordinate with HP staff. (p. 8)*
- 2-1 *Arlington County should continue to support the re-visioning of the Lee Highway Corridor, led by the WHCA in cooperation with many other CAs, to result in creative, market sensitive, pedestrian friendly businesses. (p. 10)*
- 2-2 *Waverly Hills residents would support changes to the GLUP that resulted in more shops and cafes in existing strip shopping centers and a medium density of development along Lee Highway and Glebe Road. (p. 10)*
- 2-3 *New medium density development should include creative, pedestrian friendly streetscapes with wider landscaped sidewalks, attractive street furniture, and undergrounded utilities, as well as inclusion of alternative transit such as ART or Metro bus stops and Bike Share programs. (p. 10)*
- 3-2 *Re-analyze accessory unit zoning to understand the pros and cons of granny flats. (p. 15)*
- 3-7 *Work with affordable housing developers to explore 'micro-units' and other creative concepts for senior housing and inter-generational communication through housing. (p. 16)*
- 8-6 *When commercial or multifamily residential properties along the major arterial streets in Waverly Hills are redeveloped under a site plan, one of the goals will be to have the developer underground utilities in conjunction with the redevelopment as a site plan condition. (p. 55)*

5.0 TRANSPORTATION, TRAFFIC AND PEDESTRIAN CONCERNS

Waverly Hills appeals to residents partly because of its convenient location. Residents have easy access to D.C., other parts of Arlington, Alexandria, and various Northern Virginia attractions via I-66, Route 29/Lee Highway, Route 50, and Glebe Road. The Ballston Metro station is within walking distance. Bus routes run along Lee Highway, Glebe Road, and Utah Street, and provide another useful public transportation option. The neighborhood also has good access to bike trails, including the Martha Custis Trail that meanders along I-66.

The survey identified streets where there are speeding problems and a number of intersections that pose hazards to drivers and pedestrians, as well as streets that lack sidewalks, curbs and gutters, and lighting.

5.1 TRAFFIC AND INTERSECTION CONCERNS

The Walking Survey indicated the following information. Five traffic-calming circles have been built: four of these are on Utah Street, at 16th, 17th, 18th, and 19th Streets; the other is at Woodstock and 20th Road. Four speed cushions have been added—two on Utah and two on Woodrow. A raised median is in place all along Woodstock. Additional traffic-calming measures include the following: Utah Street has been narrowed between 18th Street and Lee Highway; curb nubs have been installed at 15th Street and Wakefield, 19th Road and Utah, and 20th Place and Woodstock; roadway markings exist on 15th Street between Utah and Wakefield; and a four-way stop sign has been erected at 15th and Utah.

While 66% of NCP Survey respondents state that there are traffic issues in Waverly Hills, only 28% want new traffic-calming measures. There appears to be a consensus among residents that any new traffic-calming measures should not include more traffic circles, because while the existing traffic circles slow traffic, they also pose hazards to pedestrians and drivers. Some residents do not like the speed humps that have been installed in a few spots in the neighborhood. Balancing the varied concerns of residents will be a challenge, and it is critical that the Civic Association and the County carefully work together to ensure that future traffic-calming projects do not create new problems while solving old ones.

Map 5-1 - Traffic and Pedestrian Concerns on page 27 shows the speeding and intersection issues discussed in this subsection. Where a street or block that has traffic problems also has lighting or sidewalk problems, all the problems are discussed together. The sequence in which we present concerns is a rough reflection of the neighborhood's priorities. Final decisions on priorities, however, should be made by a vote of the Civic Association, after careful deliberation and discussion.

5.1.1 GLEBE ROAD SPEED AND SAFETY

Glebe Road is a state road controlled primarily by the Virginia Department of Transportation (VDOT). 55% of survey respondents—including all 11 respondents who live along the road—think that traffic on Glebe Road is too fast. Therefore, the NCP would like the County to work with the State to make improvements. Residents are particularly concerned about this issue because every Glebe Elementary School student and parent who lives in Waverly Hills must cross Glebe Road to get to the school. There is good cause for these concerns: from 2000 to 2010, 241 accidents occurred on Glebe Road between Lee Highway and I-66, and in some of these accidents, cars have gone onto the sidewalk and hit residents' homes.

Residents also complain that cars run red lights, including the one next to Glebe School (at 18th Street); that cars turn too fast off Glebe and thereby make it dangerous to cross side streets; that sidewalks on Glebe are too narrow and are not sufficiently separated from speeding traffic; that disability-access ramps on Glebe

are poorly angled and force wheelchairs and strollers onto Glebe; that the brick median on Glebe extends into crosswalks, obstructing the path of wheelchairs and strollers; that there are insufficient crosswalks for crossing Glebe; that pedestrian walk-signal buttons take too long to activate or trigger a walk signal that is too short; and that it is difficult for drivers to make turns, especially left turns, onto Glebe from streets that do not have traffic lights.

RECOMMENDATIONS

- Expand the school zone on Glebe by adding more “school zone” signs, especially further north of Glebe School.
- Reduce the speed limit (under County guidelines, it may be appropriate to reduce the general limit from 30 to 25 and the school-zone limit from 25 to 20).
- Increase enforcement of the speed limit (e.g., set up a permanent speed-trap).
- Add additional speed-limit signs.
- Install permanent (perhaps solar-powered) electronic speed-read-out signs (one was installed near Sunrise but was damaged and removed several years ago).
- Add mobile electronic speed-indicators.
- Add marked crosswalks, with pedestrian-crossing or children-crossing signs, for crossing Glebe and roads that intersect it.
- Change the timing of traffic lights to slow traffic by installing sensors to turn traffic lights red in response to speeding traffic.
- Replace old pedestrian walk-signal equipment and create sufficiently long walk signals.
- Redo access ramps so that they do not direct traffic into Glebe.
- Create gaps in, or shorten, the brick median so that it does not extend into crosswalks.
- Consider adding traffic lights, perhaps at Woodstock.
- Trim shrubbery at the corners of intersections with poor visibility.
- Add signs alerting drivers of blind intersections, particularly at 16th Street and at 17th Street.
- Consider widening sidewalks and creating larger grass strips to separate the sidewalks more from the roadway (although the right-of-way might be insufficient).
- Replace the brick median on Glebe with a grassy one.
- Evaluate converting Glebe to a three-lane road with the middle lane either a left-turn lane or a reversible lane whose direction changes depending on the time of day.

5.1.2 WOODSTOCK INTERSECTION WITH GLEBE

Woodstock is a major walking and driving route for families going to Glebe School for the northwestern part of our neighborhood. But making turns from Woodstock onto Glebe, especially left turns, is dangerous due to visibility issues and the sharpness of the intersection. Crossing Woodstock at that intersection is dangerous for similar reasons. Many accidents have been reported at the intersection, including one in which a car crashed into an elderly woman’s bedroom.

To alleviate pedestrian safety issues, and at the request of the WHCA, recently the County installed a Missing Link sidewalk on the southeast side of Woodstock between 19th Road and Glebe.

RECOMMENDATIONS

- Consider adding a traffic light to the Woodstock-Glebe intersection. (VDOT has been evaluating this, and the final decision rests on the number of vehicle trips per day.)

- If the light is added, consider restricting southbound Woodstock to local traffic during rush hours, to prevent the light from creating an increase in cut-through traffic.
- Consider restricting left turns from or onto Woodstock during high-traffic hours.
- Add a crossing guard at the intersection.
- If a traffic light is added, consider giving pedestrians at the intersection a walk signal in all directions at the same time, and prohibiting vehicles from turning right on red when that walk signal is on, during school arrival and departure hours.

5.1.3 UTAH AND WOODSTOCK TRAFFIC CIRCLES

The most common problem reported by residents is that because the circles are so large, vehicles travelling around the circles are forced into pedestrian standing and crossing areas, creating hazards for pedestrians. Moreover, drivers approaching Utah from intersecting streets report difficulty crossing Utah due to visibility obstructions associated with the circles. These problems are more severe at the Utah circles than at the Woodstock circle because the intersection on Woodstock is much larger than the intersections on Utah.

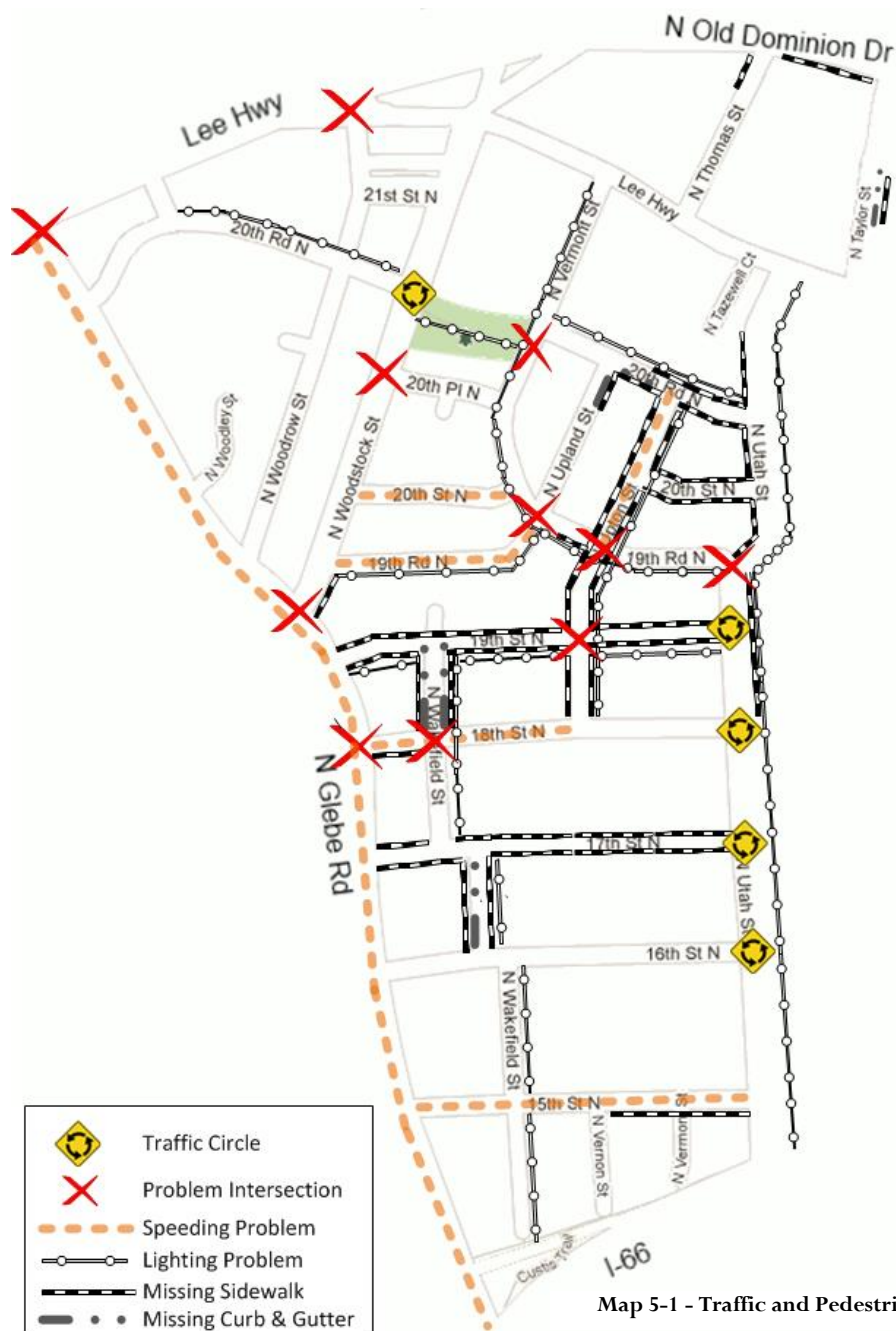
RECOMMENDATIONS

- Analyze a re-design of the traffic circles and consider shrinking the size.
- Evaluate adding four-way stop signs to the affected intersections without removing the traffic circles.
- Mark crosswalks that curve out, away from the intersections' corners.
- Consider installing raised crosswalks.
- Change access ramps that currently direct strollers and wheelchairs into Utah so that they do not point toward Utah and so that the starting points of the crosswalks are further away from the corners of the intersections.
- Consider adding curb nubs to at least some of the affected intersections,
- Trim shrubbery, which obstructs visibility, in the circles and at houses on corners of the affected intersections.
- Consider extending no-parking zones near the corners of the intersections.
- Coordinate with the Cherrydale Citizens Association in addressing this issue, as the east side of Utah is in Cherrydale.

5.1.4 18TH STREET BETWEEN GLEBE AND UPTON: SPEEDING, SIDEWALK, AND INTERSECTION ISSUES

All Waverly Hills children who do not walk to Glebe School along Glebe Road must walk on 18th Street and encounter the intersections of 18th and Glebe and 18th and Wakefield. 18th Street is also a major driving route for residents because the only traffic light on Glebe between 16th Street and Lee Highway is at 18th Street. Vehicles often speed down 18th Street. Such speeding is particularly dangerous because 18th Street has a steep downgrade from Wakefield to Upton, vehicles approaching the intersection of 18th and Wakefield from Glebe Road cannot see down this hill until they cross the intersection, and there is room for only one lane of traffic when cars are parked on both sides of the street.

While 18th Street has a sidewalk on its north side, there is no sidewalk on the south side. This compounds the issues faced by children walking to Glebe School from the south side of 18th, who generally approach 18th via Wakefield. They are forced to choose between walking in the street along the south side of 18th on the one hand, and on the other hand crossing the intersection of 18th and Wakefield (where there is poor visibility because the intersection is at the crest of a hill) and then again crossing 18th at Glebe Road. The latter intersection—which is directly across from Glebe Elementary—poses more dangers, as crossing



Map 5-1 - Traffic and Pedestrian Concerns

pedestrians often compete with turning traffic. Until recently, there was insufficient space for children and their care givers to gather and queue at the southeast corner of the intersection while waiting for the light to change, but during the summer of 2013 at the request of the WHCA, the County increased the standing space at that corner to accommodate more people and to prevent spilling out into the street.

18th Street qualifies for traffic-calming according to data reported in 2007 by the County (with an 85th-percentile speed of 30 miles per hour, and an average daily traffic volume of 396 vehicles, *see Arlington County, Neighborhood Infrastructure Plan: Waverly Hills Neighborhood Report* (May 2007)). The NCP WG conducted a mini survey of households on 18th between Upton and Wakefield to see what, if any, remedial measures would be supported. Nine of the twelve households returned the survey. Six of the nine

households supported some sort of remedial measure. However, the only remedial measure that was supported by a majority of the nine households is installation of raised crosswalks at the Wakefield/18th Street intersection. Five of the nine respondents opposed the installation of speed cushions on 18th between Glebe and Upton, and six of the nine opposed installing a four-way stop sign at the Wakefield/18th intersection.

RECOMMENDATIONS

- Add a sidewalk on the south side of 18th between Glebe and Wakefield.
- Evaluate the installation of raised crosswalks at the intersection of Wakefield and 18th Street, and implement this measure (or an alternative remedial measure) if acceptable to the County and affected residents.
- Mark pedestrian crosswalks at the intersection of 18th and Wakefield.
- Require vehicles on Glebe Road to stop farther back from the intersection with 18th.
- Analyze building a sidewalk on the north side of the driveway into the Glebe School parking lot (where there is currently a sidewalk only on the south side).
- Consider giving pedestrians at Glebe and 18th a walk signal in all four directions at the same time, while prohibiting vehicles from turning right on red when that walk signal is on, during school arrival and departure hours.

5.1.5 UPTON STREET: MISSING SIDEWALKS AND LIGHTING; SPEEDING AND INTERSECTION PROBLEMS

Upton Street between 18th Street and 20th Road is a major neighborhood walking route to Glebe School, Woodstock Park, and Lee Highway bus stops. It has no sidewalks and poor street lighting. In addition, the section of Upton between 20th Road and 19th Road is a steep hill, going down from 20th Road, and residents of that section have complained about cars speeding down the hill. Residents also have visibility concerns about the intersection of 19th Road and Upton, mainly that people approaching the intersection from 19th Road, which has a stop sign, have difficulty seeing traffic approaching the intersection from Upton, which does not have a stop sign. Residents have similar concerns about the intersection of 19th Street and Upton: it is difficult for Upton traffic, which has a stop sign, to see 19th Street traffic, which does not.

Constructing a sidewalk along all of Upton between 18th Street and 20th Road would separate pedestrians from vehicles; however, according to a mini-survey conducted by the NCP WG, the majority of owners who live or own property along that street are opposed to building a sidewalk. Adding street lights along Upton also faces opposition from owners.

RECOMMENDATIONS

- Add a four-way stop sign at Upton and 19th Road.
- Evaluate the intersection of Upton and 19th Street for a four-way stop sign.
- If the County concludes that one or both of these two intersections do not qualify for four-way stop signs, it should study and implement other remedial measures.
- Continue to monitor and be responsive to the views of Upton residents on the issues of a sidewalk and additional lighting on Upton.

5.1.6 19TH ROAD AND UTAH: INTERSECTION AND SIDEWALK SWITCH

Utah Street is an important driving and walking route through the neighborhood, including for residents walking to Glebe School, the private St. Agnes School, and Lee Highway buses. North of 18th Street, Utah only has a sidewalk on its west side up to 19th Road, then only on its east side up to the middle of the block

between 20th Road and Old Lee Highway, where sidewalks on both sides resume. Residents complain that it is dangerous to cross the street at 19th Road and Utah, where the sidewalk switches, and that some children walk to school part way in the street to avoid crossing Utah twice. Residents also complain that traffic turning off Utah onto 19th Road speeds making this turn and along 19th Road.

RECOMMENDATIONS

- Analyze building the missing portions of sidewalks on both sides of Utah between 18th and Old Lee, if this would not make those sections of Utah too narrow for traffic and there is sufficient support from affected residents.
- Improve safety at the 19th Road and Utah intersection by painting crosswalks there and adding signs warning cars to slow down and that pedestrians are crossing.
- Coordinate with the Cherrydale Citizens Association in addressing this issue, as the east side of Utah is in Cherrydale.

5.1.7 15TH STREET BETWEEN GLEBE AND UTAH: SPEEDING AND MISSING SIDEWALK

15th Street is a heavily traveled driving route through the neighborhood and residents have complained about speeding. According to data reported in 2007 by the County, 15th Street qualified for traffic calming, because it had an 85th-percentile speed of 30 miles per hour, and an average daily traffic volume of 2378 vehicles. (*Neighborhood Infrastructure Plan*.) Traffic calming measures were implemented under the 1999 NCP. Although the community survey indicated potential support for additional traffic calming on 15th Street, as well as a sidewalk on the south side of 15th between Vernon and Utah (the north side has a complete sidewalk already, and the south side has a sidewalk between Glebe and Vernon), when these issues were discussed at a community meeting, there did not appear to be support for either more traffic calming or for an additional sidewalk. The WHCA therefore plans to take no action on these issues, barring a request from 15th Street residents that has clear majority support from the affected residents.

5.1.8 INTERSECTION OF VERMONT AND WOODSTOCK PARK

Residents are concerned that crossing the street at Woodstock Park, especially on the Vermont side, is dangerous for pedestrians, including children who play at the park. Proposed solutions include installation of a crosswalk, crosswalk signs, “children playing” or “children crossing” signs, or curb nubs.

5.1.9 GLEBE ROAD AND LEE HIGHWAY INTERSECTION

Residents are concerned about congestion at this intersection, most particularly northbound Glebe Road traffic backing up. The County already has plans to address this, through a project that will add left-turn lanes to Glebe Road at this intersection, and will also include widening sidewalks, adding new bus shelters, adding new street lighting, adding new pedestrian and traffic signals, and undergrounding utilities around the intersection. The project is currently in the design phase and is funded for engineering and construction. Construction is expected to commence in 2014. The Civic Association hosted a presentation about the project at one of its meetings and will continue to work with the County to provide appropriate input.

5.1.10 SPEEDING TRAFFIC ON 20TH STREET BETWEEN WOODSTOCK AND VERMONT

The survey indicates concerns about speeding on 20th Street between Woodstock and Vermont. Improvements to the intersection of 20th Street and Vermont under the planned neighborhood conservation project from the 1999 NCP (see “NC Project Z196” on page xviii) may alleviate these problems. If a speeding issue remains after completion of those improvements, the County should evaluate this block for traffic calming.

5.1.11 OTHER TRAFFIC ISSUES

The following additional issues were identified in our survey and walking tour:

- Eastbound traffic on Old Lee Highway gets backed up at the Five Points Intersection in Cherrydale (the intersection of Route 29, Old Lee Highway, Quincy Street, and Military Road) because the light there is too short. The County has been working on lengthening this light and is designing a major improvement project for this intersection.
- Westbound Lee Highway traffic gets backed up at the intersection of Old Lee Highway and Old Dominion near the Lee Heights shops. A double-left-turn lane for traffic turning from Old Lee onto Old Dominion could be added to address this.
- During rush hour, it is difficult to cross Washington Boulevard at Utah—an intersection that is outside Waverly Hills but is on the primary walking route from Waverly Hills to the Ballston Metro. Proposed solutions include adding a traffic light at the intersection or adding button-activated, flashing pedestrian-crosswalk lights.
- There are visibility problems at the intersection of 20th Place and Woodstock, which could possibly be addressed by better marking a curb bump-out there and increasing the no-parking area near the corner.
- Complaints were made in response to our survey about speeding on numerous Waverly Hills streets in addition to those listed above. But for all these streets, the survey indicates that residents there oppose traffic calming, and/or the streets do not qualify for traffic calming based on existing county data (or in one case—Woodrow—the street already has speed cushions). The Civic Association will continue to seek input from residents of these streets and will support projects desired by a consensus of the affected residents.
- Our survey and walking tour identified a good number of other traffic-related issues in the neighborhood. Each of these issues, however, was raised by only one person, and therefore they are not being included in our neighborhood conservation plan at this time. We reserve the right to amend our plan to include these or other issues in response to community feedback, or to ask the County to address them separately from the neighborhood conservation process.

5.2 SIDEWALKS

While many streets in Waverly Hills have sidewalks on one or both sides of the streets, some have no sidewalks at all. According to the County's 2007 Neighborhood Infrastructure Plan, which is an inventory of existing conditions (verified by the NCP Working Group's Walking Survey), there are three streets in Waverly Hills without a complete sidewalk on either side of the street. Most have curb and gutter. They are:

- Upton Street North (1700 linear feet or four blocks from 20th Road to 18th Street with about 30 households directly impacted).
- 17th Street North (from Utah Street to Glebe Road with less steep topography on the north side and 41 households directly impacted).
- 19th Street North from Utah to Glebe Road (with intermittent disconnected sidewalk segments and 40 households directly impacted).

There are five other streets with missing links or disconnected sidewalks. They are:

- 19th Road North (there is no sidewalk between Upton and the midpoint of the block between Upton and Vermont; the missing sidewalk has been requested and is under final petition under Application Z-196).

- 20th Road North (there is no sidewalk between Utah and the mid-point of the block between Upland and Upton).
- 20th Street North (no sidewalk on either side between Utah and Upton Street North).
- North Wakefield Street (missing two disconnected blocks from 19th to 18th Street and from 17th to 16th Street).
- Old Dominion Drive (south side between Thomas Street and Fire Station 3; Taylor to Fire Station 3 is under the Cherrydale Civic Association).

Map 5-1 - Traffic and Pedestrian Concerns, on page 27, also indicates where sidewalks are missing.

Under the 1999 NCP, the neighborhood supported the installation of sidewalks in any location where they were supported by the adjacent residents through submission of qualifying petitions. But the plan did not support specific locations, and no new sidewalk construction was recommended.

A majority of the respondents to this NCP's survey expressed concerns about missing sidewalks, and the County policy is to have a sidewalk on at least one side of each neighborhood street. When adding sidewalks, the County should also add street trees to enhance the tree canopy in the neighborhood.

In setting priorities, the neighborhood's vision as an urban village calls for a focus on walking routes to Glebe Elementary School, Washington & Lee High School, Woodstock Park, the Ballston Metro, and Lee Highway and Glebe shops and bus routes.

However, today's NCP projects cost about \$400,000 to \$500,000 for improvements to one or two blocks. Thus, prioritization is critical and a balance must be struck between projects that have the greatest need but are less likely to pass an NC petition and those that have a realistic chance of passing but are less critical.

In order to ascertain neighborhood support, in the Spring of 2012, the NCP WG requested input through the community survey. A majority of those surveyed generally supported sidewalks to increase the neighborhood's walkability and pedestrian safety. However, at specific locations support among abutting property owners was much lower.

Neighborhood feedback ascertain through mini-surveys of abutting property owners conducted in September 2013 indicated insufficient support for installing new sidewalks on Upton Street, Wakefield Street, 17th Street, 19th Street, and 20th Street. Per the County's NC application process of having abutting residents voice their concerns, the NCP WG conducted mini-surveys of residents on those streets, and the majority – above 60% - expressed their disapproval of installing sidewalks. (On 17th Street, of the 31 households that voted, 20 opposed sidewalks. On Wakefield, all adjacent homeowners on the two affected blocks voted, and 100% opposed sidewalks. On 19th Street, about 80% opposed sidewalks.) On 20th Street, the mini survey was not completed but the response rate did not look positive. Therefore, the revised NCP is not – at this time – recommending sidewalks for any of those five streets.

However, in accord with County policy, the NCP would like to see streets evolve over time into complete streets, and thus it recommends that the WHCA take a mini-survey of residents on those five streets every three to four years. If their priorities change or new residents move in and they want sidewalks, those segments should be analyzed for funding or to become part of the Missing Links program.

RECOMMENDATIONS

Install new sidewalks in the following locations:

- 18th Street North from Glebe to Wakefield as a primary safe route to school – There is an existing sidewalk on 18th Street on the north side. However, the south side between Wakefield Street and Glebe Road does not have a sidewalk, and it is on the most important pedestrian route to Glebe Elementary. Hundreds of children from Cherrydale and Waverly Hills are eligible to walk to Glebe School. The

number has doubled in the past decade. Thus, each morning hundreds along with their care givers feed into 18th Street and walk down the hill to Glebe Road, where they congregate to cross at the light under the supervision of a crossing guard.

- 20th Road North between mid-point of block between Upland and Upton and Utah – This is an important pedestrian route to Woodstock Park, and the mini-survey indicated that greater than 60% of the owners support a sidewalk (between the mid-point of the block between Upland and Upton and Utah and wrapping up the west side of Utah).
- 20th Road North between Glebe and Albemarle – This section of 20th Road also has no sidewalk. This block now functions essentially as a driveway into and by the shops at Glebe and Lee Hwy. The Civic Association expects that a sidewalk will be added as part of the new Parkland Gardens development. If it is not, this spot should be reassessed for a potential Missing Links project.
- Old Dominion Drive on the south side, east of North Thomas Street – Although there is a sidewalk on the north side of Old Dominion, the south side provides the important pedestrian crossing point for Waverly Hills students – who are not eligible to ride school buses - to H-B Woodlawn. In response to this unsafe condition, the County is currently funding the design - but not construction - of a missing link sidewalk, street lights, improved drainage, and tree replacement on the south side of Old Dominion from the new fire house to N. Thomas Street. The NCP encourages the County to also support construction, and to consider adding a crossing guard. (If there is owner support, short stretches of missing sidewalk on the west side of Thomas just south of Old Dominion (the east side already has a complete sidewalk), as well as the east side of Taylor Street between Old Lee Highway and Old Dominion, where the sidewalk jumps from the east side to the west side near the northern end of the block, could be completed either as part of this project or as Missing Links projects.)

It is important to note that the NCP envisions sidewalk construction to be limited to the public right of way and does not recommend any sidewalks be constructed on private land without consent of the individual owner. The NCP does not recommend that any streets be widened to accommodate sidewalks.

5.3 CURBS AND GUTTERS

Curbs and gutters are missing in the following spots (as shown on Map 5-1 - Traffic and Pedestrian Concerns):

- On North Wakefield Street, on its west side between 16th and 17th Streets except at the northern tip of that block, and on both sides between 18th and 19th Streets except at the northern tip of that block. The greatest concerns expressed in the community survey were about the ones missing on Wakefield. However, the mini survey indicated less support for curbs and gutters there, although there was some support on the block between 19th Street and 18th Street, as there is significant erosion along the asphalt.
- On the southern side of the western half of the block of 20th Road between Upland and Utah.
- On the east side of the northern end of Upland Street between 19th Road and 20th Road.
- On Taylor Street between Old Lee Highway and Old Dominion where there is no sidewalk.

RECOMMENDATIONS

Under County policy, when sidewalks are approved by neighbors and built, curbs and gutters are also installed if they are missing; thus, if supported by the affected residents, any missing curbs and gutters should be added if corresponding missing sidewalks are added.

5.4 ALLEYS

Waverly Hills was developed with a system of alleys. Three alleys remain that run parallel between Utah Street and Glebe Road. One is between 18th and 17th Street, one is between 17th Street and 16th, and one is between 16th Street and 15th Street. The one between 16th and 17th has become a grassy area either used by homeowners or pedestrians and is rarely used by vehicles. There is a third partial alley segment between 19th Street and 19th Road.

5.5 LIGHTING

According to the community survey, many Waverly Hills residents are generally happy with the lighting in the neighborhood. The NCP supports energy conservation, including the County's policy to retrofit existing High Intensity Discharge or HID lighting – in both Carlyle and Colonial fixtures – with more energy efficient Light Emitting Diode or LED bulbs. However, many neighbors have expressed concern over the level of lighting and unnecessary brightness (glare) of the LED bulbs. The mini surveys indicated that residents are unhappy with the current street lights reflecting into their homes at night and with the glare from the LED bulbs.

It is interesting to note that academics at Carnegie Mellon University (*Source: The Atlantic Cities.com, November, 2011, Don Carter, Director of the Remaking Cities Institute*) have recommended against both globe and acorn fixtures – similar to the Carlyles in Arlington – and down-fired LED bulbs, because the glare is too overwhelming. Instead, they recommend tear-drop shaped fixtures or up-fired LEDs that bounce light off horizontal white discs to create diffused light on the sidewalks. Perhaps the County should analyze both the bulbs and the type of fixture they are using.

The inventory of missing lighting as identified in the Walking Tour and the NC Survey is as follows -

- North Utah Street is the principal walking route for residents from the Ballston Metro, as well as for many residents who use Lee Highway buses. Complaints were expressed about the entirety of the street within Waverly Hills, though it appears that the blocks just north of I-66 are particularly dark. (The Civic Association should coordinate with the Cherrydale Citizens Association, as the east side of Utah is in Cherrydale.)
- North Upton Street between 18th Street and 20th Road is a major walking route to Glebe School, Woodstock Park, and Lee Highway buses and shops. While residents expressed concerns about that entire stretch of Upton, the block between 18th and 19th Streets appears to be the darkest.
- 19th Road North is often used by walkers to Glebe School and Woodstock Park. Residents' concerns appeared to cover the entirety of the street in Waverly Hills, but the greatest concerns were about the portion between Woodstock and Upton, where lighting is recommended for upgrading as part of the planned 19th Road neighborhood conservation project.
- North Wakefield Street, a principal walking route to Glebe School from the southern side of the neighborhood.
- 20th Road North, a street fairly close to Lee Highway where residents can easily walk to Lee Highway shops and restaurants in the evening.
- North Vermont Street between 19th Road and Old Lee Highway.
- 19th Street North, which has very little lighting.
- Woodstock Park, which has no low level lighting to guide pedestrians who cross the park at night.

RECOMMENDATIONS

- Install additional lighting on North Utah Street – especially on the blocks north of I-66, a primary walking route to the Ballston Metro. Currently, there are only a few Cobra lights spaced quite far apart. The new County standard for light poles is spacing them 85-90 feet apart. Through mini-surveys, residents on Upton Street, Wakefield, and on 19th Street indicated that they are strongly opposed to additional lighting. Residents on 20th Road and on Vermont Street should be surveyed before new lighting is proposed.
- The County should reevaluate its current installation practices – in particular the delay that occurs between the timing of installation and the programming of dimming capabilities needs to be much shorter and the dimming functions need to be verified after programmed.
- The County should continue to evaluate advances in technology and new fixtures and installation options such as bulbs with a warmer, less bluish color, complete installation of ‘eyebrows’ and different fixture types.

5.6 PARKING

Most Waverly Hills residents are happy with the parking situation in Waverly Hills, but there appear to be some spots where that is not the case. Overall, 79% of respondents to our survey say that it is not difficult to park on their street. 56% of those who live in multi-family housing say that they have adequate parking spaces for their guests. 60% of those who live adjacent to multi-family housing report that there is no overflow parking problem.

Currently, the only Residential Permit Parking (RPP) zone in Waverly Hills exists south of and along portions of 15th Street, and along Utah between 15th and 16th Streets. 86% of all survey respondents do not want to join the RPP Program, and the survey did not show localized support for any new RPP zone anywhere in the neighborhood. Some survey respondents did complain about parking issues in various spots in Waverly Hills, most commonly near the intersection of Utah and Old Lee Highway, the section of 20th Road near Upland, the section of Old Lee Highway near Vermont, and the section of Woodstock between 20th Street and Old Lee Highway. The Civic Association will monitor parking conditions in spots that drew complaints, as well as input from residents, to determine whether establishment of a new RPP zone is warranted anywhere in Waverly Hills in the future.

RECOMMENDATIONS

No additional RPP zones are recommended at this time, but the WHCA should continue to monitor the situation with residents.

5.7 PUBLIC TRANSPORTATION

Most Waverly Hills residents appear generally happy with the public transportation available in the neighborhood. The Ballston Metro stop is within walking distance for most residents. Major bus routes run along Glebe Road, Lee Highway, and Utah Street. 92% of survey respondents stated that bus transportation is adequate. The survey did not identify any localized majority view to the contrary anywhere in the neighborhood.

The Civic Association supports continuing the ART 62 bus service along Utah between Old Lee Highway and 15th Street. A flagging system instead of fixed stops is currently used for that route. 55% of survey respondents oppose changing this system to a fixed-stop system. A few respondents suggested a compromise solution: erection of signs along Utah Street identifying the route as a flag-stop route and explaining how to flag down the buses.

In terms of improving bus service, a number of respondents called for greater or more frequent Metrobus or ART service at times other than weekday rush hours. A number of other respondents desired greater service during rush hour. The spots where greater service appeared to be most desired is transportation to the Ballston Metro, and transportation along Lee Highway to downtown D.C.

RECOMMENDATIONS

The NCP recommends that the suggestion of formalizing the ART bus stops on Utah be further explored with the County and affected residents. Furthermore, to enhance sustainability, the Civic Association supports adding Zip-car spaces and electric recharging stations in the commercial areas of Waverly Hills.

(Note: ART bus stops/signs are handled through the ART Customer Service staff/Steve Yaffe, Transit Service Manager, who has presented to the WHCA, 703-228-RIDE.)

5.8 BICYCLING

56% of our survey respondents bicycle. Map 5-2 illustrates current and proposed bicycle routes in Waverly Hills. On-street bike routes are shown in blue, off-street bike trails are shown in red, proposed on-street bicycle routes are shown in solid yellow, and proposed locations for sharrows (markings in travel lanes indicating that bicyclists have the right to use the full lane) as yellow dots.

The County is currently planning for new bicycle routes in Waverly Hills on both Woodrow Street and Woodstock Street, linking Glebe Road and Lee Highway.

52% of respondents to our survey desire more bicycle racks, and 39% desire bicycle rental stations (e.g., Capital Bikeshare). The most common spot proposed by survey respondents for such racks or stations is the Lee Heights shops, and the second-most common is Woodstock Park. Both are logical high traffic locations. Mini bicycle rental stations could also be added at the Lee Heights shops, or alternatively at the Custis bike trail at Glebe Road or Utah Street at Lee Highway.

RECOMMENDATIONS

Bicycling is encouraged by the NCP, and if only one new route can be completed, the recommended change is shown in gray on Map 5-2. The reasons for this recommendation are:

- Woodrow Street is less hilly than Woodstock Street.
- There is a steep grade on Woodstock from 19th Road to Glebe Road that will make it difficult for cyclists to safely cross Glebe Road to travel south.
- A bicycle route along Woodrow could be extended on the other side of Glebe Road along 20th Street and connect to existing bicycle routes either by turning onto Buchanan Street and past Glebe School or by continuing on to Culpepper Street.



Map 5-2 – Bike Routes

5.9 STREET AND TRAFFIC SIGNAGE

The community survey indicated that 93% of residents believe that street signage is adequate, and 88% responded that traffic signage is adequate. But the Walking Tour and survey also indicated missing or flawed signage that needs to be addressed:

- A lack of signs on Glebe Road to alert motorists of the school zone – recommended adding under the Glebe Road improvements.
- Eliminate redundant signs on Glebe that create visual clutter.
- Add signs on Vermont to protect children around Woodstock Park (i.e., “Slow Down—Children Playing”).
- Replace a missing street sign at Upland and 20th Road.
- Replace a missing street sign at Woodrow and 20th Place.
- Move the stop sign at 16th Street and Glebe back, as it is too far into the intersection.
- Replace rusty street signs on 20th Street and Upton, 20th Street and Upland, and 20th Place and Vermont.
- Move the street sign on Taylor, which is not visible from Lee Highway, to the northwest corner.
- Move the street sign at N. Thomas and Lee Highway to the other side of the street for improved visibility.
- Add signs on Lee Highway indicating the bicycle route.
- Replace a bent sign at Lee Highway and Woodstock, and replace faded and missing signs on poles at 4600–4700 Lee Highway.
- Replace the stop sign on 20th Road, as it is being held together with wires.
- Move the street sign at Woodrow and Glebe, as it is hidden by tree branches (or cut the branches back).
- Straighten bent signs on 15th Street.
- Eliminate unnecessary “No Parking” signs, as a number exist and some are private and illegal.
- Evaluate relocating the current Waverly Hills neighborhood sign on the Woodstock traffic circle to a place that better represents the boundaries of Waverly Hills, perhaps at the actual boundary along Old Dominion/Lee Highway/Lorcom Lane near the Lee Heights Shopping Center.

5.10 MAINTENANCE IMPROVEMENTS

The curbs at the corner of 17th and Wakefield and 16th and Wakefield are crumbling, as they were not included in the County’s curb repair program in 2012, and there might be some support for repair of those curbs. There might also be support on 19th Street for re-paving the street, which according to residents has not occurred for more than a decade. The water main replacement project damaged the painted intersections and lane markings on 15th Street, and residents might support improvements. However, the NCP assumes that those are maintenance issues, not improvements under the Neighborhood Conservation Program.

5.11 SURVEY FINDINGS

Survey findings are integrated in the discussion text found in the various subsections of §5.0 - “Transportation, Traffic and Pedestrian Concerns” above. Due to the detail and volume of findings presented above, survey findings are not repeated here as is done in other major sections of this report.

5.12 RECOMMENDATIONS

TRAFFIC AND INTERSECTION CONCERNS

- 5-1 Take appropriate measures to decrease speed and increase pedestrian and traffic safety on Glebe Road.
- 5-2 Add a traffic light or take other appropriate action to address hazards at the intersection of Glebe Road and Woodstock.
- 5-3 Address the hazards posed by traffic circles in the neighborhood, especially those on Utah, to pedestrians, as well as to drivers trying to cross or turn onto Utah.
- 5-4 Install raised crosswalks at the Wakefield/18th Street intersection if acceptable to the County and affected residents, or implement alternative measures that may be acceptable to the County and affected residents to address speeding on 18th between Glebe and Upton and hazards at the intersection of 18th and Wakefield. Study and implement appropriate measures to address pedestrian hazards at the intersection of 18th and Glebe.
- 5-5 Install four-way stop signs or take other appropriate measures to address hazards at the intersections of Upton with 19th Road and 19th Street, as well as downhill speeding on Upton between 20th Road and 19th Road.
- 5-6 Analyze adding a painted crosswalk and other remedial measures at the intersection of 19th Road and Utah.
- 5-7 Take appropriate measures to increase pedestrian safety at the intersections of Vermont and Woodstock with Woodstock Park.
- 5-8 Work with the County to provide appropriate input about its planned project to add left-turn lanes to Glebe Road at its intersection with Lee Highway.
- 5-9 Proceed with a planned neighborhood conservation project under the 1999 NCP intended to make improvements on 19th Road between Woodstock and Upton, which among other things will address hazards at the intersection of Vermont, 20th Street, 19th Road, and Upland, and should slow traffic on 19th Road to some extent through the installation of new street trees in mid-block curb nubs.
- 5-10 After completion of this project, assess whether 20th Street between Woodstock and Vermont qualifies for traffic calming, if a speeding issue remains there.
- 5-11 Monitor the traffic impact of the Parkland Gardens development being built at Glebe and 20th Road and take appropriate measures in response.
- 5-12 Lengthen the light for eastbound traffic on Old Lee Highway at the Five Points Intersection.
- 5-13 At the intersection of Washington Blvd. and Utah, add a traffic light or add button-activated, flashing pedestrian-crosswalk lights.
- 5-14 Consider adding a double-left-turn lane for traffic turning from westbound Old Lee Highway onto Old Dominion.
- 5-15 To address visibility problems at the intersection of 20th Place and Woodstock, consider better marking a curb bump-out there or increasing the no-parking area near the corner.
- 5-16 Refrain from installing new traffic circles in addressing the foregoing issues.

SIDEWALKS

- 5-17 At this time, recommendations are not made for sidewalks on **Upton Street, Wakefield Street, 17th Street, 19th Street, and 20th Street**. Continue to monitor owners to ensure that eventually over time each street in the neighborhood has a complete sidewalk on one side, where streets are wide enough to safely accommodate new sidewalks.

- 5-18 In setting priorities for sidewalk completion, focus on creating safe walking routes to Glebe Elementary School and Washington & Lee High School, as well as Woodstock Park, the Ballston Metro, and Lee Highway shops and bus routes.
- 5-19 Install sidewalks, curbs and gutters – if there is sufficient support from residents – on the following three streets:
- 18th Street North, on its south side, from Glebe to Wakefield, as a primary safe route to school.
 - 20th Road North between the mid-point of the block between Upland and Upton and Utah.
 - Old Dominion on the south side, east of N. Thomas Street.

CURBS AND GUTTERS

- 5-20 Add curbs and gutters on blocks that lack them at the same time that those blocks receive new sidewalks, if such sidewalks and curbs and gutters are supported by the requisite majority of affected residents.

LIGHTING

- 5-21 In setting priorities for new lighting, focus on walking routes to or from the Ballston Metro and shops, Lee Highway's bus stops and shops, Woodstock Park, Glebe Elementary School, and Washington & Lee High School.
- 5-22 Install new lighting on 19th Road (under the current NCP application).
- 5-23 Add lighting on Utah Street, especially on the blocks just north of I-66.
- 5-24 Analyze new lighting in Woodstock Park (under the proposed Master Plan).
- 5-25 Carefully replace Colonial lights with Carlyle lights and HID (high-intensity discharge) lamps with LED (light-emitting diode) lamps throughout Waverly Hills.
- 5-26 Reduce the brightness and glare of LEDs on neighborhood streets.

PARKING

- 5-27 Monitor parking conditions and input from residents to determine whether any new Residential Permit Parking zone is warranted anywhere in the future. (Our NCP survey did not show current support for establishing any new RPP zones.)

PUBLIC TRANSPORTATION

- 5-28 Support continued ART 62 bus service on Utah Street, and explore a suggestion to erect signs along Utah identifying the flag-stop ART 62 route there.
- 5-29 Continue to monitor residents' views on whether any specific enhancements should be made to bus service.
- 5-30 Support adding Zip-car spaces and electric recharging stations in the commercial areas of Waverly Hills.

BICYCLING

- 5-31 Support the County's plans to expand bike lanes in the neighborhood, analyzing new bike lanes on Woodrow and Woodstock, between Lee Highway and Glebe Road, with Woodrow taking priority.
- 5-32 Propose to the owners or future developers to add bike racks at the Lee Heights shops and Woodstock Park, and bike rental mini-stations also at the Lee Heights shops or the Custis bike trail at Glebe Road.

STREET, TRAFFIC & OTHER SIGNAGE

- 5-33 Add signs on Glebe Road to alert motorists of the school zone.
- 5-34 Add signs on Vermont to protect children around Woodstock Park (i.e., "Slow Down—Children Playing").

- 5-35 Evaluate relocation of the current Waverly Hills neighborhood sign on the Woodstock traffic circle to a place that better represents the boundaries of Waverly Hills, perhaps at the actual boundary along Old Dominion/Lee Highway/Lorcom Lane near the Lee Heights Shopping Center.
- 5-36 Replace or modify other signs as detailed in §5.9 - “Street and Traffic Signage” on page 36.

NCAC POLICY

- 5-37 Analyze a change to NCAC policy so that preliminary cost estimates - at least a range – could be provided and discussed at the neighborhood meeting before the neighborhood’s final vote on a project.
- 5-38 Analyze the NCAC process that gives a vote only to residents with linear frontage, and consider broadening the vote, for example to residents of ‘land locked streets,’ such as those on cul-de-sacs who are dependent on decisions made on primary feeder streets.

Also:

- 3-4 *Develop a shared ride network for seniors—consider using off-peak period vehicles such as school buses. (p. 16)*
- 3-5 *As necessary on Glebe and Lee Highway or elsewhere, provide additional bus shelters with shade and comfortable benches and easy to read bus stop signs. (p. 16)*
- 3-6 *Expand crossing times at some walk signals. (p. 16)*

6.0 PARKS, OPEN SPACE, RECREATION, AND URBAN AGRICULTURE

Beautification – Physical, visual improvements on public property to include signage, garden installations, landscaping, street lights, replacing broken pavement and crosswalks (often with cobblestone or higher end pavers), murals, water body restoration, informational kiosks, graffiti abatement, development of a community gathering space,

Waverly Hills open space areas consist of Woodstock Park and the Custis (bicycle/pedestrian) Trail paralleling I-66. The County also owns right-of-way at the intersection of 19th Street North and Wakefield Street North that could be made into public open space.

6.1 ASSESSMENT OF CURRENT CONDITIONS IN WOODSTOCK PARK

Woodstock Park is 1.25 acres, and is bordered by Vermont and Woodstock Streets, between 20th Road and Lee Highway. Since the 1999 NCP, the park has not changed much except for a new blue identification sign that was recently installed. Parking for three vehicles and one handicapped space is at the Woodstock Street entrance. The park's topography is characterized by a flat area containing the play equipment, a steep hill (popular for sledding when it snows), and a lower lawn.

The recreational component consists of a half basketball court, and a mulched area with play equipment including one baby swing, one tot lot, one bigger kid play equipment. In terms of site furniture, there are two picnic tables, four single benches, two double benches and three trash receptacles plus two recycling containers, a water fountain, and a notice board with a broken lock. There are two pole lights, but the basketball court is not lighted. With regard to fencing, there is old chain link on the residential edges of the park, but no fencing along the street perimeter. There are no toilets. The park, including the playground equipment and basketball court, is heavily used by residents of the adjacent single family homes, apartment and condo complexes.

The shade tree canopy is composed of London Plane Trees, Sawtooth Oak, Red Maple, and Red Oak. Smaller deciduous trees include Crape Myrtle, Cherry, and Sweet Bay Magnolia.

Older play equipment needs upgrading to ADA standards. Poor water drainage has created deterioration of the basketball court and soil erosion next to the play equipment. The park primarily serves younger families with children, and there are few activities for seniors. There is no contemplative area in the park.

6.2 ASSESSMENT OF THE CUSTIS TRAIL

The trail is in good condition and is well used by both bikers and hikers. The public pay phone near the gateway sign to Waverly Hills is broken and inoperable. Both it and the 'Phone Ahead' sign should be removed by the County. Some respondents to the community survey said that the trail should be better lighted, and that they feel unsafe walking there at night.

6.3 CONSERVATION EASEMENTS

The County's Public Spaces Master Plan recognizes that few opportunities remain to add any substantial "natural lands" to the Arlington County inventory through outright purchase. It recommends the development of a Land Acquisition Policy that would address the need for additional natural lands to protect sensitive resources through the acquisition of conservation easements and collaboration between agencies holding surplus properties. One of the plan's recommendations is to actively pursue opportunities to identify and preserve additional open space through conservation easements, voluntary dedications, partnerships and fee simple acquisition.

The main benefits to preserving green space are reduced stormwater runoff and increased tree canopy as well as the potential for additional recreational space. Conservation easements also provide the potential for property owners to receive a tax deduction.

6.4 PARK MASTER PLANNING

The WHCA formed a Parks Committee in the spring of 2012, and a number of site visits and meetings were held. The mission was to develop a park master plan that enhances Waverly Hills' sense of community and meets the needs of the residents. The Parks Committee looked at the priorities indicated by the NCP Survey, and will continue to master plan the park with those priorities in mind.

The 1999 NCP made a number of recommendations to the Department of Parks and Recreation (DPR) to improve Woodstock Park related to drainage, relocating and upgrading the swing sets, improving the landscaping, providing additional seating, and replacing the sand base with wood chips. Currently, the WHCA Parks Committee is involved with the DPR to follow-up on those recommendations.

The County staff presented two options for park improvements during the summer of 2012. The option the WHCA approved in the fall of 2012—a hybrid design—included moving and improving the basketball court and the play equipment, constructing the basketball court on the eastern edge of the site (near Vermont Street) and the play equipment centralized on the site with a slide down the embankment. Placement of the slide will not conflict with the softball home plate or the sledding area. This improved 'zoning' of the site allows for a larger family/adult area on the western edge of the site (along Woodstock Street), to be master planned in the future. The County's design includes improved ADA access (pathway will be enlarged from four feet to six feet wide), enhanced permeable flexi paving, improved seating, enhanced plantings, and storm water management. The WHCA also recommended that the play equipment be of a contemporary, not thematic, design, and that it be reviewed by the WHCA Parks Committee prior to purchase by the County – however, the County has indicated that they do not normally share construction documents with civic associations. Construction is anticipated by 2014, and the budget is \$727,000 including \$581,200 for the play equipment, \$120,000 for the basketball court, plus the design fees.

The planned improvements do not include fencing—which was controversial within the committee—or improved lighting and additional adult activities—which all committee members supported, so these goals will continue under the park master plan.

6.5 URBAN AGRICULTURE

Urban agriculture recommendations are:

- Develop an inventory of potential land within the neighborhood that can be used for community gardens – both public space (Woodstock Park or right-of-way such as on Wakefield and 19th Street) and private land. These spaces can be either permanent or temporary. Approach the owners for discussion, and include in the Woodstock Park master plan,
- Set up a 'Share My Backyard' site on the WHCA web site, linked to the WH social list serve, to allow others to know where they might find shared space for gardening (www.sharingbackyards.com). This could especially assist apartment owners who have no space. Agreement would be informal and similar to Craigslist. The site could also encourage plant giveaways within the neighborhood.
- Invite master gardeners or naturalists from the Virginia Extension Service or elsewhere to present at WHCA meetings; master gardeners could bring seeds for distribution.

- Invite master gardeners to set up a table at an annual neighborhood event, such as a community picnic in the spring, and they could give away seeds, sell native plants, and answer questions about gardening.
- Invite Arlingtonians for a Clean Environment and County staff to present to the WHCA on other issues such as storm water drainage, water conservation/rain barrels, and invasive plant control.
- Install low maintenance, low water native plantings in Woodstock Park and analyze installing them in medians and demonstration gardens.
- Encourage green roof top gardens (e.g., newly developed areas on Lee Highway).

6.6 SURVEY FINDINGS

86% of the respondents visited Woodstock Park, and half of them visited the park over 40 times during the year.

Recommendations were as follows:

- 84% – improve park programming including perhaps an annual community picnic, festival or a music event
- 53% – provide better play equipment
- 49% – provide more picnic tables
- 44% – improve gardens—community and/or public
- 42% – install spray park equipment (which the County will not support)
- 35% – provide more benches
- 35% – construct a covered pavilion, linked to special events
- 34% – provide restrooms, as none exist (County has indicated they can provide temporary facilities for special events.)
- 20% – provide a dog run
- 20% – build tennis courts
- 20% – build a community center.

The survey also indicated that residents want the Park to offer a mixture of attractions for all ages from children to young adults to seniors.

6.7 RECOMMENDATIONS

- 6-1 The WHCA and Arlington County Parks should meet annually to review park maintenance and discuss park improvements through County or private grants and Neighborhood Conservation Funds.
- 6-2 A Park Master Plan should be developed and implemented under grants (PEG or private) or NCP funds, or under existing WHCA funds in the County DPR's special account (approximately \$13,000).
- 6-3 The Master Plan should add pedestrian lighting along the main walkway, perhaps solar powered. Site lighting would enhance the park's safety and extend use of the park for special events. One or two of the fixtures should have weatherproof receptacles to facilitate power for special events.
- 6-4 The Master Plan should include an Adult/Family area to recognize the needs of all adults including seniors, with both passive recreational uses, such as a more formal garden area for reading, sketching/art classes, chess tables, botanic displays, lectures, etc. and more active area for adult recreation such as yoga or shuffleboard and festival/special event gathering space or area for

- performing artists. This might include a water feature, a space for temporary toilets, and a small pavilion. Bike racks should be considered.
- 6-5 Parts of Woodstock Park are too steep for activities and should be returned to a more natural state with native trees and grasses, in cooperation with Arlington County DPR.
 - 6-6 Park safety should be improved, possibly by adding fencing along Vermont Street (\$125-\$150 per linear foot) although this is controversial within the Parks Committee, and by adding fencing along the sides, to replace the rusting chain link fence. Fencing should be a thinner, less obtrusive material—similar to the black fencing at other parks.
 - 6-7 Park programming by WHCA should include more adult oriented special events and family festivals such as music, film, seasonal festivals—Fall/Halloween or Spring/Community Picnic, artisan exhibits, concerts, etc.
 - 6-8 Identify and pursue the implementation of conservation easements within Waverly Hills.
 - 6-9 Evaluate the opportunity to transform the overgrown public land at Wakefield and 19th Street into a pocket park, community garden, native plant demonstration site, or other useful resource, perhaps with the assistance of a community organization such as a local Boy or Girl Scout troop.
 - 6-10 The WHCA should pursue all of the urban agriculture recommendations listed above under §6.5 - “Urban Agriculture” on page 41.

Also:

- 3-3 *Analyze the needs of seniors and include them in public park designs. (p. 15)*
- 5-32 *Propose to the owners or future developers to add bike racks at the Lee Heights shops and Woodstock Park, and bike rental mini-stations also at the Lee Heights shops or the Custis bike trail at Glebe Road. (p. 38)*

7.0 URBAN FORESTRY

The preservation of the County's trees and tree canopy has been identified as a top priority by the Arlington County Board and citizens. The County's Urban Forestry Master Plan is part of the Open Space Master Plan, and is one of the eight elements that comprise the County's Comprehensive Plan. The primary goal is to improve the urban forestry canopy coverage. County staff, under the Department of Parks and Recreation, and an advisory group of private citizens appointed by the County Board to the The Arlington Urban Forestry Commission, advise on urban forestry issues. The urban forestry program is intended to link to neighborhoods through the NCAC process and Urban Forestry Report.

Waverly Hills proudly maintains some of the original tree canopy dating from the 1920s. A larger tree canopy is not only visually attractive but also provides shade and cooler temperatures (e.g., North Arlington enjoys cooler temperatures than South Arlington).

7.1 DESCRIPTION AND ASSESSMENT OF CURRENT CONDITIONS

The tree canopy remains surprisingly intact based on recent and past studies done by Arlington County and the Department of Forestry. Since 1999, Waverly Hills has lost a smaller percentage of the canopy than many other neighborhoods in Arlington County, and the tree canopy stands at 40%. However, this is slightly below the County's average of 43.5%. The tree inventory consists primarily of Oak, Maple, Hickory, Beech, Dogwood, Pine, Holly, Willow and Tulip Poplar. Unfortunately, some trees are under stress from development, poor planting, and a lack of maintenance.

As with all aging populations, the trees are not immune to the ravages of time. Consultation with a professional arborist or someone from the Arlington County Urban Forestry Department is highly recommended (703-228-7747.) Many older trees are burdened by huge branches and trunks covered with thick invasive plant growth, mainly English Ivy which should be removed. Trimming the branches and thinning and securing the largest limbs with cables can add to their longevity. Maintaining the existing tree canopy is more important than planting new trees according to Vincent Verweij, Arlington County Urban Forester.

However, planting native and large canopy growing trees is also important. In 2012, the 22207 zip code, including Waverly Hills, contained the highest number of designated Notable Trees in Arlington County. Citizens can access programs designed to highlight and foster tree protection by contacting the Arlington County/City of Alexandria Tree Stewards (www.treestewards.org), a volunteer organization. The Arlington County Champion Tree and Notable Tree Programs are administered by the Parks and Recreation Department.

The last tree inventory was completed in 2003. The Arlington County Forestry Department is slated to complete a tree inventory of Waverly Hills by the year 2014. Citizens can acquire small trees from the County on designated Neighborhood Days or via the Tree Distribution Program administered by the County Parks and Recreation's Natural Resources Division and Tree Stewards (to be held in October of 2013).

7.2 URBAN FOREST MANAGEMENT

A majority of the documented natural lands in Arlington contain mature hardwood forests, with virtually no early succession stages of growth or natural meadows. Inventoried forest tracts were found dating from 85 to 230 years old, with most dating to the abandonment of land cleared during the Civil War and farmland abandoned in the late 1800s through the early 1900s. A large number of individual old-age tree specimens predate the Civil War, and more than 30 in the County have been recognized as current State

Champions. As a result of the historical pattern of local development, forests are largely found within stream-valley parks surrounded by residential backyards or along the Potomac River.

In the first decade of the new millennia plant inventories were conducted in 32 parks and natural sites owned by Arlington County, the Commonwealth of Virginia, the National Park Service, the Northern Virginia Regional Park Authority and private parties. To date more than 600 native species have been documented. More than 100 native species were recorded in Arlington for the first time, each establishing a new County record.

Primary responsibility for urban forestry issues is under the Landscape and Forestry Section of the Department of Parks and Recreation Natural Resources Division. Documents that guide their work include the Chesapeake Bay Preservation Ordinance, the Tree Preservation Ordinance and the *Urban Forest Master Plan*.

7.3 INVASIVE PLANTS

Invasive and non-native plants – which are not bad plants but rather plants out of their native place - remain a threat to overtaking native vegetation. This decreases biodiversity and harms native wildlife that depend on native plants for food and shelter. The occurrence of exotic invasive plants was documented and mapped in 19 parks, including three properties owned by the National Park Service, the Northern Virginia Regional Park Authority and the Commonwealth of Virginia. To date, more than 500 acres of parkland have been mapped and an updated list of “target” invasive plants (rated by threat level) has been developed.

If left unmonitored, the spread and dominance of invasive plants will likely alter the structure and succession of natural forests located in the County. Future changes in the environment brought about by continued global warming could create even more ideal conditions for the establishment of new invasive species. The importance of invasive plant removal cannot be overemphasized. A number of invasive species that grow in the form of vines can blanket large areas of forest and are even capable of killing mature native trees through sunlight starvation.

Highly invasive species exhibit the most invasive tendencies in natural areas and native plant habitats. They may disrupt ecosystem processes and cause major alterations in plant community composition and structure. Examples of the 32 highly invasive local plants are Tree-of-heaven, Garlic mustard, Alligator weed, Porcelain-berry, Asiatic sand sedge, Oriental bittersweet, Short-fringed knapweed, Spotted knapweed, Canada thistle, Chinese yam, and Autumn olive. Some jurisdictions are actually prohibiting some common invasive exotics, e.g., Reston has banned flowering pears, exotic bamboos, winged burning bush, oriental bittersweet, Chinese wisteria, bush honeysuckles, Japanese barberry, and English ivy.

The Virginia Cooperation Extension recommends that homeowners plant natives such as the following – dry location natives include Black-eyed Susan, Eastern Redbud, Hay-scented Fern, Juniper, Witch Hazel, and Wild Stonecrop; wet location natives include American wisteria, Cinnamon Fern, Ostrich Fern, Red Chokecherry, Red maple, Swamp Milkweed, Sweetbay Magnolia, Switch Grass, Winterberry, and Virginia Sweet Spire.

7.4 PESTS AND INSECTS

7.4.1 FLATHEAD BORERS

Drought stressed trees are vulnerable to flathead borers and its relative, the roundhead borer. Flathead borers are common to the United States and have been noted in Arlington this summer. With more than 150 varieties of flathead borers east of the Mississippi, they feed on a wide variety of trees, including oak,

sycamore, walnut, poplar, elm beech, hickory, cherry and others. Most borers are considered to be a secondary pest to trees, attacking those that are already suffering from stress (such as drought).

7.4.2 GYPSY MOTHS

Another pest that is evident in Waverly Hills is the Gypsy Moth. Gypsy Moth egg masses are laid from late July through August. The egg masses are tan to buff colored, oval in shape, a typically 1-3 inches in length and covered with fine hairs. They are usually found on tree bark or on the underside of branches although the female will lay eggs in any protected location a caterpillar can crawl.



(Get into the habit of checking for egg masses on your outdoor equipment, on wood piles, under house shutters, yard ornaments, planters, trailers, campers and vehicles. If you find 10 or more egg masses, report it to 703-228-7744 so that your area can be included in the County's official egg mass survey count. Results of egg mass surveys are used to determine which areas may qualify for the state's treatment program the following spring. Read more about Arlington County's Gypsy Moth Program by searching for "Gypsy Moth Program" on www.arlingtonva.us.)

7.4.3 MOSQUITOES

Mosquitoes breed in standing water. Some residents of Waverly Hills are unable to use their porches and yards in the evenings due to mosquito attacks. Residents can help control mosquitoes by carefully monitoring standing water in their yards, such as children's play pools, garden watering buckets or cans, recycling tubs, wheel barrows, etc.

7.5 NOTABLE TREE PROGRAM

The Notable Tree Program began in 1987 to identify and register Arlington's outstanding trees. These trees are nominated by residents and information how to do this is available at 703-228-7747 or on line at www.arlingtonva.us/departments/parksrecreation. The Notable Tree Program is a way to recognize and thank residents who maintain and preserve exceptionally significant trees. Since the program began, over 400 trees have been nominated for notable status and over 150 are currently on Arlington's Notable Tree list. To earn this distinction, a tree must be very large or old, or an unusual species for this area, or have historical interest or special significance to the neighborhood. The Waverly Hills Walking Tour indicated a Notable Tree sign for a Willow Oak at 1324 Vernon Street, and there is possibly a notable oak at 15th and Glebe (Mt. Olivet parsonage). The County accepts Notable Tree nominations up to December 15 each year. Winners of the designation are announced by the County Board in the spring season. The Notable designation is an honor. (Owners of Notable Trees do not qualify for tax breaks or maintenance by the county. Also, the "Notable Tree" designation does not give Arlington County any authority over trees on private property.)

7.6 WHAT MAKES A TREE A CHAMPION?

In simple terms, a Champion Tree is the largest specimen of that species. Individual Champions vary by size, age and growth habitat. As a general rule, forest trees of equal age will be taller, thinner and have a smaller crown compared to counterparts grown in more open environments. A slow-growing White Oak with a girth of 17' and a height of 100' may be over 300 years old, while a faster-growing Black Locust can reach old age and champion size within 100 years.

Since Champion Trees are strictly rated by size, a standard system of measurement and scoring is used. The total score of a tree is determined by adding together three values—the circumference or girth (in inches), the height (in feet), and 25% of the average crown spread (in feet). Circumference (CBH) is normally

measured at breast height—4 ½ ft. above the ground. Basic instruction on how to measure and score a tree may be found on the [American Forests website](#).

7.7 TREE CANOPY FUND

The Tree Canopy Fund (TCF), which provides for planting trees to restore and increase Arlington County's tree cover, was approved by the County Board in 2007 and launched in 2009. The money comes from a home builder or commercial developer who is unable or unwilling to restore trees destroyed by their development. The Tree Canopy Fund includes major growth species with 15 specimens on the list. Any replacement trees that cannot be accommodated on site by the developing entity will be provided in a monetary amount of at least \$2,400.00 per tree. The program gives grants to community groups to plant and maintain trees on private property. The TCF is administered by Arlingtonians for a Clean Environment (ACE) and the Arlington County Urban Forestry Commission (UFC) in coordination with DPR. Groups eligible to apply for and receive TCF grants include civic and homeowner associations, community nonprofit organizations, civic service clubs, school-related groups, and ad hoc neighborhood groups. Individuals may also apply for grants for maintenance to be performed on specific trees designated by Arlington County through their Champion Tree Program and Tree and Shrub Ordinance. WHCA residents qualify for this program due to the fact that our tree canopy is at 40% and under the 43% average of Arlington County.

7.8 SUGGESTIONS FOR RESIDENTS

Citizens are encouraged to get professional care for their trees. Proper maintenance of the tree canopy is more important than planting new ones. The WHCA should always have a member of the Tree Steward program to assist with the efforts. On public right-of-way where sufficient space is available, the County will provide trees. One area for example is on 18th Street before Upton Street. Members are encouraged to access the Arlington County Tree Distribution program and to plant appropriate trees to preserve our canopy.

7.9 SURVEY FINDINGS

- 89% wanted efforts made to control invasive plants,
- 84% of respondents to the survey wanted more trees planted in Waverly Hills.
- 69% were in favor of the County acquiring more land.

7.10 RECOMMENDATIONS

- 7-1 The County should continue to support preservation and replacement of the Waverly Hills tree canopy through the NCP at Woodstock Park, and through good maintenance practices and consultation with a County arborist throughout the neighborhood.
- 7-2 The County should clear invasive plants from public right-of-ways.
- 7-3 County staff and the WHCA should educate the neighborhood on participation in various County programs including the Tree Canopy Fund (including potentially applying for a grant), the Notable Tree Program, and the Champion Tree Program.
- 7-4 Through the Tree Steward Program, the WHCA should work with the County to plant appropriate trees in public right-of-ways and at Woodstock Park.
- 7-5 The WHCA should educate its citizens on control of harmful tree pests and invasive plants, and encourage native plants. The civic association should also educate its citizens about methods to effectively eradicate mosquitoes.

- 7-6 The WHCA met with the Parks Department to discuss unused public spaces such as the overgrown right-of-way at Wakefield and 19th Street, and the Parks Department agreed to analyze the space for a better use. The WHCA should continue this discussion.

Also:

- 6-8 *Identify and pursue the implementation of conservation easements within Waverly Hills. (p. 43)*

8.0 UTILITIES AND INFRASTRUCTURE

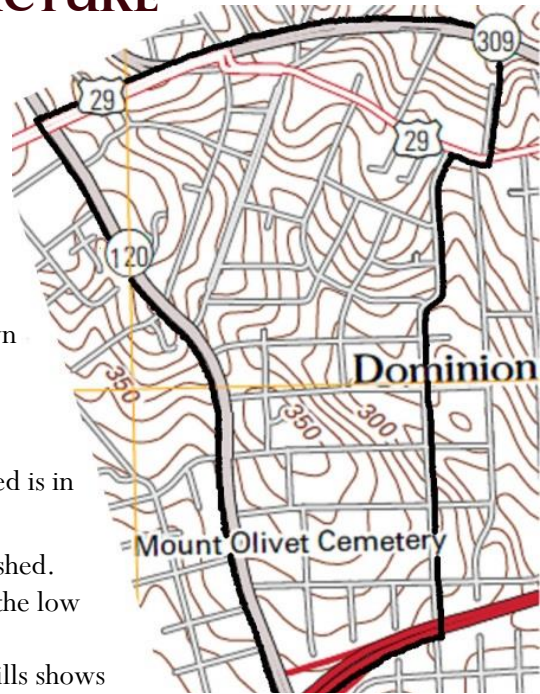
8.1 STORMWATER

8.1.1 WAVERLY HILLS WATERSHEDS

Since water flows downhill, the topography of Waverly Hills is the starting point to understanding the stormwater infrastructure in Waverly Hills.

Parts of Waverly Hills are in three watersheds: Windy Run, Lubber Run, and Spout Run. There are two ridge lines (shown in blue) that are the boundaries between the watersheds. The Windy Run watershed is in the Northeast corner of Waverly Hills, the Lubber Run watershed is along the Western and Southern sides of Waverly Hills, and the Spout Run Watershed is in the central part of Waverly Hills.

The majority of Waverly Hills is part of the Spout Run watershed. Spout Run flows from near Lee Highway and Glebe Road to the low point at 17th Street and Utah. While all of Spout Run is now underground, the 1940 Census map that includes Waverly Hills shows Spout Run before the storm sewer was constructed.



Map 8-1 - Topographical



Map 8-3 - Watersheds



Map 8-2 - 1940 Census Map

8.1.2 STORMWATER MASTER PLAN UPDATE

Arlington County is currently updating its Stormwater Master Plan. The existing plan, which dates from 1996, identifies four goals:

- Reduce or control damages from flooding
- Improve runoff quality
- Preserve and improve stream valleys
- Preserve groundwater resources

As part of the effort to develop a new Stormwater Master Plan, additional regulatory requirements have been established. To obtain a new Virginia Stormwater Permit, Arlington will be required to significantly reduce stormwater pollution from existing and new development.

8.1.3 FLOODING

The County's Capital Improvement Plan includes three projects to address flooding in Waverly Hills:

- Spout Run – 18th Street between Utah & Upton scheduled from FY 2013 - FY 2014 at an estimated cost of \$1,600,000
- Spout Run – 16th Street & Taylor to 19th Road scheduled from FY 2013 - FY 2016 at an estimated cost of \$1,700,000
- Spout Run – 19th Street & Upton to 20th Street scheduled from FY 2016 - FY 2017 at an estimated cost of \$2,000,000

The Spout Run – 18th Street between Utah & Upton project constructs approximately 2900 linear feet of 72 inch storm sewer with associated manholes and catch basins between the intersection of 15th Street and Stafford, and the intersection of 19th Street and Upton. This project will help to reduce the frequency of flooding in the public right of way and on private property (flooded multiple houses up to two feet) on 18th Street between Upton and Utah. It will also help to reduce the frequency of sanitary sewer backups downstream.

The Spout Run – 16th Street & Taylor to 19th Road project constructs approximately 1700 linear feet of large diameter storm sewer along Taylor between 16th Street and 19th Street. This project will help to reduce the frequency of flooding in the public right-of-way and on private property, and will help to reduce the frequency of sanitary sewer backups downstream.

The Spout Run – 19th Street & Upton to 20th Street project constructs approximately 2000 linear feet of large diameter storm sewer between the intersection of 19th Street and Upton Street and the intersection of 20th Street and 21st Street. This project will help to reduce the frequency of flooding in the public right-of-way and on private property and will also help to reduce the frequency of sanitary sewer backups downstream. While severe flooding at this location appears to be less frequent than the normal 10-year design event, the magnitude of the flooding and associated safety threats suggest that a greater design event may be appropriate.

8.1.4 STORMWATER RETROFITS

Upon completion of the County's new Stormwater Master Plan in 2013, County staff will have a better understanding of the cost, phasing, and scope of future stormwater management and infrastructure projects. The County's Municipal Separate Storm Sewer System (MS4) permit is also expected to be renewed for a five-year period by the state in calendar year 2012. The results of the new permit may require more stringent and aggressive requirements designed to improve the health of the Chesapeake Bay.

Watershed retrofit projects add stormwater storage and filtration to the landscape where none currently exists. Most of these projects will construct bio-retention systems with engineered soils and specialized plantings to store and filter stormwater runoff from nearby streets and homes. These projects will be implemented as part of the long-term implementation of the Stormwater Master Plan. Priority watershed retrofit projects are being identified through the Stormwater Master Plan update.

As part of the update of Arlington's Stormwater Master Plan, a study of each watershed in the county was conducted to identify potential sites for stormwater retrofit projects. The following table lists the potential stormwater retrofit projects that are located within Waverly Hills.

Watershed	Site ID	Description	Practice	Score	Rank
Spout Run	SR-521B	Woodstock Rd from Glebe Rd to Lee Hwy	Impervious Cover Removal	47.82	9
Spout Run	SR-521A	2048 N Woodstock St @ Woodstock Park	Permeable Pavement	46.5	10
Lubber Run	LR-533	4602 15 th St N	Street Bio-retention	45.66	28
Spout Run	SR-214	Woodstock Park - west of the intersection of N Vermont St & 20 th Rd N	Bio-retention	45.51	12
Spout Run	SR-528	4405 & 4401 19 th Rd N @ intersection with N Utah St	Street Bio-retention	43.6	16
Wendy Run	WR-500	N Thomas St & Old Dominion Drive - Inlet in front of Yorktown Condos on N Thomas St	Street Bio-retention	36.27	11
Spout Run	SR-525C	W side of intersection of N Vermont St and N Upland St	Street Bio-retention	35.17	26
Spout Run	SR-525A	Along 19 th Rd N between N Upland St and N Upton St	Street Bio-retention	34.78	29
Spout Run	SR-525B	South side of intersection of N Vermont St and N Upland St	Street Bio-retention	34.44	32
Spout Run	SR-112	Behind Lee Heights Shops - intersection of Lee Hwy and N Woodstock St	Bioretention	32.63	39
Spout Run	SR-533A	1502 N Utah St on corner of 15 th St N	Street Bio-retention	31.99	41
Spout Run	SR-523	Intersection of 20 th Rd N and N Vermont St; East side of N Vermont St	Street Bio-retention	30.42	42
Spout Run	SR-525D	West side of intersection of N Vermont St and 20 th St N	Street Bio-retention	28.78	44
Spout Run	SR-618	18 th St N, east of N Upton St	Street Bio-retention	27.13	50
Spout Run	SR-617	19 th St N, east of Wakefield St	Street Bio-retention	27.06	51

Note: The rankings are based on all of the projects within a watershed, not just those in Waverly Hills.

The score is based on the weighted sum of four primary (phosphorus removal, impervious area acreage, potential utility or site constraints, and property ownership) and four secondary (potential for quick implementation, existing drainage problem, county maintenance burden, and education opportunity) screening factors. The maximum score is 100. The rank column provides the relative order of the project compared to all the projects within the corresponding watershed. A brief description of each practice is provided in the following table.

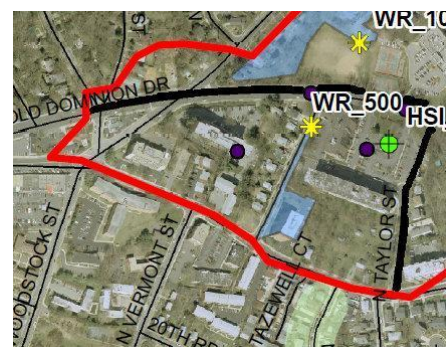
Stormwater Treatment	Description
Impervious Cover Removal	Remove the paved medians of North Woodstock Street extending from North Glebe Road to Lee Highway. Replace with grass and native plantings. Add curbs with inlets and outlets to allow roadway drainage to flow into and out of the practice.

Permeable Pavement	Replace impervious cover parking spaces for Woodstock Park with permeable pavement. Gravel layer under permeable pavement can provide storage for water quality (approx. 3' deep). Under drain can tie into an existing storm sewer inlet.
Bioretention	Bioretention areas capture sheet flow from impervious areas and treat the stormwater using a combination of microbial soil processes, infiltration, evapotranspiration, and plants.

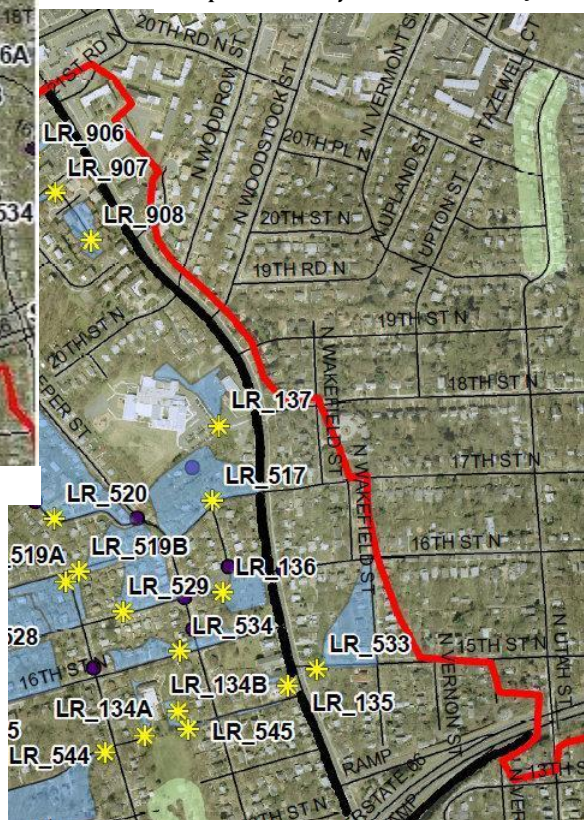
The following maps show the locations of the retrofit projects listed in the table above.



Map 8-4 - Spout Run Retrofit Projects



Map 8-5 - Wendy Run Retrofit Projects



Map 8-6 - Lubber Run Retrofit Projects

8.15 STORMWATERWISE LANDSCAPES PROGRAM

Retrofits on County-owned land alone, however, cannot produce the necessary reductions in stormwater runoff to meet the projected goals. The County is also trying to encourage similar projects on private property. Through a partnership between Arlington County and the Arlingtonians for a Clean Environment (ACE) in the Spring of 2012, the Arlington StormwaterWise Landscapes Program provided

County residents and business owners with funding to install small-scale practices that will reduce stormwater runoff from their property. In 2012, through a lottery system, 40 applicants were selected for the program pilot. County staff will conduct a stormwater assessment of each program participant's property. Participants will receive a written report with a property map, a list of site-specific recommendations for reducing stormwater runoff, and appropriate references as needed. The participants

will be reimbursed for half of their expenses up to \$1,000 for installing specific stormwater management practices. Following the first pilot year of the program in 2012, the County plans evaluate the success of the program, recommend improvements if necessary, assess future funding, and determine if the program will continue.

The tree canopy plays a significant role in reducing the amount of rainfall that reaches the ground. Maintaining the existing tree canopy and restoring lost tree canopy will reduce the amount of stormwater runoff. One mechanism for preserving the tree canopy is through the use of conservation easements, which are described in the next section.

8.2 WATER AND SEWER INFRASTRUCTURE

Arlington's FY 2013 - 2022 Capital Improvement Plan forecasts spending \$301,577,000 on water and sewer infrastructure and \$43,289,000 on stormwater management over a 10-year period.

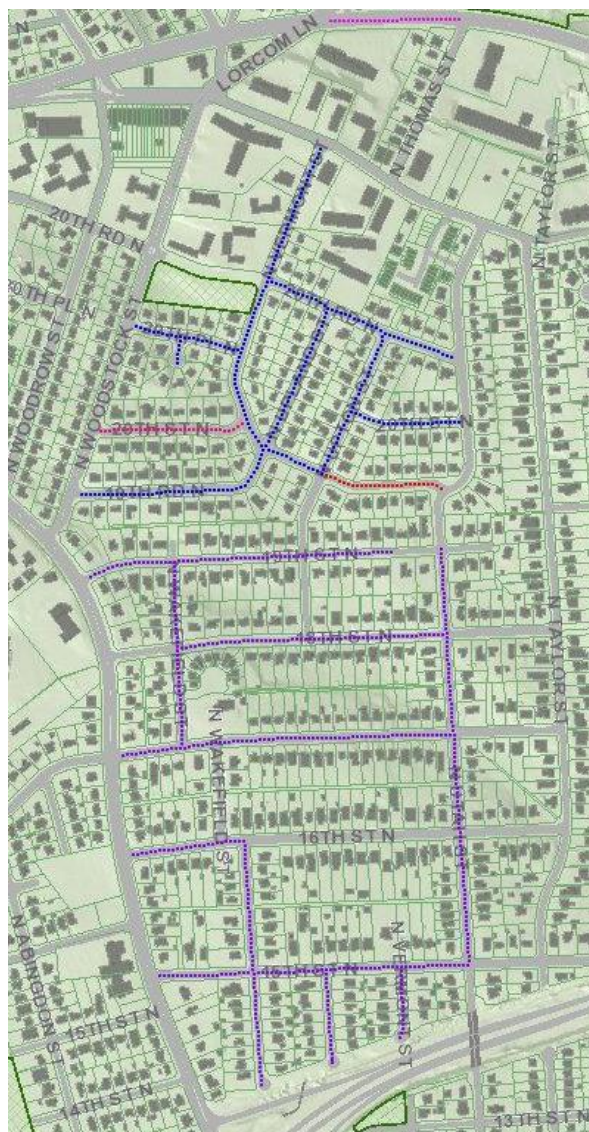
The Maintenance Capital program focuses on projects that rehabilitate and replace existing water distribution and sanitary sewer collection infrastructure. This is done for the sanitary system by programs that rehabilitate and replace sewer mains under the infiltration and inflow program, rehabilitate large diameter sewer mains, and replace sewer and sewer force mains. The water distribution system is addressed by programs that clean and line water mains, rehabilitate and replace valves, and rehabilitate water storage tanks.

Several water main replacement and relining projects have recently been completed or are planned to be conducted in Waverly Hills and are shown on the map to the right. The purple dotted lines on the map show a relining project that was completed in 2011. The projects shown as blue dotted lines are relining projects scheduled for 2013. The red dotted lines are water main replacement projects scheduled for 2012. The pink dotted line is a water main replacement project scheduled for 2013.

Arlington's FY 2013 - 2022 Capital Improvement Plan forecasts spending \$20,636,000 on the Water Main Cleaning and Lining Program and \$45,392,000 on the Water Main Replacement Program over a 10-year period.

Water Main Cleaning and Lining Program – The program concentrates on areas not likely to develop significantly in the foreseeable future. The preliminary findings of the Water Master Plan update indicate that increased activity in this program would be beneficial, and funding is proposed at approximately twice the annual budget in the prior CIP.

Old Dominion Drive: North Thomas Street to Lorcom Lane – This provides for the construction of a new 12-inch water main in Old Dominion Drive from



Map 8-7 - Water Main Replacement & Relining

North Thomas Street to Lorcom Lane. This project affects the Donaldson Run and Waverly Hills neighborhoods. This project will be executed in FY 2013. The estimated cost for this project is \$804,000 in FY 2013.

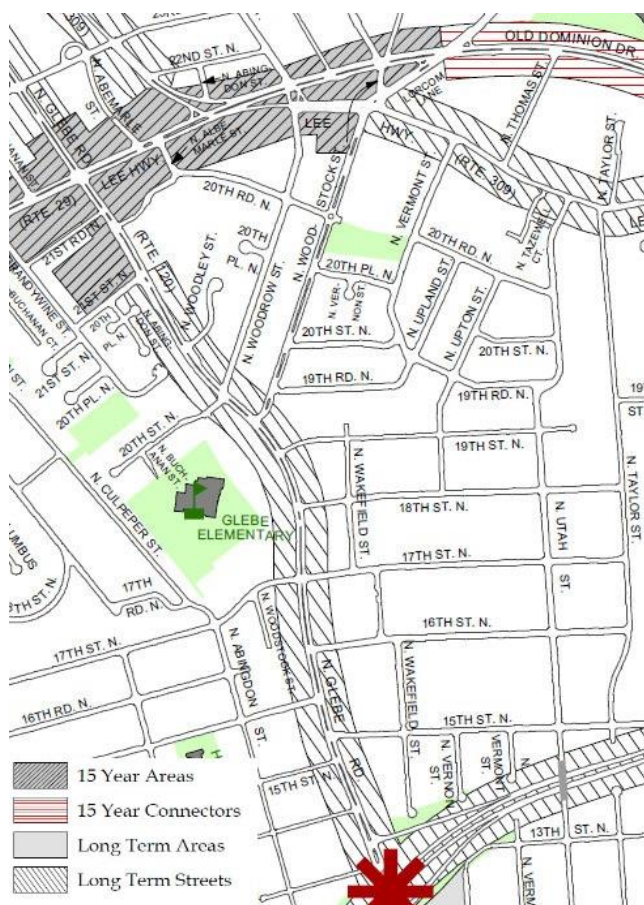
Water Main Replacement Program – This program funds projects that require less engineering and/or timelier implementation than more traditional CIP projects. Projects are named as they are identified in the field. Additionally, this program replaces 4-inch mains where fire flow is an issue, and 2-inch, 1-inch and 1&1/2-inch galvanized "temporary" lines that were installed in the 1920s - 1940s as the County was developing faster than the infrastructure could keep up. These smaller lines are occasional maintenance issues, and provide poor pressure and no fire flow benefit to the system. The funding request for this program has increased based on preliminary evaluation during the Water Master Plan update. A portion of the funding for this program comes from infrastructure availability fees.

8.3 ELECTRICITY

74% of the 304 survey respondents (and 85% of the 266 who responded to this question) favored burying electrical lines underground. However, burying electrical and other overhead utility lines (e.g., phone, cable) is expensive and that according to a 2005 study conducted by the Virginia State Corporation Commission. The resultant annualized revenue required per customer was approximately \$3,000 to offset the cost of burying electrical lines (or it could be negotiated as part of a development proffer). A 2006 report from the Edison Electric Institute states that burying overhead power lines has a huge price tag, costing about \$1 million a mile on average, or about 10 times what it costs to install overhead power lines. (However, this figure does not take into account the longer term costs of repairing and replacing overhead lines v. underground lines. This study is currently being conducted in D.C.) Portable home electric generators reviewed in the August 2012 issue of *Consumer Reports* cost between \$670 and \$2,800 and stationary electric generators reviewed cost between \$1,800 and \$3,200.

In 2002, the Arlington County Board approved a map that designated underground utility distribution areas and that serves as a guide to implement the Utility Undergrounding Program. The portion of that map that shows the planned underground utility distribution areas in Waverly Hills shows that utilities will be undergrounded along the arterial streets that border Waverly Hills: Glebe Road, Lee Highway, and Old Dominion Drive.

At the November 2012 WHCA meeting, a presentation by County staff on planned improvements to the intersection of Glebe Road and Lee Highway included undergrounding the utilities at that intersection.



Map 8-8 - Utility Undergrounding

8.4 SURVEY FINDINGS

- 85% of responses to the question of burying electric lines indicated a desire to do so,
- 78% of respondents rating water/sewage service gave it a 'good' rating (the highest rating),
- 15% of respondents indicated there were problems with drainage, waste or water runoff.

8.5 RECOMMENDATIONS

STORMWATER

- 8-1 Support implementation of the storm sewer projects in Arlington's Capital Improvement Plan.
- 8-2 Support the specific stormwater retrofit projects in the updated Stormwater Master Plan, particularly, in the higher and more densely developed areas of Waverly Hills.
- 8-3 When surface parking lots are repaved or replaced, create incentives such as a tax credit to implement permeable pavement.
- 8-4 At apartment buildings and commercial development create incentives to add cisterns for water conservation.

ELECTRICITY

- 8-5 Waverly Hills supports the planned undergrounding of utilities along the arterial streets in Waverly Hills.
- 8-6 When commercial or multifamily residential properties along the major arterial streets in Waverly Hills are redeveloped under a site plan, one of the goals will be to have the developer underground utilities in conjunction with the redevelopment as a site plan condition.

Also:

- 6-8 *Identify and pursue the implementation of conservation easements within Waverly Hills. (p. 43)*

9.0 COUNTY SERVICES

Although no Arlington community service facilities are located within the boundaries of Waverly Hills, the upside is that the neighborhood is closely surrounded by a wide range, including schools, libraries and medical and emergency response services. According to the NCP survey, conveniently-located services are within the top three things residents like about living in Waverly Hills. The near proximity of services also has been a major drawing card for people looking for an urban village feeling. For example, in 2012 when Courtney and Dan Milam returned to the United States after three years in the Netherlands, they selected Waverly Hills because it met their “must have” checklist including a school within walking distance:

“There is a different sense of community when you walk to school and see the same faces. People start to talk to each other. We didn’t just buy the house, we bought the neighborhood.” (Kenny, Cheryl, “An ‘Urban Village That’s Plenty Green” Washington Post, September 15, 2012).

In 2000 when Susie Bachtel was looking for a place to retire, she chose Waverly Hills because it met her “prerequisites”:

“I wanted a walkable, sociable, geographically convenient neighborhood. How lucky can we be here to have a library, a hospital and a supermarket within a mile?” (Kenny, Washington Post).

The availability of many community services within walking distance of Waverly Hills is likely one of the reasons why 69% of NCP survey respondents have retired or plan to retire in Waverly Hills.

However, there is a major drawback to not having community facilities located in the boundary of Waverly Hills—residents and the Waverly Hills Civic Association (WHCA) have no public space in the neighborhood for meetings and neighborhood events. WHCA conducts most meetings and events at Glebe Elementary School, which is not always available, and must hold some events and committee meetings at nearby churches or in private homes.

9.1 SCHOOLS

Schools are very important to neighborhoods like Waverly Hills that are experiencing growth in the number of families with small children. Waverly Hills has one public elementary school and two high schools within walking distance of the neighborhood. In addition, one private elementary school (St. Agnes) also is within walking distance. Swanson Middle School is slightly beyond a normal walking radius.

Glebe Elementary School (Glebe), which is across the street from the neighborhood’s western boundary, serves the entire Waverly Hills neighborhood. However, the boundaries for middle and high school cut right through Waverly Hills. The result is that the almost all Waverly Hills children who live in single-family detached homes attend Swanson Middle School (Swanson) and walk to Washington-Lee High School (W-L). By contrast, all neighborhood children who live in multi-family units (i.e., apartments, town houses, condominiums) plus children who live on Woodrow, Woodley, the 20th Place North cul-de-sac and west side of Woodstock attend Williamsburg Middle School (Williamsburg) and Yorktown High School (Yorktown).

All Waverly Hills children must take buses to attend middle school at Swanson. (Since H-B Secondary Program (Woodlawn) for grades 6-12 is not available by bus, children either walk or are driven by their parents.) Although W-L is within walking distance for the entire Waverly Hills neighborhood (maximum distance is less than 1 ¼ miles), children who are assigned to attend Yorktown must be bused to school.

Splitting the Waverly Hills neighborhood into different middle and high schools may be having an adverse effect on the neighborhood in terms of its identity and cohesion, and is inconsistent with the County’s and neighborhood’s walkability goals. Revising school boundary lines so all Waverly Hills children attend the

same middle school and high school (W-L) would likely increase neighborhood identity and cohesion. It also would enhance the County's walkability goals.

With regard to the quality of schools, NCP survey respondents said having "good schools" was one of the top reasons they like living in Waverly Hills. In particular, many respondents said Glebe was an "excellent" and "awesome" school.

9.2 EMERGENCY RESPONSE

Emergency response services, including fire, ambulance, and police, received some of the highest survey ratings. For example, respondents answering those questions gave the following ratings:

- 100% said services such fire and ambulance services are sufficient;
- 97% said they feel safe in Waverly Hills; and
- 82% safety measures are sufficient to prevent crime.

Fire/emergency response and ambulance

One reason why Waverly Hills residents may have rated fire/emergency response/ambulance services so high is the July 29, 2011, opening of state-of-the-art Cherrydale Fire Station 3 (FS3), 4100 Old Dominion Drive, which is the first responder for roughly the eastern half of Waverly Hills. Lee Highway Fire Station 8 (FS8), 4845 Lee Highway, is the first responder for the western half of Waverly Hills (see Firebox and Hydrant Map, <http://gis.arlingtonva.us/gallery/>).

First responder assignments are based on an estimate of which FS can reach a location the quickest. At their closest points, FS3 and FS8 are only about 1,000 feet outside the boundary of Waverly Hills and neither station is more than 1 ½ miles from their service area in Waverly Hills. According to the FS3 and FS8 captains, the average response time to any type of emergency is 4 minutes, which meets the Arlington County Fire Department (ACFD) goal. The FS8 captain said they also meet the ACFD goal to have their units on the street within 45 seconds of receiving a call.

All professional firefighters in Arlington are certified EMTs at a minimum and about 35% also are paramedics. All fire stations operate 24/7 with professional staff. The ACFD has the highest rating (Class 2) from the Insurance Services Organization and is one of only three departments in Virginia with that rating. The Class 2 rating helps communities by bringing lower insurance rates to homeowners and businesses.

Cherrydale FS3 is equipped with:

- 10 firefighters on each work shift;
- 4 bays for greater equipment capacity;
- Pierce water pumper fire engine operated by 4 firefighters;
- Rescue unit;
- ACFD bomb unit; and
- 24/7 Safe Haven Lobby.

Lee Highway FS8 is equipped with:

- 4 firefighters and 2 paramedics on each work shift;
- Pierce water pumper fire engine operated by 4 firefighters;
- Medic unit operated by 2 firefighters and 1 paramedic; and
- Mobile Air Unit, which provides additional air units for firefighters.

Police

It is clear from the NCP survey that the vast majority of Waverly Hills residents who responded feel safe and are satisfied with the current emergency response services. However, some respondents do not feel safe and almost 20% said there are not sufficient measures in place to prevent crime in Waverly Hills.

Residents who do not feel safe attributed this to two things: lack of police presence and inadequate lighting. In addition, respondents who said there are not enough anti-crime measures in place, made the same recommendations. The majority (55.5%) said Waverly Hills needs more police presence and 9% said the County needs to install more lights, including in Woodstock Park and along bike trails. They said additional lighting would help to prevent vehicle break-ins, which are frequently reported in Waverly Hills.

Many respondents also recommend greater communication and interaction with the police. To illustrate, 32% of survey respondents said Waverly Hills should re-institute the Neighborhood Watch Program, which the Arlington County Police Department (ACPD) has replaced with a Crime Prevention on Line Program (CPOL). CPOL allows the ACPD to communicate quickly and effectively with neighborhoods and residents through civic association listservs. WHCA's listserv participates in this program. (For more about CPOL, search for "Crime Prevention on Line" on www.arlingtonva.us.)

9.3 COMMUNITY SPACE

Waverly Hills is one of the few neighborhoods that does not have community space for residents and the WHCA to gather for meetings and events.

9.4 SURVEY FINDINGS

People felt County services were provided as follows:

- Fire and Ambulance – 100% 'sufficient'
- Trash and Recycling – 91% 'good'
- Police Protection – 97% felt safe, although some wanted more police cars
- Leaf Collection – 83% 'good', 14% 'fair'
- Water and Sewer – 78% good; 17% 'fair'
- Disposal of Hazardous Waste – 70% 'good'; 27% 'fair'
- Traffic Enforcement – 62% 'good'; 34% 'fair'
- Park Maintenance – 56% 'good'; 39% 'fair' and 5% 'poor'
- Street/Sidewalk Maintenance – 54% 'good,' 37% 'fair,' and 9% 'poor'
- Street Cleaning – 54% 'good' and 37% 'fair'
- Snow Removal & Pest Control – more 'fair and poor' ratings than 'good'

9.5 RECOMMENDATIONS

GENERAL

- 9-1 The WHCA should periodically organize WHCA meetings with programs on the following (some occurred in 2012 and 2013):
- Emergency response services and fire prevention featuring representatives from FS3 and FS8
 - Making neighborhoods safe featuring representatives from the Arlington County Police Department
 - Hospice services featuring representatives from Halquist Memorial Inpatient Center
 - Library resources (see below)

SCHOOLS

- 9-2 To increase neighborhood cohesion, identity and walkability, the WHCA requests that Arlington Public Schools take into consideration neighborhood identity and walkability when determining school boundaries.

POLICE

- 9-3 The WHCA and Waverly Hills residents request Arlington County Police Department increase their police presence in Waverly Hills.

LIBRARIES

- 9-4 The WHCA and Waverly Hills residents work with Arlington County Libraries to eliminate the meeting restrictions (i.e., number per year and maximum advance sign-up) on Arlington civic associations, such as the WHCA, that do not have community meeting and event space within their boundaries.
- 9-5 County Library present online resources and feature representatives at a WHCA meeting.

ENVIRONMENTAL SERVICES

- 9-6 In light of the steep terrain of many streets in Waverly Hills, including some that are well-traveled thoroughfares, the WHCA and Waverly Hills residents should work with the County Department of Environmental Services to speed up the response time of snow removal.

COMMUNITY SPACE

- 9-7 To increase neighborhood identity and cohesion, WHCA and Waverly Hills residents should work with the County and future developers to create a public or private facility within the Waverly Hills boundaries for the WHCA and Waverly Hills residents to meet and hold events.

10.0 COMMUNITY EMERGENCY PREPAREDNESS AND RESILIENCE

This section of the Waverly Hills NCP presents the linkage from presidential directives to the Arlington County Office of Emergency Management Comprehensive Emergency Management Plan. It also demonstrates the significance of neighborhood associations and individual citizen involvement in community preparedness and resilience. WHCA has the opportunity to play an important role for improving the readiness of the community in the event of a natural or manmade disaster.

10.1 GUIDANCE

10.1.1 PRESIDENTIAL POLICY DIRECTIVE 8, NATIONAL PREPAREDNESS

Our national preparedness is the shared responsibility of all levels of government, the private and nonprofit sectors, and individual citizens. Everyone can contribute to safeguarding the Nation from harm.

10.1.2 DEPARTMENT OF HOMELAND SECURITY/FEDERAL EMERGENCY MANAGEMENT AGENCY NATIONAL RESPONSE FRAMEWORK

Recognizing that preparedness is a shared responsibility, it calls for the involvement of everyone—not just the government—in preparedness efforts. By working together, everyone can keep the nation safe and resilient when struck by hazards, such as natural disasters, acts of terrorism, and pandemics. Whole-Community pertains to individuals and families, including those with access and functional needs.

10.1.3 VIRGINIA DEPARTMENT OF EMERGENCY MANAGEMENT, COMMONWEALTH OF VIRGINIA EMERGENCY OPERATIONS PLAN

Citizen Involvement: Strong partnerships with citizen groups and organizations provide support for incident management response, recovery, and mitigation. Local citizen groups, including Community Emergency Response Teams (CERTs), Medical Reserve Corps, Neighborhood Watch, Volunteers in Police Service (VIPS), and Fire Corps may provide capabilities to augment governmental response and recovery activities.

10.1.4 ARLINGTON COUNTY OFFICE OF EMERGENCY MANAGEMENT COMPREHENSIVE EMERGENCY MANAGEMENT PLAN

All levels of government recognize the important role played by neighborhood organizations and individual citizens regarding emergency preparedness, resilience and when needed, emergency response. In order to be ready, citizens need to be properly educated and equipped to assist their neighbors in time of need. This individual preparedness ensures that valuable government resources are correctly apportioned to the most important needs of the larger community. The Arlington County Office of Emergency Management website (<http://sites.arlingtonva.us/oem/>) provides citizens several opportunities to “get involved.” However, more outreach to the citizen base is required to optimize the effort to elicit the volunteer support and readiness of the individual citizens of the neighborhood. WHCA provides that linkage by connecting the County government’s educational and volunteer resources with individual citizens in an effort to improve community resilience and preparedness. The fundamental component for improving the preparedness of our citizens is the engagement and communications with neighbors. Provided there is enough interest, WHCA will form a community preparedness capability composed of Community Emergency Response Team (CERT), Medical Reserve Corps (MRC) and Volunteer Emergency Support Team (VEST) members. Additionally, WHCA will promote participation in local amateur radio clubs and accessing American Red Cross courses.

10.2 SURVEY FINDINGS

CEPR was not included in the survey, as it was a later recommendation from the County and WG members.

10.3 RECOMMENDATIONS

- 10-1 Form an Emergency Management Committee (EMC).
- 10-2 The WHCA EMC and the WHCA Communications Coordinator organize and execute a communication campaign and solicit volunteers to take emergency preparedness training through CERT, MRC and VEST.
- 10-3 The WHCA EMC and the WHCA Communications Coordinator organize and execute an educational campaign to provide information to the citizens of Waverly Hills regarding creation and practice of a disaster plan, including assembly of a disaster checklist and disaster supply kits.
- 10-4 The WHCA EMC and the WHCA Communications Coordinator work with the block captains to organize and execute a communications campaign to identify special needs community citizens.
- 10-5 Arlington County should consider subsidizing tuition, licensing and renewal fees for the maintenance of community-level emergency management readiness of the citizen bank.

Appendix A - Arlington County Board Acceptance

Resolution to Accept the Waverly Hills 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 Waverly Hills Plan and recommends its acceptance; and

Whereas, the Planning Commission also recommended acceptance of the Waverly Hills Neighborhood Conservation Plan, as updated through October, 2013.

Now, therefore be it resolved that after careful consideration of the recommendations of the Neighborhood Conservation Advisory Committee, the County Board hereby accepts the Waverly Hills Neighborhood Conservation Plan, as updated through October 2013 as a statement of the Waverly Hills neighborhood and directs the County Manager to ensure that the recommendations of this plan are considered in decision-making and actions that affect the Waverly Hills neighborhood.

Appendix B - Arlington County Staff Comments

#	Recommendation	Staff Comment
1.0 History of Waverly Hills		
1-1	The variance process should change to require BZA staff to coordinate with HP staff.	For locally designated historic districts, there is a provision allowing for greater coordination between Historic Preservation (HP) staff and the Board of Zoning Appeals (BZA). Outside of local historic district designation, there is no regulating authority that would change zoning requirements for properties. This includes properties listed in the National Register of Historic Places.
1-2	The WHCA and/or the HP staff should notify residents via the web site or newsletter that they own a historically 'contributing' property which might qualify for Commonwealth tax credits and commercial property owners (e.g., Lee Heights Shopping Center) about the Federal Historic Preservation Tax Credit.	This information is available and included in the National Register nominations for the neighborhood and other nearby properties. The National Register nominations are available on the National Park Service's website, and on the County's Historic Preservation Program website. General information on the Federal and state rehabilitation tax credit programs also are available on the County's Historic Preservation Program website: http://projects.arlingtonva.us/plans-studies/historic-preservation/
1-3	WHCA meeting minutes should be properly archived in the County's Central Library on Quincy, in the Center for Local History (formerly the Virginia Room), so that the organization's history is documented. (Under the WHCA's new bylaws, this is now required and is to be implemented by the WHCA's Historian.)	Staff suggests that the Waverly Hills Civic Association contact the Center for Local History regarding a formal donation of neighborhood records to the Community Archives.
2.0 The Urban Village Concept		
2-1	Arlington County should continue to support the re-visioning of the Lee Highway Corridor, led by the WHCA in cooperation with many other CAs, to result in creative, market sensitive, pedestrian friendly businesses.	The County supports the visioning exercises led by the civic associations along the Lee Highway corridor. To date, the County has provided technical assistance for the corridor walking tours, as well as resources and presentations for the educational fora organized by the Lee Highway Presidents' Breakfast Forum. Staff plans to develop a comprehensive briefing book to promote a common understanding of existing conditions and will continue to support civic engagement along the corridor. Staff supports establishing an environment that is advantageous to

#	Recommendation	Staff Comment
<i>2.0 The Urban Village Concept (continued)</i>		
2-1	<i>Continued</i>	<i>Continued</i> business – demographically, physically and regulatory. Staff will continue to support this effort and provide services to businesses that are interested in starting up or growing in the county.
2-2	Waverly Hills residents would support changes to the GLUP that resulted in more shops and cafes in existing strip shopping centers and a medium density of development along Lee Highway and Glebe Road.	The General Land Use Plan (GLUP) is the primary policy guide for future development of the County. Where special conditions or circumstances exist, the County Board may initiate a special planning process for a designated area. The County Board approves a work plan every year for upcoming planning processes, in which future planning needs are addressed and prioritized. Requests for new initiatives may be considered as part of this prioritization effort. Alternatively, individual property owners/developers may submit a request to amend the GLUP. If this request is not consistent with the adopted relevant area, sector or revitalization plan, it would lead to a Special GLUP Study process designed to obtain community input on the GLUP amendment and/or rezoning request. Extensive and inclusive community and neighborhood involvement is an integral component of all planning processes. The County generally supports clustering retail and commerce along with additional density, as appropriate, along major commercial corridors such as Lee Highway and North Glebe Road. Such a strategy would enable a more walkable community, maximize the ability for people to park once and walk to businesses and activities, create a more visible destination, and generate more consumers of the businesses and activities.
2-3	New medium density development should include creative, pedestrian friendly streetscapes with wider landscaped sidewalks, attractive street furniture, and undergrounded utilities, as well as inclusion of alternative transit such as ART or Metro bus stops and Bike Share programs.	The County supports pedestrian-friendly and transit-oriented development, as these are key tenets of the Smart Growth that has made Arlington such a vibrant and successful community.

#	Recommendation	Staff Comment
3.0 Aging in Place		
3-1	The County should continue their support of the 'Villages' concept, and work with WHCA to analyze the potential for a Waverly Hills village.	The County is committed to continuing to promote and support the "Villages" concept. More information can be found at http://arlnvil.org/ .
3-2	Re-analyze accessory unit zoning to understand the pros and cons of granny flats.	There are no planned changes to setback, and height requirements at this time. However, staff may explore these options as part of the Affordable Housing Study (AHS) to be completed in calendar year 2015. For more information about the AHS, visit http://housing.arlingtonva.us/affordable-housing-study/ .
3-3	Analyze the needs of seniors and include them in public park designs.	The County's Department of Parks and Recreation (DPR) engages the public and civic groups on new park project designs. DPR encourages any persons within the community to express their needs and concerns during the park design process. If the Waverly Hills Civic Association (WHCA) is interested in pursuing a Neighborhood Conservation (NC) park project with a focus on senior needs, they should contact NC Program staff at 703-228-3830.
3-4	Develop a shared ride network for seniors—consider using off-peak period vehicles such as school buses.	Arlington Transit (ART) could conceivably provide this type of service using smaller ART buses during non-peak hours. Arlington Public Schools should be contacted regarding the potential for use of school buses.
3-5	As necessary on Glebe and Lee Highway or elsewhere, provide additional bus shelters with shade and comfortable benches and easy to read bus stop signs.	Arlington Transit is responsible for bus stops and shelters. This item will be reviewed and programmed by the Bus Stop Program staff.
3-6	Expand crossing times at some walk signals.	All the pedestrian traffic signals will be timed to meet the standards given in the Manual on Uniform Traffic Control Devices (MUTCD), which will take care of Americans with Disability Act (ADA) compliance and persons with wheel chairs.
3-7	Work with affordable housing developers to explore 'micro-units' and other creative concepts for senior housing and inter-generational communication through housing.	The County will likely explore these options as part of the Affordable Housing Study that is currently underway.

#	Recommendation	Staff Comment
4.0 Land Use, Zoning and Housing		
4-1	The WHCA will encourage land use changes and zoning applications that clearly benefit the neighborhood and support growth of Waverly Hills as an urban village with greater walkability and opportunities for mixed uses, including aging in place strategies and housing. This might include additional shops and cafes in existing shopping centers and in new developments, professional offices for dentists and doctors, and medium density development along Glebe Road and Old Lee Highway, to include food markets. Fast food and used car lots, which do not contribute to the character of an urban village, should be avoided. (The 1999 NCP also discouraged both types of businesses.)	General Land Use Plan (GLUP) and Zoning Ordinance amendments are subject to established County processes, which include public review and are ultimately subject to County Board approval. Extensive and inclusive community and neighborhood involvement is an integral component of the review process. Pedestrian-friendly, transit-oriented, mixed-use development is encouraged by the County in its sector, area and revitalization plans. In addition, staff supports opportunities for mixed uses when feasible and desired, including residential, that could in turn include affordable housing; potential opportunity for new market affordable units or otherwise affordable units (i.e. income restricted rents.) Further, establishing an environment that is advantageous to business – demographically, physically and regulatory – is important in attracting new businesses. Arlington's Economic Development (AED) Office will continue to support this effort and provide services to businesses that are interested in starting up or growing in Arlington.
4-2	As was true in 1999, Waverly Hills residents continue to be very concerned about over-scaled, infill development. Therefore, it is strongly recommended that the Planning Commission and the County Board implement changes to the Zoning Ordinance with regard to side yards, height (35') and the way height is calculated, and other regulations, in order to mitigate the impact of new infill houses that negatively impact their neighbors by towering over them and creating a scale that is not in keeping with the character of Waverly Hills.	The County undertook an extensive lot coverage study which resulted in several amendments in 2005. Additional revisions to the lot coverage provisions are not in the current Planning Division work program.

#	Recommendation	Staff Comment
<i>4.0 Land Use, Zoning and Housing (continued)</i>		
4-3	Encourage developers and homeowners to be mindful of size, scale, tree preservation and historical style of the site when building infill development—including renovations, additions and complete knock-downs.	Some neighborhoods, such as Ashton Heights, have worked cooperatively with the County's Historic Preservation (HP) staff to develop an informational architectural style guide to help encourage homeowners, architects, and developers to make sensitive decisions about changes to the historic fabric of their neighborhood. A similar approach could be considered here if the neighborhood sought funding for such a publication. This approach could be considered even though this neighborhood does not have a historic designation.
4-4	Solar collectors as environmentally sustainable development devices should be analyzed by the County, discussed with the WHCA, and perhaps permitted by right.	Staff is available to discuss Arlington's solar related energy initiatives with WHCA. Solar panels can be installed by right, but they must not result in a building height exceeding zoning limitations. Additional information regarding solar energy options and programs can be obtained through the Arlington Initiative to Rethink Energy (AIRE), by visiting www.ArlingtonEnergy.us and by contacting the County's Energy Manager at 703-228-4426.
4-5	Promote policies that will help Waverly Hills maintain its existing market rate affordable housing and create committed affordable housing—especially affordable senior housing.	Staff supports this statement; consistent with current County-wide Affordable Housing Goals and Targets. The Affordable Housing Study may explore strategies to both preserve existing affordable housing and create affordable senior housing.
4-6	Support urban agriculture but against amending the Zoning Ordinance to allow residential back yard chickens by right.	In November 2013, the County Manager recommended that no changes be made to the existing Zoning Ordinance with regard to hen keeping at this time. Zoning Ordinance amendments are subject to established County processes, which include public processes and are ultimately subject to County Board approval. Extensive and inclusive community and neighborhood involvement is an integral component of the review process.
5.0 Transportation, Traffic and Pedestrian Concerns		
Traffic and Intersection Concerns		
5-1	Take appropriate measures to decrease speed and increase pedestrian and traffic safety on Glebe Road.	Glebe Road is a state road and is maintained by the Virginia Department of Transportation (VDOT). The VDOT contact for traffic engineering issues in Arlington is Mr. Don Ostrander: Donald.Ostrander@vdot.virginia.gov . If Mr. Ostrander is no longer the contact when issues arise, the Virginia Department of Transportation (VDOT) can be contacted at 1-800-FOR-ROAD and the request will be routed appropriately.

#	Recommendation	Staff Comment
<i>5.0 Transportation, Traffic and Pedestrian Concerns</i> <i>Traffic and Intersection Concerns (continued)</i>		
5-2	Add a traffic light or take other appropriate action to address hazards at the intersection of Glebe Road and Woodstock.	VDOT signal analysis is underway at the intersection. Restriction of left turns onto Woodstock would be evaluated by VDOT. However, restriction of left turns from Woodstock Street onto Glebe Road would not be supported by the County's Traffic, Engineering and Operations (TE&O) Office, as it works against County goals of connecting neighborhoods and improving access. A 5-year collision history showed no collisions at this intersection due to that movement. Crossing guards are present at the signalized intersection of 18 th St North and Glebe Road, where the pedestrian path to the school building is located. Extra crossing guard support can be requested through the Police Department and Arlington Public Schools. An all-red walk signal at this location would not be supported by the County's TE&O Office.
5-3	Address the hazards posed by traffic circles in the neighborhood, especially those on Utah, to pedestrians, as well as to drivers trying to cross or turn onto Utah.	County staff will review location of curb ramps and crosswalks relative to the traffic circles. TE&O would support a Neighborhood Conservation (NC) project to re-design the traffic circles and surrounding pedestrian facilities such as ramps. Civic associations are tasked with basic maintenance of the plantings within the circles. Any major trimming or pruning can be requested through the Department of Parks (DPR). Any landscaping on private property that affects sight distances at the intersections should be reported to the County's Zoning Division to review adherence to the County Code addressing vision clearance at intersections.
5-4	Install raised crosswalks at the Wakefield/18 th Street intersection if acceptable to the County and affected residents, or implement alternative measures that may be acceptable to the County and affected residents to address speeding on 18 th between Glebe and Upton and hazards at the intersection of 18 th and Wakefield. Study and implement appropriate measures to address pedestrian hazards at the intersection of 18 th and Glebe.	Proposed sidewalk and safety improvements will be considered for funding as part of the new Neighborhood Complete Streets Program or Safe Routes to Schools initiative. A raised crosswalk would be considered a traffic calming measure and would have to meet eligibility requirements and neighborhood support for installation. Because North Wakefield Street intersects 18 th Street North at the crest of a hill, visibility for pedestrian crossing is optimal at this location. Removal of parking along one side of 18 th Street South in order to provide better bi-directional vehicle separation can be analyzed upon request by the neighborhood; however, removing parking would likely increase traffic speeds as well as have a negative impact on residents who depend on street parking availability for themselves or guests.

#	Recommendation	Staff Comment
<i>5.0 Transportation, Traffic and Pedestrian Concerns</i> <i>Traffic and Intersection Concerns (continued)</i>		
5-5	Install four-way stop signs or take other appropriate measures to address hazards at the intersections of Upton with 19 th Road and 19 th Street, as well as downhill speeding on Upton between 20 th Road and 19 th Road.	The intersections of North Upton Street with 19 th Road North and 19 th Street North will be evaluated by Traffic Engineering & Operations (TE&O) for all-way stop control and sight distance concerns. Because North Upton Street is an internal neighborhood street with no direct connection to major roadways, drivers on North Upton Street are likely neighborhood residents or guests. It is advised that the civic association launch an information campaign through its newsletter and/or listserv reminding residents to drive responsibly and respectfully and ask their guests to do the same.
5-6	Analyze adding a painted crosswalk and other remedial measures at the intersection of 19 th Road and Utah.	Installation of a marked crosswalk at this location will be investigated by the County's Transportation, Engineering and Operations (TE&O) staff.
5-7	Take appropriate measures to increase pedestrian safety at the intersections of Vermont and Woodstock with Woodstock Park.	County staff will investigate what measures are appropriate for this location. Waverly Hills has previously been informed that a marked crossing would be supported by TE&O at North Vermont Street and 20 th Road North if the infrastructure were built to provide the mandated accessible ramps at either end of the crosswalk. The intersection of North Woodstock Street and 20 th Road North currently has a street imprint crosswalk and playground warning signs. Mid-block crossings at the park entrances just south of the intersections are not as safe as crossing at the intersections and are not recommended or supported by TE&O.
5-8	Work with the County to provide appropriate input about its planned project to add left-turn lanes to Glebe Road at its intersection with Lee Highway.	County staff has been and will continue to work with the affected community in the development of the Lee Highway and Glebe Road left-turn lanes project. Residents are encouraged to contact the County's Transportation Planning Bureau at 703-228-3344 for project updates.
5-9	Proceed with a planned neighborhood conservation project under the 1999 NCP intended to make improvements on 19 th Road between Woodstock and Upton, which among other things will address hazards at the intersection of Vermont, 20 th Street, 19 th Road,	The improvements are part of a Neighborhood Conservation project approved by the County Board in February, 2014. This project is currently in the design phase.

#	Recommendation	Staff Comment
<i>5.0 Transportation, Traffic and Pedestrian Concerns</i> <i>Traffic and Intersection Concerns (continued)</i>		
5-9	<i>Continued</i> and Upland, and should slow traffic on 19 th Road to some extent through the installation of new street trees in mid-block curb nubs.	
5-10	After completion of this project, assess whether 20 th Street between Woodstock and Vermont qualifies for traffic calming, if a speeding issue remains there.	The Neighborhood Traffic Calming Program has been discontinued, however traffic calming could be implemented as part of the new Neighborhood Complete Streets (NCS) program. Under the NCS program's funding criteria, priority is given to projects that will address infrastructural improvements such as new sidewalks, curbs and street lights rather than solely traffic calming.
5-11	Monitor the traffic impact of the Parkland Gardens development being built at Glebe and 20 th Road and take appropriate measures in response.	The County's Traffic Engineering and Operations (TE&O) Office will continue to monitor the traffic impact of the development. Any issues that arise from the development should be directed to TE&O at 703-228-3344. Appropriate staff will be assigned at the time of contact.
5-12	Lengthen the light for eastbound traffic on Old Lee Highway at the Five Points Intersection.	The County has extended the time on Old Lee Hwy to the maximum possible. Any further increase in time on this approach will result in extraordinary delays on Lee Hwy causing grid locks all the way back up to Lorcom Lane and beyond. For more information, contact the County's TE&O staff at 703-228-6570.
5-13	At the intersection of Washington Blvd. and Utah, add a traffic light or add button-activated, flashing pedestrian-crosswalk lights.	Improvements, including pedestrian-activated signals or beacons, for the pedestrian crossings of Washington Boulevard at N. Utah Street are currently being considered by County staff.
5-14	Consider adding a double-left-turn lane for traffic turning from westbound Old Lee Highway onto Old Dominion.	An analysis of this lane use modification request will be conducted by TE&O/Signals staff.
5-15	To address visibility problems at the intersection of 20 th Place and Woodstock, consider better marking a curb bump-out there or increasing the no-parking area near the corner.	Staff would support the installation of a curb bump-out ("nub") to improve pedestrian access and visibility. This intersection is currently under analysis by TE&O/ Operations per a submitted resident request. Nubs are present at the intersection. A longer nub to decrease parking on the east side to the south of the intersection could be built. However, the intersection investigation showed that the hindrance to sight distance at this location is the

#	Recommendation	Staff Comment
<i>5.0 Transportation, Traffic and Pedestrian Concerns</i> <i>Traffic and Intersection Concerns (continued)</i>		
5-15	<i>Continued</i>	<i>Continued</i> crest of the hill on the roadway just south of the intersection. Removing more parking would have a nominal effect, if any.
5-16	Refrain from installing new traffic circles in addressing the foregoing issues.	No new traffic circles are planned for the neighborhood.
Sidewalks		
5-17	At this time, recommendations are not made for sidewalks on Upton Street, Wakefield Street, 17th Street, 19th Street, and 20th Street. Continue to monitor owners to ensure that eventually over time each street in the neighborhood has a complete sidewalk on one side, where streets are wide enough to safely accommodate new sidewalks.	County policy calls for the installation of a sidewalk along at least one side of all streets. Staff hopes that the neighborhood will undertake sidewalk installation projects on those streets in the future. The new Neighborhood Complete Streets (NCS) program could be a source of project implementation should projects fail to qualify under the Neighborhood Conservation Program's rules.
5-18	In setting priorities for sidewalk completion, focus on creating safe walking routes to Glebe Elementary School and Washington & Lee High School, as well as Woodstock Park, the Ballston Metro, and Lee Highway shops and bus routes.	Staff agrees that safe walking routes to local schools, transit stations and shopping should be top priorities.
5-19	Install sidewalks, curbs and gutters – if there is sufficient support from residents on the following three streets: <ul style="list-style-type: none"> • 18th Street North, on its south side, from Glebe to Wakefield, as a primary safe route to school. • 20th Road North between the mid-point of the block between Upland and Upton and Utah. • Old Dominion on the south side, east of N. Thomas Street. 	The Old Dominion Drive sidewalk project is currently in design and funded for construction. The County's Transportation staff supports future projects for completion of sidewalks along 18 th Street North and 20 th Street North.

#	Recommendation	Staff Comment
<i>5.0 Transportation, Traffic and Pedestrian Concerns (continued)</i>		
Curbs and Gutters		
5-20	Add curbs and gutters on blocks that lack them at the same time that those blocks receive new sidewalks, if such sidewalks and curbs and gutters are supported by the requisite majority of affected residents.	The County's Transportation staff supports installation of curbs and gutters as part of sidewalk projects. Consideration should also be given to curb-less measures that increase stormwater bio-retention.
Lighting		
5-21	In setting priorities for new lighting, focus on walking routes to or from the Ballston Metro and shops, Lee Highway's bus stops and shops, Woodstock Park, Glebe Elementary School, and Washington & Lee High School.	No Comment
5-22	Install new lighting on 19 th Road (under the current NCP application).	These improvements are part of a Neighborhood Conservation (NC) project approved by the County Board in February, 2014. This project is currently in the design phase.
5-23	Add lighting on Utah Street, especially on the blocks just north of I-66.	The Waverly Hills Civic Association (WHCA) is encouraged to make this installation request under the NC Program application or create a new NC project request. The WHCA can submit the request for funding and would need the Cherrydale Civic Association's approval to move forward. The WHCA would be responsible for all of the project petitioning work. There are no other Capital Improvement Program (CIP), or otherwise, funding sources allocated in the near future for this area.
5-24	Analyze new lighting in Woodstock Park (under the proposed Master Plan).	The County's Department of Parks and Recreation (DPR) will review any proposed lighting for budgetary, maintenance, and community impacts. If the neighborhood is interested in discussing new improvements to the park, they may work with NC Program staff. As part of the scoping, DPR will give consideration to the appropriateness of any proposed lighting for budgetary, maintenance, and community impacts.
5-25	Carefully replace Colonial lights with Carlyle lights and HID (high-intensity discharge) lamps with LED (light-emitting diode) lamps throughout Waverly Hills.	The County has a program to remove old HPS lights and convert them to LEDs as budget becomes available. Residents can request conversion on specific streets that are part of Neighborhood Conservation (NC) projects.

#	Recommendation	Staff Comment
<i>5.0 Transportation, Traffic and Pedestrian Concerns</i> <i>Lighting (continued)</i>		
5-26	Reduce the brightness and glare of LEDs on neighborhood streets.	Keeping these issues in focus, the County has selected lighting fixtures that are approved by the Illuminating Engineering Society. The County further reduces the brightness as the night progresses.
Parking		
5-27	Monitor parking conditions and input from residents to determine whether any new Residential Permit Parking (RPP) zone is warranted anywhere in the future. (Our NCP survey did not show current support for establishing any new RPP zones.)	If residents want to pursue Residential Permit Parking in the future, they are encouraged to contact the Parking section of Traffic Engineering & Operations (TE&O) at park@arlingtonva.us or 703-228-3344 to begin the application process.
Public Transportation		
5-28	Support continued ART 62 bus service on Utah Street, and explore a suggestion to erect signs along Utah identifying the flag-stop ART 62 route there.	ART operations will review signage for this flag route.
5-29	Continue to monitor residents' views on whether any specific enhancements should be made to bus service.	A comprehensive update to the County's Transit Development Plan will be undertaken in Fiscal Year 2016, and bus service to this area will be examined in that planning effort.
5-30	Support adding Zip-car spaces and electric recharging stations in the commercial areas of Waverly Hills.	It is unlikely that Zip Car will locate vehicles in a relatively low-density area. County staff is working on a policy for location of electric-vehicle charging stations within the public right-of-way. At this time it is not certain whether charging stations will be allowed on the street. The County will examine opportunities for adding Zip-Car spaces to commercial centers in this area.
Bicycling		
5-31	Support the County's plans to expand bike lanes in the neighborhood, analyzing new bike lanes on Woodrow and Woodstock, between Lee Highway and Glebe Road, with Woodrow taking priority.	It does not appear that there currently is sufficient available space on Woodrow and Woodstock Streets to permit marking of bicycle lanes. If the neighborhood supports removal of the painted median, bicycle lanes could be marked on Woodstock St.
5-32	Propose to the owners or future developers to add bike racks at the Lee Heights shops and Woodstock Park, and bike rental mini-stations also at the Lee	County staff will investigate addition of bike racks at the Lee Heights shops and Woodstock Park. The Capital Bikeshare System Expansion Plan calls for addition of bike stations on Old Lee Highway near Woodrow and Utah streets in the year 2017.

#	Recommendation	Staff Comment
<i>5.0 Transportation, Traffic and Pedestrian Concerns Bicycling (continued)</i>		
5-32	<i>Continued</i> Heights shops or the Custis bike trail at Glebe Road.	<i>Continued</i> Additional stations along the Custis Trail are also proposed in the next year.
Street, Traffic & Other Signage		
5-33	Add signs on Glebe Road to alert motorists of the school zone.	Ground mounted signs along North Glebe Road should be requested through the Virginia Department of Transportation (VDOT) as Arlington County does not have authority to install traffic signage on VDOT controlled roadways. The VDOT contact for traffic engineering issues in Arlington is Mr. Don Ostrander: Donald.Ostrander@vdot.virginia.gov . If Mr. Ostrander is no longer the contact when issues arise, VDOT can be contacted at 1-800-FOR-ROAD and the request will be routed appropriately.
5-34	Add signs on Vermont to protect children around Woodstock Park (i.e., "Slow Down—Children Playing").	A Playground warning sign will be installed on North Vermont Street on the approaches to Woodstock Park.
5-35	Evaluate relocation of the current Waverly Hills neighborhood sign on the Woodstock traffic circle to a place that better represents the boundaries of Waverly Hills, perhaps at the actual boundary along Old Dominion/Lee Highway/Lorcom Lane near the Lee Heights Shopping Center.	County staff will work with the Waverly Hills civic association to evaluate potential sign locations in the public right of way.
5-36	Replace or modify other signs as detailed in §5.9 - "Street and Traffic Signage" on page 36.	Signage concerns on page 36 will be evaluated individually and any necessary installation, modification, removal, or maintenance will be completed.
NCAC Policy		
5-37	Analyze a change to NCAC policy so that preliminary cost estimates - at least a range - could be provided and discussed at the neighborhood meeting before the neighborhood's final vote on a project.	Any policy changes in the Neighborhood Conservation Advisory Committee (NCAC) funding round process would have to be considered at a separate Points Committee Meeting. If changes were recommended and approved at a future Points Committee Meeting, those recommendations would then have to be shared with the regular membership for approval. The Vice Chair of the NCAC Committee chairs all Points Committee meetings and would be the person to start any proposed policy discussions. Should anyone wish to pursue policy changes, the first step would be to contact the Neighborhood Conservation (NC) representative for Waverly Hills.

#	Recommendation	Staff Comment
<i>5.0 Transportation, Traffic and Pedestrian Concerns</i> <i>NCAC Policy (continued)</i>		
5-38	Analyze the NCAC process that gives a vote only to residents with linear frontage, and consider broadening the vote, for example to residents of 'land locked streets,' such as those on cul-de-sacs who are dependent on decisions made on primary feeder streets.	Any policy changes in the NCAC petitioning process would have to be considered at a separate Points Committee meeting. If changes were recommended and approved at a future Points Committee Meeting, those recommendations would then have to be shared with the regular membership for approval. The NCAC Vice Chair chairs all Points Committee meetings and would start any proposed policy discussions. Should anyone wish to pursue policy changes, the first step would be to contact the NC Representative for Waverly Hills.
6.0 Parks, Open Space, Recreation, and Urban Agriculture		
6-1	The WHCA and Arlington County Parks should meet annually to review park maintenance and discuss park improvements through County or private grants and Neighborhood Conservation Funds.	The County's Department of Parks and Recreation (DPR) supports annual meetings with WHCA to review maintenance issues and make recommendations for park enhancements. Park enhancements can be pursued through the County's Neighborhood Conservation (NC) Program.
6-2	A Park Master Plan should be developed and implemented under grants (PEG or private) or NCP funds, or under existing WHCA funds in the County DPR's special account (approximately \$13,000).	A park master plan (MP) is a general guide for appropriate park uses, their approximate size and location, and their relationships within a specific park site. Developed through a public process, the plan serves as a long-range vision and strategic plan that guides the park's development and programming. The plan addresses planned park elements, natural and historic resource management, internal and external circulation, and general design concerns. In certain situations the adjacent transportation network and land uses may be included in the plan. The plan is conceptual in nature and not intended to address detailed issues related to engineered site design or park operations. A master plan normally followed in time by specific design or phases of design to realize the ultimate build out of the master plan. In this instance, staff does not believe that a master planning effort is needed given the size and topography of the site, as well as the current renovation plans. Not many additional amenities can be accommodated and the County is hesitant to over-develop parkland. Staff believes the features or desires of the community can be adequately addressed through the standard design process. In addition, the funds in question were intended to be

#	Recommendation	Staff Comment
<i>6.0 Parks, Open Space, Recreation, and Urban Agriculture (continued)</i>		
6-2	<i>Continued</i>	<i>Continued</i> used for tangible improvements such as a sign, landscaping or a drinking fountain. The Waverly Hills Civic Association should work with the County's Parks and Natural Resources staff to spend the funds this fiscal year.
6-3	The Master Plan should add pedestrian lighting along the main walkway, perhaps solar powered. Site lighting would enhance the park's safety and extend use of the park for special events. One or two of the fixtures should have weatherproof receptacles to facilitate power for special events.	If the neighborhood is interested in discussing new improvements to the park, they may work through the Neighborhood Conservation (NC) Program. As part of the scoping, the Department of Parks and Recreation (DPR) will give consideration to the appropriateness of any proposed lighting for budgetary, maintenance, and community impacts.
6-4	The Master Plan should include an Adult/Family area to recognize the needs of all adults including seniors, with both passive recreational uses, such as a more formal garden area for reading, sketching/art classes, chess tables, botanic displays, lectures, etc. and more active area for adult recreation such as yoga or shuffleboard and festival/special event gathering space or area for performing artists. This might include a water feature, a space for temporary toilets, and a small pavilion. Bike racks should be considered.	If the neighborhood is interested in discussing new improvements to the park, they may work through the Neighborhood Conservation Program.
6-5	Parts of Woodstock Park are too steep for activities and should be returned to a more natural state with native trees and grasses, in cooperation with Arlington County DPR.	The County's Department of Parks (DPR) staff has received conflicting requests about the hill in Woodstock Park. DPR will work with the community to determine the best use of the space and accommodate various interests such as a sledding hill. DPR will also request that native trees be installed as part of the upcoming playground renovation.

#	Recommendation	Staff Comment
<i>6.0 Parks, Open Space, Recreation, and Urban Agriculture (continued)</i>		
6-6	Park safety should be improved, possibly by adding fencing along Vermont Street (\$125-\$150 per linear foot) although this is controversial within the Parks Committee, and by adding fencing along the sides, to replace the rusting chain link fence. Fencing should be a thinner, less obtrusive material—similar to the black fencing at other parks.	The County's Department of Parks and Recreation (DPR) supports fence improvements at Woodstock Park provided that funding is available for installation and maintenance. New fencing must accommodate maintenance vehicle access.
6-7	Park programming by WHCA should include more adult oriented special events and family festivals such as music, film, seasonal festivals—Fall/Halloween or Spring/Community Picnic, artisan exhibits, concerts, etc.	The community may work with DPR to obtain special events permits for neighborhood programming in the park.
6-8	Identify and pursue the implementation of conservation easements within Waverly Hills.	The community may work with the Northern Virginia Conservation Trust (NVCT) to pursue the establishment of conservation easements. Conservation easements may also be pursued during the planning process for special exception development projects.
6-9	Evaluate the opportunity to transform the overgrown public land at Wakefield and 19 th Street into a pocket park, community garden, native plant demonstration site, or other useful resource, perhaps with the assistance of a community organization such as a local Boy or Girl Scout troop.	Staff's preferred alternative for improvements to this area is to work with the community on removing invasive plants and managing it as a natural area through the Adopt-A-Spot Program. Staff does not support the removal of trees at this location.
6-10	The WHCA should pursue all of the urban agriculture recommendations listed above under §6.5-"Urban Agriculture" on page 41	Staff supports the WHCA recommendations.
6.5 Urban Agriculture- Urban agriculture recommendations in the NC Plan are:		
	1. Develop an inventory of potential land within the neighborhood that can be used	Staff is open to exploring additional locations for community gardens. Use of public land for community gardens will require a public planning process and

#	Recommendation	Staff Comment
<i>6.0 Parks, Open Space, Recreation, and Urban Agriculture - Continued</i>		
<i>6.5 Urban Agriculture- Urban agriculture recommendations in the NC Plan are:</i>		
	Continued for community gardens – both public space (Woodstock Park or right of way such as on Wakefield and 19 th Street) and private land. These spaces can be either permanent or temporary. Approach the owners for discussion, and include in the Woodstock Park master plan.	Continued funding for installation and maintenance, including water and fencing.
	2. Set up a 'Share My Backyard' site on the WHCA web site, linked to the WH social list serve, to allow others to know where they might find shared space for gardening (www.sharingbackyards.com). This could especially assist apartment owners who have no space. Agreement would be informal and similar to Craigslist. The site could also encourage plant giveaways within the neighborhood.	Staff supports this recommendation. The community could use social media to establish a yard sharing program.
	3. Invite master gardeners or naturalists from the Virginia Extension Service or elsewhere to present at WHCA meetings; master gardeners could bring seeds for distribution.	Staff supports this recommendation.
	4. Invite master gardeners to set up a table at an annual neighborhood event, such as a community picnic in the spring, and they could give away seeds, sell native plants, and answer questions about gardening.	Staff supports this recommendation.
	5. Invite Arlingtonians for a Clean Environment and County staff to present to the WHCA on other issues such as storm water drainage, water conservation/rain barrels, and invasive plant control.	Staff supports this recommendation.

#	Recommendation	Staff Comment
<i>6.0 Parks, Open Space, Recreation, and Urban Agriculture - Continued</i>		
<i>6.5 Urban Agriculture- Urban agriculture recommendations in the NC Plan are:</i>		
	6. Install low maintenance, low water native plantings in Woodstock Park and analyze installing them in medians and demonstration gardens.	Staff supports the use of native plants that require less maintenance and water. Any significant changes to current or planned landscape installations in Woodstock Park will require a community planning process and additional resources. Resources are not currently available for installation and maintenance of additional planting beds in medians. The Waverly Hills Civic Association (WHCA) may want to consider plantings to be included in any streetscape improvement projects with maintenance to be performed by the neighborhood.
	7. Encourage green roof top gardens (e.g., newly developed areas on Lee Highway).	The County's Department of Parks and Recreation (DPR) supports efforts to increase opportunities for gardening and local food production where they align with other County priorities. Efforts to encourage roof top gardens within new development projects would best be addressed through the Site Plan process.
7.0 Urban Forestry		
7-1	The County should continue to support preservation and replacement of the Waverly Hills tree canopy through the NCP at Woodstock Park, and through good maintenance practices and consultation with a County arborist throughout the neighborhood.	DPR supports the preservation, replacement and maintenance of tree canopy on County property within the limitations of available resources. Urban Foresters are available to provide general advice and recommendations to residents on tree planting and maintenance, but cannot provide assessments for privately-owned trees.
7-2	The County should clear invasive plants from public right-of-ways.	Resources to control the problem of invasive plants in parks are very limited and must be confined to ecologically significant natural areas identified in the County's Natural Resources Management Plan NRMP). Though resources are not available to control invasive plants in public right-of-ways, DPR does provide educational information and training to volunteers interested in invasive removal. Staff may be contacted at 703-228-6525 for more information.
7-3	County staff and the WHCA should educate the neighborhood on participation in various County program including the Tree Canopy Fund (including potentially applying for a grant), the Notable Tree Program, and the Champion Tree Program.	Information regarding tree-related programs is posted on the County's website (http://environment.arlingtonva.us/trees/). Press releases and announcements to civic associations are also issued annually. DPR Forestry staff is available by request to present information on these programs at civic association meetings. Call 703-228-6525 to request a staff presentation on tree-related topics.

#	Recommendation	Staff Comment
<i>7.0 Urban Forestry (continued)</i>		
7-4	Through the Tree Steward Program, the WHCA should work with the County to plant appropriate trees in public right-of-ways and at Woodstock Park.	The Department of Parks and Recreation (DPR) is responsible for planting trees in the public right-of-way and in public parks. Sites are assessed for planting opportunities and appropriate species are selected. Staff works with Tree Stewards and other volunteers on a variety of projects and welcomes the opportunity to engage in additional partnerships. Residents may also contact DPR at 703-228-6525 to suggest locations for planting trees.
7-5	The WHCA should educate its citizens on control of harmful tree pests and invasive plants, and encourage native plants. The civic association should also educate its citizens about methods to effectively eradicate mosquitoes.	DPR staff is available by request to present information at civic association meetings on harmful tree pests, the control of invasive plants, and appropriate native plantings. Residents may call 703-228-6525 to request a staff presentation. Information regarding tree-related programs is posted on the County's website (http://environment.arlingtonva.us/trees/). Arlington's Office of Virginia Cooperative Extension (VCE) also provides educational information and programs on pest control, including mosquitos. Residents may contact VCE at 703-228-6400, or through their website at http://offices.ext.vt.edu/arlington/ .
7-6	The WHCA met with the Parks Department to discuss unused public spaces such as the overgrown right-of-way at Wakefield and 19 th Street, and the Parks Department agreed to analyze the space for a better use. The WHCA should continue this discussion.	DPR staff recommends that WHCA formally adopts this parcel through the "Adopt-a-Spot" program. If the community supports managing this parcel as a natural area, DPR can assist with invasive plant management using a specialized contractor. Part of the Adopt-a-Spot agreement would include annual volunteer removal events to maintain the parcel once contracted treatments are complete. Visit http://environment.arlingtonva.us/get-involved/adopt-park/ for information on DPR's Adopt-a-Spot program.
8.0 Utilities and Infrastructure		
Stormwater		
8-1	Support implementation of the storm sewer projects in Arlington's Capital Improvement Plan.	Staff recognizes and appreciates this support for existing County initiatives.
8-2	Support the specific stormwater retrofit projects in the updated Stormwater Master Plan, particularly, in the higher and more densely developed areas of Waverly Hills.	

#	Recommendation	Staff Comment
<i>8.0 Utilities and Infrastructure (continued)</i>		
8-3	When surface parking lots are repaved or replaced, create incentives such as a tax credit to implement permeable pavement.	At this time, the County is not considering a tax credit for conversion of impervious to pervious surface. However, the County does offer financial incentives for stormwater projects including permeable pavement projects through its StormwaterWise Landscapes program. Commercial, multi-family residential, homeowner association and institutional properties can participate in the Home Owners Association Program - http://environment.arlingtonva.us/stormwaterwise/stormwaterwise-landscapes-hoas-2014/ .
8-4	At apartment buildings and commercial development create incentives to add cisterns for water conservation.	Cisterns are challenging to add to existing buildings, and effectively using the captured water is a consideration. Cisterns are most effectively added during development or re-development. At that time, plumbing and irrigation connections also can be added to make use of the harvested rainwater. New, more stringent stormwater regulations effective July 1, 2014 will encourage development projects to include more, and more effective, stormwater features including cisterns.
Electricity		
8-5	Waverly Hills supports the planned undergrounding of utilities along the arterial Streets in Waverly Hills.	There are no funds available to underground utilities outside of established undergrounding districts.
8-6	When commercial or multifamily residential properties along the major arterial streets in Waverly Hills are redeveloped under a site plan, one of the goals will be to have the developer underground utilities in conjunction with the redevelopment as a site plan condition.	There are no funds available to underground utilities outside of established undergrounding districts and there are no utility undergrounding plans for residential areas. As part of the site plan process, the County can make undergrounding of utilities around the property's periphery a condition of development. However, the County can place no such condition on by-right projects.
9.0 County Services		
General		
9-1	The WHCA should periodically organize WHCA meetings with programs on the following (some occurred in 2012 and 2013): <ul style="list-style-type: none"> • Emergency response services and fire prevention featuring representatives from FS3 and FS8 	Staff supports this WHCA recommendations and will provide presentations upon requests.

#	Recommendation	Staff Comment
<i>9.0 County Services (continued)</i>		
9-1	<p><i>Continued</i></p> <ul style="list-style-type: none"> • Making neighborhoods safe • featuring representatives from the Arlington County Police Department • Hospice services featuring representatives from Halquist Memorial Inpatient Center • Library resources (see below) 	
Schools		
9-2	To increase neighborhood cohesion, identity and walkability, the WHCA requests that Arlington Public Schools take into consideration neighborhood identity and walkability when determining school boundaries.	The Waverly Hills Civic Association should work directly with Arlington Public Schools to address this recommendation.
Police		
9-3	The WHCA and Waverly Hills residents request Arlington County Police Department increase their police presence in Waverly Hills.	The Waverly Hills Civic Association (WHCA) is located in Police District 1 area and has an assigned police department liaison. The liaison will be attending upcoming civic association meetings to discuss any crime trends and to provide additional crime prevention and safety information. The WHCA is on the District 1 Distribution list for monthly newsletters which includes the part one crimes which have occurred in the first district and crime prevention tips. The Police Department also offers free home security surveys for County residents. Appointments can be made by contacting the Arlington Police Auxiliary Program at 703-228-4057.
Libraries		
9-4	The WHCA and Waverly Hills residents work with Arlington County Libraries to eliminate the meeting restrictions (i.e., number per year and maximum advance sign-up) on Arlington civic associations, such as the WHCA, that do not have community meeting and event space within their boundaries	As an alternative for WHCA meetings, the Library suggests the Langston Brown Community Center, which is free for civic association use. Currently, there are no restrictions on how many times a group may meet. The guidelines and forms for booking these meeting rooms can be found at: http://parks.arlingtonva.us/rentals/facility-rentals-community-center-rooms/ Additionally, there are private non-County owned facilities that are open to community groups as part of agreements made with the building developer during the site plan review process: http://topics.arlingtonva.us/government/public-meeting-spaces/noncounty-facilities/

#	Recommendation	Staff Comment
<i>9.0 County Services</i> <i>Libraries (continued)</i>		
9-5	County Library present online resources and feature representatives at a WHCA meeting.	Libraries staff is available to attend WHCA meetings to talk about and/or demonstrate online resources. A conversation with Library staff in advance could help identify those resources that would be of most interest and use to this community.
Environmental Services		
9-6	In light of the steep terrain of many streets in Waverly Hills, including some that are well-traveled thoroughfares, the WHCA and Waverly Hills residents should work with the County Department of Environmental Services to speed up the response time of snow removal.	As part of the County's Snow Removal Program, the County has eight snow zones and priority routes in all neighborhoods that are within a few blocks of most homes in the County. These priority routes are cleared during and immediately after snowfall events, and residential streets after that with some priority for hills. County staff does not work individually with civic associations as suggested.
Community Space		
9-7	To increase neighborhood identity and cohesion, WHCA and Waverly Hills residents should work with the County and future developers to create a public or private facility within the Waverly Hills boundaries for the WHCA and Waverly Hills residents to meet and hold events.	Extensive and inclusive community and neighborhood involvement is an integral component of all planning processes including review of major development projects. This engagement offers opportunities for the County to negotiate community amenities and residents are encouraged to suggest community amenities at this point in the process.
10.0 Community Emergency Preparedness and Resilience		
10-1	Form an Emergency Management Committee (EMC).	The County Board appointed commission, Emergency Preparedness Advisory Commission, (EPAC), holds meetings that are open to the public, on the last Wednesday of every month at 7 PM, at 2100 Clarendon Boulevard, room 300. If the community wants to establish their own committee, the Office of Emergency Management (OEM) can provide assistance.
10-2	The WHCA EMC and the WHCA Communications Coordinator organize and execute a communication campaign and solicit volunteers to take emergency preparedness training through CERT, MRC and VEST.	The County's OEM offers free Community Emergency Response Team (CERT), Medical Reserve Corps (MRC) and Volunteer Emergency Support Team (VEST) training. Dates and times will be announced. Both MRC and VEST training are offered on an ongoing basis. For more information contact OEM at 703-228-3314 or http://departments.arlingtonva.us/oem/

#	Recommendation	Staff Comment
<i>10.0 Community Emergency Preparedness and Resilience (continued)</i>		
10-3	The WHCA EMC and the WHCA Communications Coordinator organize and execute an educational campaign to provide information to the citizens of Waverly Hills regarding creation and practice of a disaster plan, including assembly of a disaster checklist and disaster supply kits.	OEM staff will be happy to assist the community with an educational campaign. For more info contact OEM at 703-228-3314 or http://departments.arlingtonva.us/oem/
10-4	The WHCA EMC and the WHCA Communications Coordinator work with the block captains to organize and execute a communications campaign to identify special needs community citizens.	OEM has a free program called “Map Your Neighborhood” which will assist the community in this effort. OEM can provide needed materials. For more information contact the County’s Office of Emergency Management (OEM) staff at 703-228-3314 or visit http://departments.arlingtonva.us/oem/
10-5	Arlington County should consider subsidizing tuition, licensing and renewal fees for the maintenance of community-level emergency management readiness of the citizen bank.	All OEM training is free, including CERT, MRC and VEST. No licensing or renewal fees or tuition is associated with any of the programs.

Appendix C - Neighborhood Survey

1 PARKS AND RECREATION & BEAUTIFICATION

1.1 Have you visited Woodstock Park?..... ☐ Yes ☐ No

If yes, how many times per year? _____

1.2 Are there any Woodstock Park improvements you would like to see?..... ☐ Yes ☐ No

1.3 If yes, please check all that apply:

- | | |
|----------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------|
| <input type="checkbox"/> a) Benches | <input type="checkbox"/> b) Covered Pavilion |
| <input type="checkbox"/> c) Picnic tables | <input type="checkbox"/> d) Restrooms |
| <input type="checkbox"/> e) Play equipment (e.g., new swings or other new equipment) | <input type="checkbox"/> f) Water Spray Play Area or other water feature |
| <input type="checkbox"/> g) Dog runs | <input type="checkbox"/> h) Trails - walking, jogging, biking |
| <input type="checkbox"/> i) Tennis courts | <input type="checkbox"/> j) Volleyball court |
| <input type="checkbox"/> k) Fencing | <input type="checkbox"/> l) Public Art |
| <input type="checkbox"/> m) Community Garden (for urban agriculture) | <input type="checkbox"/> n) Public gardens |
| <input type="checkbox"/> o) Community Center (for meetings, indoor activities like cooking, art classes, exercise classes, etc.) | |
| <input type="checkbox"/> p) Other Ideas _____ | |

1.4 Would you like to attend festivals or holiday events at the Park?..... ☐ Yes ☐ No

1.5 If yes, what kind (check all that apply):

- ☐ a) Easter egg hunt, ☐ b) Halloween costume event, ☐ c) neighborhood picnic,
☐ d) other: _____

1.6 To preserve green or open space in Waverly Hills, do you recommend any of the following?

- | | Yes | No |
|-----------------------------------|-----------------------|-----------------------|
| a) Plant more trees | <input type="radio"/> | <input type="radio"/> |
| b) Purchase property for parkland | <input type="radio"/> | <input type="radio"/> |
| c) Get rid of invasive plants | <input type="radio"/> | <input type="radio"/> |

1.7 Other suggestions to beautify Waverly Hills? _____

2 NEIGHBORHOOD QUALITY OF LIFE

2.1 What do you like about Waverly Hills?

- a) _____
 b) _____
 c) _____

2.2 What do you dislike about Waverly Hills?

- a) _____
 b) _____
 c) _____

2.3 Arlington County promotes the concept of urban villages (e.g., walking to shopping, Metro, schools, etc.)
 Do you consider Waverly Hills to be 'walkable?' ☐ Yes ☐ No

2.4 What amenities would you like to see to make Waverly Hills more of an 'urban village?' _____

2.5 What other changes would improve or diminish the quality of life in Waverly Hills? _____

3 HISTORIC PRESERVATION (SECTION 31A OF THE COUNTY ZONING ORDINANCE)

3.1 Are you aware that the Glebe House is on the National Historic Register, and that in February of 2004 part of Waverly Hills was listed in the National Register of Historic Places? ☐ Yes ☐ No

3.2 Are you planning to build an addition or renovate your house?..... ☐ Yes ☐ No

3.3 Are you aware that renovations to your property could qualify for State and/or Federal tax credits, if you contact the County's Historic Preservation Planner before designing the renovation to ensure your building plan meets the design guidelines?..... ☐ Yes ☐ No

3.4 Do you want additional information from the County's Historic Preservation staff about the tax credit program and County process? ☐ Yes ☐ No

3.5 Are there specific buildings in the neighborhood that the County should consider for an historic marker? ☐ Yes ☐ No

Location? _____

3.6 Do you believe that the neighborhood sign on Glebe Road with the image of the historic Glebe House well represents the neighborhood? ☐ Yes ☐ No

3.7 Would you be in favor of working with Arlington County's Historic Landmark Advisory Review Board to help you design sensitive renovations or additions to your home?..... ☐ Yes ☐ No

4 STREETS, SIDEWALKS AND LIGHTING

Each question applies to either your street or elsewhere in the neighborhood.

4.1 Would you like to see any additional sidewalks? ☐ Yes ☐ No

Location? _____

4.2 Would you like to see additional curb and gutter? ☐ Yes ☐ No

Location? _____

4.3 Is there any problem with drainage, waste or water runoff?..... ☐ Yes ☐ No

Location? _____

4.4 Is additional street lighting needed? ☐ Yes ☐ No

Location? _____

4.5 Would you like to see exposed electrical lines/wires buried underground? ☐ Yes ☐ No

5 TRAFFIC/TRANSPORTATION/PARKING

Each question applies to either your street or elsewhere in the neighborhood.

5.1 Are there any traffic issues that you would like improved? ☐ Yes ☐ No

If yes, what are they? (e.g., traffic flow, traffic speed, visual obstruction) _____

5.2 Do you want to see traffic calming (speed bumps, speed humps, traffic circles)? ☐ Yes ☐ No

Location? _____

5.3 Are the traffic circles on Utah Street slowing traffic? ☐ Yes ☐ No

5.4 Is the traffic circle on Woodstock Street slowing traffic? ☐ Yes ☐ No

5.5 Do any of the Waverly Hills traffic circles pose a danger to pedestrians? ☐ Yes ☐ No

If yes, what are the hazards and where are they located? _____

5.6 Is the traffic on Glebe Road too fast? ☐ Yes ☐ No

5.7 If yes, which of the following changes would you like to see on Glebe Road?

	Yes	No
a) Increased enforcement of the speed limit	<input type="radio"/>	<input type="radio"/>
b) Reduced speed limit	<input type="radio"/>	<input type="radio"/>
c) Expanded school zone area	<input type="radio"/>	<input type="radio"/>
d) Mobile electronic speed indicators	<input type="radio"/>	<input type="radio"/>
e) Increased fines for speeding	<input type="radio"/>	<input type="radio"/>
f) Bicycle lanes	<input type="radio"/>	<input type="radio"/>
g) Additional traffic lights	<input type="radio"/>	<input type="radio"/>
h) Other recommendations _____		

5.8 Are the street signs in the neighborhood adequate? (e.g. street names and numbers) ☐ Yes ☐ No

If not, the location? _____

5.9 Are the traffic signs adequate (e.g., stop signs)? ☐ Yes ☐ No

If not, the location? _____

5.10 Is it difficult to park on your street or elsewhere in Waverly Hills? ☐ Yes ☐ No

If yes, the location? _____

5.11 If you live in multi-family housing, do you have adequate parking spaces for guests? ☐ Yes ☐ No

If not, location? _____

5.12 If you live adjacent to multi-family housing, is there an overflow parking problem? ☐ Yes ☐ No

If yes, location? _____

5.13 If commuter parking is a problem on your street, would you like your street to be part of the Residential Permit Parking Program (RPPP), which restricts parking by non-residents?..... ☐ Yes ☐ No
(For more information: web: rppp.arlingtonva.us | email: park@arlingtonva.us | tel: 703.228.3344)

5.14 Is the bus system (Metro and ART) adequate in Waverly Hills?..... ☐ Yes ☐ No
If no, location where would you like additional bus stops or more frequent service? _____

5.15 Would you like to see ART bus stop signs on Utah Street? ☐ Yes ☐ No
If yes, which cross streets? _____

5.16 Do you bicycle? ☐ Yes ☐ No

5.17 If yes, would you like to see more bike racks? ☐ Yes ☐ No Bike rentals? ☐ Yes ☐ No
Location? _____

6 COMMUNITY SERVICES

6.1 Arlington County provides a wide range of services. Please rate the following county services.

	Good	Fair	Poor
a) Police protection	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
b) Traffic/speed limit enforcement	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
c) Fire/ambulance service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
d) Street cleaning	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
e) Trash collection	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
f) Recycling collection	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
g) Disposal of hazardous waste	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
h) Leaf collection	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
i) Water/sewage service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
j) Street/sidewalk maintenance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
k) Park maintenance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
l) Snow removal	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
m) Pest control	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
n) Do you have other recommendations for improving County services? _____			

7 PUBLIC SAFETY AND HEALTH

Each question applies to either your street or elsewhere in the neighborhood.

7.1 Are there areas where the lack of sidewalks, crosswalks, handicapped access, traffic lights, curbs or gutters creates a safety hazard for school children or pedestrians?..... ☐ Yes ☐ No
If yes, location and type of safety hazard? _____

7.2 Are there any problems regarding insects or animals (raccoons, foxes, deer, rats, possum or other wildlife)?..... ☐ Yes ☐ No
If yes, location and problem? _____

7.3 Do you feel safe in Waverly Hills?..... ☐ Yes ☐ No

If no, location and problem? _____

7.4 Are there sufficient safety measures to prevent crime? ☐ Yes ☐ No

If no, recommendations (e.g., more police presence, Neighborhood Watch Program)? _____

7.5 Do you believe public services such as fire and ambulance are sufficient? ☐ Yes ☐ No

If no, problem and location? _____

7.6 Do you know of any health hazards in the neighborhood (e.g., pollution, pesticides)? ☐ Yes ☐ No

If yes, location and problem? _____

8 LAND USE AND ZONING

8.1 Do you have concerns about how land in Waverly Hills is being used, planned or zoned?.... ☐ Yes ☐ No

8.2 If yes, do your concerns include any of the following? (check all that apply)

- ☐ a) New single family houses (e.g., size, scale, height)
- ☐ b) Secondary structures on residential lots
- ☐ c) Subdividing lots into multiple residences
- ☐ d) Townhouses (e.g., density, height, setbacks, parking, access to the street)
- ☐ e) Apartments/Condos (e.g., density, height, parking, traffic)
- ☐ f) Commercial areas (e.g., types of uses/activities, traffic, parking)

8.3 Would you like to see undeveloped commercial or residential land or existing commercial or residential property re-develop as mixed use with both residential and commercial to create more of an urban village in Waverly Hills? ☐ Yes ☐ No

If yes, what type of development and where (e.g., vacant land on Glebe Road)? _____

8.4 Do you want to see additional businesses or commercial uses in Waverly Hills? (check all that apply)

- ☐ a) Grocery store or food market
- ☐ b) Retail store (gifts, clothing, jewelry, copy shop, pack and ship)
- ☐ c) Food and beverage (restaurant, cafes, coffee shops, wine stores)
- ☐ d) Offices
- ☐ e) Professional Services (doctors, dentists, chiropractors, health clinics, lawyers, accountants)
- ☐ f) Drugstores
- ☐ g) Health Clubs
- ☐ h) Recreational Facilities (swimming pool, ice rink)
- ☐ i) Automotive (dealerships, service repair, gas stations)
- ☐ j) Other _____

8.5 To promote urban agriculture (fresh eggs), would you like the County to change the Zoning Ordinance to allow people to raise chickens (hens not roosters) in their back yards? ☐ Yes ☐ No

If no, why? _____

9 INFORMATION ABOUT YOU

The survey is anonymous, but we would like to better understand the demographics of Waverly Hills.

- 9.1 Please list the **BLOCK AND STREET** where you live (e.g., 4600 block 19th St) _____
- 9.2 Please indicate your type of home: ☐ detached house, ☐ townhouse, ☐ apartment or ☐ condo.
- 9.3 If you are operating a business in Waverly Hills, what type: ☐ home office or ☐ other commercial?
What type of business? _____
- 9.4 Are you: ☐ a renter, ☐ an owner living in Waverly Hills, or ☐ an owner not living in Waverly Hills?
- 9.5 Please indicate the number of people in each age group in your household:
Children up to age 18 _____ Adults 19-50 _____ Adults 51 and older _____
- 9.6 How many years have you lived in Waverly Hills? _____
- 9.7 Do you plan to stay in Waverly Hills after you retire? ☐ Yes ☐ No

Thank you for taking your valuable time to fill out the survey.

Appendix D - Summary of Survey Results

Question/Response	Count	% of 304	Responding	Responding Yes
1.1_VisitWoodstock			302	
(n/r)	2	1%		
No	41	13%	14%	
Yes	261	86%	86%	
1.2_WoodstockImprove			270	
(n/r)	34	11%		
No	60	20%	22%	
Yes	210	69%	78%	
1.3.a_WoodstockImproveBenches	73	24%	13%	35%
1.3.b_WoodstockImprovePavilion	74	24%	13%	35%
1.3.c_WoodstockImproveTables	103	34%	18%	49%
1.3.d_WoodstockImproveRestrooms	72	24%	13%	34%
1.3.e_WoodstockImprovePlayEquip	111	37%	19%	53%
1.3.f_WoodstockImproveSprayPark	88	29%	15%	42%
1.3.g_WoodstockImproveDogRun	41	13%	7%	20%
1.3.h_WoodstockImproveTrails	36	12%	6%	17%
1.3.i_WoodstockImproveTennis	41	13%	7%	20%
1.3.j_WoodstockImproveVolleyball	9	3%	2%	4%
1.3.k_WoodstockImproveFencing	26	9%	5%	12%
1.3.l_WoodstockImprovePublicArt	29	10%	5%	14%
1.3.m_WoodstockImproveCommGarden	42	14%	7%	20%
1.3.n_WoodstockImprovePublicGarden	50	16%	9%	24%
1.3.o_WoodstockImproveCommCenter	39	13%	7%	19%
1.3.p_WoodstockImproveOther	71	23%	26%	34%
1.4_ParkFestivals			286	
(n/r)	18	6%		
No	66	22%	23%	
Yes	220	72%	77%	
1.5.a_ParkFestivalsEaster	92	30%	16%	42%
1.5.b_ParkFestivalsHalloween	102	34%	17%	46%
1.5.c_ParkFestivalsPicnic	184	61%	31%	84%
1.5.d_ParkFestivalsOther	48	16%	17%	22%
1.6.a_GreenSpacePlantTrees			247	
(n/r)	57	19%		
No	39	13%	16%	
Yes	208	68%	84%	

Question/Response			Count	% of 304	Responding	Responding Yes
1.6.b_GreenSpacePurchasLand					236	
	(n/r)		68	22%		
	No		74	24%	31%	
	Yes		162	53%	69%	
1.6.c_GreenSpaceInvasives					246	
	(n/r)		58	19%		
	No		27	9%	11%	
	Yes		219	72%	89%	
2.3_Walkable					284	
	(n/r)		20	7%		
	No		20	7%	7%	
	Yes		264	87%	93%	
3.1_GlebeHouseHistoric					288	
	(n/r)		16	5%		
	No		84	28%	29%	
	Yes		204	67%	71%	
3.2_Renovate					283	
	(n/r)		21	7%		
	No		225	74%	80%	
	Yes		58	19%	20%	
3.3_RenovateTaxCredit					275	
	(n/r)		29	10%		
	No		203	67%	74%	
	Yes		72	24%	26%	
3.4_TaxCreditInfo					275	
	(n/r)		29	10%		
	No		188	62%	68%	
	Yes		87	29%	32%	
3.5_HistoricMarker					193	
	(n/r)		111	37%		
	No		188	62%	97%	
	Yes		5	2%	3%	
3.6_GlebeNeighborhoodSign					261	
	(n/r)		43	14%		
	No		46	15%	18%	
	Yes		215	71%	82%	

Question/Response		Count	% of 304	Responding	Responding Yes
3.7_WorkWithLandmarkAdvisory				249	
	(n/r)	55	18%		
	No	179	59%	72%	
	Yes	70	23%	28%	
4.1_AddSidewalk				262	
	(n/r)	42	14%		
	No	108	36%	41%	
	Yes	154	51%	59%	
4.2_AddCurbGutter				224	
	(n/r)	80	26%		
	No	166	55%	74%	
	Yes	58	19%	26%	
4.3_Drainage				233	
	(n/r)	71	23%		
	No	186	61%	80%	
	Yes	47	15%	20%	
4.4_AddLighting				249	
	(n/r)	55	18%		
	No	155	51%	62%	
	Yes	94	31%	38%	
4.5_BuryElectric				266	
	(n/r)	38	13%		
	No	40	13%	15%	
	Yes	226	74%	85%	
5.1_Traffic				247	
	(n/r)	57	19%		
	No	85	28%	34%	
	Yes	162	53%	66%	
5.10_DifficultToPark				268	
	(n/r)	36	12%		
	No	211	69%	79%	
	Yes	57	19%	21%	
5.11_ParkingInMultiFamily				64	
	(n/r)	240	79%		
	No	28	9%	44%	
	Yes	36	12%	56%	

Question/Response			Count	% of 304	Responding	Responding Yes
5.12_AdjacentMultiFamily					94	
	(n/r)		210	69%		
	No		56	18%	60%	
	Yes		38	13%	40%	
5.13_RPPP					152	
	(n/r)		152	50%		
	No		131	43%	86%	
	Yes		21	7%	14%	
5.14_Bus					217	
	(n/r)		87	29%		
	No		18	6%	8%	
	Yes		199	65%	92%	
5.15_ART					188	
	(n/r)		116	38%		
	No		103	34%	55%	
	Yes		85	28%	45%	
5.16_Bike					261	
	(n/r)		43	14%		
	No		116	38%	44%	
	Yes		145	48%	56%	
5.17 (racks)_BikeRacks					145	
	(n/r)		159	52%		
	No		69	23%	48%	
	Yes		76	25%	52%	
5.17 (rentals)_BikeRentals					116	
	(n/r)		188	62%		
	No		71	23%	61%	
	Yes		45	15%	39%	
5.2_TrafficCalming					246	
	(n/r)		58	19%		
	No		178	59%	72%	
	Yes		68	22%	28%	
5.3_UtahCircles					241	
	(n/r)		63	21%		
	No		61	20%	25%	
	Yes		180	59%	75%	

Question/Response		Count	% of 304	Responding	Responding Yes
5.4_WoodstockCircle				221	
	(n/r)	83	27%		
	No	70	23%	32%	
	Yes	151	50%	68%	
5.5_CircleDanger				233	
	(n/r)	71	23%		
	No	124	41%	53%	
	Yes	109	36%	47%	
5.6_GlebeFast				262	
	(n/r)	42	14%		
	No	119	39%	45%	
	Yes	143	47%	55%	
5.7.a_GlebeFastEnforcement		47	15%	8%	33%
5.7.b_GlebeFastReduceLimit		45	15%	8%	31%
5.7.c_GlebeFastSchoolZone		71	23%	13%	50%
5.7.d_GlebeFastSpeedIndicator		43	14%	8%	30%
5.7.e_GlebeFastIncreaseFines		49	16%	9%	34%
5.7.f_GlebeFastBikeLane		72	24%	9%	50%
5.7.g_GlebeFastAddTrafficLights		42	14%	5%	26%
5.7.h_GlebeFastOther		51	17%	19%	36%
5.8_StreetSigns				255	
	(n/r)	49	16%		
	No	19	6%	7%	
	Yes	236	78%	93%	
5.9_TrafficSigns				256	
	(n/r)	48	16%		
	No	30	10%	12%	
	Yes	226	74%	88%	
6.1.a_ServicesPolice				187	
	(n/r)	117	38%		
	Fair	20	7%	11%	
	Good	167	55%	89%	
6.1.b_ServicesTraffic				183	
	(n/r)	121	40%		
	Fair	61	20%	33%	
	Good	116	38%	63%	
	Poor	6	2%	3%	

Question/Response		Count	% of 304	Responding	Responding Yes
6.1.c_ServicesFire				181	
	(n/r)	123	40%		
	Fair	14	5%	8%	
	Good	167	55%	92%	
6.1.d_ServicesStreetCleaning				185	
	(n/r)	119	39%		
	Fair	47	15%	25%	
	Good	131	43%	71%	
	Poor	7	2%	4%	
6.1.e_ServicesTrash				191	
	(n/r)	113	37%		
	Fair	16	5%	8%	
	Good	173	57%	91%	
	Poor	2	1%	1%	
6.1.f_ServicesRecycling				191	
	(n/r)	113	37%		
	Fair	17	6%	9%	
	Good	171	56%	90%	
	Poor	3	1%	2%	
6.1.g_ServicesHazMat				168	
	(n/r)	136	45%		
	Fair	45	15%	27%	
	Good	118	39%	70%	
	Poor	5	2%	3%	
6.1.h_ServicesLeaf				193	
	(n/r)	111	37%		
	Fair	25	8%	13%	
	Good	161	53%	83%	
	Poor	7	2%	4%	
6.1.i_ServicesWaterSewer				187	
	(n/r)	117	38%		
	Fair	32	11%	17%	
	Good	145	48%	78%	
	Poor	10	3%	5%	
6.1.j_ServicesSidewalkMaint				187	
	(n/r)	117	38%		
	Fair	68	22%	36%	
	Good	104	34%	56%	
	Poor	15	5%	8%	

Question/Response			Count	% of 304	Responding	Responding Yes
6.1.k_ServicesParkMaint					187	
	(n/r)		117	38%		
	Fair		71	23%	38%	
	Good		106	35%	57%	
	Poor		10	3%	5%	
6.1.l_ServicesSnow					185	
	(n/r)		119	39%		
	Fair		79	26%	43%	
	Good		73	24%	39%	
	Poor		33	11%	18%	
6.1.m_ServicesPest					160	
	(n/r)		144	47%		
	Fair		69	23%	43%	
	Good		69	23%	43%	
	Poor		22	7%	14%	
6.1.n_ServicesOther						
			53	17%		
7.1_PedestrianHazards					212	
	(n/r)		92	30%		
	No		110	36%	52%	
	Yes		102	34%	48%	
7.2_AnimalProblems					235	
	(n/r)		69	23%		
	No		159	52%	68%	
	Yes		76	25%	32%	
7.3_Safe					278	
	(n/r)		26	9%		
	No		8	3%	3%	
	Yes		270	89%	97%	
7.4_SafetyMeasures					234	
	(n/r)		70	23%		
	No		41	13%	18%	
	Yes		193	63%	82%	
7.5_FireAmbulanceSufficient					258	
	(n/r)		46	15%		
	Yes		258	85%	100%	

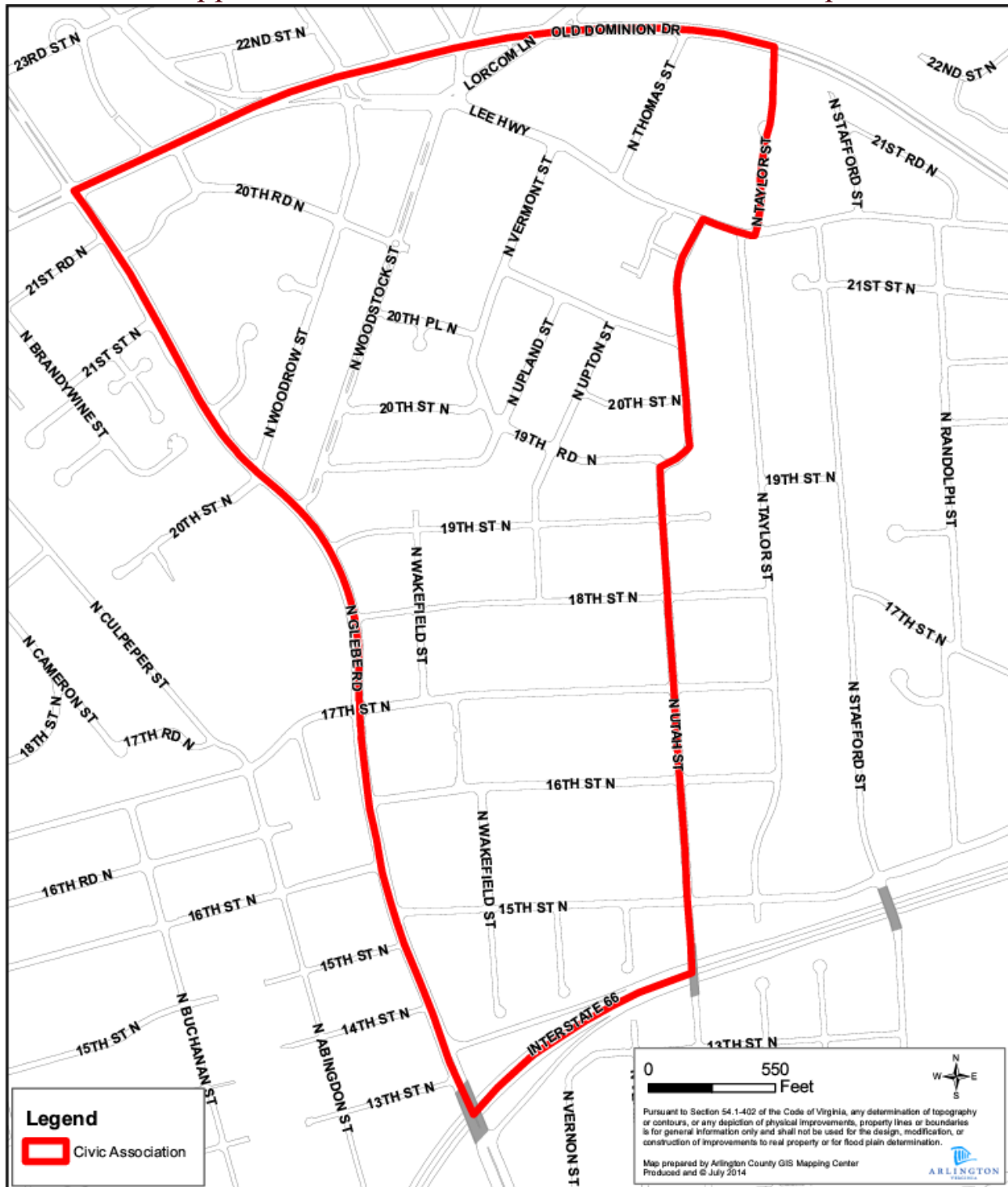
Question/Response		Count	% of 304	Responding	Responding Yes
7.6_HealthHazards				249	
	(n/r)	55	18%		
	No	226	74%	91%	
	Yes	23	8%	9%	
8.1_LandUse				244	
	(n/r)	60	20%		
	No	114	38%	47%	
	Yes	130	43%	53%	
8.2_LandUseApartments		57	19%	10%	44%
8.2_LandUseCommercial		46	15%	8%	35%
8.2_LandUseSecondaryStructures		38	13%	7%	29%
8.2_LandUseSingleFamily		88	29%	16%	68%
8.2_LandUseSubdividing		82	27%	15%	63%
8.2_LandUseTownhouses		61	20%	11%	47%
8.3_UndevelopedLand				251	
	(n/r)	53	17%		
	No	87	29%	35%	
	Yes	164	54%	65%	
8.4_NewBusinessAuto		2	1%	0%	1%
8.4_NewBusinessDrugStore		11	4%	2%	6%
8.4_NewBusinessFood		144	47%	28%	72%
8.4_NewBusinessGrocery		103	34%	20%	52%
8.4_NewBusinessHealthClub		45	15%	9%	23%
8.4_NewBusinessOffice		10	3%	2%	5%
8.4_NewBusinessOther		30	10%	14%	15%
8.4_NewBusinessProfServices		28	9%	5%	14%
8.4_NewBusinessRec		99	33%	19%	50%
8.4_NewBusinessRetail		75	25%	14%	38%
8.5_BackyardHens				263	
	(n/r)	41	13%		
	No	181	60%	69%	
	Yes	82	27%	31%	
9.2_HomeType				192	
	(n/r)	112	37%		
	Apartment	11	4%	6%	
	Condominium	11	4%	6%	
	Detached House	158	52%	82%	
	Townhouse	12	4%	6%	

Question/Response	Count	% of 304	Responding	Responding Yes
9.3_OperatingBusiness			29	
(n/r)	275	90%		
Home Office	26	9%	90%	
Other Commercial	3	1%	10%	
9.4_RenterOwner			272	
(n/r)	32	11%		
a renter	22	7%	8%	
an owner living in Waverly Hills	238	78%	88%	
an owner not living in Waverly Hills	12	4%	4%	

9.5_Age	Age Range			Responding
	< 19	19 - 50	> 50	Total: 259
	yes	yes	no	99
	no	no	yes	80
	no	yes	no	36
	no	yes	yes	18
	yes	yes	yes	17
	yes	no	no	6
	yes	no	yes	3
# Occupants in Age Range				
# Occupants	< 19	19 - 50	> 50	
0	134 (52%)	89 (34%)	141 (54%)	Ave. Occ.: <u>2.8</u> Median Occ.: <u>3</u>
1	42 (16%)	46 (18%)	47 (18%)	
2	63 (24%)	113 (44%)	68 (26%)	
3	16 (6%)	9 (3%)	2 (1%)	
4	3 (1%)	1 (0%)	1 (0%)	
5	1 (0%)	1 (0%)	0 (0%)	
Total # in Age Range	233	308	193	
9.6_YearsLivedHere	Ave	Median	Max	Responding
	15	12	75	263

Question/Response	Count	% of 304	Responding
9.7_RetireHere			263
(n/r)	84	28%	
No	66	22%	30%
Yes	153	50%	70%

Appendix E - Civic Association Boundaries Map



Appendix G - General Land Use Plan (GLUP) Map



[illegible]

Appendix I - Categorized Inventory of Businesses

Business Name	Address	Phone	Website
Arts, Culture & Entertainment			
Adagio Ballet and Dance	4720-E Lee Hwy	(703) 527-8900	www.adagioballet.com
Business & Professional Services			
Blue Door Painters, Inc	4500 Lee Hwy	(703) 504-2000	www.bluedoorpainters.com
Bridgetrust Title Company	4620 Lee Hwy, Ste 211	(703) 465-8002	www.bridgetrusttitle.com
Coldwell Banker - residential broker	4500 Old Dominion Dr	(703) 524-2100	www.cbmove.com
Federal Working Group	4620 Lee Hwy, Ste 216	(571) 312-2550	www.federalworking.com
Key Realty & Associates	4500 Lee Hwy	(202) 903-8555	www.keyrealty1.com
Key Title	4620 Lee Hwy, STE 211	(703) 522-3900	www.keytitleva.com
Long and Foster. Kim Himes	4600-D Lee Hwy	(703) 522-0500	www.longandfoster.com
McEneaney Realty	4720 Lee Hwy	(703) 525-1900	www.mceneaney.com
Opera Guild of Northern Virginia	4600 Lee Hwy, Ste 212	(703) 536-7557	www.operaguildnova.org
Property Specialist, Inc	4600-A Lee Hwy	(703) 525-7010	www.propertyspecialistsinc.com
R. L. Anderson Company	4600 Lee Hwy, Ste B	(703) 243-0605	None
Rabbit Grill/Red Velvet	4600 Lee Hwy, Ste 213	(703) 243-5660	www.redvelvetcupcakery.com
Team Logicit	4620 Lee Hwy	(703) 528-8549	www.teamlogicit.com
Finance & Insurance			
Business Insurance Group	4620 Lee Hwy, Ste 215	(703) 522-1661	www.businessinsurancegrouppltd.com
Capital One Bank	4700 Lee Hwy	(703) 812-8551	www.capitalone.com
Irma De Scandiffio	4620 Lee Hwy, Ste 209	(571) 257-5180	None
M&T Bank	4736 Lee Hwy	(703) 790-2103	www.mtb.com
State Farm	4600 Lee Hwy, Ste 203	(703) 465-2886	www.kenyazambrano.com
SunTrust Bank	4710 Lee Hwy	(703) 465-4069	www.suntrust.com
Home & Garden			
Kitchen and Bath Factory	4624 Lee Hwy	(703) 522-7337	www.kitchenandbathfactory.com
Pamela Wright Interiors	4600-A Lee Hwy	(703) 528-2666	None
Personal Services & Care			
Ann Nails	4600-B Lee Hwy	(703) 469-2220	None
Eco Cleaners	4505-B Lee Hwy	(703) 247-5488	None
Mary Gregory, DDS	4500 Old Dominion Dr	(703) 527-6495	www.drmarygregory.com

Business Name	Address	Phone	Website
Restaurants, Food & Beverages			
7 – Eleven	4505 Lee Hwy	(703) 243-4436	www.7-eleven.com
American Seafood	4550 Lee Hwy	(703) 522-8080	www.americaseafood.net
Cassatt's Cafe & Gallery	4536 Lee Hwy	(703) 527-3330	www.cassattscafe.com
Chipotle	4520 Lee Hwy	(571) 858-4160	www.chipotle.com
Ciao Software	4600 Lee Hwy, Ste 217	(703) 524-9356	www.ciaosoftware.com
Crispy & Juicy	4540 Lee Hwy	(703) 243-4222	www.crispyjuicy.com
HomeMade Pizza	4514 Lee Hwy	(703) 527-6556	www.homemadepizza.com
Lebanese Tavern Market	4400 Old Dominion Dr	(703) 276-8681	www.lebanesetaverna.com/market.html
Pastries by Randolph	4500 Lee Hwy	(703) 243-0070	www.pastriesbyrandolph.com
Starbucks	4528 Lee Hwy	(703) 243-1282	www.starbucks.com
Thirsty Bernie	2163 N. Glebe Road	(703) 248-9300	www.thirstybernie.com
Neighborhood Shopping & Specialty Retail			
365 Mattress	4600-C Lee Hwy	(703) 294-4889	www.365mattress.com
Arrowine	4508 Lee Hwy	(703) 525-0990	www.arrowine.com
Bradshaw - Children's Shoes	4532 Lee Hwy	(703) 527-1546	www.leeheightssshops.com/shops.html
Child's Play	4510 Lee Hwy	(703) 522-1022	www.barstonschildsplay.com
Facets Jewelry	4532 Lee Hwy	(703) 527-4247	www.facetsfinejewelry.com
Lemon Twist and Lemon Chiffon	4518 Lee Hwy	(703) 524-4680	None
Random Harvest	4522 Lee Hwy	(703) 527-9690	www.randomharvesthome.com
Rite Aid Pharmacy	4720 Lee Hwy, Suite B	(703) 524-9003	www.riteaid.com
Waste Knot Needlepoint	4502 Lee Hwy	(703) 807-1828	www.wasteknotneedlepoint.com

Appendix J - Inventory of Multi-Family Housing

Name	Address	Type	Units
2030 N Vermont Apartments	2060 N. Vermont St.	Apartments	12
Horizons East	4330 Old Dominion Drive	Apartments	152
Horizons West	4320 Old Dominion Drive	Apartments	77
Lee Albemarle	4701 N. 20 th Road	Apartments	40
Leekey Gardens	2031 N. Woodrow St.	Apartments	38
Oakcrest	4385 Lee Highway	Apartments	19
Vermont House	2055 N. Vermont St.	Apartments	31
Waverly Village	4350 Lee Highway	Apartments	78
Woodlee Arms	440 Lee Highway	Apartments	91
Balmoral	4356 Lee Highway	Condominium	41
Beverly Arms	2059 N. Woodstock St.	Condominium	16
Carlyn Place	4371 Lee Highway / 4390 Lorcom	Condominium	124
Dominion Terrace	2030 N. Woodrow St / 4635, 4637, 4641, 4643 N. 20 th Rd.	Condominium	61
Lorcom House	4401 Lee Highway	Condominium	60
Vermont Gardens	2051 N. Woodstock St. / 2026 N. Vermont St.	Condominium	50
Vermont Place	4375 Lee Highway	Condominium	11
Yorktown	4343 Lee Highway	Condominium	42
Tazwell Place	2100-2139 Tazewell Court	Townhouses	30
Glebe Close Association	1920-1947 N. Woodley St.	Townhouses	21
Wunder's Crossroads	2025-2043 N. Glebe Road	Townhouses	10
Laurel Courts	2045-2051 N. Glebe Road	Townhouses	4
Glebe House Mews	1725-1745 N. Wakefield St.	Townhouses	10

Appendix K - Demographics

According to the 2010 U.S. Census, the Waverly Hills Neighborhood consists of 3,809 residents. Data indicate that there has been a steady increase in the number of residents over the past ten years--a 19% increase in population when compared to the 2000 census data.¹ Similarly, the number of households has been on the rise, now 1700, up from 1372 reported in the 2000 census. Of the current households, 46% of the households are defined as “family households” (footnote with definition below.) and 53.8% are considered “non-family” households.² The largest majority of households consist of 1 person, at 39.2%. Two person households represent the second largest group at 32.3% of total households.

Most of the neighborhood consists of single-family dwellings, with 45% of the houses built between 1940 and 1960 and 25% of the housing built before 1940. The single family houses occupy approximately 97 acres of the 137 acres of Waverly Hills. Multi-family housing units (multi-story apartments, condominiums and townhouses) are located in the northern section of the neighborhood, adjacent to the shopping areas. The number of residents who own their homes compared to renting are fairly equally split. However, the number of homeowners has increased to 47.6% in 2010 from 43.9%, in 1990, demonstrating the trend that more people moving into the neighborhood are buying homes as opposed to renting.

A racial breakdown of our residents indicate that 65.6% of Waverly Hills residents are White, or of non-Hispanic origin. This percentage has remained fairly steady over the past 20 years. However, the percentage of Hispanic residents decreased to 13.8% in the most recent census, down from 24.9% in 2000 (after a spike in this population in the 1990s). Another demographic change to note is the increasing number of residents of Asian descent. This group has nearly doubled over the past 20 years, from 5.6% in 1990 to 11% currently. Other racial breakdowns are as follows: 6.6% African American, 1% American Indian, and 2.4% described as “two or more races.”

The age distribution for Waverly Hills is skewed toward young adult and middle-aged residents. The breakdown is as follows: Babies and toddlers: 6.3%; school-aged children: 12.2%; young adults (age 18-34): 31.5%; middle-aged (age 35-54): 30.6%, and seniors (age 65 +): 9.4%. The age distribution category that has seen the biggest increase over the past 20 years is the cohort of 45 to 54 year-olds. In 1990, this age group consisted of only 9.6% of neighborhood population. In 2010, the percentage increased to 14.2%. Moreover, the number of seniors living in Waverly Hills has increased nearly two percentage points, from 7.5% to 9.4% since the last census.

The median household income in Waverly Hills is \$127,339 which is 40.4% greater than the Arlington average and 101.4% greater than the Virginia average.³

The poverty level of neighborhood stands at 9.6% which is lower than national average of 11.4. There is a disparity of income in when comparing renters’ earnings to earnings of homeowners: \$70,848 to \$127,859, respectively. The median household income in Waverly Hills for owner occupied housing is 80.5% greater than the median household income for renter occupied housing in Waverly Hills.

With regard to household size, the numbers have remained fairly constant over the past 20 years. The only trend of significance is the decrease in larger households from 2000 to 2010. In 2000, the percentage of

¹ http://www.arlingtonva.us/departments/CPHD/planning/data_maps/Census/2010Census/civic/file82966.pdf

² Family households are defined as a “Husband-wife family” or “Other Family” which may consist of a male householder with no wife present or a female householder with no husband present. Non-family households are defined as a householder living alone or a householder not living alone.

³ <http://www.areavibes.com/arlington-va/waverly+hills/housing/>

four-person households was 17.5 %. The latest census shows that this group consists of only 11.9% of households.

Growth Forecasting

Arlington's Planning Division forecasts that Arlington is to steadily grow over the next 30 years. Much of the growth is expected to occur in the Rosslyn-Ballston (R-B) Corridor.

In planning for future growth, one source to consider is the demographic trends forecasted for the Ballston area since Ballston boundary lines abut Waverly Hills. In Research Brief #9, released by the Department of Community Planning, Housing and Development Division, Ballston's population growth is expected to increase 25.4% between 2010 and 2040.⁴

On the other northern side of Waverly Hills is Lee Highway. Areas of Arlington that are not located near metro stations, such as Lee Highway are not expected to have as much growth, but growth is anticipated just the same, at an expected rate of 8%. Therefore, Waverly Hills can expect some significant growth over the next 30 years.

Moreover, the number of housing units is expected to increase in the Ballston area by 19.5 %. Other locations that are not metro station areas (including Lee Highway) are also expected to see an increase of 8% by 2040. We can assume due to this forecast, that Waverly Hills can expect a significant increase in housing units in the coming years.

⁴ Round 8.1 Forecast, Department of Community Planning , Housing and Development Planning Division, Arlington VA. March 2012.