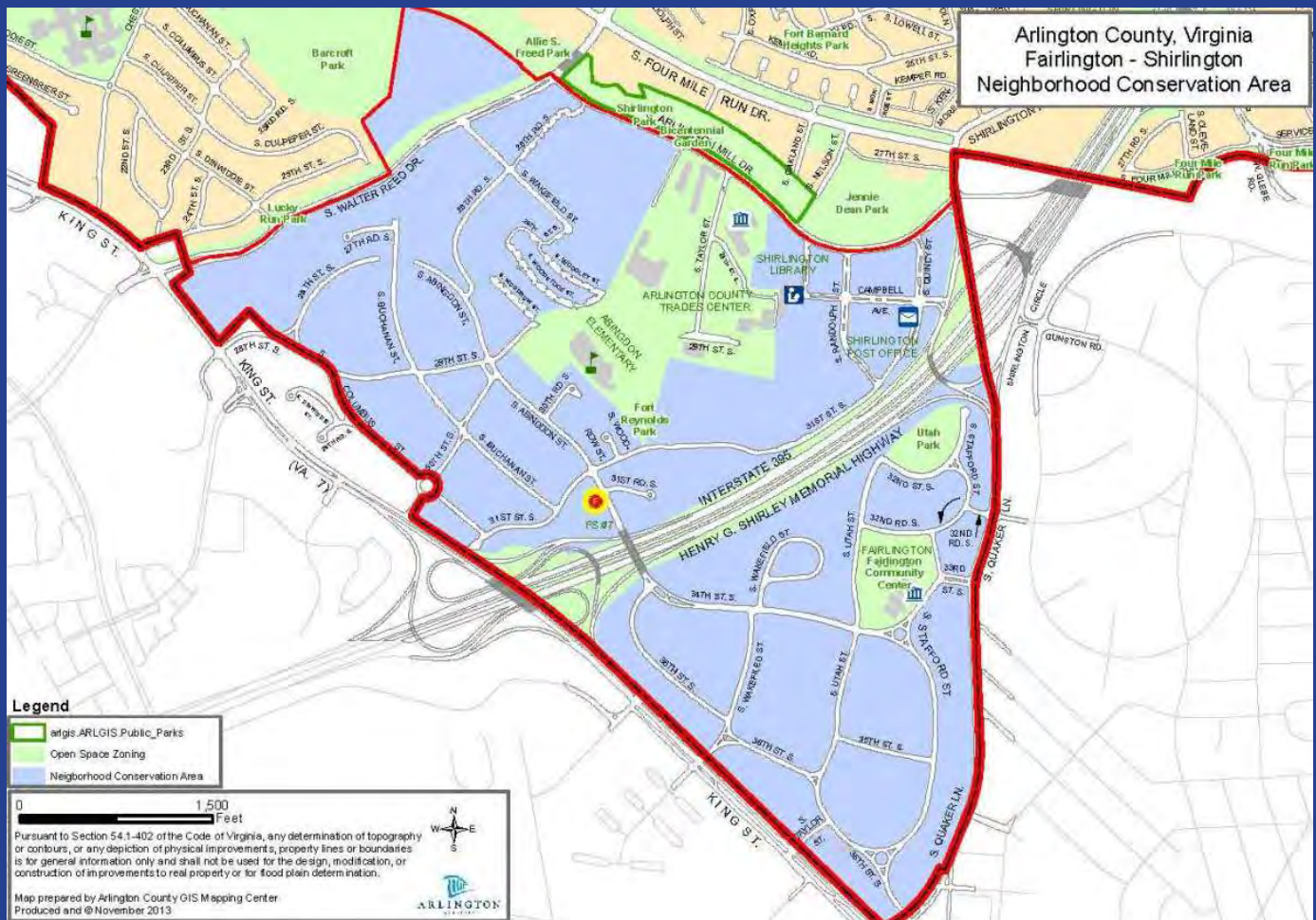


# Fairlington-Shirlington Neighborhood Conservation Plan



## Table of Contents

<b>Section</b>	<b>Page #</b>
<b>Acknowledgements</b>	<b>2</b>
<b>Executive Summary</b>	<b>3</b>
<b>1. INTRODUCTION</b>	<b>4</b>
➤ <b>Plan Update</b>	<b>4</b>
➤ <b>Where we live</b>	<b>4</b>
➤ <b>Our history</b>	<b>5</b>
➤ <b>Who we are</b>	<b>8</b>
○ <b>Neighborhood character</b>	<b>9</b>
○ <b>Neighborhood participation</b>	<b>9</b>
○ <b>Civic association</b>	<b>11</b>
➤ <b>Historic preservation</b>	<b>13</b>
○ <b>The past is present in Fairlington</b>	<b>13</b>
○ <b>Role of the Fairlington Historical Society</b>	<b>14</b>
<b>2. NEIGHBORHOOD GOALS</b>	<b>15</b>
➤ <b>Protecting the community from the impacts of traffic</b>	<b>15</b>
➤ <b>Supporting cooperation and coordination between Arlington County and the City of Alexandria on issues affecting the quality of life in the FSNC area, such as traffic, transportation, and development</b>	<b>16</b>
➤ <b>Fostering and maintaining our sense of a cohesive, sustainable community</b>	<b>16</b>
➤ <b>Maintaining the community's reputation as a pedestrian friendly and bike-able neighborhood</b>	<b>17</b>
➤ <b>Maintaining street trees and open spaces and adding to them where possible</b>	<b>5</b>
➤ <b>Maintaining public infrastructure</b>	<b>6</b>
<b>3. SUBJECT AREAS</b>	<b>18</b>
➤ <b>Land use and zoning</b>	<b>18</b>

○ Existing land use	18
○ Future land development principles	18
○ Existing zoning	19
○ Inconsistent uses	19
○ Developmental potential	20
○ Fairlington residents of Alexandria	21
➤ <b>Street conditions</b>	<b>21</b>
○ Summary	21
○ Sidewalks, curbs, gutters	22
○ Sanitary Sewer	23
○ Street lighting	23
➤ <b>Transportation and traffic management</b>	<b>24</b>
○ Traffic-always on the minds of FSNC area residents	24
○ Close-in convenience	24
○ Use of Metro Resources	26
○ Streets, intersections, and traffic issues involving cooperation with Alexandria	26
• 4a. Proposed improvements for the intersection of Braddock Road, King Street, and Quakelane (BKQ); access to Bradlee shopping center; and confusion at King and S.Wakefield/Dearing	26
• 4b. Pedestrian improvements at Taylor and King	28
• 4c. Intersection of King Street and Beauregard/Walter Reed Drive	29
• 4d. Impact of BRAC-133 (US. Army HQ building at The Mark Center on Seminary Road)	29
• 4e. Old Jefferson Hospital site	30
○ Other concerns about streets, traffic, traffic management parking, noise	30
• 5a. Stop speeding	30
• 5b. Restrict use of streets by large trucks	31
• 5c. Stop Metro bus violations	31
• 5d. Install stop signs	32
• 5e. Enforce parking regulations	32
• 5f. Buffer/mitigate the impacts of noise	33
➤ <b>Housing</b>	<b>34</b>
➤ <b>Public facilities and services</b>	<b>34</b>
○ Summary	34
○ Fairlington Community Center update	36
○ Utah Park	37
○ Public Safety	38

➤	<b>Commercial/business areas</b>	<b>39</b>
○	Summary	39
○	Corinthian Contractors property	39
○	Shirlington Crescent/Four Mile Run area	40
➤	<b>Urban Forestry</b>	<b>41</b>
○	Summary	41
○	The tree-damaging storm of August 5, 2010	41
○	32 <sup>nd</sup> Road S. tree stand	42
<b>4.</b>	<b>RECOMMENDATIONS</b>	<b>43</b>
<b>5.</b>	<b>APPENDICES</b>	<b>46</b>
➤	<b>Appendix A – Staff Comments on Recommendations</b>	<b>46</b>
➤	<b>Appendix B – FSNC Plan Update Survey</b>	<b>56</b>
➤	<b>Appendix C – Demographics</b>	<b>73</b>
➤	<b>Table 1 – 2010 Fairlington/Shirlington Census</b>	<b>75</b>
➤	<b>Maps</b>	<b>76</b>
1.	<b>Map 1, Fairlington-Shirlington Neighborhood Conservation Area</b>	<b>76</b>
2.	<b>Map 2, Fairlington Condominium Associations</b>	<b>77</b>
3.	<b>Map 3, Fairlington Citizens Association Boundaries</b>	<b>78</b>
4.	<b>Map 4, General Land Use Plan</b>	<b>79</b>
5.	<b>Map 5, Zoning</b>	<b>80</b>
6.	<b>Map 6, Sidewalks</b>	<b>81</b>
7.	<b>Map 7, Street Lights</b>	<b>82</b>
8.	<b>Map 8, Fairlington/Shirlington Census Tracts</b>	<b>83</b>

\*\*\*

# Acknowledgements

The Fairlington Citizens Association (FCA) would like to thank neighborhood residents who contributed their time, effort, labor, and concern to the formulation of the Fairlington-Shirlington Neighborhood Conservation Plan update (hereinafter referred to variously as the FSNC plan, the FSNC area, or the FSNC neighborhood). **Map 1** shows the FSNC area.

Special thanks are due to past and present FCA presidents; to Ed Hiltz, long-time FCA board member and Fairlington-Shirlington Neighborhood Conservation Area Representative; and to Nancy Hunt, past president of the FCA, who spearheaded the update of the FSNC plan. Additional thanks go to Kelly Maguire who designed the questionnaire and directed the compilation of the survey results; to Gretchen Fallon who served as the writer/ editor; and to John Breyault, Christine Chirichella, Catherine Gabrysh, Scott Houston, Lynn Kearney, Virginia McGee, and Anne Wilson.

In addition, we would like to thank the staff of the Fairlington Community Center, with whom the FCA works every month preparing for civic association meetings, and we note with gratitude the work of Arlington County staff members who assisted with this plan update, especially Adam Denton, Angela Marshall and Katie Brown-Henry.



## Executive Summary

Fairlington boasts an enviable “small town” feeling. Fairlington’s approximately 8,000 residents live inside a densely populated and urbanized county, but, because the enclave’s borders are easily and visibly defined, residents are pleased to think of themselves, and often refer to themselves, as Fairlingtonians. Fairlington residents enjoy a strong sense of community. Owners and renters alike, they turn out in large numbers for popular neighborhood traditions, like the 4th of July parade and Santa’s holiday ride on the fire truck. They enjoy a high quality of life—one that they work for and, it can be argued, one that they have made sacrifices to maintain. And they are concerned with preserving and enhancing the elements that contribute to the community’s overall desirability.

The nearby mixed-use urban Village at Shirlington shares some of that feeling—albeit to a much lesser extent than is true for Fairlington, which has a much longer continuous residential history. Redeveloped less than a decade ago, Shirlington now has an estimated 1,000 to 1,500 residents in high-rise apartment buildings and one condo building that perch atop a vibrant retail corridor. Shirlington appeals to renters and condo owners primarily for its convenience. It seems reasonable to think that as it gains long-time residents and established residential routines, Shirlington will come to think of itself, more and more, as a “neighborhood” entity. Indeed, the recent development of a Shirlington-centric newsletter and blog would seem to point in that direction.

Actually, the two neighborhoods—Fairlington and Shirlington—are not at all comparable in shape, size, character, or ambience. They are distinct and separate (except in so far as they share 1940s origins in the World War II building boom). Even so, residents of the FSNC plan area are united by the single issue that impacts daily life and is uppermost in the minds of neighborhood residents as a potential threat to their quality of life—traffic and transportation management. As their recent opposition to the I-395 HOT lanes project demonstrated, residents feel that the residential character of the area is under threat from the many ill effects of increasing traffic, through, potentially, damage to structures, noise, pollution, cut-through traffic, hazards to pedestrians and bikers, surface-street congestion, and the fear of declining property values. Traffic is an inescapable fact of life for FSNC area residents: Shirlington sits beside the roadway of I-395. I-395 bisects Fairlington. From our patios and balconies, we can see and hear the traffic. Some residents who live closest to the highway describe the background hum of tires on tarmac as “sort of like the roar of a river.”



# 1. Introduction

## In this section:

1. Plan Update
2. Where we live
3. Our History
4. Who we are
  - Neighborhood Character
  - Neighborhood Participation
  - Civic Association
5. Historic Preservation
  - The past is present in Fairlington
  - Role of the Fairlington Historical Society

## 1. Plan update

In 2004, the 1987 FSNC area was expanded to include the seven condominium associations bordering Arlington Mill Drive and Walter Reed Drive (Arlington, Courtbridge I and II, Heatherlea, and Windgate I, II, and III). Presentations were made before each condominium board followed by a vote of the board to become part of the FSNC area. The content of this 2012 Fairlington-Shirlington Neighborhood Conservation Plan is an update of the 1987 Plan and is based on results of a 10-page questionnaire distributed to 6,071 households in 2004 and on issue updates since then. Surveys were received from 881 households (14.5%). Also, it should be noted that in 2004 residential development in the Village at Shirlington was ongoing, but it had not, at that time, reached the current levels of built units and occupancy. Accordingly, the area's newest residents in the Shirlington Village condominiums and the Delancey and IO Piazza apartments in the Village at Shirlington were not included in the survey distribution. The challenge of compiling and assessing the survey results for such a large number of responses contributed to the delay in finalizing the update.

## 2. Where we live

Fairlington and Shirlington are the two largest and most clearly defined communities in the FSNC Area, which give its name. The Fairlington condominium community and the adjacent Shirlington residential and commercial area form a roughly-shaped triangle, which is bordered by King Street on the south, Quaker Lane on the east, Arlington Mill Drive on the north, and Walter Reed Drive on the west. The area is located in the southern-most corner of Arlington County, surrounded largely by neighboring Alexandria, and bisected by I-395.

Fairlington occupies the lion's share of land and embraces the largest concentration of residents within the FSNC area. The



entire plan area comprises some 338 acres, Fairlington occupies 322 acres. By far the largest single housing complex in the area, Fairlington has 3,449 households and approximately 7,500 to 8,000 residents, divided among seven separate, self-governing condominium associations. **(Map 2)**

A condominium community with historic landmark designation, Fairlington was built in the 1940s to provide rental housing for federal workers brought to the Washington area because of World War II. Fairlington was converted to condominiums in the 1970s, and it now occupies lushly landscaped real estate just two miles from the Pentagon.

In the rest of the FSNC area taken together, there are approximately an additional 2,000 residents in apartment buildings and condos. (The numbers are estimates derived from a 2010 American Planning Association case study, authored by Ron Carlee, former Arlington County Manager, which describes the re-development of Shirlington, and from more accurate data from the 2010 Census. For more information, see the section on Demographics.)

Shirlington encompasses five apartment buildings: Delancey, IO Piazza, Park Shirlington, Shirlington House, and Windsor at Shirlington Village; eight condominium complexes: The Arlington, Courtbridge I and II, Heatherlea, Shirlington Village, and Windgate I, II, and III; and the commercial area of the Village at Shirlington.

Public property located within the FSNC area's footprint include the Fairlington Community Center, the Fairlington firehouse (ACFD Station 7), the Abingdon Elementary School, the Shirlington branch library, Fort Reynolds Park, Utah Park, and the county's Trades Center off Arlington Mill Drive. Falling within the area's footprint is one of the boundary markers for the original District of Columbia, Southwest #4 Boundary Marker, on Route 7 (King Street) near S. Wakefield Street.

### **3. Our history**

Fairlington residents take pride in knowing that their neighborhood is a special enclave with a very special history. Although the land occupied by Fairlington and Shirlington (and, indeed, the land in much of Northern Virginia) can claim associations with the nation's colonial, Revolutionary War, and Civil War periods, the relevant history underlying the Fairlington-Shirlington neighborhoods of today dates to the 20th century—specifically, to World War II. Fairlington was built in this place because of the war effort. The Department of Defense—or, rather, the War Department as it was called in the 1940s—brought to the area, and to the newly



built Pentagon, thousands of military officers and government workers. And they needed a place to live—thus, Fairlington. And a place to shop—thus, Shirlington.

Development of Fairlington's almost 3,500 garden apartment rental units began in 1942, and the first tenants took up residence the following year. At about the same time, construction was ongoing at the Pentagon and the Navy Annex, and Henry G. Shirley Highway (I-395) also was being built. Fairlington was a federal government initiative, designed to provide housing for a burgeoning population of federal employees, War Department workers, and military personnel. By the summer of 1941, mobilization efforts had reached fever pitch: the Army had grown to 1.4 million men from a force of some 270,000 only a year earlier. The War Department had 24,000 employees, most in the Washington area. With plans on the drawing board to bring War Department employees together under one roof in Arlington and to construct the Navy Annex nearby, it was clear that more housing was needed, and fast. Thus, Fairlington was born. To qualify as a renter in Fairlington, applicants had to prove that they had come to Washington since July 1, 1941, and were "directly connected with the war effort." The name was chosen as a combination of Fairfax and Arlington, the two counties (at the time) in which the project was located.

At the time it was the largest apartment complex in the country and also by far the largest project financed by Defense Homes Corporation, a component of the National Housing Agency. (There were 3,439 units in the original Fairlington; in the 1990s, ten in-fill townhouse units were built, for a total today of 3,449 households.) In 1943, ground was broken for the nearby Shirlington shopping center, which would provide retail shopping resources for Fairlington residents and for residents of nearby Parkfairfax, a development similar to Fairlington in Alexandria.

Fairlington was built with an eye toward the future. Federal planners were aware that county officials were worried about a new, overabundance of low-cost housing, so they were keen to avoid the appearance of shoddy, temporary housing. To achieve the goal of housing that would endure and provide a lasting, permanent benefit to the host community, much care was given to site selection and project design. The architects adhered to traditional building materials and construction methods, and, despite government regulation of scarce resources, the builders were supplied with quality materials for Fairlington's construction.

In the second half of the 20th century, Fairlington underwent a decline that was witnessed in other older rental complexes. By the late 1960s, with an increasingly transient population, many Fairlington apartments had fallen into disrepair because, mirroring

housing trends seen across the country, more and more families in the D.C. metropolitan area left close-in neighborhoods in favor of newer bedroom communities further west and south in pursuit of the then-iconic “single-family home with a yard.” Twenty or so years went by, and then the pendulum began to swing back in favor of newly-attractive, close-in neighborhoods. Over time, gasoline prices rose, and the highways grew ever more congested—“commute” became an epithet in the Washington area. Most significant for the renewed vitality of Fairlington as a residential neighborhood was the condominium conversion of the late 1970s. Having preserved its traditional look and feel, Fairlington enjoyed a resurgence of interest, and once again was found to be appealing because of its location. Property values began to rise.

At about the same time that Fairlington fell from favor in the rental market, and for similar reasons involving trends in suburban population shifts, Shirlington shopping center became increasingly eclipsed by newer mega-malls. Shirlington was originally swampland that was developed by a local car dealer, Joe Cherner. Originally, his goal was to turn the area into an airport, which required 200,000 cubic yards of fill to bring the site up to its current elevation. The airport plan failed; the shopping center was built between 1942 and 1944; and the shopping center thrived through the 1950s and early 60s. By 1970, however, retailers abandoned Shirlington for suburban malls, and storefronts went vacant. Two redevelopment plans for Shirlington, in the 1970s and 1980s, failed to gain traction and stalled. The plans expired without implementation. The 1980s plan had initiated the idea of a central retail street (now Campbell Avenue) but there was insufficient residential density to make the retail area economically sustainable.

In 1996, Federal Realty Investment Trust bought Shirlington, viewing it as an underused asset and one ripe for redevelopment. FRIT wanted to “increase the daytime population of the Village; to support non-restaurant retail services; to establish a critical mass of users and retailers; and to create a synergy of activity,” with the end goal of “creating a vibrant, walk-able, mixed-use community that furthered Arlington’s commitment to and illustrated the potential for smart growth outside of the Metro corridors.” And that, in fact, is what Shirlington has become.

Recently, since about 2000, the Village at Shirlington has undergone a complete transformation, from a sleepy, outdated, one- and two-story strip mall, to a higher-density, mixed-use residential and commercial urban village, with newly built multi-story apartment buildings and an 11-story condominium building, surrounded by street-level café dining available at a dozen restaurants, as well as many boutiques and shops, a grocery store, a post office, a bank, a movie theater, a black-box theater, and the Shirlington

branch library. Shirlington, today, looks nothing like the former 1940s shopping center—although long-time area residents can still pick out the building where the deli used to be and point out the highway-adjacent corner where there used to be a Hot Shop-pes.

By contrast, the distinctive, traditional brick Williamsburg-style architecture of Fairlington has been admired, valued, and preserved through the decades, and it has not changed, nor has its parkland setting. As a result, Fairlington looks much the same today—with the addition of many mature trees—as it did almost 70 years ago. With the same facades and building materials as those from the 1940s, Fairlington seems unchanged. Unchanged on the outside, the interiors of Fairlington homes have been renovated, remodeled, and updated many times over since the condo conversion. Indeed, many construction companies, remodelers, and replacement-windows installers, who regularly advertise in the civic association’s monthly newsletter, specialize in renovating Fairlington units.

In documents held by the National Register of Historic Places, Fairlington is described as a noted example of Colonial Revival architecture: The property “embodies the distinctive characteristics of an era, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity.” In addition to being aesthetically pleasing, Fairlington was built as a direct result of historic events. Moreover, it benefited from foresight and a consciously acknowledged intent to construct buildings that would endure. Thus it remains, today, one of the nation’s earliest and most significant examples of community planning. Per the National Register documents, Fairlington is “a property associated with events that have made a significant contribution to the broad patterns of our history.”

#### 4. Who we are

Taken together, the Fairlington-Shirlington neighborhood today is home to business people, federal employees, military service members, retirees, young singles, and families with school-age young children and teenagers. Residents run, bike, walk their dogs, recycle, remodel their homes, drive or take various forms of public transportation to work, raise families and care for aging relatives, dine out, and volunteer in the community. It is often said around the neighborhood that residents prize the convenience and easy access of their close-in location; indeed, they often have opted for smaller living spaces at higher costs than could be had in locations farther south and west. To live smaller and pay more is not a sacrifice. Rather, residents consider it a reasonable trade-off—and one they are willing to make in order to live here.



## Neighborhood character:

Fairlington residents take pride in the atmosphere of calm and serenity that seems to prevail on leafy neighborhood streets. That characteristic derives from the fact that homeowners have chosen to preserve the mid-20th-century look and feel of the community. Fairlington residents were pleased to see the regional spotlight focused on Fairlington last year, when the neighborhood was profiled by the Washington Post in the paper's Saturday real estate-section feature, "Where We Live" (August 14, 2010). Fairlington was aptly described as an enviably "serene oasis in a rapidly shifting world," a place that seemed to be "frozen in time," and one that boasts a "hypnotic" sameness. As the writer noted, very little changes in Fairlington—"Except for the vintage of the cars.... the neighborhood could easily be set in the 1950s."

Fairlington's present-day peaceful ambience (and sustained property values) is due in no small part to the condominium associations' overall adherence to the original 1940s construction standards and a desire, expressed in association by-laws, to maintain a communal gracefulness: Doors and woodwork must conform to an approved palette; renovations may not alter original structural features; neither satellite dishes nor personal decorations may obstruct above the line of one's patio fencing; bikes and baby strollers may not be parked at front doorways. Holding the line against jarringly visible change is why things in Fairlington look and feel the same now as they did almost 70 years ago.

In 2011, Shirlington was similarly featured by the Post in a "Where We Live" article (September 30, 2011), and the area was touted by residents as a walk-able and bike-able area, and a convenient place to live. Primarily, residents noted that the area was conveniently located near public transportation, and that one could easily live car-free in Shirlington.

## Neighborhood participation:

Fairlington enjoys the reputation of being an "involved" community—that is, residents participate in local and civic affairs to an extent that is sufficiently greater than the norm to cause comment. In short, Fairlington residents vote—it has become a recognized tradition (among municipal, state, and federal office-seekers) that Fairlington residents can be depended upon to show up at polling places on Election Day. In the 2006 primary election, for example, Fairlington had the highest percent turnout of any precinct in Virginia (the "Fairlington precinct" consists of south Fairlington, and turnout there exceeded that of several entire counties). And even in off-year elections, Fairlington delivers high voter turnout—30



percent in November 2007, when the county overall averaged 24 percent participation. Clearly, Fairlington residents believe that participation matters.

In addition, Fairlington participated in the 2010 Census (in the initial, mail-back phase) in numbers much larger in one section and slightly larger in another section than the national average of 74 percent. Fairlington's rate was at least 76 percent—but a completely accurate participation rate for all of Fairlington is a little difficult to assemble, due to the way the census tract maps are drawn. South Fairlington, occupying a self-contained census tract, posted a response rate of 84 percent. The rate for the census tract that includes the northern half of Fairlington was 76 percent—but Fairlington Villages (the condominium association on the north side of the bridge over I-395) falls in a census tract that also includes residences along 31st Street S. and the bordering streets of Arlington Mill Drive and Walter Reed Drive. It can be safely assumed, however, that the participation rate for Fairlington Villages, if it could be disaggregated from its nearby surroundings, would likely equal the 84 percent of south Fairlington.

Furthermore, Fairlington residents enjoy participating, in large numbers, in many cherished neighborhood traditions—they mark their calendars for these events, which are always well publicized and well attended. Perhaps most popular is the annual 4th of July parade, which draws a huge crowd of red-white-and-blue clad Fairlingtonians, as well as scores of nearby neighbors, for the march up S. Abingdon Street from the firehouse to the Fairlington Villages Community Center (aka North Fairlington Community Center). There, neighbors mingle, eat hot dogs and ice cream, and buy cakes and cookies to support the Great American Bake Sale.

Also, every other year in May, the Fairlington Historical Society organizes and hosts a well known home-and-garden tour that draws attendees from throughout the county as well as from Alexandria—tickets always sell out. In alternating years, the month of May is filled with plans for Fairlington Day, a neighborhood gathering held in conjunction with the county's Neighborhood Day. In October, during the annual Fire Station open house, neighborhood kids, year after year, climb aboard the fire truck and stare, wide-eyed, at the apparatus and turnout gear—this year, one mom with small children in tow called the open house "Fairlington's favorite fall event." On Halloween, the students and teachers at Abingdon Elementary dress in costume and parade the streets of north Fairlington, led by the Washington-Lee High School marching band—the streets are always lined with crowds of parents and neighbors. In December, another tradition is observed when crowds of neighbors gather at the Fairlington firehouse and along neighborhood streets to watch Santa ring in the holiday



season with his ride atop Engine 107. Every spring and fall, some of the condominium associations sponsor and organize community-wide multi-person yard sales—in addition to welcoming crowds of bargain-hunters, the sales routinely showcase representatives from local animal rescue groups.

## Civic association:

One reason these local events are so well known and well-attended is the leadership role played by the community's civic association, the Fairlington Citizens Association. **Map 3** shows the FCA boundaries. The FCA, led by an all-volunteer board of officers and directors, is active in outreach efforts and promotional work: It holds monthly public meetings, open to all residents (renters and homeowners), with featured speakers; it spends time and money to maintain a recently revamped Web site for timely updates ([www.fca-fairlington.org](http://www.fca-fairlington.org)), and it hosts a Facebook page where residents share tips on house-cleaners, plumbers, contractors, and more; it has organized information-sharing meetings for the seven neighborhood condominium association presidents; and it publishes a monthly newsletter, the All Fairlington Bulletin (print and online editions), that promotes meeting speakers, publishes upcoming event information, and reports news of the community and county. Notably, the Bulletin is a robust publication, supported by paid advertising, which is delivered in hard copy to every Fairlington doorstep every month.

The FCA underwrites and co-sponsors community events in order to foster Fairlington's admirably cohesive community feeling. For example, in addition to scheduling monthly meeting speakers and publishing the monthly newsletter, the FCA helps fund and organize the July 4th after-party, funds and organizes Fairlington Day, and coordinates with ACFD Station 7 for the holiday Santa ride and funds treat for the kids.

In 2008, members of the FCA board joined WMATA and county staff and elected officials at the opening ceremonies for the Shirlington bus transfer station, and they continue to promote public transit use by publicizing commuter information in the newsletter. In May 2009, the FCA hosted Arlington County Board members and county staff for a "walk through," or walking town hall meeting, which drew hundreds of residents to participate in an energetic two-hour stroll through the neighborhood: The tour started at the Fairlington Community Center, headed down to Utah Park, and then made its way back up to the Fairlington firehouse, with discussion-point stops along the way.



In May 2010, the civic association resurrected Fairlington Day, a neighborhood tradition from the 1950s, which is now held every other year (alternating years with the Fairlington Historical Society's home-and-garden tour) in May, in conjunction with the county's Neighborhood Day celebrations. The Utah Park picnic shelter was dedicated by Arlington County Board members at Fairlington Day 2010, and the FCA board organized games and information tables and provided grilled hot dogs and cold drinks, for the enjoyment of all residents.

Monthly FCA meetings in the recent past have featured such speakers as Arlington County Board members, school board members, the Abingdon School PTA, Virginia state delegates and senators, officers from the county police and fire departments, representatives from Dominion Virginia Power, a county demographer, representatives from the Red Cross and emergency-preparedness training courses, and representatives from the Arlington and Alexandria animal welfare shelters. Residents benefit from the forum the FCA provides for disseminating timely and useful information.



## 5. Historic Preservation

### The past is present in Fairlington:

Fairlington residents welcome the sense of cohesiveness supplied by Fairlington's history. This is true not least because that history is accessible and understandable—history is visible every day in Fairlington, for the simple reason that the community looks the same now as it did when it was first built in the 1940s. And this easy-to-comprehend history becomes even more apparent, and capable of exciting the imagination, when relics of the past emerge from neighbors' walls, floors, and garden beds. Fairlington residents celebrate these found "treasures"—they are artifacts of earlier times uncovered on their properties, often during modernizing renovations.

For example, the past was on parade at a well-attended civic association meeting in 2010, when an overflow crowd of Fairlingtonians, led by members of the Fairlington Historical Society, gathered to share fond memories of the neighborhood. Some long-time residents and original 1970s homebuyers recalled the tennis culture that flourished in Fairlington in the 1970s and 80s. Also, a few lucky residents were able to show off artifacts, like a pair of 12-inch-tall green glass Coke bottles from the 1970s—one was found during a plumbing repair that required taking out a wall in the basement laundry room, and the other was unearthed when a construction crew dug out the exterior access to an old coal chute. Also found in the fill dirt was a square glass milk bottle from the 1940s. Another resident added to the bottle collection by e-mail after the meeting: She had removed a piece of paneling covering the dead space under the basement stairs and discovered a fully intact, clear glass 16-ounce Cherry Smash soda bottle. These relics of Fairlington's 20th century construction and redevelopment often surface during remodelings—to the delight current homeowners.

Fairlington also features "ghosts" from earlier eras. Noted for being the largest housing complex to be constructed in the country at the time it was built, Fairlington was also noted for the high quality of materials used in construction. For example, the buildings were roofed with slate, and the original lintels were—and still are – Tennessee quartzite, which was more expensive than limestone. Another construction curiosity, well known to remodeling contractors who have worked in Fairlington for decades, is the Clarendon model townhouse unit that has a basement level closet (usually housing the water heater today) with, oddly, a firewall between the closet and the bathroom- it's a remnant from the original 1940s construction when the rear of the building's below-ground space formed the common basement.



Historical relics and 1940s construction ghosts are ever-present reminders of Fairlington's history, and they supply visible, tactile reminders of Fairlington's powerful sense of continuity. Indeed, many residents confirm the notion that people tend to stay in Fairlington or come back to Fairlington: They lived here as children and returned decades later to buy homes. Or they bought a home, moved away, and returned 10 years later. Or, instead of moving, they switched units or bought multiple units—all of these are common events, and all are testimony to the staying power of Fairlington.

## Role of the Fairlington Historical Society:

The Fairlington Historical Society has been instrumental in obtaining historic designation for Fairlington. The work began in 1988, with many people walking the grounds, taking photos, and documenting the structures. The FHS formed officially in 2000 after the group successfully secured Virginia Landmark (1998) and National Register (1999) status for Fairlington. Every other year in May, the FHS undertakes the massive organizational effort that underlies the well-loved Home & Garden tour.

In 2010, FHS joined with a large crowd of neighbors at the Fairlington Community Center for a party to celebrate and welcome back the 40-year-old Fairlington models—these were designed as table-top displays at the time of the 1970s condo conversion, to be used by sales agents to show potential home buyers the layout of the neighborhood. The two models, one of north Fairlington and one of south Fairlington, were huge and heavy. Because they had fallen into disrepair and posed a storage problem, the models were surely destined for the dustbin. But the FHS, supported by the FCA and the seven condo associations, rescued them, and FHS and FCA jointly funded their restoration. FHS worked with the program director for the county's Office of Historic Preservation to have the models repaired and rehabilitated, so that, today, they are on display on a corridor wall of the Fairlington Community Center. At the welcome-back celebration, as party attendees eagerly located their own homes on the models, the OHP director explained the models' appeal: "While the models themselves are not historic, they do allow viewers to understand the sheer size of this historic complex and the enormous pastoral setting the buildings are laid in."

Also in 2010, FHS celebrated Fairlington's historic district designation and FHS's 10-year anniversary. Currently, FHS is making plans for, among other things, a self-guided walking tour that will identify some features of Fairlington's distinctive Colonia Revival architecture. Also, in conjunction with the county Historic Preservation Program, FHS plans to issue a style guide that will review colors, designs, materials, and surfaces that are



consistent with and appropriate for Fairlington's built environment. In addition, FHS plans a new edition of the community's history, Fairlington at 50, by Catherine Fellows, which was published in 1994 and reissued in a 60th anniversary edition in 2003.

## 2. Neighborhood Goals

### In this Section:

1. Protecting the community from the impacts of traffic.
2. Supporting cooperation and coordination between Arlington County and the City of Alexandria on issues affecting the quality of life in the FSNC area, such as traffic, transportation, and development.
3. Fostering and maintaining our sense of a cohesive, sustainable community.
4. Maintaining the community's reputation as a pedestrian-friendly and bike-able neighborhood.
5. Maintaining street trees and open spaces and adding to them where possible.
6. Maintaining public infrastructure.

### 1. Protecting the community from the impacts of traffic

Residents of Fairlington and Shirlington believe that their quality of life was imperiled by the proposed I-395 HOT lanes project, and, to a lesser extent, may be threatened by the construction of the new U.S. Army Headquarters office building in the Mark Center at Seminary Road in Alexandria. (HOT was halted for the six-mile portion of I-395 that travels through Alexandria and Arlington, but the southern portion of the project continues.) Both projects have the potential to damage our largely residential neighborhood with the encroachment of numerous ill effects, such as building and infrastructure damage or deterioration, pollution, noise, commuter parking on neighborhood streets, increased surface-street congestion that would amount to local grid-lock, and the concomitant decline of property values. Because of our neighborhood's close-in location, almost any new nearby construction or development has the potential to impact residents' daily lives.



## **2. Supporting cooperation and coordination between Arlington County and the City of Alexandria on issues affecting the quality of life in the FSNC area, such as traffic, transportation, and development**

As the southernmost parcel of land in Arlington, which seems to hang down like an “appendage” into the City of Alexandria, Fairlington occupies a somewhat curious geography. In fact, this Arlington community—alone among other Arlington neighborhoods—is virtually surrounded by Alexandria. (An additional curiosity: A small part of Fairlington is actually in Alexandria.) Fairlington’s major “front-door” entry/exit access points open onto Alexandria streets—King Street to the south and Quaker Lane to the east. As a result, for resolution of issues involving street maintenance, intersection re-design, and weather-related events such as snow removal, neighborhood residents depend upon the county to work well and in coordination with the city.

## **3. Fostering and maintaining our sense of a cohesive, sustainable community**

Many positive factors contribute to the community’s sense of cohesiveness. Maintaining this desirable cohesiveness would involve attention to such positive measures as: Supporting the outreach and promotional efforts of the civic association, the FCA; supporting the historic preservation goals of the Fairlington Historical Society and the FHS’s coordination with county staff in the Office of Historic Preservation; supporting the Fairlington Community Center as the cultural “hub” of the community, with a broad array of programs and recreational offerings; supporting the work of county public safety officials—in particular, the ACPD Third District police team and the firefighters and EMS personnel of ACFD Fire Station 7; and supporting the ongoing infrastructure maintenance and improvement work of county staff in the Department of Environmental Services, the Department of Parks, Recreation, and Cultural Resources, and the Department of Community Planning, Housing and Development.

Echoing the views of past Arlington County Board members and other county officials, Fairlington residents think of sustainability in an expansive way: Yes, they are committed to such specific, environmentally-friendly activities as recycling, planting trees, and using car-pools and mass transit. But they are also committed to the larger notions of supporting and working for a neighborhood’s cultural and social traditions to help foster a cohesive residential enclave.

This is a notion familiar to Fairlingtonians, whose quality of life is affected not only by “green” initiatives, but also by the significance to the neighborhood of the Fairlington Community Center, the Abingdon Elementary School, the Utah Park dog park, and the Shirlington library; by the impact of routine maintenance on our streets, street lights, sidewalks, water mains, and bridges; by the importance of our transportation links that connect us to traffic on local streets and I-395; and even by the benefits to our residents of partnering and maintaining communication with public safety officials.

#### **4. Maintaining the community’s reputation as a pedestrian-friendly and bike-able neighborhood**

The sense of community in the FSNC area derives in no small part from the very visible presence of many people out on the streets and sidewalks—walking, jogging, pushing strollers, walking their dogs, and biking for pleasure or to and from work. Pedestrian safety is a top priority. Therefore, maintaining the area’s safe and easy access to sidewalks and bike lanes is essential. We support traffic-calming devices and continued attention to speed-limit enforcement. Maintaining our network of sidewalks and street lighting goes hand-in-hand with supporting the neighborhood residents’ ability to go car-free, on foot or by bike, when desired, and to do so with confidence and safety. In addition, residents wish to protect our streets from cut-through traffic and speeding, while maintaining convenient access to and across major arterial streets and access to nearby shopping areas, like the Bradlee shopping center in Alexandria.

#### **5. Maintaining street trees and open spaces and adding to them where possible**

The increasingly urban environment of the county means that our limited open spaces are very well used, appreciated, and in need of ongoing maintenance. Residents wish to maintain the appearance and utility of the Fairlington Community Center grounds, the neighborhood’s streetscape including the traffic islands and circles, and the pruning and planting of trees along the streets and at Utah Park and Fort Reynolds Park.

#### **6. Maintaining public infrastructure**

The condition of the streets, sidewalks, curbs, gutters, and street lighting is an ongoing concern in the FSNC area. Residents want the opportunity to provide input to county staff when maintenance work is planned for the neighborhood’s infrastructure.

## 3. SUBJECT AREAS

### Land use and zoning

#### In this Section:

1. Existing Land Use
2. Future Land Development principles
3. Existing Zoning
4. Inconsistent uses
5. Development potential
6. Fairlington Residents of Alexandria

### 1. Existing land use

Fairlington's 322 acres (about three-fourths of the land in the FSNC area) of tree-lined streets and red brick facades gives an overall residential cast to the neighborhood, which is supported by the older rental spaces at Shirlington House, Park Shirlington, and Windsor at Shirlington Village, and by the addition over the years of several apartment and condo complexes as part of the Village at Shirlington's mixed-use development.

The existing land use of the FSNC area consists of four categories: residential, commercial, public, and government/community facilities. Most of the neighborhood is made up of townhouse and midrise condominiums and apartment buildings. The commercial area is mainly in the Village at Shirlington which mostly consists of retail and office buildings. Additional commercial parcels are at 28th Road S. and S. Wakefield Street (a convenience store) and on the land bordered by 31st Street S., S. Abingdon Street, I-395, and King Street (office building, real estate office, heating and cooling contractor, and general contractor). The public segment includes the Fairlington Community Center, the Abingdon Elementary School, the Shirlington Branch Library, the Shirlington bus transfer station, Fire Station 7, Utah Park, and Fort Reynolds Park. The government/community facilities are at the Arlington County Trades Center.

### 2. Future land development principles

The 2010 General Land Use Plan (GLUP) for the FSNC area Shows that the majority of the land is occupied by the Fairlington condominium community which is "Low-Medium-Residential." The next largest parcel is also "Low-Medium-Residential" and

comprises the seven condominium associations along Arlington Mill Drive, Walter Reed Drive, S. Wakefield Street, and 28th Road S. The Village at Shirlington is classified as “Low Office-Apartment-Hotel.” The Arlington County Trades Center is designated as “Government and Community Facilities.” There is a small parcel of “Service Commercial” property at the 31st Street S. and S. Columbus Street intersection. “Public” property includes the Fairlington Community Center, the Abingdon Elementary School, the Shirlington bus transfer station, Utah Park, and Fort Reynolds Park. **Map 4** shows the General Land Use Plan for the FSNC area.

### **3. Existing zoning**

The 2010 Zoning Map shows that most of the FSNC area is “RA14-26: Apartment Dwelling District.” The next largest parcels comprise the Arlington County Trades Center - “M-1: Light Industrial District” and the Village at Shirlington - “C-O-1.5: Commercial Office Building, Hotel and Apartment District.” There are several small commercial spaces occupied by low-rise office buildings - “C-O-1.0: Commercial Office Building, Hotel and Apartment District,” a general contractor - “C-1: Local Commercial District,” and a convenience store - “C-1-R: Restricted Local Commercial District.” The Shirlington House and the Windsor at Shirlington Village apartments are zoned “RA6-15: Apartment Dwelling District.” Fire Station 7 is zoned “P-S: Public Service District.” The remaining property in the FSNC area is zoned “S-3A: Special District”: the Fairlington Community Center, the Abingdon Elementary School, Utah Park, and Fort Reynolds Park. **Map 5** shows the current zoning for the FSNC area.

### **4. Inconsistent uses (inconsistent with designations on the GLUP or Zoning maps)**

Land bordered by 31st Street S., S. Abingdon Street, I-395, and King Street:

This area is occupied by townhouses, a fire station, a heating and cooling contractor, a general contractor, an office building, and a real estate office. The GLUP map shows almost all of this area as “Low-Medium Residential.” It is recommended that the GLUP map show the land occupied by the fire station as “Public.” The Zoning map shows that part of this area is zoned “RA14-26: Apartment Dwelling Districts” but the two buildings house (1) a heating and cooling contractor and another business and (2) a real estate office. It is recommended that these two buildings be designated as buildings that do not conform to the zoning district (RA-14-26: Apartment Dwelling District) in which the buildings are situated.

Shirlington Branch Library along Campbell Avenue in the Village at Shirlington:

The GLUP map shows this parcel as “Low-Office-Apartment-Hotel” and the Zoning map shows it as “C-O-1.5.” It is recommended that this property be shown as “Public” on the GLUP map and as “P-S: Public Service District” on the Zoning map.

Shirlington bus transfer station along S. Quincy Street between Campbell Avenue and S. Randolph Street in the Village at Shirlington:

The GLUP map shows this parcel as “Low-Office-Apartment-Hotel” and the Zoning map designates this space as “C-O-1.5: Commercial Office Building, Hotel and Apartment District.” It is recommended that this property be shown as “Public” on the GLUP map and as “P-S: Public Service District” on the Zoning map.

The residents of Fairlington-Shirlington endorse both the current zoning and GLUP and thereby request that any changes to either not be made without due consideration of that endorsement.

## **5. Developmental potential**

The recent redevelopment of the Village at Shirlington is an excellent example of a mixed-use, urban village project, which is walkable at street level, not overpowering in height, and, in some parts (mainly in shops fronting the street), visually consistent. With sidewalks and new parking garages, it provides an accessible mix of residential, office, and neighborhood-friendly retail.

While Fairlington residents recognize the value of enhanced shopping and hospitality venues, the community at large will encourage any additional or future construction to incorporate the positive elements of walk-ability, accessibility, and overall residential character. We would encourage developers to lessen the impact of obtrusive traffic incursion on the neighborhood. We would promote the dynamic mixed-use commercial-residential character, such as in the Village at Shirlington, and request that developers work with neighborhood stakeholders to limit the impact on the larger neighborhood’s overall residential character.

Regarding any contemplated changes to the county-owned parcels of land, residents request that information be shared publicly with the community, with the intent to gather residents’ feedback on any proposed changes. Of particular interest would be any changes that involve a sale of public lands to developers. In addition, if some reason the current public properties (such as Abingdon Elementary School, Fire Station 7, or the trades center) cease to function as public facilities, residents request that the land be zoned consistent with the desire of the community to increase open space.

## 6. Fairlington residents of Alexandria

In a curious bit of zoning, the City of Alexandria has drawn its boundary lines so as to incorporate about 100 or so Fairlington households (or about 300 Fairlington residents) into Alexandria. The city's irregular boundary line follows along Route 7, dips into Fairlington to gather residents and then returns to Route 7. The annexation occurred in 1966, apparently by mutual agreement between the county and the city. Thus in north Fairlington, two blocks of Columbus Street, one block of 30th Street S., one block of 28th Street S., S. Dinwiddie Street, and 29th Road S. are actually in Alexandria (for purposes of taxation and voting), although these "Alexandria" residents have Arlington mailing addresses and participate in services provided by Arlington County for county residents—things like e-waste and household hazmat recycling events, the free tree distribution program, county library accounts, and county fitness center memberships. For most practical purposes, in day-to-day activities, the affected Fairlington residents seldom notice that they live in Alexandria. Except in one salient way—the Alexandria Fairlingtonians are barred from enrolling their children in the neighborhood school, Abingdon Elementary, just blocks away from their homes.

### Street conditions

#### In this Section:

1. Summary
2. Sidewalks, curbs, gutters
3. Storm drainage
4. Street Lighting

### 1. Summary

Arlington is making a concerted, well-publicized effort to establish itself as a pedestrian-friendly community, and residents of the FSNC area fully support that goal. In 2005, and several years since, Arlington was named the "Number One" place in America for walking, topping the American Podiatric Medical Association's list of the top 10 best U.S. walking cities. A variety of county programs are specifically designed to foster pedestrian activity and safety. For joggers, bus commuters, schoolchildren, parents pushing strollers, persons with disabilities, and seniors, continuous and safe sidewalks are vital. For the most part, FSNC area residents believe pedestrian travel is available and accessible in the neighborhood.

## 2. Sidewalks, curbs, gutters

Most of the neighborhood is fully developed with the necessary sidewalks. **Map 6** shows the existing sidewalks in the FSNC area. The Village at Shirlington's recent redevelopment plans recognized the benefit of safety and walk-ability for residents and retail patrons—indeed, walk-ability is a primary feature of living there. Fairlington, too, is a highly pedestrian community, where people are committed to walking and where the sidewalks are well-used and well-traveled. Simple observation reveals that people are out on the sidewalks all day long and into the evening hours: Residents stroll, walk and jog for exercise, walk their dogs, and push tots in strollers, as well as engage in more errand-oriented, on-foot trips to nearby retail shops in Bradlee, Fairlington Centre, and the Village at Shirlington. Neighbors judged sidewalks to be in overall satisfactory condition (a 3.4 rating out of 5), with no major deficiencies. Curbs and gutters received similar ratings.

Despite the overall opinion that sidewalks and curbs are adequate, ongoing maintenance is important to repair the sections of sidewalk that occasionally show minor breaks, heaves, and other trip-and-fall hazards caused by tree roots, weather damage, or any other kind of damage. In addition, a small number of respondents (17%) believed that additional improvements to sidewalks were needed, and a smaller number (6%) identified the need for a sidewalk on the east side of 31st Street S. from the Shirlington Bus Transfer Station at S. Randolph Street, in the Village at Shirlington, uphill to the bus shelter opposite the Shirlington House apartments.

In addition, there is a lack of a handicap-accessible sidewalk on the northeast side of S. Abingdon Street between 31st Road S. and 31st Street S. opposite the Fairlington firehouse. The need was identified in the original 1987 survey, and it remains today. There is a small, steep hillside in this location, which may present an engineering challenge. There are up-and-over steps to negotiate the hill, but residents (particularly those getting off the bus on 31st Street S. and near 31st Road S.) merely ignore the steps and use the street instead, or cross the street in front of the firehouse to gain the sidewalk on the south side.

Over the past several decades, the county has been installing handicap-access ramps, or curb cuts, on well-traveled sidewalks at intersections and at parking lot entrances throughout the neighborhood. Potentially, some areas still need work in this area, as indicated by a few survey respondents (11%). More than one-fourth of these respondents called for increased handicap access at intersections (unspecified) throughout Fairlington, and about half as many (14% of the 11% noted above, or a very few people) cited a need at 31st Street S. and S. Randolph Street.



Fairlington-Shirlington residents recognize the importance to a vital community of safe and convenient pedestrian access. Thus they support county responsiveness to the following requests:

- a) Repair breaks in curbs, gutters, and sidewalks when the need arises. Continue to support maintenance efforts on public sidewalks to ensure safe, hazard-free pedestrian access.
- b) Install handicap access ramps where the need is identified.
- c) Install standard curb, gutter, and sidewalks where the need is identified
- d) Work in coordination with the City of Alexandria to identify needs and secure repairs to sidewalks in the portion of north Fairlington that lies inside Alexandria.

### 3. Sanitary Sewer

At the end of 2010 and continuing in 2011, the county undertook what Fairlingtonians called the “Big Dig”—the large, two-phase sanitary sewer project located in and around the intersection of 34th Street S. and S. Utah Street. The existing sewer main pipes were replaced with new, larger diameter pipes. In addition, with the installation of the new sewer line running downhill on S. Utah Street, the houses of the Fairlington Commons Condominium Association received dedicated sewer service via the old pipe. The new configuration of old and new sewer lines deliver a significant improvement of service to the area, and particularly to homes that had experienced sewage back-ups in the past.

### 4. Street lighting

Along most streets in the neighborhood, the street lighting is adequate, and the lights are appropriately spaced and maintained. **Map 7** shows the existing street lights. Nevertheless, about one-third of respondents noted lighting deficiencies in specific locations, as follows: Along Arlington Mill Drive (15%), on Walter Reed Drive (8%), and on 36th Street S. (5%). Lighting has been improved with the phased replacement of the white colored light of mercury lights with the yellow colored light of sodium lights.

More than half of survey respondents answered the question about replacing colonial-style lights with Carlyle-style lights, and all responded favorably. The positive response is fortuitous, because the decorative, pedestrian-scale Carlyle street light is currently the only kind installed by the county; they no longer install colonial-style lights (some can still be found in residential areas).



## Transportation and traffic management

### In this Section:

1. Traffic - always on the minds of FSNC area residents.
2. Close-in convenience
3. Use of Metro Resources
4. Streets, intersections, and traffic issues involving cooperation with Alexandria.
5. Other concerns about streets, traffic, traffic management, parking and noise.

### 1. Traffic—always on the minds of FSNC area residents

Traffic congestion is simply a fact of life, an element not unlike the weather that, consciously or not, residents take into account when going about their daily business—leaving for work, going shopping at the grocery store, planning outings with children, or getting to a doctor’s appointment on time. Traffic is, in short, an inescapable factor impacting the quality of life for FSNC plan residents. It also constitutes the single biggest threat to the neighborhood’s livability.

Reinforcing this idea is survey respondents’ identification of streets-and traffic-related items as the top three things they would like to see changed about the neighborhood. Indeed, things have not changed for the better in the almost 17 years between the first and second surveys; in 1987, respondents were already lamenting the effects of traffic congestion—they noted “traffic volume and the related noise and speeding” as some of the things they liked least about the neighborhood at that time. Based on the recent vehement and sustained outcry of opposition to the I-395 HOT lanes proposal, it is safe to assume that traffic worries would top any current-day, updated list of disliked things or problematic areas of concern.

### 2. Close-in convenience

On the plus side, Fairlington and Shirlington residents appreciate the neighborhood’s close-in location. Indeed, the homeowner here often has chosen to pay a higher price for a smaller living space just to live in this location. Survey respondents cited the convenience of living “close-in” and living “close to work” as top reasons for liking the neighborhood. They also indicated that someone in the home commutes to work in fully a third of total responding households (33%).

**Like:** Why do residents like living in our neighborhood? In 1987, respondents credited the neighborhood's physical appearance and stability as the top two favorable factors, with "access to work" coming in third. In 2004, access to work moved to the front position: Living "close to D.C" and "close to work" were top responses. The neighborhood's appearance, as noted in such obvious amenities as open space, trees, greenery, and landscaping, was still important, though no longer the top priority.

**Dislike:** Asked about things they liked least, or would change, respondents revealed that traffic-related concerns were just as important now as previously—perhaps even more so, in view of the elevated approval given the "close to work" factor. In the earlier survey, parking and traffic volume, with their attendant problems of noise and speeding, were irritations. More recently, respondents singled out the following concerns: Lessening speeding through the neighborhood; reducing cut-through traffic; and improving lighting on streets.

In addition, in 2009 and 2010 Fairlington and Shirlington residents joined with neighboring Parkfairfax residents in Alexandria to express intense and sustained opposition to the proposed I-395 HOT lanes project, which would have exerted additional, unplanned-for pressure on traffic congestion in the neighborhood. At the same time, Fairlington residents in particular were, and still are, concerned about how the neighborhood might be adversely affected by the new BRAC-133 construction at the Mark Center in Alexandria at I-395 and Seminary Road. The new U.S. Army Headquarters building is now bringing the first several thousand of a projected 6,400 new federal workers to the Mark Center. Although Alexandria's west-end residents will undoubtedly bear the brunt of the congestion, FSNC area residents worry about the influx of traffic and/or commuter parking it may bring to local surface streets.

Traffic-related dissatisfactions voiced by respondents relate most often to cars, driving, and congestion rather than to public transit options or services (or lack thereof). Even though FSNC area residents might envy the easy access to Metro trains enjoyed by North Arlington residents, it should be noted that, with the opening of the Shirlington Bus Transfer Station (bus transfer point and commuter store) in 2008, there is direct bus service to and from the Pentagon Metro station, with augmented rush hour service to the Pentagon.

### 3. Use of Metro resources

Survey respondents indicated every-other-week to weekly use of certain Metro bus routes—specifically, bus numbers 7, 22, and 25. In addition, respondents expressed moderate interest in the following types of transportation services: Bus service to Old

Town Alexandria ranked highest; then more frequent bus service generally; and then additional bike lanes.

Respondents' interest surged when asked to recommend changes to current Metro bus stops in the neighborhood: Highly favored were additional landscaping around bus shelters, historical-looking bus shelters, and additional bus shelters. It should be noted also that the specificity of respondents' answers (as well as even a casual visual survey of neighborhood streets on weekday mornings) indicates that "taking the bus" is a widely used transportation option for residents. A small number (10%) wrote in their belief that all bus stops should have shelters. Specific locations singled out by a few people (14% and 10%) for improvements were the bus stops at S. Wakefield Street and Walter Reed Drive and, more generally, all along 31st Street S, from the intersection at S. Abingdon Street to the Shirlington House apartments.

### 4. Streets, intersections, and traffic issues involving cooperation with Alexandria

For several years, the threat of HOT lanes construction dwarfed most other traffic-related concerns in the FSNC neighborhood. Nevertheless, there are other specific, surface-street traffic-related concerns for residents, and most can be traced to the neighborhood's geography—Arlington and Alexandria meet along Fairlington's V-shaped southern border, with King Street on the south and Quaker Lane on the east. The way the map is drawn shows that Fairlington is a wedge-shaped parcel of southernmost Arlington dangling down into the "top" of Alexandria. Indeed, south Fairlington is entirely surrounded by Alexandria, bounded by the city arterials of King Street and Quaker Lane—on one side of the street, you are in Alexandria and, on the other, you are in Fairlington (Arlington). As Fairlington drivers sit in their cars at stop signs or stop lights at the community's major entry/exit access intersections, they are preparing to leave Arlington and enter Alexandria, and they may execute this cross-boundary maneuver several times a day. Thus, as is discussed in greater detail below, several intersections specifically noted as problematic—and some as safety hazards—are inextricably linked to traffic planning by the City of Alexandria.

There are four major intersection and/or traffic issues that impact daily life in Fairlington: The intersection of Braddock Road, King



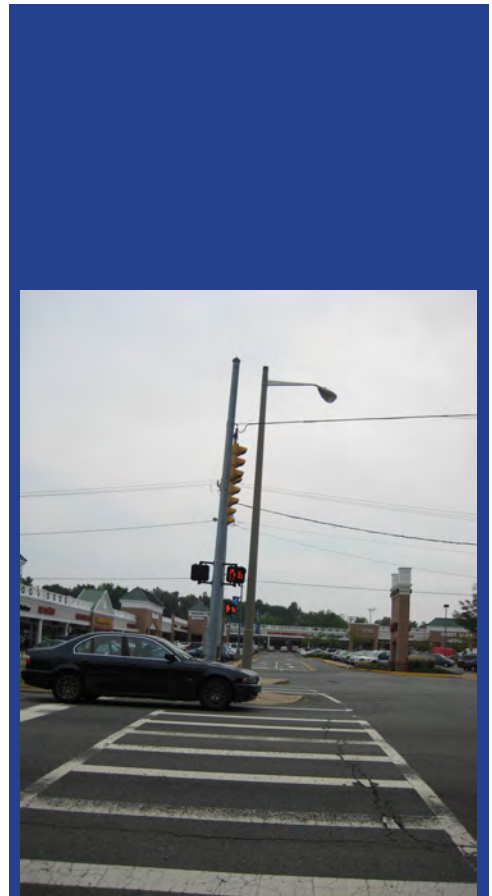
Street, and Quaker Lane (BKQ) and the related, nearby intersection of King and S. Wakefield/Dearing Streets, which connects with a service road leading to the Bradlee shopping center; the intersection of King and S. Taylor Street/Bradlee entrance; the intersection of King and Beauregard/Walter Reed Drive—at that stoplight, Beauregard leads south into Alexandria and Walter Reed heads north into Arlington. Moreover, as described below, traffic pressure on that intersection may well increase this year or next, because of the fourth traffic issue—the BRAC-133 construction at the Mark Center at Seminary Road—even as Alexandria plans now for improvements to King/Beauregard that may take several years to construct.

King Street (aka Route 7) is a major east/west artery giving access to Falls Church, Fairfax, and points west. Quaker Lane runs north/south and gives access to I-395 in the north and to Duke Street in the south. All of south Fairlington “fronts” onto King Street, where there are two primary, stop light-governed entry/ exit points for south Fairlington residents, at S. Wakefield Street and at S. Taylor Street. North Fairlington residents have access to King Street at 30th Street S. and 28th Street S. (stop light). In addition, there are three “side door” access points from south Fairlington that enter Quaker Lane, at 36th Street S., 33rd Street S., and 32nd Road S. (stop light).

#### **4a. Proposed improvements for the intersection of Braddock Road, King Street, and Quaker Lane (BKQ); access to the Bradlee shopping center entrance; and confusion at King and S. Wakefield/Dearing**

Public meetings were held in 2008 and 2009, hosted by Alexandria transportation officials, to discuss traffic management problems at, and traffic study results from, the admittedly congested (and sometimes confusing) intersections of Braddock Road, King Street, Quaker Lane. The most interesting outcome of the meetings was the fact that they surfaced a related traffic issue that was of greater concern to Alexandria and Arlington neighbors who were in attendance and who routinely drive through the area in and around BKQ.

Based on comments from meeting attendees (many from Fairlington), the largest volume of complaints stemmed not from BKQ proper. Rather, they involved the nearby stop light intersections of King Street and S. Wakefield Street and King Street and S. Taylor Street, which are the main entry/exit points onto King Street for Fairlington residents and which provide access routinely for Fairlington residents to the Bradlee shopping center. It is interesting to note that this traffic issue was specifically identified (“Bradlee access intersection”) by survey respondents as a problem; as sources of difficulty, they cited “traffic flow,” “configuration of the road,” and visual obstructions.”



Where S. Wakefield Street, in Arlington, meets King, the street name on the other (south) side of King is Dearing Street, in Alexandria. Part of the problem for drivers at this intersection derives from the fact that S. Wakefield and Dearing are ill-aligned. S. Wakefield Street and Dearing Street face each other, from opposite sides of King, but they do not line up for easy cross-King traffic.) Also problematic is the service road that runs parallel to King on the street's south side, which fronts and gives access to Bradlee and feeds into the King/Wakefield intersection. Many people have reported near-miss incidents when, for example, they're forced to give way to drivers who ignore stop signs on the service road. For many Fairlington residents, a simple errand like buying stamps can turn into a hair-raising experience if one's destination is the post office in Bradlee.

The city's traffic consultants recommended closing off the service road at the Bradlee entrance to reduce the cross traffic problem and agreed to explore the installation of a traffic light at the Dear- ing/service road intersection. The final study examined possible improvements for the Bradlee shopping center entrance:

"Additional long-term physical and geometric roadway improvements were developed for the service road along King Street, west of Quaker Lane. These long-term improvement measures are intended to reduce use of the service road by cut-through traffic, while maintaining and simplifying access to the existing commercial properties along King Street. These measures include the potential closure of part(s) of the existing service road and construction of a transit center located adjacent to the King Street/Taylor Street intersection, which can be implemented with or without proposed improvements."

More recently, Safeway has announced plans to tear down the existing grocery store on King Street (in the Bradlee area—the store has access from the King Street service road and from Braddock Road) and rebuild a new, two-level "Lifestyle" Safeway. While most residents welcomed the proposal for a new store, some questioned how Safeway's traffic management plans would fit into the larger context of the city's traffic improvement design for the BKQ intersection and the Bradlee entrance.

#### **4b. Pedestrian improvements at Taylor and King, continued driving violations**

In 2009, the Alexandria Department of Transportation and Environmental Services improved the pedestrian crossing at the Taylor Street intersection with King Street, which lies directly across

King from the Bradlee shopping center main entrance. Previously, a joint project between Arlington and Alexandria installed count-down “Walk” signals at the Taylor and Wakefield intersections and enlarged the crosswalks across King Street. With the installation of a reconfigured section of sidewalk at Taylor and King, pedestrians now have a safe, dry place to stand while waiting to cross King at the “Walk” signal. Before the work, the location was not handicap accessible and access to the button to activate the signal was difficult to reach.

#### **4c. Intersection of King Street and Beauregard/Walter Reed Drive**

This nearby intersection, where Arlington and Alexandria connect, is a legendary local bottleneck for Fairlington residents, and it is already on Alexandria’s agenda for reworking, in order to ease traffic back-ups and improve pedestrian safety along the contiguous stretch of King from 28th Street S. on the east to Dawes Avenue on the west.

The work consists primarily of creating additional left turn lanes on both east- and west-bound King, to improve through-traffic on King, and of installing a partially raised street median and a ten-foot-wide multi-use path on both sides of King. In addition, the project features six-foot-wide landscaped buffers between the street and the sidewalk; off-street shared-use paths on Beauregard and King; six-foot-wide ADA-compliant sidewalks; upgraded traffic signals on mast arms and new pedestrian signals; upgraded street lights; elimination of slip lanes; and upgraded storm drainage systems. The improvements are welcomed by Fairlington residents.

After public hearings in 2009, next steps outlined would involve land acquisition (reportedly, most or all from Alexandria, little to none from Arlington). The \$123 million project was scheduled to begin construction in 2013 and take two years.

At the same time, another project in Alexandria, south of the intersection, will undoubtedly exert increased traffic pressure on the King and Beauregard/Walter Reed intersection. To meet security requirements under BRAC, the Department of the Army has built one-and-a-half-million square feet of office space for 6,400 employees at the Mark Center, at the intersection of Beauregard and Seminary Road at I-395.

#### **4d. Impact of BRAC-133 (U.S. Army HQ building at the Mark Center on Seminary Road)**

In 2008, the U.S. Army began construction on a 17-story office tower at the Mark Center on Seminary Road to accommodate 6,400 jobs being moved from other locations to the Army’s new

Washington Headquarters Service facility, as part of the Base Realignment and Closure commission process. The project and construction is referred to, in shorthand, as BRAC-133. The influx of thousands of additional workers by 2012 raised the specter of an additional 4,000 to 6,000 cars on already congested local streets during rush hours.

Thus the FSNC neighborhood is concerned about the possibility of increased BRAC-related traffic at intersections north of Seminary Road, along Beauregard and Walter Reed Drive, as well as related cut-through traffic and commuter parking on our local streets.

#### **4e. Old Jefferson Hospital site**

In 2007, the City of Alexandria authorized the city manager to proceed with plans to acquire the old Jefferson Hospital site on King Street in Alexandria (land at 4600 King Street at 28th Street S. and an adjacent parcel at 3451 N. Beauregard Street). Alexandria was responding to an offer from the Tauber Foundation, the owner of the 4.7-acre property, to donate the land to the city if it could be designated for a beneficial public use. The transaction did not proceed. Demolition of the old hospital buildings began in December 2007. By 2009, it seemed likely that the property would be sold to a developer, although development might be several years away.

Fairlington residents are concerned about the potential for vastly increased traffic congestion at the already congested intersection of King and Beauregard/Walter Reed and at the Fairlington access intersection of 28th Street S. and King. In addition, development of the site could mean a return of traffic jams on King, even if the King/Beauregard intersection is improved. By 2009, the old stop light on King (just a few hundred feet east of the intersection at Beauregard) that once marked the entrance to the defunct Jefferson Hospital site had been removed—it had been a long-time irritant for Fairlington residents entering west-bound King at 28th Street S., and it was a major source of through-traffic hazards (creating lines of backed-up cars in the through lanes on King and leaving east-bound cars orphaned in the King/Beauregard intersection when the light changed). A current concern is that redevelopment of the hospital site might engender calls to re-install the old, troublesome stop light.

#### **5. Other concerns about streets, traffic, traffic management, parking, and noise**

##### **5a. Stop speeding**

In addition to singling out the difficulties they encounter with access to the Bradlee shopping center via the service road due to traffic flow and the ill-aligned configuration of the streets, survey respondents noted general, strong dismay at cars

speeding, cars not obeying stop signs, and, to a lesser extent, cut-through traffic. Indeed, “less speeding through the neighborhood” ranked highest among the top three things residents would change about the neighborhood. (Other recommended changes were improved lighting on the streets and reduced cut-through traffic.) Anti-speeding sentiment was widely reflected in the survey-sections dealing with streets and traffic, and that opinion is seconded in residents’ equally strong desire to secure pedestrian safety. Almost half of all respondents said they had observed hazardous conditions affecting school children (42%), other pedestrians (52 %), and bicyclists (47%).

Moreover, respondents itemized the following as specific locations and issues of concern: Speeding and running lights on Walter Reed Drive, King Street, and Arlington Mill Drive; speeding on S. Abingdon Street and running stop signs; and speeding on 34th Street S. and rolling through stop signs. For the perceived problem of speeding, respondents indicated a strong desire for “more aggressive enforcement of traffic laws.”

### **5b. Restrict use of streets by large trucks**

Residents favored controlling one very specific traffic problem by restricting trucks from using neighborhood streets. In various ways (responding to questions about hazards, noise, or pollution), residents expressed their particular dislike for large construction trucks, but also for large vehicles generally, such as Metro buses and even school buses, that cross the center line. The narrow, car-lined, and tree-shaded streets of Fairlington make it a particular challenge for residents to “make way” for oversized oncoming vehicles.

It is probable that the volume of construction vehicles on Fairlington streets reached a peak during the early 2000s, when the nearby Village at Shirlington was undergoing redevelopment, and dump trucks with loads of construction debris were regularly encountered on Fairlington streets. The flow of such traffic has since abated, because major construction there has been concluded.

### **5c. Stop Metro bus violations**

However, it was noted more recently that Metro buses, which form an admittedly vital link in residents’ connection to work and entertainment, can create another specific nuisance beyond their mere size. Residents complained about Metro buses crossing the roadway’s center line to avoid slowing down for speed cushions.

Residents forwarded to Metro the details of 30 incidents involving Metro buses executing this unnecessary and potentially dangerous maneuver. The phenomenon was particularly observed on 29th Street S. between S. Buchanan Street and S. Columbus

Street and along 31<sup>st</sup> Street S. between S. Woodrow Street and S. Randolph Street, even though there are signs at each speed cushion warning drivers of the legal requirement to stay in their lane and not cross the center line. The number of such incidents can be assumed to be larger than the 30 or so for which the violation was actually observed and the details (time, place, bus number) were noted down and reported.

#### **5d. Install stop signs**

To address identified problems on local streets, additional traffic management devices are needed, according to more than a third of survey respondents. Residents favored installing four-way and three-way stop signs at certain intersections. Specifically named by respondents, and in two different places in the survey, was the intersection of 29th Street S. and S. Buchanan Street, where residents favored stop signs at all four corners. The stop signs have been installed. Also specifically requested were all-way stop signs at the intersections of 28th Road S. and S. Wakefield Street (at the bottom of the hill, near the convenience store) and at 28th Road S. and S. Abingdon Street (at the top of the hill). County staff analyzed the two intersections and determined that they did not meet the standards established for the installation of multi-way stop signs.

For the safety of school children, other pedestrians, and bicyclists, a large number of respondents identified several intersections needing attention. Cited as potential pedestrian hazards were the already-named intersections in south Fairlington: at King and S. Wakefield Street and at King and S. Taylor Street (a paved pedestrian waiting area and a new pedestrian push-button signal have since been installed at S. Taylor Street and King). In north Fairlington, intersections identified by respondents as potentially hazardous involved 31st Street S., which is the long hill leading down to Shirlington—the entire hill was cited, as were the intersections of 31st Street S. at S. Abingdon Street and at S. Woodrow Street. The intersection of 31st Street S. and S. Abingdon Street now has four-way stop signs. In addition, some respondents cited Arlington Mill Drive and Walter Reed Drive as streets that might present a hazard for people on foot or on bikes.

#### **5e. Enforce parking regulations**

Not surprisingly in our densely populated neighborhood, parking is always an issue and occasionally a real problem. As it affects county public streets, parking is a small-to-moderate problem in the FSNC area, for the simple reason that most households in Fairlington and Shirlington, and in other smaller multi-unit dwelling developments in the plan area, come with designated, private parking spaces in condominium association parking lots or in management-maintained parking lots or garages. Almost half (47%) of survey respondents indicated that they had an assigned parking space near their home.

In the vertically-built Village at Shirlington, almost all street-side parking is metered and it is designed for use by patrons of ground-level retail establishments. Multi-story parking garages address the issue of perceived lack of parking. In April 2011, county staff convened a meeting to discuss possible solutions regarding the need for better parking management and reducing inconsistent signage in the parking garages.

Despite assigned parking spaces in Fairlington, fully 40 percent of neighborhood respondents answered “yes” when asked if they parked a car on the street near their homes, and 43 percent of respondents said they had difficulty finding street parking at least one, two, or three days a week. The source of this difficulty was traced, with moderate concern, to these factors: Multi-car households; people from other neighborhoods parking on local streets in order to use the Metro bus; and people who park large trucks, boats, trailers, or recreational vehicles on county streets. A small number of respondents (12%) acknowledged that there was county-signed, residents-only zoned parking on their street, and they gave the zoned parking signs a satisfactory (but not highly effective) grade as an enforcement tool.

To address the problem of unauthorized vehicles or the “warehousing” of cars on county streets, respondents favored the following actions: Improve parking enforcement (i.e., ticket repeat offenders); reserve areas for residents-only parking; and permit overnight parking on Walter Reed Drive.

#### **5f. Buffer/mitigate the impacts of noise**

When asked whether they noticed the effects of street noise or other noise pollution, a sizeable minority of respondents (41%) said “yes” and pointed to these sources: helicopters, school buses, and large-scale construction and construction vehicles (the last was likely related to the construction in the Village at Shirlington that was ongoing in 2004). Two respondent-identified locations for excessive noise were Arlington Mill Drive and the area of the county’s Trades Center. In a related question about the impact of vibration, respondents noted that vibration was a small-to-moderate concern, and they pointed to these assumed sources: helicopters, airplanes, and large construction vehicles.

Of identified sources for the related issues of noise and/or vibration, residents most often pointed to helicopters. It is well known throughout this area—close as it is to the Pentagon and military bases—that military aircraft, both fixed wing and rotary, do fly over the neighborhood and will continue to fly over the neighborhood. The FCA has worked with Arlington County Board Members, Federal Aviation Administration officials, and military leaders to advocate that military helicopter pilots not fly over residential

areas, use established FAA helicopter routes, and comply with the requirements of military “fly neighborly” programs.

## Housing

Little has changed in the neighborhood, with the salient exception of the re-development of the old Shirlington shopping center into its current status as a mixed-use urban village, with the addition of three new apartment buildings and one new 11-story condominium building. In addition, the redevelopment of the strip shopping center along Arlington Mill Drive and Walter Reed Drive and other nearby land created five condominium associations.

The two largest communities—Fairlington and Shirlington—give the plan its name, but the FSNC area’s overall footprint includes five apartment buildings, fifteen condominium associations, three office buildings, and the commercial area of the Village at Shirlington. The apartment buildings are the older Park Shirlington and Shirlington House and the newer apartment buildings in the Village at Shirlington—the Windsor at Shirlington Village, the Delancey, and IO Piazza. The condominium complexes include the seven associations inside Fairlington’s garden-style townhouses and apartment-units (Arbor, Commons, Glen, Green, Meadows, Mews, and Villages), the Fairlington Court townhouses, one new condo building in the Village at Shirlington (called Shirlington Village), and seven more townhouse complexes on the edges of the FSNC area (The Arlington, Courtbridge I and II, Heatherlea, and Windgate I, II, and III). (The office buildings in the area are Quincy Tower, WETA, and Randolph Square.)

## Public facilities and services

### In this Section:

1. Summary
2. Fairlington Community Center Update
3. Utah Park
4. Public Safety

### 1. Summary

The FSNC area includes a tract of land approximately the size of the Village at Shirlington, abutting it in the north and fronting onto Arlington Mill Drive, which is occupied by the county’s Trades Center and the Animal Welfare League of Arlington (contracted by the county for animal control services). Contiguous with the county land parcel are two other public-use facilities in the Village at Shirlington: the Shirlington Branch Library and the Shirlington Bus

Transfer Station. Fairlington also is home to Abingdon Elementary School, Arlington County Fire Department Station 7—familiarily known as the Fairlington firehouse or “The Little House”—and to the Fairlington Community Center, Utah Park, and Fort Reynolds Park.

In 2004, the overall response of neighborhood residents to nearby parks and recreational facilities could be described as merely “lukewarm.” Respondents said they used nearby facilities only “sometimes;” no one indicated regular use, on a daily, weekly, or even monthly basis. They expressed moderate satisfaction with the overall condition of recreational facilities, giving them a combined score of 3.7 out of a possible 5 (for “best” condition). And they expressed moderate satisfaction with the quality and condition of recreational amenities and equipment, such as playground equipment, tables and benches, lighting, general cleanliness, bathrooms, and so on.

Among choices printed in the survey for indicating frequency of use, which included the Fairlington Community Center and the Barcroft Recreation Center, respondents opted instead at that time for neighborhood dog parks—they said they could be found most frequently at “Community Canine Areas” (as dog parks are called in the county lexicon). Ranking second in frequency of use were the ball fields at Utah Park. Asked to identify other facilities they used, respondents added the Four Mile Run bike trail, the W&OD bike trail, and bike lanes.

It is interesting to note that when they did engage in recreational activities, fully 65 percent of respondents said they did so to “walk,” and another (perhaps overlapping) 30 percent said they did so to “run” —which is merely further evidence, if any were needed, that the FSNC neighborhood is a highly pedestrian one. Residents frequently can be found out and about on the sidewalks and nearby trails for exercise. And when they think of “recreation,” they think of being out-of-doors. In addition, they may combine these activities with the desire to meet up with friends and fellow walkers and runners—thirty percent of respondents said they engaged in recreational activities in order to socialize. When asked to name changes they would like to see in nearby parks and recreational facilities, respondents indicated again their strong interest in being outside. Ninety-eight percent requested more trails for walking, jogging, or biking. Ninety-seven percent requested more public gardens. And ninety-six percent requested more park benches.

However, none of the overall muted response to recreational facilities that was expressed in survey answers from 2004 reflects the changes that have been implemented over the last couple of years, particularly at the Fairlington Community Center.

## 2. Fairlington Community Center update

A well-planned, well-run, well-staffed community center can serve as the cultural core for a neighborhood, which the FCC now does for the nearly 3,500 households that surround the center in Fairlington. The FCC is like a town hall for Fairlington and, of course, for nearby neighbors—but it is probably fair to say that Fairlingtonians take a proprietary interest in the FCC. The FCC provides opportunities to bring neighbors together—and that serves only to strengthen residents' already strong sense of community.

Recognizing that the old building was ill-equipped to serve the neighborhood, the county undertook a major renovation of the FCC, the first in decades. In May 2008, the newly renovated FCC was reopened with appropriate fanfare to an appreciative neighborhood, who admired the structure for what it accomplished—the blending of a historic building (a 1940s elementary school) with state-of-the-art equipment, infrastructure, and amenities. The interior renovation improved meeting rooms, workshop spaces, and exercise facilities, while it also maintained the building's original architectural style in order for it to remain consistent with its surroundings.

Residents complimented the facility and took delight in the Tiffany stained glass panel that serves as a skylight at the base of the FCC's cupola. Funding for restoration and installation of the glass was donated by the Fairlington Historical Society and the FCA. During the FCC reopening ceremonies, a plaque describing the gift was presented to Arlington County Board members.

With interior renovations completed, attention then turned to renovating the grounds and woefully inadequate parking lot, which is now open in its newly re-designed configuration. Reconstructing the parking provides better pedestrian walk ways and safer access for the pre-K program to the children's playground. Other improvements include replacing the basketball court; refurbishing the playing fields, including much needed attention to fixing erosion problems and the installation of a rain garden; new fencing; and additional landscaping around and in front of the building.

The center's program offerings are now wide-ranging and comprehensive, including instruction in the arts, sports, and health and fitness. As a community resource, the FCC is all the more important to residents because it is one of the few venues for organized recreational activities within walking distance for many residents. In early 2009, the sports and recreation division of the county's PRCR staff sought feedback from neighborhood residents about the kinds of classes, programs, and leisure activities they would like to see offered at the FCC. The staff designed an online Sports and Recreation Interest survey for residents to



express their desires. Based on a wealth of helpful responses, the one-month survey was expanded to two.

Even while acknowledging the wealth of activities and programs now available at the FCC, neighborhood residents have recently made note of two areas of concern.

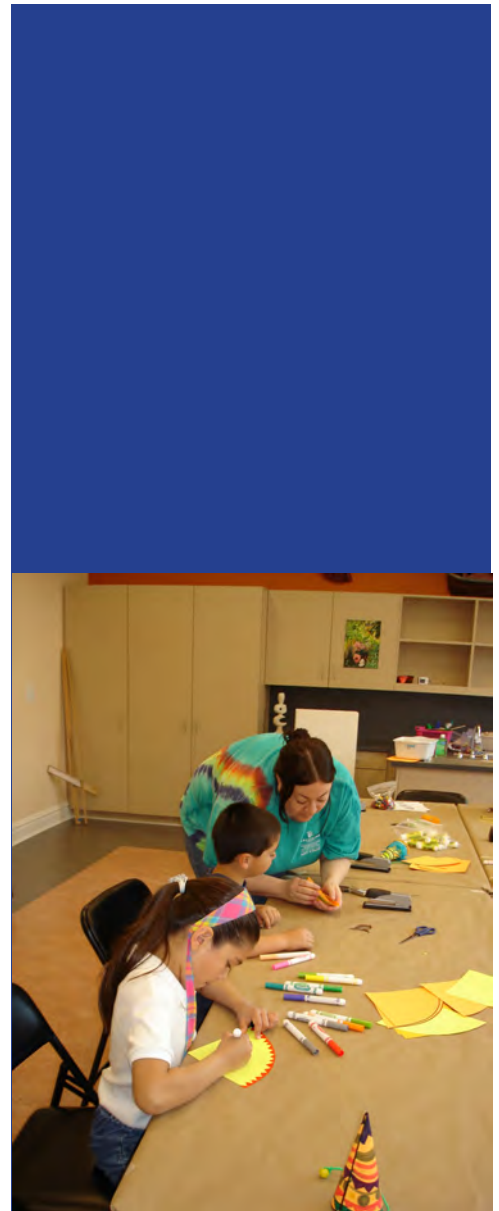
1) In 2009, a community task force met with county staff to explore ways of engaging families at the FCC and designing family-friendly activities for the center to host. Due to funding reductions, PRCR staff stopped programming neighborhood oriented activities, for example, Friday night, Halloween, Christmas, and Easter events. It became apparent that there would be a need for residents to provide not only input into the framing of these activities, but also to provide volunteer support and assistance in making the events come to fruition. Parents and other adult neighbors would organize, advertise, and supervise these activities, and undertake to pay for any county staff time needed to keep the building open after normal operating hours. Unfortunately, this all-volunteer approach has not been effective. There remains a need for PRCR staff to take the lead in programming neighborhood-oriented events for children with the assistance of volunteers.

2) There is a lack of PRCR funding to support open hours and recreational programming on nights and weekends. The FCC closes at 9 pm on weeknights; closes at 5 pm on Saturday; and is closed on Sundays. This lack of weeknight and weekend access is particularly noticeable to residents who can engage in exercise and recreation only on weeknights and weekends.

### 3. Utah Park

In 2010, the Fairlington community welcomed the construction of a new picnic shelter at Utah Park that was funded through the Arlington County Neighborhood Conservation Program. Utah Park, with its fenced dog park, sand volleyball court, lighted ball field, and open space provides a singular outdoor resource for the neighborhood. It was the site of the 2010 Fairlington Day—the neighborhood event held every other year in May in conjunction with the county’s Neighborhood Day.

In addition, regrettably, the park has been cited, particularly by nearby Fairlington neighbors, as the location for sometimes rowdy, after-hours behavior and occasional sightings of graffiti and vandalism.



#### 4. Public safety (ACFD Fire Station 7 and ACPD 3rd District):

Among a host of often tepid responses in the 2004 survey, respondents were nearly unanimous (98%) in their support for the Fairlington firehouse, or ACFD Fire Station 7, and their desire to see the facility stay in Fairlington. The Fairlington firehouse is a neighborhood landmark and institution. Besides fulfilling their public safety role, firefighters participate in local events (duty permitting), such as the July 4th parade and the annual holiday Santa ride. In addition, neighbors always turn out in droves for the October Fire Station Open House event—many come back year after year to climb aboard Engine 107.

The good news is that Fairlington remains a very safe neighborhood. This has been true for several years running, as told annually by crime statistics data supplied by the Arlington County Police Department's Third District and reported in the civic association's monthly newsletter. Residents comfortably walk, run, and bike along neighborhood streets and sidewalks, and they share an overall welcome sense that they are safe in doing so. Fully one-third of survey respondents said their block had an active crime watch program in place. Even so, "crime" was a moderately large concern for survey respondents, and it scored at the same level of concern as another, perennial health and safety issue, dog/pet waste.

At the same time, even as police officers confirm that Fairlington's reputation for safety is well deserved, the Third District team cautions residents to not take it for granted—to remain vigilant and report suspicious activity. While street crime is not unknown in the FSNC area, it is rare. In fact, as ACPD reports, the majority of crime activity in the area involves cars—specifically, larceny from autos. At FCA meetings every year, police officers continue to educate the public about the likelihood of larcenies from autos, particularly when residents "advertise" their possessions by leaving them in plain sight inside their cars. The Third District team continues to publish timely alerts and stay-safe tips.

In addition, in fall 2009, at an FCA meeting, residents voiced dismay to Arlington County police about what they perceived as an ongoing problem with speeding on Fairlington streets, people "blowing through" stop signs, and non-residents cutting through the neighborhood. The general perception was that many moving violations on Fairlington streets could be attributed to non-residents. In fact, police officers noted, most drivers cited here for traffic violations are neighborhood residents. Moreover, because the FSNC area is home to so much foot traffic, there remains a general sense that pedestrians in crosswalks must remain ever vigilant for distracted drives or drivers who ignore stop signs.



## Commercial/business areas

### In this Section:

1. Summary
2. Corinthian Contractors property
3. Shirlington Crescent/Four Mile Run area

### 1. Summary

The lone office building in the Fairlington residential neighborhood is the small parcel of commercial/business property, zoned C-1 and C-O-1.0, bordered by 31st Street S., S. Abingdon Street, I-395, and King Street. Over several decades and through several law suits, citizens groups sought to block FAIRMAC Corporation, the developer of Fairlington, and its successor, Fairlington Properties, from further commercial development in the C-O-1.0 zoned property.

Fully 85% of respondents to the survey in 1987 viewed this strip of commercial development, wedged as it is among Fairlington homes, as a non-conforming problem. Soon after the 1987 survey, the owner built two new office buildings on the site. A corner of the parcel was sold for the construction of a courtyard of ten in-fill townhouses, called Fairlington Court Homeowners Association. The commercial parcel now includes the two circa-1987 office buildings; a small cluster of original 1940s buildings that lease space to a scattering of small businesses (a heating and air conditioning company; a notary public; a graphics design company), in structures that once housed Fairlington's power plant; and the Long & Foster real estate agency (which occupies the building originally used as Fairlington's 1940s rental office). The Fairlington firehouse, ACFD Fire Station 7, is wedged between Fairlington Court on the west and the 1940s buildings on the east.

### 2. Corinthian Contractors property

Recently, Corinthian Contractors, the owner of the 1940s buildings, has indicated the intent to redevelop the old buildings—to tear down what is there and construct a by-right two-level commercial condominium in its place. Residents are concerned about this development, due to issues of noise, traffic, and parking problems.



Residents prefer that all or part of any undeveloped land on 31st Street S. be acquired by the county for the purpose of making it a park. At which point, the zoning would change from C-1 to S-3A. It is further requested that the county seek to acquire any portion of the land parcel or office structures referred to as the Fairlington Office Park should any portion be offered for sale by its current owner, with the intent to cease further development and make the acquired land a park. Or, if the county should acquire contiguous lands/structures, residents would endorse expansion and improvements for the current Fairlington firehouse.

### **3. Shirlington Crescent/Four Mile Run area**

The subject of development in the commercial/industrial area near Shirlington arose in the summer of 2011 when there was talk of Wal-mart's possible plans to build an urban-footprint store in that area. Apparently, Wal-mart had expressed interest in the old Rosenthal overflow car lot, which has been for sale for years; however, no paperwork was filed with the county and no formal proposal was made at that time. Shortly afterward, the Arlington County Board proposed and approved a change in zoning ordinance language that would require big-box commercial developers to secure from the board a special exemption use permit before proceeding with construction. (The amended language says the board will review and approve any development meeting certain specifications—a ground floor area of more than 50,000 square feet and/or 200 or more parking spaces. Staff in the county's Department of Community Planning, Housing & Development explained that the county wants to review any proposed big-box development, on a case-by-case basis, to assess its impacts on traffic and infrastructure.)

At the same time, it was announced that CPHD staff would undertake a study and planning effort focused on the Shirlington Crescent/Four Mile Run Area, with the goal of developing policy guidance for three industrial properties (the concrete batching plant, the lumber distributor, and the vacant car storage lot) located in the southernmost portion of the "crescent"—the area bounded by Shirlington Road and I-395, and south of 24th Road S. The plan will address key planning issues such as "height, density, use mix, urban design, open space, affordable housing, transportation, and environmental sustainability." Once the study process is underway, it is expected to take about two years.

# Urban forestry

## In this Section:

1. Summary
2. The tree-damaging storm of August 5, 2010
3. 32nd Road S. Tree Stand

### 1. Summary

The increasingly dense built environment of the FSNC area’s corner of south Arlington means that residents prize what open space and green space they now have. They want to preserve it—and they very much want to add to it. Our limited open spaces are very well used by residents—who walk, jog, push baby strollers, walk their dogs, play with their children outdoors at playgrounds and “tot lots,” and meet up formally and informally on the sidewalks, trails, and any available green space.

Asked to suggest ways to promote the preservation of trees and other green and open spaces in the neighborhood, survey respondents strongly favored planting more trees on county land and they strongly favored planting trees specifically to serve as a sound barrier. In addition, for purposes of maintaining the overall leafy-green character of the neighborhood, they strongly favored the under-grounding of utility wires.

The FSNC area is a well-landscaped residential area inside a county that recognizes the multi-faceted value of preserving trees and planting trees—trees offer environmental, social, and economic benefits. Among its many mature trees, Fairlington is home to five Notable Trees, as designated by the county’s Beautification Committee. It is well known that residents love their trees—they seldom distinguish between trees in the public right of way and trees planted on the private land of the condominium community. They like them all, and they mourn the removal of even one. It is safe to say that the neighborhood shares the county’s desire to promote trees.

### 2. The tree-damaging storm of August 5, 2010

If evidence were needed that Fairlingtonians are tree-lovers, one need only have witnessed the neighborhood reaction to the fast-moving, violent thunderstorm that hit Fairlington on the afternoon of August 5, 2010. While the 70 to 80-mile-an-hour winds raged, neighbors were stunned to hear the repeated “crack” and “thud” as dozens and dozens of huge, old trees were broken in half, shorn of massive limbs, or simply uprooted and blown over. For Fairlington, which seemed to take the brunt of the highly localized micro-burst, it was an event as striking and memorable as



the more widely experienced “Snowmageddon” blizzards of the preceding winter. When the winds quieted, neighbors emerged to stand in sad clumps on street corners to share stories and survey the damage. Reports said that nearly 100 mature trees had been toppled in Fairlington. Residents were cheered by the speedy response of county crews from PRCR, Environmental Services, and other agencies, that arrived in force to deploy front loaders, backhoes, and grapple trucks to remove trees blocking streets and intersections. Their work continued through the night, through the weekend, and into the following weeks.

In the storm’s aftermath, and throughout the fall, broken or damaged street trees that could not survive were marked for removal from the public right of way. In the spring of 2011, replacement trees were planted along Fairlington streets; throughout the summer, neighbors monitored the new street trees’ need for water and snaked garden hoses out to them when necessary.

In addition to care-taking the street trees, some of the Fairlington condominium associations participated in the county’s 2011 free tree giveaway, or tree-distribution, program, in order to augment the urban canopy by placing new trees on private land—an acknowledgement that the county is simply running out of public land on which to establish and maintain new trees. In that same year, most of the Fairlington condominium associations and The Arlington condominium association obtained additional replacement trees through the county’s Tree Canopy Program.

### 3. The 32nd Road S. tree stand

In 2011, a local neighborhood initiative rescued a neglected bit of woodland in Fairlington from being overwhelmed by fast-growing invasive plants. From March through November, a Fairlington resident organized and led one-weekend-a-month work days at the tree stand that runs along 32nd Road S. between S. Stafford Street and S. Utah Street. Neighborhood workers concentrated on pulling up the invasive exotics English ivy and Japanese honeysuckle that threatened to overrun the woodland patch and crowd out native species. Work continued through the sweltering summer months; the county assisted by spraying the tree stand to eradicate poison ivy (it’s native, but noxious) and by picking up the mounting debris. In October, the work crew planted native trees (winterberry holly and staghorn sumac) secured for the site courtesy of the county’s tree-distribution program; it is hoped that the fruit-bearing trees will attract songbirds. In November, before the ground freezes, they broadcast seeds of native wildflowers; the desire is to lure Monarch butterflies to the woodland. The work will resume in 2012, and all who worked at the tree stand are eager to see what comes up in the spring.



# RECOMMENDATIONS

## Services Needed

1. Work with Arlington police to enforce speed limits, parking restrictions, stop signs, pedestrian safety, and not crossing the centerline of speed cushions.
2. Work with county staff to implement permit parking to reduce the impact of commuter parking.
3. Implement, where possible, traffic calming measures.
4. Provide county staff programming support to increase the number of children's activities and neighborhood-oriented activities at the Fairlington Community Center.
5. Provide funding for the Fairlington Community Center to restore the 10 pm weeknight closing time and being open on Sunday.
6. Develop a five-year pruning cycle for street trees to remove hazardous limbs and those blocking the light from streetlights and hanging low over sidewalks and parked cars.
7. Notify the FSNC Area representative when Administrative Change requests are filed with the Zoning Administrator regarding the Village at Shirlington. Preserve the streetscape and architectural standards in the Shirlington Design Book for the Village at Shirlington.
8. Continue to monitor cut-thru traffic and consider appropriate measures if volume increases.
9. Implement improvements to the storm water management system to prevent sewer backups affecting the Fairlington Commons Condominium Association.
10. Work with the City of Alexandria to implement traffic management measures to reduce cross traffic conflicts and improve pedestrian safety at the King Street entrance to the Bradlee shopping center and at the King and Wakefield/Dearing intersection.
11. Coordinate with the City of Alexandria regarding proposed changes to the intersection of King and Beauregard/Walter Reed.
12. Monitor the impact of increased traffic volumes related to the BRAC-133 site on neighborhood and arterial streets in or near the FSNC area and implement necessary measures to address traffic congestion and pedestrian safety.
13. Work with City of Alexandria regarding the development of the site near 4600 King Street to minimize the traffic impact on 28th Street S. and Walter Reed Drive.
14. Improve parking management and reduce the inconsistent signage in the parking garages in the Village at Shirlington.
15. Determine if overnight parking could be allowed on Walter Reed Drive between Arlington Mill Drive and S. Dinwiddie Street.

16. Continue to work with elected officials, federal agencies, and the military services to have military helicopter pilots not fly over residential areas and instead use the established FAA helicopter routes over I-395 and over King Street west of I-395.
17. Repaint bike lanes and install directional and bike lane signs where needed.
18. Promptly address graffiti, vandalism, excessive noise and other inappropriate behavior at Utah Park.
19. Involve neighborhood representatives, to the fullest extent feasible, to assess the impact of development proposals, by right or through site plan.
20. Review the timing of the traffic signals at the Arlington Mill Drive and Shirlington Road intersection to prevent traffic backups on the ramp from the Shirlington Traffic Circle.
21. Replace the deteriorated sidewalks on South Walter Reed Drive between King Street and South Wakefield Street.

## **Improvements**

1. Work with the Nauck Civic Association to upgrade exercise stations, add seating, and install drinking fountains in the part of Shirlington Park along Arlington Mill Drive.
2. Install sidewalk along east side of 31st Street S. from the bus shelter across from the Shirlington House Apartments to the Shirlington bus transfer station at S. Randolph Street.
3. Install curb, gutter, sidewalk, and a retaining wall along north side of S. Abingdon Street between 31st Street S. and 31st Road S.
4. Replace Cobra street lights with Carlyle lights along 31st Street S. between S. Woodrow Street and S. Randolph St.
5. Replace Cobra street lights with Carlyle lights along Arlington Mill Drive between Walter Reed Drive and Shirlington Road.
6. Replace Cobra street lights with Carlyle lights along S. Quincy Street between Arlington Mill Drive and S. Randolph Street.
7. Replace Cobra street lights with Carlyle lights along S. Randolph Street between S. Quincy Street and Arlington Mill Drive.
8. Replace Colonial street lights with Carlyle lights.
9. Install pole lights along the driveway from Arlington County Trades Center to South Arlington Mill Drive located west of the Animal Shelter.
10. Install bus shelters at bus stops along Arlington Mill Drive and, if feasible, at other bus stops.
11. Plant replacement trees, remove invasive plants, remove deadwood, and install landscape measures to reduce erosion measures on the hillside along 32nd Road S. between S. Stafford Street and S. Utah Street.

12. Eliminate the slip lane at the Arlington Mill Drive and Walter Reed Drive intersection to improve safety for pedestrians and cyclists.
13. Remove invasive plants and reduce erosion along Lucky Run stream that is along Walter Reed Drive from Arlington Mill Drive to S. Dinwiddie Street.
14. Acquire the former Dominion Virginia substation site and add the land to Fort Reynolds Park.

**Appendix A**  
**Fairlington-Shirlington Neighborhood Conservation Plan Update Recommendations**  
**Arlington County Staff Comments**

<b>SERVICES NEEDED</b>	
<b>Citizens Association Recommendation</b>	<b>Comment</b>
<b>Subject Area: Land Use and Zoning</b>	
<p>19. Involve neighborhood representatives, to the fullest extent feasible, to assess the impact of development proposals, by right or through site plan.</p>	<p>By-right uses are distinguished from special exception uses in that by-right uses, which are specified in the Zoning Ordinance, do not require special permission. They simply require execution of the building permit process and therefore there is no public involvement.</p> <p>Special exception uses, which include use permit and site plan proposals, involve civic association notification and extensive public review. Use permits are reviewed by staff and public hearings are scheduled for the County Board. Site plans are reviewed by the Site Plan Review Committee and public hearings are scheduled for the Planning Commission and County Board.</p>
<b>Subject Area: Transportation and Traffic Management</b>	
<p>1. Work with Arlington police to enforce speed limits, parking restrictions, stop signs, pedestrian safety, and not crossing the centerline of speed cushions.</p>	<p>The County’s Special Operations Section (SOS) is the lead on traffic and parking related matters for the Police Department. The County also utilizes the Crime Analysis Unit to direct efforts for Traffic Accident Reduction Program (TARP).</p> <p>Citizens may e-mail the Police Department through the web-site to have chronic issues addressed (ex. abandoned vehicles &amp; speeding complaints, etc.) and added to the Selective Enforcement Program. Issues needing a more immediate response (cars in fire lanes or blocking driveways) should be called in to the Communications Center where a request for an officer or a public service aide can be made. The County’s Transportation, Engineering &amp; Operations (TE&amp;O) will continue to work with Police to ensure that transportation measures are properly enforced.</p>

**Appendix A**  
**Fairlington-Shirlington Neighborhood Conservation Plan Update Recommendations**  
**Arlington County Staff Comments**

<b>SERVICES NEEDED (Continued)</b>	
<b>Citizens Association Recommendation</b>	<b>Comment</b>
<b>Subject Area: Transportation and Traffic Management - Continued</b>	
2. Work with county staff to implement permit parking to reduce the impact of commuter parking.	Residents who wish to have permit parking on their block should contact the County's Permit Parking Administrator at 703-228-7944. The administrator will explain the program and provide the residents with a petition form.
3. Implement, where possible, traffic calming measures.	Over the years, the County has completed two traffic calming projects in Fairlington: on 31 <sup>st</sup> Street South and on 29 <sup>th</sup> Street South. For traffic calming projects to be considered, speed criteria must be met. There are currently no streets in Fairlington that qualify for traffic calming measures because speeds are too low.
8. Continue to monitor cut-thru traffic and consider appropriate measures if volume increases.	The Neighborhood Traffic Calming Program addresses speeding, not volume of traffic on neighborhood streets. The program does not address cut-through or non-local traffic using neighborhood streets, and no measures are currently available to deal with excessive traffic volumes.
10. Work with the City of Alexandria to implement traffic management measures to reduce cross traffic conflicts and improve pedestrian safety at the King Street entrance to the Bradlee shopping center and at the King and Wakefield/Dearing intersection.	The County's Transportation, Engineering & Operations (TE&O) Division will continue to coordinate with City of Alexandria staff on any redesign of the intersection.
11. Coordinate with the City of Alexandria regarding proposed changes to the intersection of King and Beauregard/Walter Reed.	Arlington and Alexandria staffs have worked closely for years to develop an intersection improvement plan suitable for both localities. In April 2010, the Arlington County Board adopted a resolution supporting at-grade improvements at this intersection. Right of way is currently being acquired and utility relocation work should begin in early 2013, with construction completed in 2014.

**Appendix A**  
**Fairlington-Shirlington Neighborhood Conservation Plan Update Recommendations**  
**Arlington County Staff Comments**

<b>SERVICES NEEDED (Continued)</b>	
<b>Citizens Association Recommendation</b>	<b>Comment</b>
<b>Subject Area: Transportation and Traffic Management - Continued</b>	
12. Monitor the impact of increased traffic volumes related to the BRAC-133 site on neighborhood and arterial streets in or near the FSNC area and implement necessary measures to address traffic congestion and pedestrian safety.	The County’s Transportation, Engineering and Operations (TE&O) Division will investigate any identified concerns with traffic congestion or pedestrian safety and will continue efforts to document volumes on streets.
13. Work with City of Alexandria regarding the development of the site near 4600 King Street to minimize the traffic impact on 28th Street S. and Walter Reed Drive.	The contact for information regarding the development of this site near 4600 King Street can be obtained from the City of Alexandria’s Department of Transportation and Environmental Services – Transportation Division at 703-746-4101.
15. Determine if overnight parking could be allowed on Walter Reed Drive between Arlington Mill Drive and S. Dinwiddie Street.	The TE&O Division can investigate this curb space usage request and make appropriate recommendations.
17. Repaint bike lanes and install directional and bike lane signs where needed.	The T E & O Division will continue to investigate conditions of bike facilities and remark pavement and replace signage as necessary as part of the maintenance schedule.

**Appendix A**  
**Fairlington-Shirlington Neighborhood Conservation Plan Update Recommendations**  
**Arlington County Staff Comments**

<b>SERVICES NEEDED (Continued)</b>	
<b>Citizens Association Recommendation</b>	<b>Comment</b>
<b>Subject Area: Transportation and Traffic Management - Continued</b>	
20. Review the timing of the traffic signals at the Arlington Mill Drive and Shirlington Road intersection to prevent traffic backups on the ramp from the Shirlington Traffic Circle.	Timing of traffic signals is reviewed, optimized and revised every three years to minimize overall delay at each signalized intersection. Problems in that intersection in 2012 were due to a failed detector.
<b>Subject Area: Public Facilities and Services</b>	
4. Provide county staff programming support to increase the number of children's activities and neighborhood-oriented activities at the Fairlington Community Center.	The County's Department of Parks and Recreation (DPR) has piloted a volunteer program with the Aurora Hills community. The pilot includes DPR support to community volunteers to design youth and family programs, request facility use, and rent program activity kits and equipment. The County can explore expansion of this pilot program to work with community volunteers to provide programs at Fairlington and can also explore interest in additional children's classes at Fairlington.
5. Provide funding for the Fairlington Community Center to restore the 10 pm weeknight closing time and being open on Sunday.	Hours of operation were reduced across all community centers in FY 10 as part of budget reductions. Funding to restore hours of operations has not been approved in subsequent years.
9. Implement improvements to the storm water management system to prevent sewer backups affecting the Fairlington Commons Condominium Association.	The County has completed a two-phase project to reduce the risk of sanitary sewer backups for residents in Fairlington. Phase 1 consisted of upsizing pipes at the intersection of 34th Street South and South Utah Street. These existing pipes were replaced with newer larger diameter pipes which will reduce risk of sewer backups in the 3400 and 3500 block of South Stafford Street.

**Appendix A**  
**Fairlington-Shirlington Neighborhood Conservation Plan Update Recommendations**  
**Arlington County Staff Comments**

<b>SERVICES NEEDED (Continued)</b>	
<b>Citizens Association Recommendation</b>	<b>Comment</b>
<b>Subject Area: Public Facilities and Services - Continued</b>	
9. (Continued)	Phase 2 of the project constructed a new sanitary sewer in South Utah Street to take upstream flow away from units at the 3220 and 3260 Block of South Utah Street reducing the risk of sewer backups for these units.
14. Improve parking management and reduce the inconsistent signage in the parking garages in the Village at Shirlington.	Although the Shirlington parking garages are privately owned, the County’s Department of Environmental Services (DES) staff and Federal Realty Investment Trust have met with the property managers of the facilities and there is interest in coordinating the signage.
16. Continue to work with elected officials, federal agencies, and the military services to have military helicopter pilots not fly over residential areas and instead use the established FAA helicopter routes over I-395 and over King Street west of I-395.	To file a formal complaint regarding helicopter noise and traffic, contact the <b>Washington Flight Standards District Office</b> at 13873 Park Center Road, Suite 475, Herndon, VA 20171 and/or <b>703-230-7664</b> . Residents may also contact the <b>Federal Aviation Administration</b> (FAA) Noise Ombudsman at FAA, AEE-2, 800 Independence Avenue, S.W., Washington, DC 20591.
18. Promptly address graffiti, vandalism, excessive noise and other inappropriate behavior at Utah Park.	The County’s Department of Parks and Recreation (DPR) strives to remove graffiti within 48 hours of discovery. There is rarely vandalism at this park. DPR has not heard any reports of excessive noise or inappropriate behavior at Utah Park. If someone experiences or witnesses these items, please call the Arlington County Police at 703-558-2222 and for emergencies 911.

**Appendix A**  
**Fairlington-Shirlington Neighborhood Conservation Plan Update Recommendations**  
**Arlington County Staff Comments**

<b>SERVICES NEEDED (Continued)</b>	
<b>Citizens Association Recommendation</b>	<b>Comment</b>
<b>Subject Area: Public Facilities and Services - Continued</b>	
18. (continued)	Maintenance issues shall be reported to the Department of Parks and Recreation (DPR) hotline at 703-228-6525. DPR staff will prioritize actions based on urgency.
21. Replace the deteriorated sidewalks on South Walter Reed Drive between King Street and South Wakefield Street.	The County's Department of Environmental Services (DES) staff observed settling near a fire hydrant and submitted a work order for sidewalk repair. The repair work was completed February 2013. If there are areas of specific concern, please contact appropriate DES staff at 703-228-3000.
<b>Subject Area: Commercial/Business Areas</b>	
7. Notify the FSNC Area Representative when Administrative Change requests are filed with the Zoning Administrator regarding the Village at Shirlington. Preserve the streetscape and architectural standards in the Shirlington Design Book for the Village at Shirlington.	Typically, the County's Zoning Office does not notify the Fairlington-Shirlington Neighborhood Conservation Advisory Committee representative when Administrative Change requests are filed. However, citizens may contact the office at any time to see if any administrative changes have been filed. Administrative change requests should be evaluated against the standards outlined in the Shirlington Design Book for consistency and appropriateness.
<b>Subject Area: Urban Forestry</b>	
6. Develop a five-year pruning cycle for street trees to remove hazardous limbs and those blocking the light from streetlights and hanging low over sidewalks and parked cars.	A five-year pruning cycle is an ideal goal to help maintain a healthy urban forest. However, with over 19,000 street trees in Arlington, current DPR funding levels would cover the cost to perform preventive maintenance pruning of all County street trees only every 15 years. Residents should report specific tree hazards to DPR at 703-228-6525 so that the situation can be evaluated. The removal of hazardous limbs and trees will then be scheduled based upon the degree of hazard that is present. DPR Forestry staff is also open to discussing

**Appendix A**  
**Fairlington-Shirlington Neighborhood Conservation Plan Update Recommendations**  
**Arlington County Staff Comments**

<b>SERVICES (Continued)</b>	
<b>Citizens Association Recommendation</b>	<b>Comment</b>
<b>Subject Area: Urban Forestry</b>	
6. (continued)	partnerships and other means to utilize neighborhood donations/contributions to provide tree maintenance services beyond levels that can be accommodated with County funding.

**Appendix A**  
**Fairlington-Shirlington Neighborhood Conservation Plan Update Recommendations**  
**Arlington County Staff Comments**

<b>IMPROVEMENTS</b>	
<b>Citizens Association Recommendation</b>	<b>Comment</b>
<b>Subject Area: Street Conditions</b>	
2. Install sidewalk along east side of 31st Street S. from the bus shelter across from the Shirlington House Apartments to the Shirlington bus transfer station at S. Randolph Street.	This would be an appropriate Neighborhood Conservation project.
3. Install curb, gutter, sidewalk and a retaining wall along north side of S. Abingdon Street between 31 <sup>st</sup> Street S. and 31st Road S.	This would be an appropriate Neighborhood Conservation project.
4. Replace Cobra street lights with Carlyle lights along 31 <sup>st</sup> Street S. between S. Woodrow Street and S. Randolph Street.	This would be an appropriate Neighborhood Conservation project.
5. Replace Cobra street lights with Carlyle lights along Arlington Mill Drive between Walter Reed Drive and Shirlington Road.	This would be an appropriate Neighborhood Conservation project.
6. Replace Cobra street lights with Carlyle lights along So. Quincy Street between Arlington Mill Drive and S. Randolph Street.	This would be an appropriate Neighborhood Conservation project.
7. Replace Cobra street lights with Carlyle lights along S. Randolph Street between S. Quincy Street and Arlington Mill Drive.	This would be an appropriate Neighborhood Conservation project.
8. Replace Colonial street lights with Carlyle lights.	This would be an appropriate Neighborhood Conservation project.
<b>Subject Area: Transportation and Traffic Management</b>	
10. Install bus shelters at bus stops along Arlington Mill Drive and, if feasible, at other bus stops.	In order for a bus stop to be considered for shelter installation it must meet Arlington County's ridership activity criteria of 40 average passenger boardings per day. Based on most recent Metrobus and ART bus ridership data, there are currently no unsheltered bus stops along Arlington Mill Drive, or anywhere else in Fairlington-Shirlington, that qualify for shelter installation. While installation of new shelters is

**Appendix A**  
**Fairlington-Shirlington Neighborhood Conservation Plan Update Recommendations**  
**Arlington County Staff Comments**

<b>IMPROVEMENTS (Continued)</b>	
<b>Citizens Association Recommendation</b>	<b>Comment</b>
<b>Subject Area: Transportation and Traffic Management (continued)</b>	
10.(continued)	unwarranted, there are ten older shelters in the neighborhood that are beyond their useful life and might warrant replacement. The County’s Department of Environmental Services (DES) Transit Bureau will continue evaluating boarding data and conduct ridership-based as well as condition-based bus stop improvements. Please note that based on current funding, Arlington’s Bus Stop & Shelter Program is only able to replace about ten shelters throughout the entire County annually. For more information or questions please contact the Department of Environmental Services’ Division of Transportation Transit Bureau at 703-228-6570.
12. Eliminate the slip lane at the Arlington Mill Drive and Walter Reed Drive intersection to improve safety for pedestrians and cyclists.	The heavy volume of bus and truck traffic that turns right from Arlington Mill Drive to Walter Reed Drive requires the right-turn slip-lane at the intersection. However, County staff feels that the pedestrian and bicyclist crossing can be improved by enlargement of the triangular island and adjustment of the curb line at the right-turn lane. Neighborhood Conservation funds would be an appropriate source of funds for this improvement project. For more information or with questions, contact DES’ Transportation Planning Bureau at 703-228-3681.
<b>Subject Area: Public Facilities and Services</b>	
1. Work with the Nauck Civic Association to upgrade exercise stations, add seating, and install drinking fountains in the part of Shirlington Park along Arlington Mill Drive.	The County’s Department of Parks and Recreation (DPR) upgraded the exercise stations as of September 2012. There is already seating in Shirlington Park along the trail between Shirlington Road and Walter

**Appendix A**  
**Fairlington-Shirlington Neighborhood Conservation Plan Update Recommendations**  
**Arlington County Staff Comments**

<b>IMPROVEMENTS – Continued</b>	
<b>Subject Area: Public Facilities and Services (Continued)</b>	
<b>Citizens Association Recommendation</b>	<b>Comment</b>
1. (continued)	Reed Drive. Two bus stops have also been recently upgraded. One has seating. Drinking fountains are convenient but require significant ongoing maintenance. With the decrease in available funding, DPR does not recommend adding new drinking fountains at the time.
9. Install pole lights along the driveway from Arlington County Trades Center to South Arlington Mill Drive west of the Animal Shelter.	County staff at the Trades Center may consider any improvements to the Trades Center perimeter, which help to deter criminal activity, subject to funding availability (i.e. Neighborhood Conservation funds).
14. Acquire the former Dominion Virginia substation site and add the land to Fort Reynolds Park.	This particular site is not in the Public Spaces Master Plan for acquisition.
11. Plant replacement trees, remove invasive plants, remove deadwood, and install landscape measures to reduce erosion measures on the hillside along 32 <sup>nd</sup> Road S. between S. Stafford Street and S. Utah Street.	This site has been adopted through the “Adopt a Park” Volunteer Program. The County’s DPR values the contributions made by Fairlington volunteers to remove invasive plants and restore native plantings at this locations. DPR does plant replacement trees as often as possible within the limits of resources. DPR’s Invasive Plant Removal Program and Landscape/Forestry staff looks forward to continuing this partnership with community volunteers.
13. Remove invasive plants and reduce erosion along Lucky Run stream that is along Walter Reed Drive from Arlington Mill Drive to S. Dinwiddie Street.	This would be an appropriate Neighborhood Conservation project.

**Appendix B**  
**Fairlington – Shirlington Neighborhood Conservation Plan**  
**Fairlington-Shirlington**  
**Neighborhood Conservation Plan Survey**

Dear Neighbor:

Arlington County spends over four million dollars every year on capital improvements in neighborhoods that have Neighborhood Conservation Plans. A Neighborhood Conservation Plan allows us, as a community, to evaluate existing conditions, establish goals, make recommendations to the County Board, and develop guidance for protecting and improving the quality of life in our neighborhood. This Plan will serve as our blueprint for managing development of our neighborhood for years to come. Our last Plan was done in 1987 and it is time for an update!

**The attached survey** is the first step in updating the Fairlington-Shirlington Neighborhood Conservation Plan. In order for this Plan to be successful and represent the entire neighborhood, **we need everyone’s participation**. Please take a few moments of your time and complete the attached survey. This is the most effective way to convey your thoughts and opinions on how to improve our neighborhood.

Your privacy is very important to us and your responses will be kept **confidential**. All results will be compiled with those of your neighbors – we will not report individual results.

**When you have completed the survey**, fold it along the line on the back page and tape or staple it closed. There are several possibilities for returning your completed survey. **You can mail it** (add 60 cents postage) to the Fairlington Citizens Association, P.O. Box 6182, Arlington, VA 22206-0182 or **drop it off** at any of the following locations:

- Fairlington Community Center (3308 S. Stafford St.)
- Fairlington Villages Management Office (3001 S. Abingdon St.)
- Windgate I (The Shed)
- The Arlington, Windgate II, Windgate III, and Heatherlea (Association Office 2733 S. Walter Reed Dr.)
  
- Courtbridge I (2901-C S. Woodstock St.)
- Courtbridge II (2815-F S. Woodrow St.)
- Park-Shirlington Management Office
- Shirlington House Management Office
- Windsor at Shirlington Village Management Office

Once the results are tabulated, we will draft an updated Fairlington-Shirlington Neighborhood Conservation Plan. After the Arlington County Neighborhood Conservation Advisory Committee accepts the Plan, it will then be submitted to the Arlington County Board for adoption. Specific projects in the plan, such as street and sidewalk improvements, park improvements, and other beautification efforts, then become eligible for Neighborhood Conservation funds.

If you have any questions about the survey, the Arlington County Neighborhood Conservation Program, or the process please call the Fairlington Citizens Association at (703) 243-1735 or email us at [conservation@fca-fairlington.org](mailto:conservation@fca-fairlington.org).

**Please complete and return the survey by Friday, October 22, 2004.**

Si ustedes estan interesados en completar este cuestionario acerca de nuestro vecindario en Espanol, favor llama Anne Wilson (202) 822-0033. Su respuesta y opinion se mantendra en estricta reserva y confidencialidad.

## **Members of the Fairlington-Shirlington Neighborhood Conservation Plan Survey Committee**

Ed Hilz, Fairlington

Scott Houston, Fairlington

Nancy Hunt, Fairlington

Lynn Kearney, Windgate I

Kelly Maguire, Fairlington

Anne Wilson, Fairlington



**I. FAIRLINGTON AND SHIRLINGTON NEIGHBORHOOD CONDITIONS**

1. What are the top three (3) reasons you *LIKE* living in our neighborhood? Please check the top three reasons.

- Close to DC
- Close to work
- Close to shopping
- Close to public transportation
- Good neighbors
- Good parks and trails
- Good schools
- Other \_\_\_\_\_
- Other \_\_\_\_\_
- Other \_\_\_\_\_

2. What are the top three (3) things you would *CHANGE* about our neighborhood? Please check the top three changes you would like to see.

- Improved lighting on streets
- Less speeding through neighborhood
- Reduced cut-through traffic
- More non-resident parking
- More greenspace
- Less noise
- Other \_\_\_\_\_
- Other \_\_\_\_\_
- Other \_\_\_\_\_

**II. TRAFFIC**

1. Are there any intersections or locations in our neighborhood that are difficult for you to maneuver because of:

- |                  |     |    |            |
|------------------|-----|----|------------|
| a. Traffic flow  | Yes | No | No opinion |
| b. Traffic speed | Yes | No | No opinion |

- c. Visual obstructions (i.e., vegetation or structures) Yes No No opinion
- d. Configuration of the road Yes No No opinion

If yes to any of the items above, please specify the nearest street address and nature of the concern.

2. Please indicate your level of concern with the following traffic-related issues in our neighborhood on a scale of 1 to 5, where 1 is not at concern and 5 is a big concern.

	<b>Not a concern</b>			<b>Big concern</b>	
a. Cut-through traffic	1	2	3	4	5
b. Vehicles exceeding the speed limits	1	2	3	4	5
c. Vehicles not obeying stop signs	1	2	3	4	5

Please specify the nearest street address and nature of any concerns.

3. Please indicate your opinion of each method listed for controlling traffic in our neighborhood, on a scale of 1 to 5, where 1 is strongly oppose and 5 is strongly favor.

	<b>Strongly oppose</b>			<b>Strongly favor</b>	
a. More aggressive enforcement of traffic laws	1	2	3	4	5
b. Mobile electronic speed indicators	1	2	3	4	5
c. Truck restrictions	1	2	3	4	5
d. Restrict turns during rush hours	1	2	3	4	5
e. 4-way/3-way stops	1	2	3	4	5
f. Speed humps/raised sidewalks (for 25 miles per hour)	1	2	3	4	5
g. Traffic nubs	1	2	3	4	5
h. Traffic circles	1	2	3	4	5
i. Restrict size of metro buses	1	2	3	4	5

Please specify the nearest street address and nature of any changes you favor.

4. Are there areas in our neighborhood where additional traffic signs (e.g., stop signs, street names signs, posted speed limits, etc.) are needed?

Yes No No Opinion

If yes, please specify the type of signs and nearest street address where they are needed.

5. Are there areas in our neighborhood where traffic may create a safety hazard for:

a. School children	Yes	No	No opinion
b. Other pedestrians	Yes	No	No opinion
c. Bicyclists	Yes	No	No opinion

If yes, please specify the nearest street address where there is a hazard and the nature of the hazard.

6. Are you concerned about loud noises or noise pollution in the neighborhood?

Yes                      No                      No opinion

If yes, please specify the nearest street address and nature of the noise pollution.

7. Please indicate if any of the following cause a vibration concern at your home on a scale of 1 to 5, where 1 is not a concern and 5 is a big concern.

	<b>Not a concern</b>			<b>Big concern</b>		
a. Metro buses		1	2	3	4	5
b. Delivery trucks	1	2	3	4	5	
c. Large construction vehicles	1	2	3	4	5	
d. Airplanes	1	2	3	4	5	
e. Helicopters		1	2	3	4	5
f. Garbage or recycling trucks	1	2	3	4	5	

Please specify the nearest street address where there are any concerns and the nature of the concerns.

### III. PARKING

1. Do you have an assigned parking space near your home?

Yes                      No

2. Do you park a car on the street near your home?

Yes                      No

If yes, how often is it difficult to find parking on the street? (check one)

\_\_\_ 4-7 days per week                      \_\_\_ 1-3 days per week                      \_\_\_ Never

3. Please indicate if any of the following are a parking concern near your house on a scale of 1 to 5, where 1 is not a concern and 5 is a big concern.

	<b>Not a concern</b>			<b>Big concern</b>	
a. Parking restrictions	1	2	3	4	5
b. Lack of residents-only parking spots	1	2	3	4	5
c. Seasonal issue	1	2	3	4	5
d. Multi-car households	1	2	3	4	5

e. People from other neighborhoods parking on street to use metrobuses

	1	2	3	4	5
--	---	---	---	---	---

f. Large trucks, boats, trailers, recreational vehicles parking on the street

	1	2	3	4	5
--	---	---	---	---	---

g. Blocked firelanes

	1	2	3	4	5
--	---	---	---	---	---

4. Is there county-signed residents-only parking zoned on your street?

Yes                      No                      Don't know

If yes, how effective is it on a scale of 1 to 5, where 1 is very ineffective and 5 is very effective?

Very ineffective                      1                      2                      3                      4                      5                      Very effective

5. Please indicate your opinion on the following methods for managing street parking in the neighborhood on a scale of 1 to 5, where 1 is strongly oppose and 5 is strongly favor.

	Strongly oppose	1	2	3	4	5	Strongly favor
a. Reserve areas for resident-only parking	1	2	3	4	5		
b. Improve parking enforcement (e.g., tickets for repeat parking offenders)	1	2	3	4	5		
c. Permit overnight parking on Walter Reed Dr.	1	2	3	4	5		

#### IV. STREET, SIDEWALKS AND LIGHTING

1. Please rate the condition of the following items in our neighborhood on a scale of 1 to 5, where 1 is the worst condition and 5 is the best condition.

	Worst	1	2	3	4	5	Best
a. County streets	1	2	3	4	5		
b. County sidewalks	1	2	3	4	5		
c. County curbs	1	2	3	4	5		
d. County gutters or drainage	1	2	3	4	5		
e. Street cleaning	1	2	3	4	5		
f. Street clearing (e.g., snow removal)	1	2	3	4	5		

2. Are there any additional sections of public sidewalks needed in our neighborhood?

Yes                      No                      Don't know

If yes, please specify the nearest street address where the sidewalk is needed.

3. Are there any public sidewalks in our neighborhood in need of improved handicap access?

Yes                      No                      Don't know

If yes, please specify the nearest street address where the improvement is needed.

4. Are there any areas where additional county street-side lighting is needed in our neighborhood?

Yes                      No                      Don't know

If yes, please specify the nearest street address where the lighting is needed.

5. Do you favor replacing the current Colonial-style Lights with Carlyle-style Lights?

Yes                      No                      No opinion

**PICTURE OF CARLYLE-STYLE STREET LIGHTS**



## V. PARKS AND RECREATION

1. How often do you use the following neighborhood parks and recreation centers? Check one column per line.

	Daily	Weekly	Monthly	Sometimes	Never
a. Fairlington Community Center					
b. Barcroft Recreation Center					
c. Abingdon Elementary Playground					
d. Barcroft Park					
e. Shirlington Park along Four Mile Run					
f. Utah Park Ball Fields					
g. Utah Park Community Canine Area					
h. Jenny Dean Community Canine Area					
i. Four Mile Run Community Canine Area					
j. Other facilities in adjacent neighborhoods  Specify:					

2. Do you use the facilities listed in question 1 for any of the following activities? Check all that apply.

- Tennis
- Playground equipment
- Picnic shelters
- Dog walking
- Socialize
- Read bulletin boards
- Run
- Meetings
- Walk

- \_\_\_ Fitness equipment
- \_\_\_ Soccer
- \_\_\_ Baseball/softball
- \_\_\_ Take classes
- \_\_\_ Other \_\_\_\_\_

3. Please indicate the overall overall condition of the parks and recreation facilities in our neighborhood on a scale of 1 to 5 where 1 is the worst condition and 5 is the best condition.

Worst condition            1            2            3            4            5            Best condition

4. How satisfied are you with the quality and condition of the following in facilities in Question 1 on a scale of 1 to 5, where 1 is very dissatisfied and 5 is very satisfied?

	<b>Very dissatisfied</b>			<b>Very satisfied</b>	
a. Playground equipment	1	2	3	4	5
b. Lighting	1	2	3	4	5
c. Landscaping	1	2	3	4	5
d. Athletic fields	1	2	3	4	5
e. Tables and benches	1	2	3	4	5
f. Open fields	1	2	3	4	5
g. General cleanliness	1	2	3	4	5
h. Safety	1	2	3	4	5
i. Accessibility	1	2	3	4	5
j. Bathrooms	1	2	3	4	5
k. Picnic shelters	1	2	3	4	5
l. Staff	1	2	3	4	5
m. Foot bridges	1	2	3	4	5
n. Bike paths	1	2	3	4	5
o. Exercise equipment	1	2	3	4	5

5. Would you like to see any of the following changes to the parks and recreation facilities in our neighborhood?

	More	Fewer	No opinion
a. Trails for walking, jogging, or biking			
b. Picnic areas			
c. Park benches			
d. Athletic ball fields and/or courts			
e. Public gardens			
f. Dog runs			
g. Other Specify:			

## VI. BEAUTIFICATION

1. Please indicate your opinion on how we should promote the preservation of trees and other green or open space in our neighborhood on a scale of 1 to 5, where 1 is strongly oppose and 5 is strongly favor.

	Strongly oppose		Strongly favor		
a. Plant more trees on county land	1	2	3	4	5
b. Use trees as noise buffers	1	2	3	4	5
c. Increase community garden space	1	2	3	4	5
d. Burying street-side utility poles, electric, phone or cable TV wires	1	2	3	4	5
e. Other	1	2	3	4	5
Specify:					

2. Please indicate any public areas in need of beautification and/or preservation that you would like our conservation plan to address.

**VII. TRANSPORTATION**

1. Do you use any of the following bus routes? If yes, please indicate the number of times per week.

- a. Metro bus route #7?                      Yes \_\_\_times per week                      No
- b. Metro bus route #22?                      Yes \_\_\_times per week                      No
- c. Metro bus route #25?                      Yes \_\_\_times per week                      No
- d. Metro bus route #28?                      Yes \_\_\_times per week                      No
- e. DASH bus?                                      Yes \_\_\_times per week                      No
- f. ART bus?    Yes \_\_\_times per week                      No
- g. Other \_\_\_\_\_                              Yes \_\_\_times per week                      No

2. Please indicate the primary commuting method(s) used by person(s) in your household. Check all that apply.

	<b>Walk</b>	<b>Metro bus</b>	<b>Metro rail</b>	<b>Bicycle</b>	<b>Car (single driver)</b>	<b>Carpool</b>
a. Commuter 1						
b. Commuter 2						
c. Commuter 3						

3. Please indicate your interest in the following types of transportation services on a scale of 1 to 5, where 1 is not at all interested and 5 is very interested.

	<b>Not at all interested</b>			<b>Very interested</b>	
a. More bus routes	1	2	3	4	5
b. More frequent bus service	1	2	3	4	5
c. Carpool listings	1	2	3	4	5
d. Bus service to Crystal City	1	2	3	4	5
e. Bus service to Old Town Alexandria	1	2	3	4	5
f. Bus service to Clarendon Corridor	1	2	3	4	5
g. ART (Arlington Regional Transit) bus service	1	2	3	4	5
h. Additional bike lanes	1	2	3	4	5

4. Does anyone in your household telecommute to work?

Yes    \_days per week                      No

5. Please indicate your opinion for the following changes to metro stops in our neighborhood on a scale of 1 to 5, where 1 is strongly oppose and 5 is strongly favor.

	<b>Strongly oppose</b>			<b>Strongly favor</b>	
a. Additional bus shelters	1	2	3	4	5
b. Historical looking bus shelters	1	2	3	4	5
c. Additional landscaping around bus shelters	1	2	3	4	5

Please specify the nearest street address and nature of the improvement you would like to see.

## VIII. PUBLIC SAFETY

1. Indicate your level of concern in our neighborhood with the following public safety items on a scale of 1 to 5, where 1 is not a concern and 5 is a big concern.

	<b>Not a concern</b>			<b>Big concern</b>	
a. Crosswalks	1	2	3	4	5
b. Fire service	1	2	3	4	5
c. Police service	1	2	3	4	5
d. Emergency preparedness/Community Emergency Response Team (CERT)	1	2	3	4	5
e. Dog/pet waste	1	2	3	4	5
f. Crime	1	2	3	4	5
g. Rats/rodents	1	2	3	4	5
h. Fire hazards	1	2	3	4	5
i. Safety hazards	1	2	3	4	5

Please specify the nearest street address and nature of any concerns.

2. Is there an active Neighborhood Crime Watch Program on your block?

Yes                      No                      Don't know

3. Do you favor retention of the Fire Station #7 in Fairlington?

Yes                      No                      No opinion

**IX. LAND USE AND ZONING**

1. Are there any abandoned or inoperable vehicles on your block or elsewhere in our neighborhood that you consider eyesores, safety hazards, or inappropriate?

Yes                      No                      No opinion

If yes, please specify the nearest street address where the vehicles are located.

2. Are you aware of any possible zoning violations in our neighborhood?

Yes                      No                      No opinion

If yes, please specify the nearest street address where there is a possible violation.

3. Please indicate your opinion of the at-grade proposal for widening King St. between 28<sup>th</sup> and Dawes Avenue on a scale of 1 to 5, where 1 is strongly oppose and 5 is strongly favor.

Strongly oppose      1      2      3      4      5      Strongly favor

**X. COMMERCIAL ESTABLISHMENTS**

1. Please indicate how frequently you use the following commercial establishments near our neighborhood. Check one column per row

	<b>Daily</b>	<b>Weekly</b>	<b>Monthly</b>	<b>Sometimes</b>	<b>Never</b>
a. Bradlee Shopping Center					
b. Fairlington Centre (on Quaker Lane)					
c. Village at Shirlington					
d. Claremont Shops at King and Beauregard					

2. Please describe any concerns you have regarding any of the businesses listed above.

3. Please indicate your opinion of the following types of community development in the Village at Shirlington on a scale of 1 to 5, where 1 is strongly oppose and 5 is strongly favor.

	<b>Strongly oppose</b>			<b>Strongly favor</b>	
a. Hotel	1	2	3	4	5
b. Convenience Store	1	2	3	4	5
c. Grocery Store	1	2	3	4	5

- d. Weekly Farmer's Market                    1        2        3        4        5
- e. Additional Restaurants                    1        2        3        4        5
- Specify type:
- f. Additional Retail Stores                    1        2        3        4        5
- Specify type:
- g. Additional Office Space                    1        2        3        4        5

**XI. NEIGHBORHOOD CHARACTERISTICS**

1. What is the name of the street where you live?
2. What is the name of your apartment building, condo association or homeowners association?
3. Do you:                    Own                    Rent
4. Indicate the number of people in each age group in your household.  
 \_\_\_ Under 5        \_\_\_ 5-12                    \_\_\_ 13-17                    \_\_\_ 18-24  
 \_\_\_ 25-34        \_\_\_ 35-54                    \_\_\_ 55-64                    \_\_\_ 65-74                    \_\_\_ 75 and older
5. How many years have you lived in our neighborhood? \_\_\_\_\_ years
6. If you have school-age children, what type of school do they attend?  
                   Public                    Private                    Home school                    Other  
 If you marked public schools, please specify which one(s) your child attends:
7. What is the primary language spoken in your home?
8. What is your total annual household income before taxes?  
                   \_\_\_ \$25,000 to \$50,000                    \_\_\_ \$50,001 to \$100,000                    \_\_\_ \$100,001 to \$125,000  
                   \_\_\_ \$125,001 to \$150,000                    \_\_\_ \$150,001 to \$200,000                    \_\_\_ \$200,001 or higher

**XII. ADDITIONAL COMMENTS**

Please use the space below to address any concerns you have about our neighborhood that were not addressed in this questionnaire. If elaborating on a specific answer, please specify the question number.

Thank you for your assistance in completing this important neighborhood survey.

---

Add \$0.60P postage

Fairlington Citizens Association

P.O. Box 6182

Arlington, VA 22206-0182

## Appendix C - Demographics

The FSNC area is a densely populated residential neighborhood. Despite its pastoral setting inside the FSNC area, Fairlington, too, is densely populated—which seems to belie the census data from 2000: From 1990 to 2000, the numbers reflected an overall *decrease* in Fairlington’s population of about 7.1 percent. It seemed at least odd, if not downright puzzling—Fairlingtonians who had lived here for twenty years had not noticed that sidewalks and streets seemed a little less crowded in the 90s; rather the reverse.

Analysis of the older census data by the county demographer explained that the “decline” in total numbers for Fairlington was the result of a discrepancy—a change in how and where the boundary lines were drawn for the two census counts. In 1990, the calculations were done using block groups; in 2000, the calculations used blocks—with the result that the later count simply omitted some of the blocks that had been included 10 years earlier. In 2011, the demographer adjusted the boundaries for the 2000 census count to more closely align them with those used in 1990. The resulting, more accurate comparison shows an increase in total population from 1990 to 2000 of about 330 people, or an increase of 3.6 percent.

From the 2010 census, the numbers show that the overall population for the FSNC area is just over 10,000 people—specifically, 10,294. Three census tracts comprise the FSNC area, which makes it difficult to disaggregate neighborhood-entity totals from the overall total. We can know numbers for south Fairlington, the portion of Fairlington that is south of the bridge over I-395. South Fairlington is not only a self-contained voting precinct but also a self-contained census tract. The total population in south Fairlington is about 3,000 people (3,093). The population in the census tract that contains most of north Fairlington plus the seven condominium associations bordered by Arlington Mill Drive and Walter Reed Drive is 2,740. The census tract that encompasses the residents in the Village at Shirlington, plus a sizeable part of north Fairlington, plus the apartment buildings along 31<sup>st</sup> Street S. is 4,461.

From the overall FSNC area population of approximately 10,000, a rough estimate of populations for more localized entities is: Fairlington, 7,000 to 8,000; the Village at Shirlington, 1,000 to 1,500; other condominium associations, 500 to 1,000.

Despite the county demographer’s welcome rationalizing of past numbers, it is still difficult to draw conclusions about the FSNC area’s population. Overall population seems to have held steady, despite the recent increase of residential housing units in Shirlington. A seeming decrease in overall numbers of people may reflect certain noted urban demographic trends, such as more one-person households, generally, and, specifically in the Washington metropolitan area, more families moving “further out” to less expensive commuter suburbs to the west and to the south along the I-95/395 corridor.

The age distribution numbers support these assumptions: From childhood to age 44, Fairlingtonians decreased in overall numbers, with the largest drops in age groups from 18 to 44: Age group 18 to 24 decreased by 57%; age group 25 to 34 decreased by 42.6%; and age group 35 to 44 decreased by 46.6%. For age group 45 to 54 years, there was an increase of 10.3 percent; in age group 55 to 64, an increase of 36.9 percent.

Respondents to the 2004 survey supplied additional contradictory information: 57 percent reported households with people in age group 35 to 54, and the next largest segment, 44 percent, reported households with people in age group 25 to 34. For age group 55 to 64, the reported percentage of people was 28 percent. By these reports, the overall population of the FSNC area appears to have been growing younger in recent years, not older.

Interestingly, with rental housing units comprising a not-large, but still sizeable segment of the FSNC area, survey respondents reported having lived in the neighborhood for an average of 10.5 years. This longevity in residence may well reflect a larger number of homeowners in the FSNC area overall, or it may reflect the likelihood of homeowners versus renters taking the time to respond to the survey. The 2010 census numbers show that 52 percent of the area's households are owner-occupied. Interestingly, throughout the FSNC area's 3 census tracts, the largest segment of population by far (in raw numbers and in percentages) is in non-family household type, and more particularly, "Householder, living alone": 53%, 52%, and 45%.

Among survey respondents who had children in public schools (the only school type indicated), the largest proportion of students attended Wakefield High School (27%). In addition, respondents had children who were students at Abingdon Elementary and at Claremont Elementary in equal numbers, at 13 % each. Almost universally among households responding, the primary language spoken at home is English (98%). And the total annual household income, as reported (and perhaps reflecting an older population or more two-income households), fell in the moderately prosperous range of \$100,000 to \$125,000.

The 2010 Census tract map can be seen at **Map 8**. **Table 1** shows a breakdown of 2010 Census information.

\*\*\*\*

Table 1, 2010 Fairlington/Shirlington Census

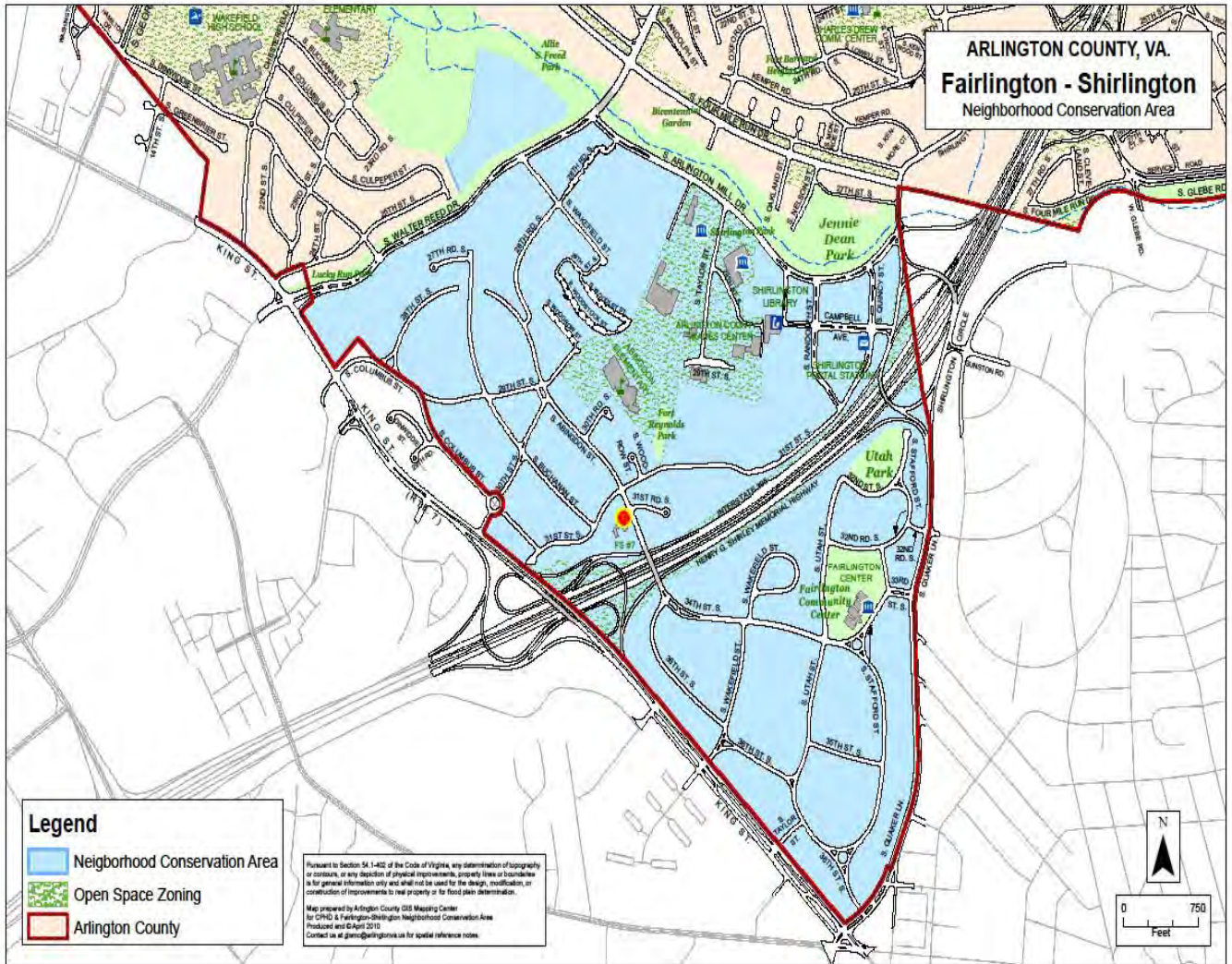
## Fairlington/Shirlington

2010 Census (Summary File 1)

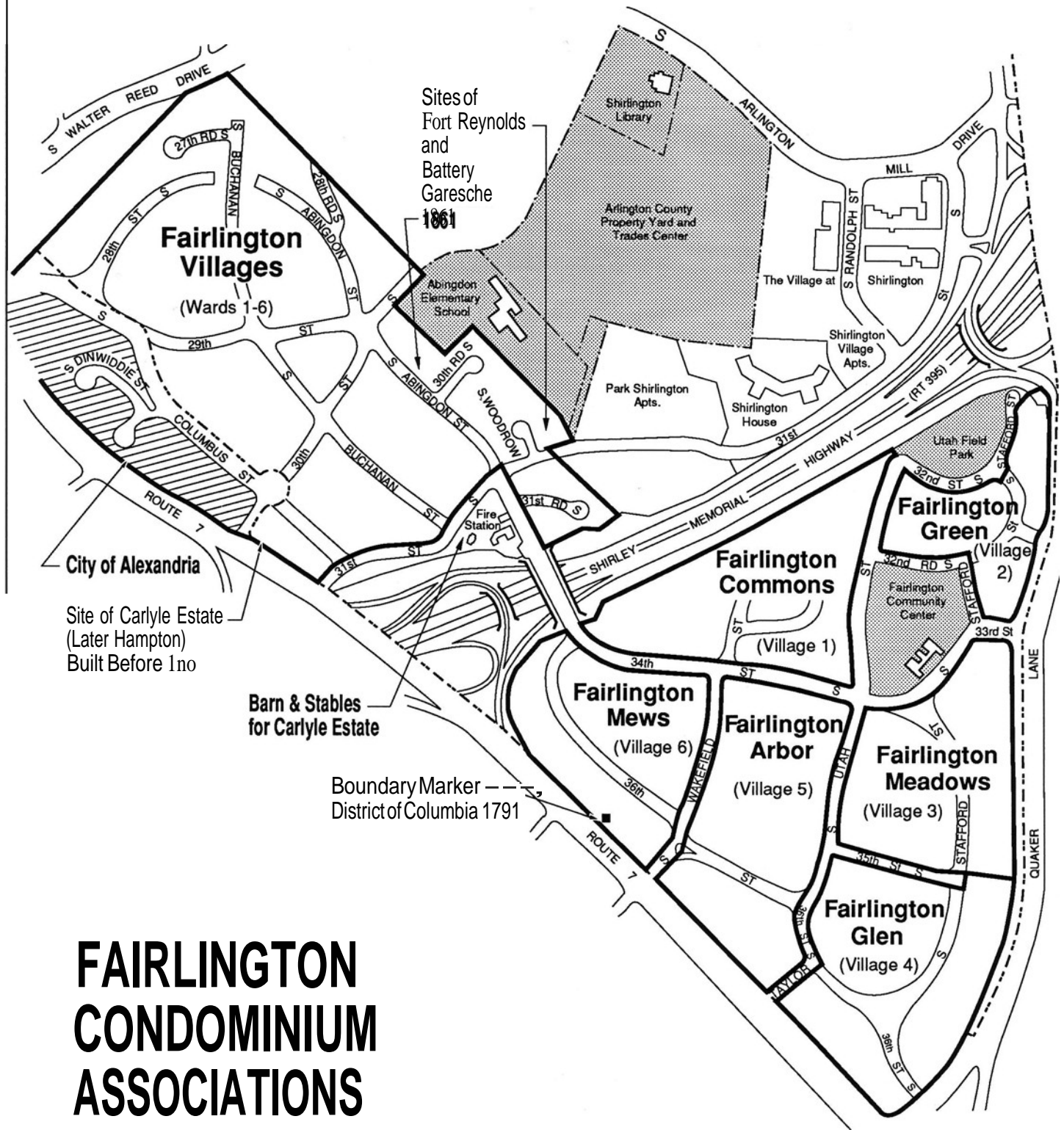
	102901		102902		103000		Fairlington/Shirlington	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>TOTAL POPULATION</b>	<b>2,740</b>	<b>100.0%</b>	<b>4,461</b>	<b>100.0%</b>	<b>3,093</b>	<b>100.0%</b>	<b>10,294</b>	<b>100.0%</b>
<b>Total Non-Hispanic or Latino</b>	<b>2,575</b>	<b>94.0%</b>	<b>3,674</b>	<b>82.4%</b>	<b>2,920</b>	<b>94.4%</b>	<b>9,169</b>	<b>89.1%</b>
White alone	2,280	83.2%	2,834	63.5%	2,704	87.4%	7,818	73.9%
Black or African-American alone	103	3.8%	395	8.9%	60	1.9%	338	3.4%
American Indian or Alaska Native alone	1	0.0%	12	0.3%	1	0.0%	14	0.1%
Asian alone	113	4.1%	311	7.0%	92	3.0%	316	3.0%
Native Hawaiian or Pacific Islander Alone	-	0.0%	1	0.0%	2	0.1%	3	0.0%
Some other Race alone	2	0.1%	17	0.4%	6	0.2%	23	0.2%
Two or more Races	76	2.8%	104	2.3%	35	1.8%	235	2.3%
<b>Total Hispanic or Latino</b>	<b>165</b>	<b>6.0%</b>	<b>787</b>	<b>17.6%</b>	<b>173</b>	<b>5.6%</b>	<b>1,125</b>	<b>10.9%</b>
<b>Age Distribution</b>								
Under 5 years	200	7.3%	267	6.0%	230	8.1%	717	7.0%
5 to 17 years	83	3.0%	268	6.0%	195	6.3%	546	5.3%
18 to 24 years	84	3.1%	334	7.5%	102	3.3%	320	3.1%
25 to 34 years	1,020	37.2%	1,991	44.7%	831	27.0%	3,462	33.6%
35 to 44 years	387	14.1%	906	20.3%	398	12.9%	2,091	20.3%
45 to 54 years	316	11.5%	512	11.5%	380	12.3%	1,208	11.7%
55 to 64 years	305	11.1%	404	9.1%	432	14.0%	1,141	11.1%
65 to 74 years	107	3.9%	121	2.7%	190	6.1%	418	4.1%
75 to 84 years	31	1.1%	46	1.0%	74	2.4%	151	1.5%
85 years and over	7	0.3%	12	0.3%	21	0.7%	40	0.4%
<b>Sex</b>								
Male	1,186	43.3%	2,049	45.9%	1,333	43.1%	4,388	44.6%
Female	1,554	56.7%	2,412	54.1%	1,740	56.9%	5,706	55.4%
<b>TOTAL HOUSEHOLDS</b>	<b>1,638</b>	<b>100.0%</b>	<b>2,354</b>	<b>100.0%</b>	<b>1,666</b>	<b>100.0%</b>	<b>3,878</b>	<b>100.0%</b>
Average Household Size	1.63		1.73		1.86		1.73	
<b>Household Type</b>								
Family households:	564	34.0%	823	35.0%	729	43.8%	2,116	54.5%
Husband-wife family	472	28.9%	623	26.5%	617	37.0%	1,712	44.2%
Other family:	92	5.5%	200	8.5%	112	6.7%	404	10.3%
Male householder, no wife present	14	0.8%	69	2.9%	26	1.6%	109	2.8%
Female householder, no husband present	78	4.7%	131	5.6%	86	5.1%	295	7.5%
Nonfamily households:	1,094	66.0%	1,731	73.5%	937	56.2%	3,762	97.0%
Householder living alone	882	53.9%	1,348	57.3%	730	43.8%	2,980	77.0%
Householder not living alone	212	12.8%	383	16.2%	187	11.2%	782	20.0%
<b>Household Size</b>								
1-person household	882	53.9%	1,348	57.3%	730	43.8%	2,980	77.0%
2-person household	534	32.6%	793	33.7%	561	33.7%	1,908	49.2%
3-person household	157	9.6%	238	10.1%	218	13.1%	613	15.8%
4-person household	54	3.3%	109	4.6%	120	7.2%	283	7.3%
5-person household	7	0.4%	41	1.7%	13	0.8%	63	1.6%
6-person household	2	0.1%	11	0.5%	2	0.1%	13	0.3%
7-or-more-person household	2	0.1%	14	0.6%	-	0.0%	16	0.4%
<b>TOTAL HOUSING UNITS</b>	<b>1,714</b>	<b>100.0%</b>	<b>2,737</b>	<b>100.0%</b>	<b>1,730</b>	<b>100.0%</b>	<b>6,161</b>	<b>100.0%</b>
Occupied Housing Units	1,638	95.6%	2,354	86.0%	1,666	96.3%	5,878	95.4%
Owner-Occupied	1,184	72.3%	1,849	78.6%	1,228	73.7%	3,261	55.5%
Renter-Occupied	474	28.7%	1,705	72.4%	438	26.3%	2,617	42.9%
Vacant Housing Units	56	3.2%	383	14.0%	64	3.7%	303	4.9%

Source: U.S. Census Bureau, 2010 Census - SF1

Map 1, Fairlington-Shirlington NC area



Map 2, Fairlington Condominium Associations

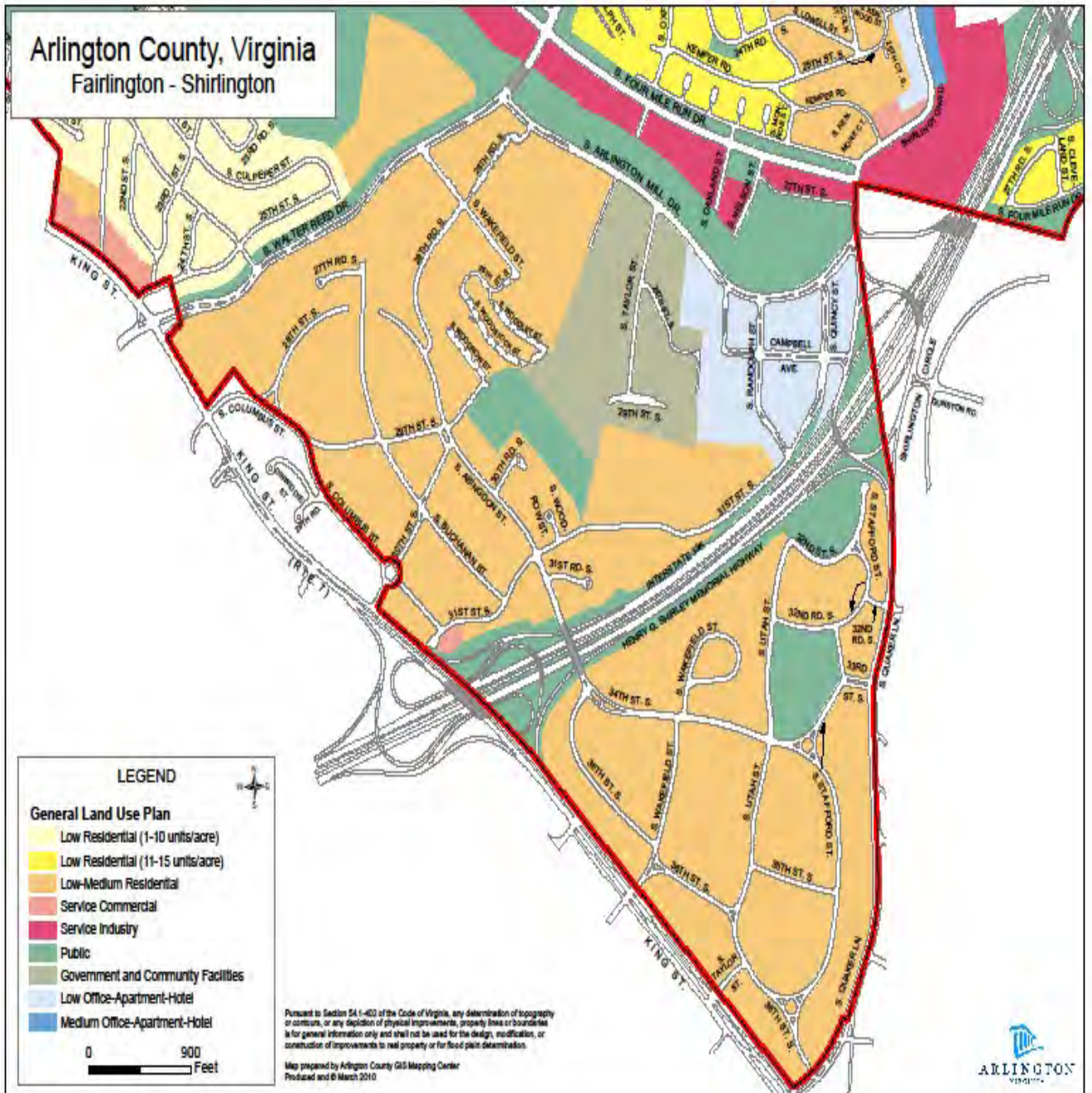


# FAIRLINGTON CONDOMINIUM ASSOCIATIONS

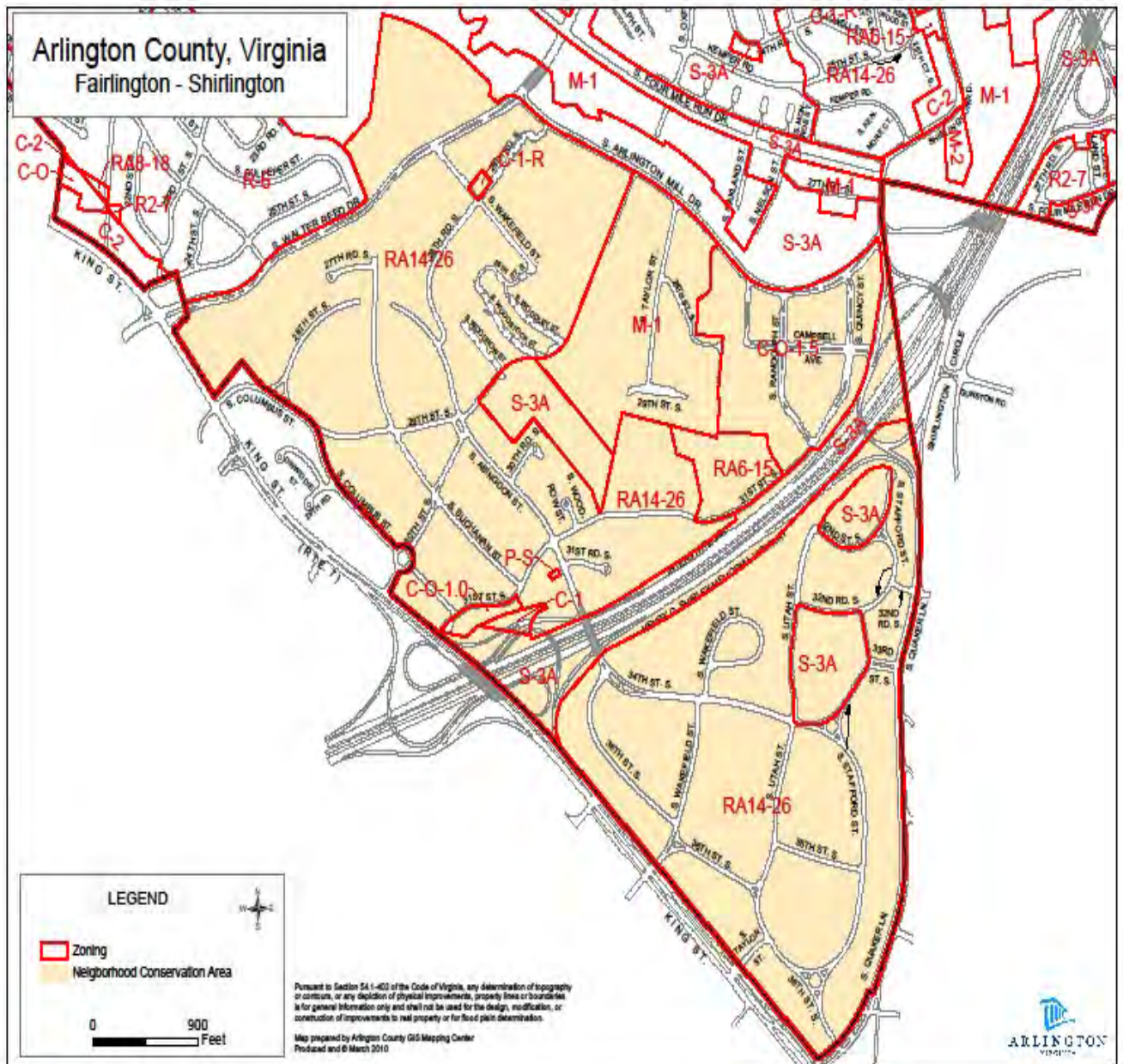
May 1993



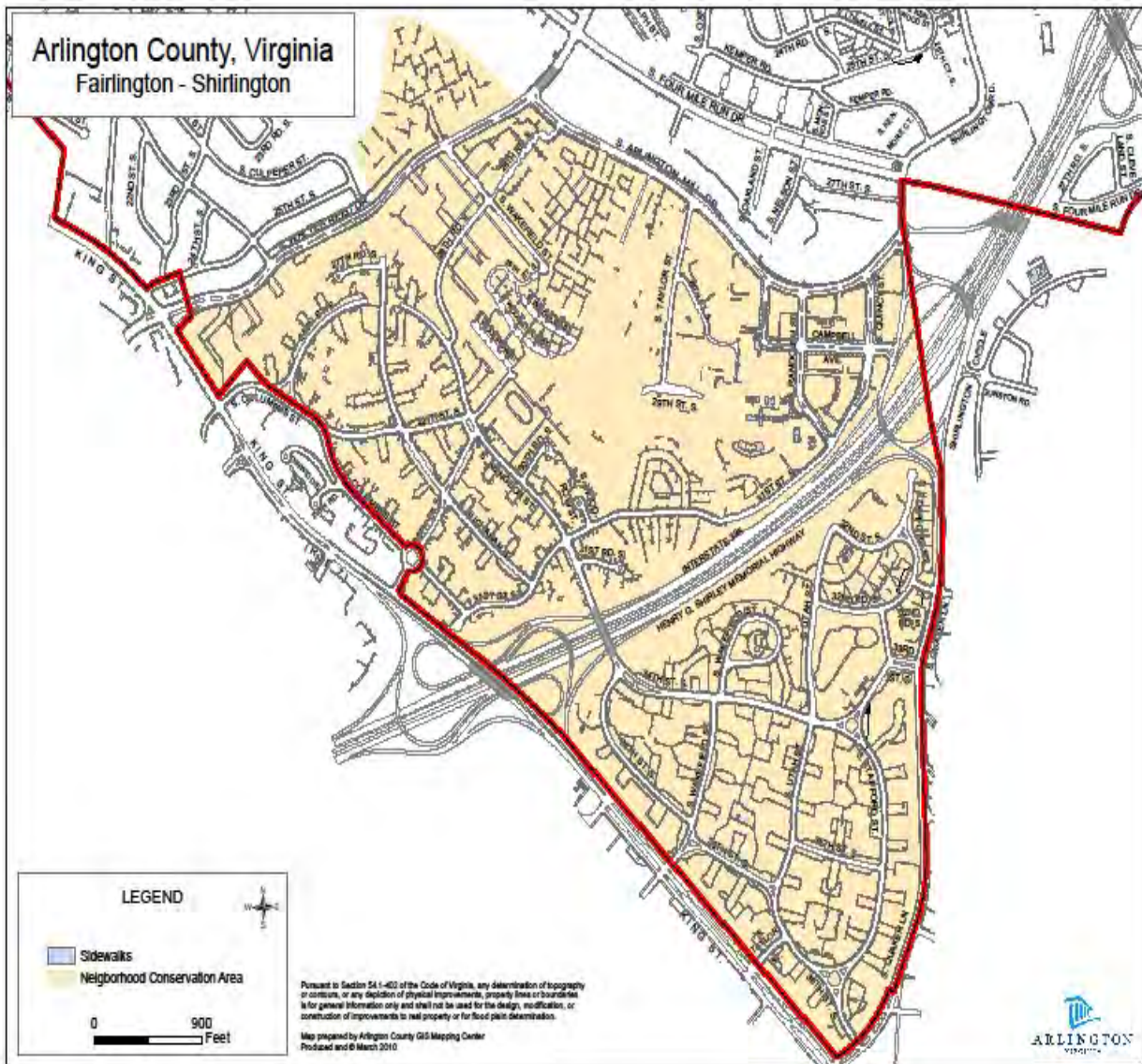
Map 4, GLUP map



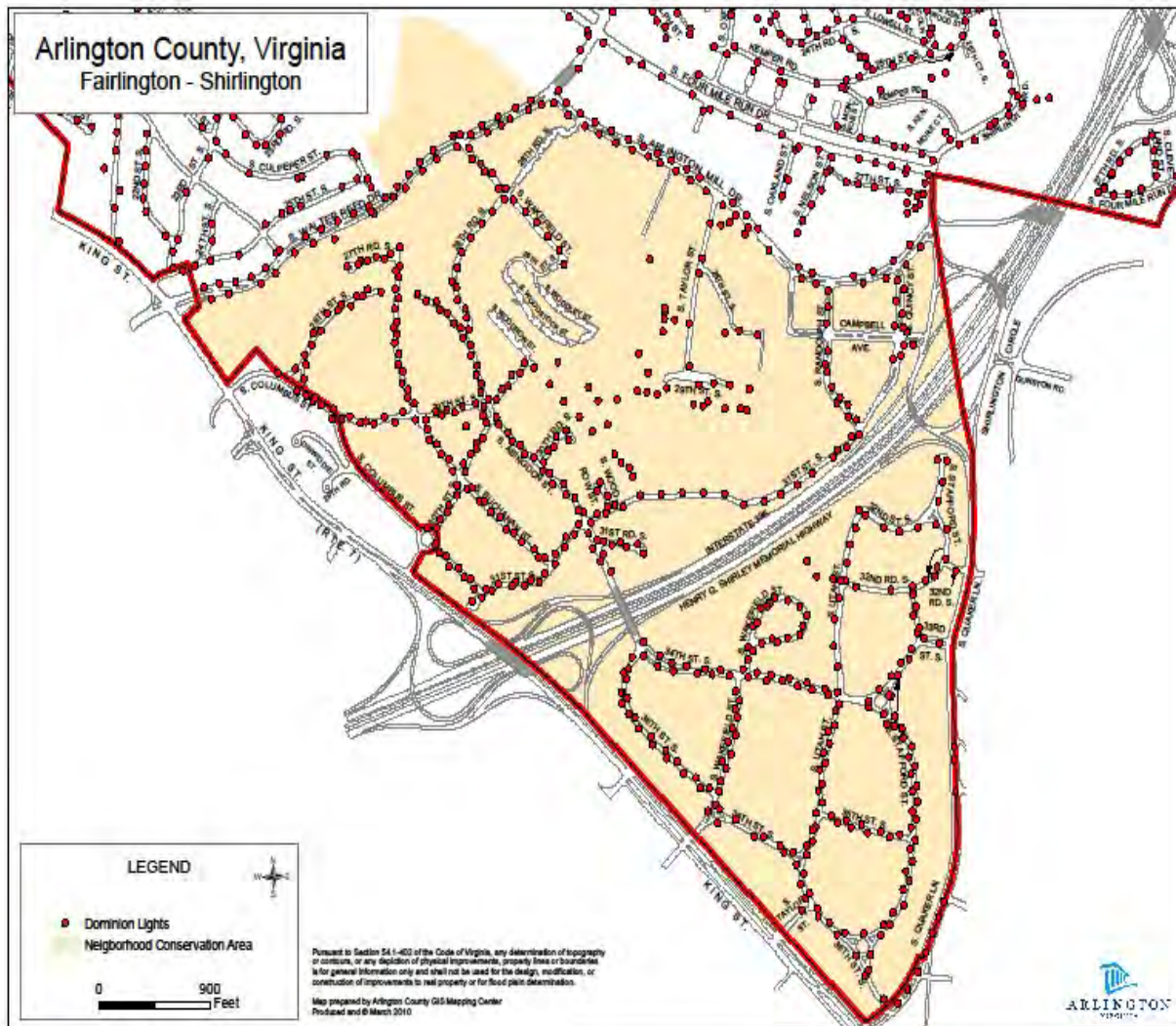
Map 5, Zoning map



Map 6, Sidewalks

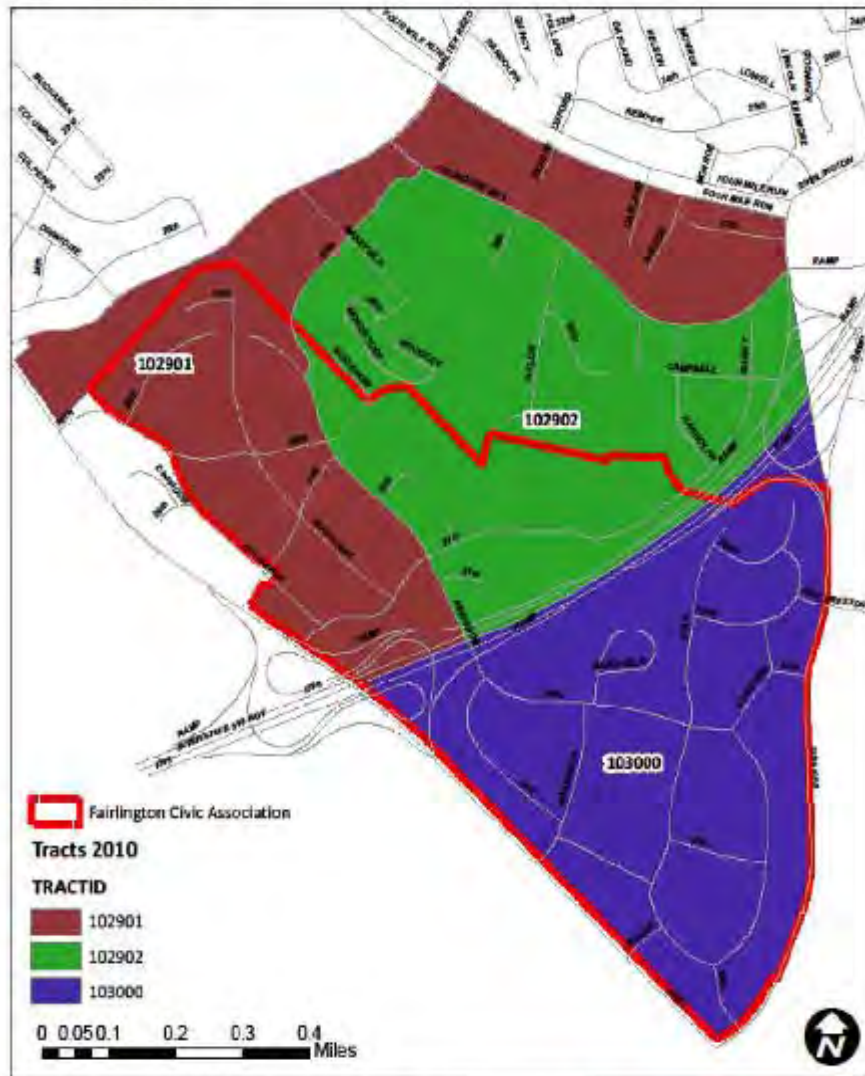


Map 7, Street lights



Map 8, Fairlington/Shirlington Census Tracts

### Fairlington/Shirlington 2010 Census Tracts



Pursuant to Section 54.1-402 of the Code of Virginia, any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination. Map prepared by Arlington County CPOD - Planning Division (PMT) Produced and © November 2011.