

FOXCROFT HEIGHTS NC PLAN

2009

Table of Contents

Acknowledgements

Executive Summary

Introduction

Demographics

Neighborhood History and Description

Zoning, Land Use and Development

Traffic and Transportation

Pedestrian Safety

Sidewalks

Street lighting

Parks and Recreation

Alleys

Other Issues

Plan Highlights

Appendices

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Executive Summary

The Foxcroft Heights Neighborhood Conservation Plan, which reflects five years of community participation, describes current conditions and proposes recommendations to achieve neighborhood goals.

Foxcroft Heights is a small, diverse community at the Eastern Gateway of Columbia Pike near the Pentagon and Pentagon City.

WHAT WE LIKE ABOUT OUR COMMUNITY

When surveyed, residents most often cited location and access to Washington, D.C., as well as public transportation as among the most-positive attributes of Foxcroft Heights. That includes easy walking distance to Metro train stations at Pentagon City and the Pentagon as well as the Pike Ride service on the Metrobus, which has a stop at Orme Street on Columbia Pike and at the Navy Annex.

In the neighborhood survey, 12 households noted location as a primary advantage of the neighborhood, 11 mentioned the proximity to Washington, D.C., specifically, and nine noted access to public transportation.

WHAT CONCERNS US ABOUT OUR NEIGHBORHOOD

Among the disadvantages residents noted in the survey, parking problems were cited most often, particularly on Orme Street near the hotel and at the south end of Oak Street near the Dama Goy restaurant.

Traffic was cited second-most frequently. Specific issues cited include speeding and cut-through traffic from Henderson Hall. Department of Defense buses that serve the Navy Annex and tour buses headed for the Sheraton hotel also cut through our narrow neighborhood streets often and idle on Orme Street (in the case of tour buses serving the Sheraton) and in front of Foxcroft Heights Park.

Residents also noted noise levels from various sources, with most respondents (14 households) specifically citing noise from the high levels of bus traffic and nearly as many (11 households) mentioning traffic generally.

General eyesores that respondents would like to see improved include the condition of several rental properties and the condition of alleys, many of which are apparently privately owned. The alleys behind Orme and Ode Streets were mentioned most frequently, including problems such as standing water that attracts mosquitoes and trash and weeds that can attract rats.

An area cited in need of beautification includes the underpass and sidewalk path that connects our neighborhood with Pentagon City along Joyce Street up to Columbia Pike. This walk contains dripping water and trash under the overpass, limited lighting, and endless stretches of concrete without any greenery.

This walk has gained a new level of prominence and increase in use from the opening of the Air Force Memorial. For tourists, it is not a very welcoming or impressive introduction to Arlington County. Some greenery in the medians and lighting or even murals on the underpass might be some ideas for improving the pathway.

Half of survey respondents cited concerns that some houses in the neighborhood have too many occupants or too many cars. Some also mentioned that there appear to be cars that routinely park in the neighborhood with zoned stickers whose owners are not residents of the neighborhood or even Arlington.

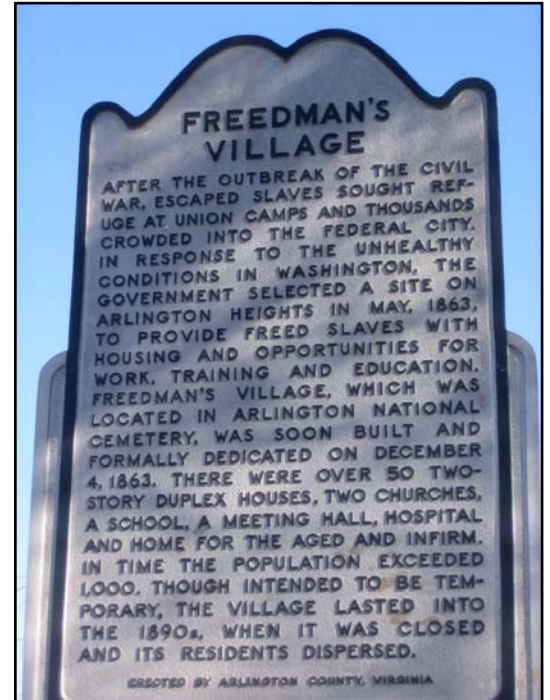
This Neighborhood Association Plan addresses the major issues that concern our residents, such as

- Zoning, Land Use and Development,
- Traffic and Transportation,
- Pedestrian Safety,
- Sidewalks,
- Street Lighting,
- Parks and Recreation, and
- Alleys.

Introduction

Foxcroft Heights is a small, diverse neighborhood built on land that once served as a Freedman's Village after the Civil War. It marks the eastern gateway to Columbia Pike and provides sweeping vistas of Washington monuments. The neighborhood encompasses the soaring spires of the Air Force Memorial and borders the southwestern edge of Arlington Cemetery's rolling hills. Residents of the community take pride in its history, enjoy its proximity to the nation's capital, and find advantage in its intimate size and neighborly feel.

Our three residential streets are hemmed in by military installations and major thoroughfares, isolating Foxcroft Heights from its South Arlington neighbors across Washington Boulevard and on the other side of Interstate 395. The separation brings benefits but also creates a sense of vulnerability. We know we sit on valuable land, property that has drawn the interest of both private developers and government entities, and we are uncertain of where we fit into broader plans for Arlington's future. We ourselves are of mixed minds: some resident-owners and long-time renters want to preserve a community with low density and affordable housing, while other owners, particularly some of those who hold multiple properties in Foxcroft Heights, are eager to entertain proposals for redevelopment.



In the meantime, we are bracing for major overhauls that are expected to soon surround us as Columbia Pike is rerouted, Arlington Cemetery takes over the Navy Annex land, Southgate Road is closed for public use, and other construction plans evolve.

These projects, and the way they will alter access to our community and shift its landscape, affect not only residents but also the owners and patrons of our neighborhood's popular commercial properties, including the Sheraton National Hotel and several small businesses: Dama Restaurant, A-1 Auto Clinic, and Ruth Beauty Studio, whose owner lives in Foxcroft Heights.

In the midst of these big-picture changes and uncertainties, we also have more immediate needs. Some properties and alleyways are unkempt and our narrow residential streets are heavily traveled by

buses and other vehicles carrying workers and visitors to Henderson Hall, the Navy Annex, and the Sheraton National. We have concerns about pedestrian safety and seek help in removing eyesores. We thank Arlington County for the attention our neighborhood has already received, including by being chosen for a walk-through meeting of the County Board, and for the progress we have already seen, including improvements to signs and especially to Foxcroft Heights Park.

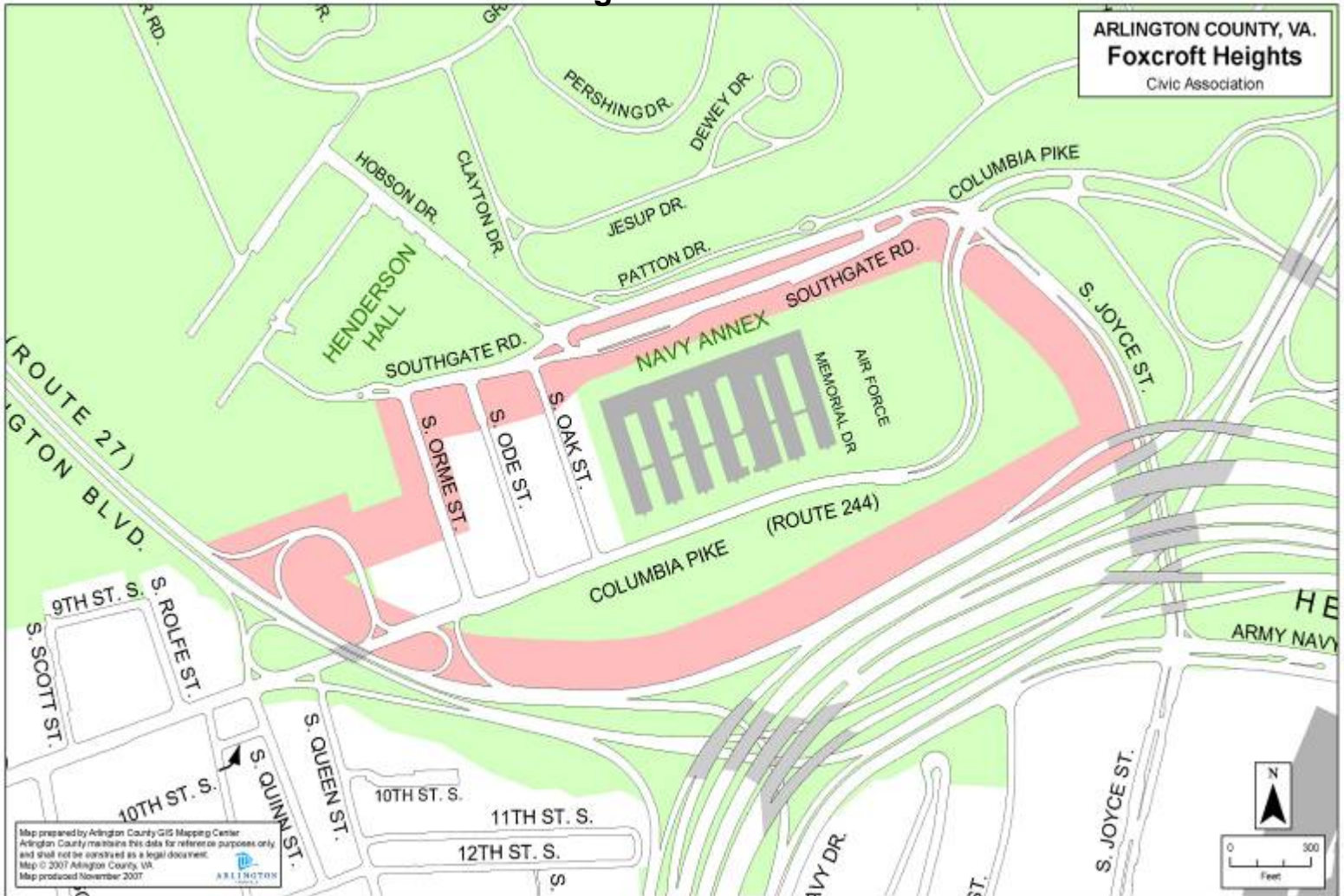


View of National Cemetery from Foxcroft Heights Park



View of Washington DC from Air Force Memorial

Foxcroft Heights Civic Association



Demographics

Demographic Profile Foxcroft Heights Civic Association

	1990		2000		Change 1990-2000	% Change 1990-2000
	Number	% of Total Population	Number	% of Total Population		
TOTAL POPULATION	305	100.0%	423	100.0%	118	38.7%
TOTAL NON-HISPANIC OR LATINO	264	86.6%	301	71.2%	37	14.0%
Population of One Race	n/a	n/a	294	69.5%	n/a	n/a
White alone	168	55.1%	127	30.0%	-41	-24.4%
Black or African American alone	66	21.6%	115	27.2%	49	74.2%
American Indian and Alaska Native alone	0	0.0%	1	0.2%	1	-
Asian or Other Pacific Islander alone	30	9.8%	47	11.1%	17	56.7%
Some other race alone	0	0.0%	4	0.9%	4	-
Population of Two or More Races	n/a	n/a	7	1.7%	n/a	n/a
TOTAL HISPANIC OR LATINO	41	13.4%	122	28.8%	81	197.6%
AGE DISTRIBUTION						
Under 5 years old	21	6.9%	24	5.7%	3	14.3%
5-17 years old	34	11.1%	70	16.5%	36	105.9%
18-24 years old	53	17.4%	47	11.1%	-6	-11.3%
25-34 years old	87	28.5%	88	20.8%	1	1.1%
35-44 years old	57	18.7%	92	21.7%	35	61.4%
45-54 years old	24	7.9%	61	14.4%	37	154.2%
55-64 years old	15	4.9%	26	6.1%	11	73.3%
65-74 years old	6	2.0%	9	2.1%	3	50.0%
75-84 years old	8	2.6%	4	0.9%	-4	-50.0%
85 years and older	0	0.0%	2	0.5%	2	-
SEX						
Female	135	44.3%	194	45.9%	59	43.7%
Male	170	55.7%	229	54.1%	59	34.7%

	1990		2000		Change 1990-2000	% Change 1990-2000
	Number	% of Total Households	Number	% of Total Households		
TOTAL HOUSEHOLDS	128	100.0%	122	100.0%	-6	-4.7%
Family Households	64	50.0%	68	55.7%	4	6.3%
Married Couples with Children	15	11.7%	16	13.1%	1	6.7%
Married Couples without Children	31	24.2%	19	15.6%	-12	-38.7%
Female Single Parent Households	18	14.1%	16	13.1%	-2	-11.1%
Other Family Households	0	0.0%	17	13.9%	17	-
Non-Family Households	64	50.0%	54	44.3%	-10	-15.6%
HOUSEHOLD SIZE						
1-Person Household	n/a	n/a	22	18.0%	n/a	n/a
2-Person Household	n/a	n/a	46	37.7%	n/a	n/a
3-Person Household	n/a	n/a	21	17.2%	n/a	n/a
4-Person Household	n/a	n/a	33	27.0%	n/a	n/a

	1990		2000		Change 1990-2000	% Change 1990-2000
	Number	% of Total Housing Units	Number	% of Total Housing Units		
TOTAL HOUSING UNITS	136	100.0%	129	100.0%	-7	-5.1%
Occupied Housing Units	123	90.4%	122	94.6%	-1	-0.8%
Owner-Occupied	20	14.7%	40	31.0%	20	100.0%
Renter-Occupied	103	75.7%	82	63.6%	-21	-20.4%
Vacant Housing Units	13	9.6%	7	5.4%	-6	-46.2%

Source: 1990: U.S. Census Bureau, User-Defined Areas Program Dataset, SF1. 2000: U.S. Census Bureau, SF1.
Tabulated by the Arlington County Planning Research and Analysis Team (PRAT).

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Neighborhood Description and History

The Foxcroft Heights neighborhood, which contains two blocks each of South Oak, South Ode, and South Orme Streets, is bounded on the south by Columbia Pike and on the north by Southgate Road. The current Foxcroft Heights Neighborhood Association was formed in the fall of 2003.

We believe our future stands at a crossroads and we need the county to help us by engaging with us in a serious and urgent dialog about our long-term future. We believe our community, which sits at the eastern gateway of Columbia Pike, is both valuable and vulnerable. We are surrounded by imminent and large-scale change, including the transfer of Navy Annex property to Arlington Cemetery, the possible relocation of Columbia Pike, the closure of Southgate Road, changes at adjacent Henderson Hall, the rebuilding of the Washington Boulevard bridge over Columbia Pike, and the possible construction of an Arlington Heritage museum. We are concerned that we are not being fully engaged in conversations about planning for these and how they might affect the quality of our neighborhood and basic logistics such as how we will access it.

We have also been approached by developers and real-estate agents about collectively selling our land for new residential and/or commercial uses. A majority of property owners are at least interested in exploring what options might make sense for us along these lines and want the county to respect our interests on this front and meet with us to discuss what long-term visions for this land might be in both the county and the community's best interests.

POPULATION SERVED:

Foxcroft Heights boasts a diverse population of residents. There are 95 homes, including single-family homes and townhouses, and two 16-unit apartment buildings. Many children, ranging in ages from newborn infants to high-school-aged children, reside in the neighborhood as do adults of all ages and a wide array of ethnic and socioeconomic backgrounds.

The neighborhood takes pride in its diversity and its history as a home for freed slaves after the Civil War. Foxcroft Heights Park contains an historical marker honoring the neighborhood's past as a Freedman's Village, which the federal government established in 1863.

Because of our pride in our heritage, our neighborhood has often discussed the possibility of renaming our neighborhood Freedman's Village and are excited about the possibility that a heritage museum may eventually be located in our neighborhood where a portion of the Navy Annex now sits.

In addition to honoring our history, we would like to heighten our presence as the eastern gateway to Columbia Pike. We would like to take advantage of the prominence of the

new Air Force Memorial and enhance our presence and continue to beautify our neighborhood.

The view from our neighborhood, including from Foxcroft Heights Park, from many homes, and from the new Air Force Memorial is a spectacular one, encompassing a broad view of Washington and many of its monuments as well as the Pentagon.

Our neighborhood borders many U.S. government facilities, including Arlington National Cemetery and Henderson Hall. It includes the newly erected Air Force Memorial, the Navy Annex, a U.S. military Citgo gas station, and military-owned parking lots. A Virginia Department of Transportation facility also borders our neighborhood as does an Arlington County halfway house (need to add details of who this property serves).



The Dama restaurant and café that comprises that main part of the Foxcroft Heights commercial strip

Businesses in the neighborhood include the Dama Goy restaurant, A-1 Auto repair shop, and Ruth's Beauty Shop. The Sheraton National Hotel also is located here.

We would like to thank the Sheraton for graciously and generously supporting our neighborhood association by providing us complimentary meeting space.

NEIGHBORHOOD HISTORY

Brilliantly located on a hilltop overlooking Washington, DC Foxcroft Heights provides its residents with stunning views of Washington area landmarks including the Pentagon, Arlington National Cemetery, the Washington Monument, the Lincoln and Jefferson Memorials, the National Cathedral, and the Capitol dome. Close by are two of the most recently added national memorials. Within Foxcroft boundaries is the National Air Force Memorial and it is a short walk to the Pentagon Memorial. In addition, three historic plaques attest to Foxcroft Heights' role in the events shaping the larger Arlington community. While it is one of the smallest neighborhoods in Arlington County, Foxcroft Heights is rich in history and is among the oldest neighborhoods in the County.

Location and the availability of affordable housing are boon and bane for Foxcroft Heights—these attributes have attracted a steady core of owner residents. They are also the reason for the growth in rental properties owned in absentia by those interested in the neighborhood's development potential. Both groups are concerned about future land use plans for Foxcroft Heights, a charming, nicely positioned neighborhood surrounded by Federally-, State-, and County-owned lands.

Arlington National Cemetery and Henderson Hall border Foxcroft Heights along South Gate road, north of the community. It is also bordered by the Navy Annex complex on the east and the Sheraton National Hotel on the west. Crossing Columbia Pike, a primary transportation corridor, is the Residential Program Center (a homeless shelter and substance abuse recover center owned by the Arlington Community Services Board), and the Virginia Department of Transportation Smart Traffic Center. Restaurants, a beauty salon and an auto repair garage are located on Columbia Pike, adjacent to the neighborhood.

There are approximately 95 residences and 2 low-rise apartment buildings in Foxcroft Heights providing a pocket of affordable, low density housing with easy access to transit, airports, and major transportation networks. A small but significant commercial zone makes available services that are widely used by the neighborhood. In 2000 the population was estimated at approximately 350.¹ The demographic mix in the neighborhood includes a range of age groups, incomes, and strong ethnic diversity. Foxcroft Heights' residents are proud of the safe and friendly neighborhood they have created. Neighbors frequently gather in the park to visit, enjoy the panoramic views, and watch their children play.

Freedman's Village:



Sketch of Freedman's Village printed in *Harper's Weekly*, May 7, 1864. Click for larger view.

The Foxcroft Heights neighborhood was originally part of a vast stretch of rolling farmland granted to Robert Howson in 1669. Over time and after much division of the property, a portion of the original land grant became part of the Arlington Estate owned by the Custis family, descendants of George Washington.ⁱⁱ Early into the Civil War of 1861, President Lincoln ordered Virginia's governor to take ownership of the Arlington Estate for nonpayment of taxes.ⁱⁱⁱ In 1863 the Freedman's Village at Arlington Estate was founded. Camps were created to provide basic needs for freed, abandoned, or escaped slaves, known as "contraband."^{iv} Following the Emancipation Proclamation issued by Lincoln in 1862 and passage of the Thirteenth Amendment in 1865, approximately 4 million people passed from slavery to freedom. The Freedman's Village located in the vicinity of present day Foxcroft Heights was one of the largest and most famous contraband camps, in part because it was established at Arlington Estate, former home of Robert E. Lee. Operated by the War Department under the direction of General Howard, director of the Bureau of Refugees, Freedmen, and Abandoned Lands, Freedman's Village provided the contrabands with housing, education, medical care and training. Sojourner Truth, working for the Freedman's Bureau, stayed for a time in Freedman's Village as a counselor to and advocate for the former slaves.^v

Correspondence from the Bureau of Emancipation documented conditions in the Freedman's Village. A letter from a Lt. Col. Elias Green to Brig. Genl. M.C. Meigs, dated 9 Jan 1864, states:

"The American Tract Society erected a school house and chapel at Freedman's Village on the Arlington Estate. The village children go to school. Also a home for the aged and infirm was built. Only the most intelligent boys were chosen for employment in the workshops where they would be taught the skills to become carpenters, blacksmiths, wheelwrights, harnessmakers or other mechanical occupations. The women and girls would be taught by instructors in the manufacture of clothing and at the same time learning the art of sewing by hand and with a sewing machine.

For the sick was the hospital. The aged and infirm are in the Home provided for them and all are properly taken care of."^{vi}

It is estimated that up to 3000 contrabands lived at the Freedman's Village on Arlington Estate. Overcrowding in the camps often led to disease outbreaks. Many of those who

died in Freedman's Village were buried in Section 27 of Arlington National Cemetery, their headstones marked with "civilian" or "citizen."^{vii}

Schools, hospitals, churches were built on Freedman's Village. Simple wooden houses provided shelter for the families.



Arlington National Cemetery's historic Section 27 is worked in as a contractor pressure washes headstones once a year. Nearly 3,800 "citizens" or "contrabands" (former slaves who were living in Freedman's Village on the Arlington Estate) are interred in Section 27. Citizen or civilian is inscribed on their headstones.^{viii}

After the Civil War, most contraband camps were closed. The residents of Freedman's Village however, had purchased their homes and the lands on which they were built. After being reimbursed for these costs, Freedman's Village was closed in about 1888 and the inhabitants eventually evicted.^{ix} Many settled in other Arlington communities.

"Freedman's Village survived long after the Civil War, thriving for 37 years and sowing the seeds of Arlington's African American community. Arlington's Mount Zion and Mount Olive Baptist churches both descended from the village's Old Bell Church. Residents of Freedman's Village gained political influence in the 1870s, enabling villagers to elect officials who went on to become some of Arlington's most prominent leaders. After 25 years of existence, the village was closed in 1888, and the land returned to military control. Former Freedman Village residents who remained in the area established such continuing neighborhoods as Arlington View, Butler-Holmes, Halls's Hill and Nauck."^x



Freedman's Village

Image courtesy of Arlington County Public Library Archives

Following the closure of the Freedman's Village, portions of what had been known as the Arlington Estate, including the lands taken from the former slaves, were sold off to individual property owners such as John B. Clark and R. Swallow Brown. The area currently occupied by the Sheraton National Hotel (at the corner of South Orme and Columbia Pike) was once the site of the Odd Fellows Stevens Lodge, which was destroyed by fire in 1963.^{xi} Fraternal societies such as the Odd Fellows were charitable organizations that provided assistance to the needy. They were often located near cemeteries that served the community. Following the fire of 1963 and prior to construction of the Sheraton, the remains of those buried adjacent to Stevens Lodge were removed and relocated to Coleman Cemetery and others.^{xii} Stevens Lodge, misnamed as the International Order of Odd Fellows, received its charter from the Grand Union of Odd Fellows in Manchester, England.^{xiii}

Development of Foxcroft Heights:

In the early 1900's there were several home-building companies in operation in the areas adjacent to the nation's capital selling new homes to Washington-area newcomers. The Central Building Company, owned by the Kibler family, purchased the one-and-a-half acres of land on which Foxcroft Heights now stands. Between 1935 and 1940 Foxcroft Heights was subdivided for development into single family detached homes and row homes. The homes were built as one-story front and side gabled Cape Cods and the row homes and duplexes in the Tudor Revival style. The modestly priced housing offered for sale by the Central Building Company was attractive to young couples in the Washington area. The area was surrounded by wooded areas and had convenient transportation to Washington.

Completion of the Memorial Bridge in 1932 added much needed automobile access to Washington, DC.^{xiv} The project was overseen by a special commission authorized by Congress in 1913. A popular story is that President Harding, after being trapped in a massive 3-hour traffic jam while trying to reach Arlington National Cemetery to bury the

Unknown Soldier on Armistice Day in 1921 made the bridge a priority. Funds were appropriated in 1922 and Memorial Bridge, linking Arlington National Cemetery with the Lincoln Memorial was finally constructed.^{xv} For Foxcroft Heights the improved transportation access to DC no doubt increased the value of the neighborhood. Young homebuyers found the modest prices, low initial down payments and the low monthly mortgage payments appealing.

New Deal and war-time Federal workers found the new Foxcroft Heights row homes ideal.

With expansion of nearby government facilities, including the construction of the Navy Annex in the early 1940s, just east of Foxcroft Heights and the construction of the Pentagon between 1941 and 1943, came many changes. The amount of pedestrian and motor vehicle traffic increased and the number of trees in the quiet wooded areas near the neighborhood decreased.

With the exception of several parcels including the area now known as South Orme, Ode, and Oak Streets in the southwestern section of the estate near present day Columbia Pike, much of the land has been developed by the Federal government, including acreage used for the Arlington National Cemetery, Pentagon, Henderson Hall, Navy Annex and the Air Force Memorial.

Foxcroft Heights Today:

Events over the last few years have altered Foxcroft Heights in many ways. Inauguration of the Air Force Memorial in 2006 and the Pentagon Memorial in 2008 have increased the number of visitors and tour buses to the area. Increases in the number of absentee owners and attempts to explore land development options have changed the community as well. In the fall of 2008, Arlington County and Arlington National Cemetery entered into a “land swap” agreement. In effect South Gate Road, a primary road used by those going to Henderson Hall, Fort Myer, and the Navy Annex (and between these buildings and the Pentagon) will be closed and transferred to Arlington National Cemetery.^{xvi} This road is also one of the two entrances to Foxcroft Heights. It is widely used by neighborhood residents. Once South Gate Road is closed, it is likely that traffic to these federal locations will be funneled through the narrow neighborhood streets of Foxcroft Heights. How these events will shape the future of Foxcroft Heights remains to be seen. There is a sense of uncertainty as to how land use will develop over the next few years.

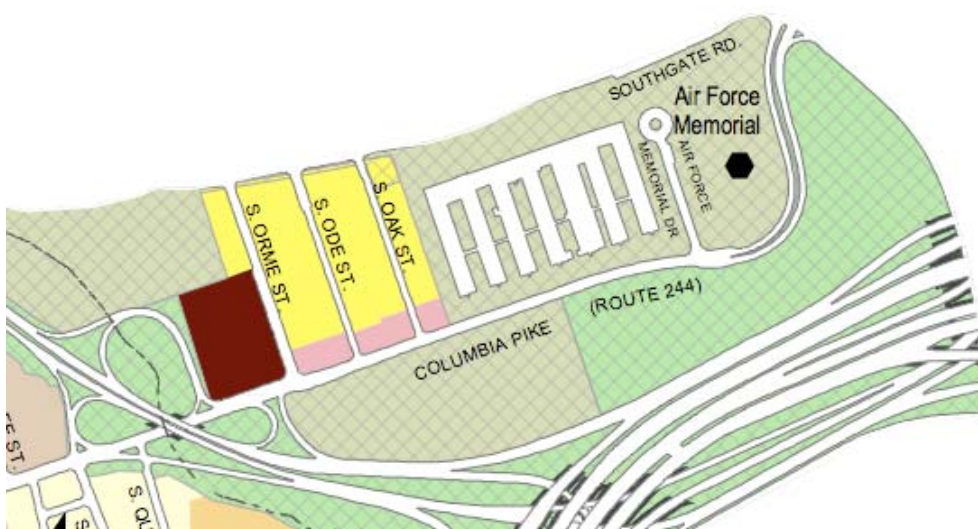
The Foxcroft Heights Neighborhood Association, formed in 2003 by John Swope (now moved away from the Metro area) continues to serve as the focal point for neighborhood discussion and involvement in the broader community. This has led to increased participation with other Neighborhood Associations in Arlington, particularly those along Columbia Pike. Arlington County Board has also increased outreach to Foxcroft Heights. In 2008 the County Board conducted a Walking Town Meeting in Foxcroft Heights.

Conclusion:

Foxcroft Heights continues to evolve, often in response to changes imposed by outside agents. Although housing costs have increased dramatically over the last few years, affordable housing options are still available within the community. Residents still enjoy easy access to the area's transportation system, major employment centers, minimal incidence of crime and access to nearby shopping and services. Surrounded by the federal, state, and county lands and the Sheraton National Hotel, and faced with a growing number of rental properties, the residents of Foxcroft Heights are working to gain meaningful participation in the land use decision-making process. A charming and friendly neighborhood Foxcroft Heights is an important asset to Arlington County.

ZONING, LAND USE & DEVELOPMENT

GENERAL LAND USE PLAN



Source: [Arlington County General Land Use Plan map](#)

Foxcroft Heights on the Arlington County General Land Use Plan map

According to the Arlington County General Land Use Plan, Foxcroft Heights is comprised of a combination of residential and commercial zones. The residential units, which fall on the north side of Columbia Pike, are comprised of low-density dwellings in the R2-7, R-6, and RA8-18 categories. The two commercial zones are categorized as C-O and C-1.

On the south side of the Pike, the parcels are a combination of lots owned by Arlington County, the Commonwealth of Virginia and the U.S. Government.

In the [Arlington County 2005 Management Plan](#), the County stated the following on Page 7:

“As part of the Columbia Pike revitalization efforts, the following activities will be completed:...

- ...• Initiate planning process for Foxcroft Heights neighborhood.”

At a meeting between County personnel and neighborhood leaders in 2007, prompted by the Assemblage situation discussed elsewhere in this plan, it was understood that this

planning process had not yet occurred, but that the County would be open to participating in such a discussion with the Foxcroft Heights once the neighborhood had finalized its Neighborhood Conservation Plan. This discussion is important in determining whether Foxcroft Heights will remain the community it is at present, or whether the County would ever consider changing the existing zoning to allow for other types of development (e.g. residential/commercial, different height restrictions).

ZONING

Residential:

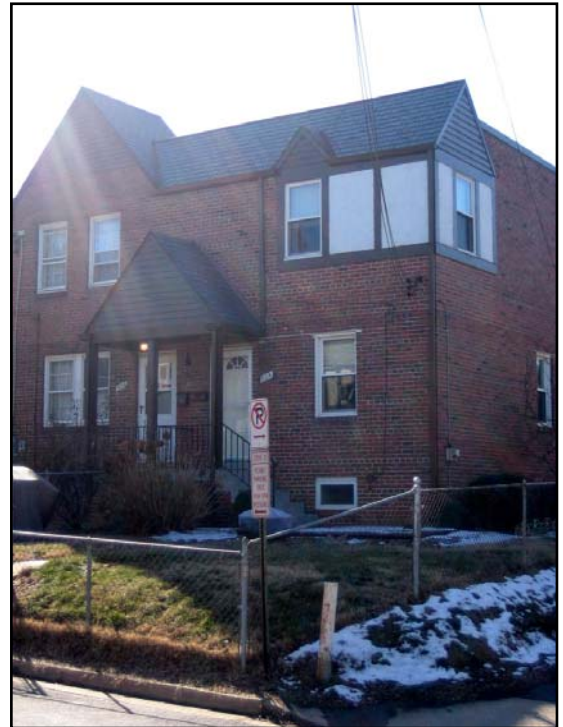
The Department of Real Estate Assessments Real Property Identification Map indicates that there are 136 lots within the Foxcroft Heights neighborhood. These 136 lots are divided into 111 real estate parcels (defined as being owned by individuals, public or private organizations).*

These streets contain parcels with the following zoning designations:

- R-6 One Family Dwelling District
- R2-7 Two Family Dwelling District
- RA8-18 Apartment Dwelling District
- C-O Office Building District
- C-1 Local Commercial District

The C-O designation applies only to the Sheraton National Hotel on Orme Street.

The C-1 designation applies to the A-One Auto Clinic (1515 Columbia Pike) , Ruth Beauty Studio (1509 Columbia Pike), and a restaurant complex owned by Dama Restaurant and Bakery (1505 and 1451 Columbia Pike) .



The residential dwellings break down as follows:*

- Oak Street contains 14 townhouse units (R2-7) and 16 single-family homes (R-6).
- Ode Street contains two apartment buildings (RA8-18), 14 townhouse units (R2-7), and 15 single family homes (R-6). The two apartment buildings, known as Foxcroft Terrace, are comprised of 29 units and are considered affordable housing by Arlington County. These apartments are owned by S & S Property Management.

* Foxcroft Heights Assemblage Project, A Long and Foster Proposal, Copyright 2007 by Barbara Guynn Johnson

- Orme Street contains no single family homes, but 36 townhouse/duplex units (R2-7).

According to statistics compiled by Long and Foster in 2007*, the Foxcroft Heights residential properties, combined, broke down as follows:

Total Real Estate Parcels: 111
 Park: 2
 Vacant Lots/Alley: 12
 Apartments: 2
 Townhouse/Duplex: 64
 Single Family Homes: 31
 Total Square Feet: 337,819
 Total Acreage: 7.75
 Investor-Owned Rentals: 42
 Owner Occupied: 53

According to this same study*, the *street-by-street breakdown of the residential parcels breaks down as follows:

ORME STREET:

Total Real Estate Parcels: 47
 Alleys and Vacant Lots: 11
 Townhouse/Duplex: 36
 Single Family Homes: 0
 Total Square Feet: 91,570
 Investor Owned Rentals: 18
 Owner Occupied: 18

ODE STREET:

Total Real Estate Parcels: 32
 Apartments: 2
 Vacant Lot/Parking: 1
 Townhouse/Duplex: 14
 Single Family Homes: 15
 Total Square Feet: 138,081
 Investor Owned Rentals: 10
 Owner Occupied: 19

OAK STREET:

Total Real Estate Parcels: 32
 Park: 2
 Vacant Lot/Parking: 0



Duplex dwelling on Orme Street



Single family dwelling

* Ibid

Townhouse/Duplex: 14
Single Family Homes: 16
Total Square Feet: 108,168
Investor Owned Rentals: 14
Owner Occupied: 16

It is worth noting that since 2007, the number of Investor Owned Rentals has actually risen by at least a few properties.

The townhouse/duplex lot sizes range from 1600 - 2640 square feet, while the single family homes range from 4200 - 4475 square feet.

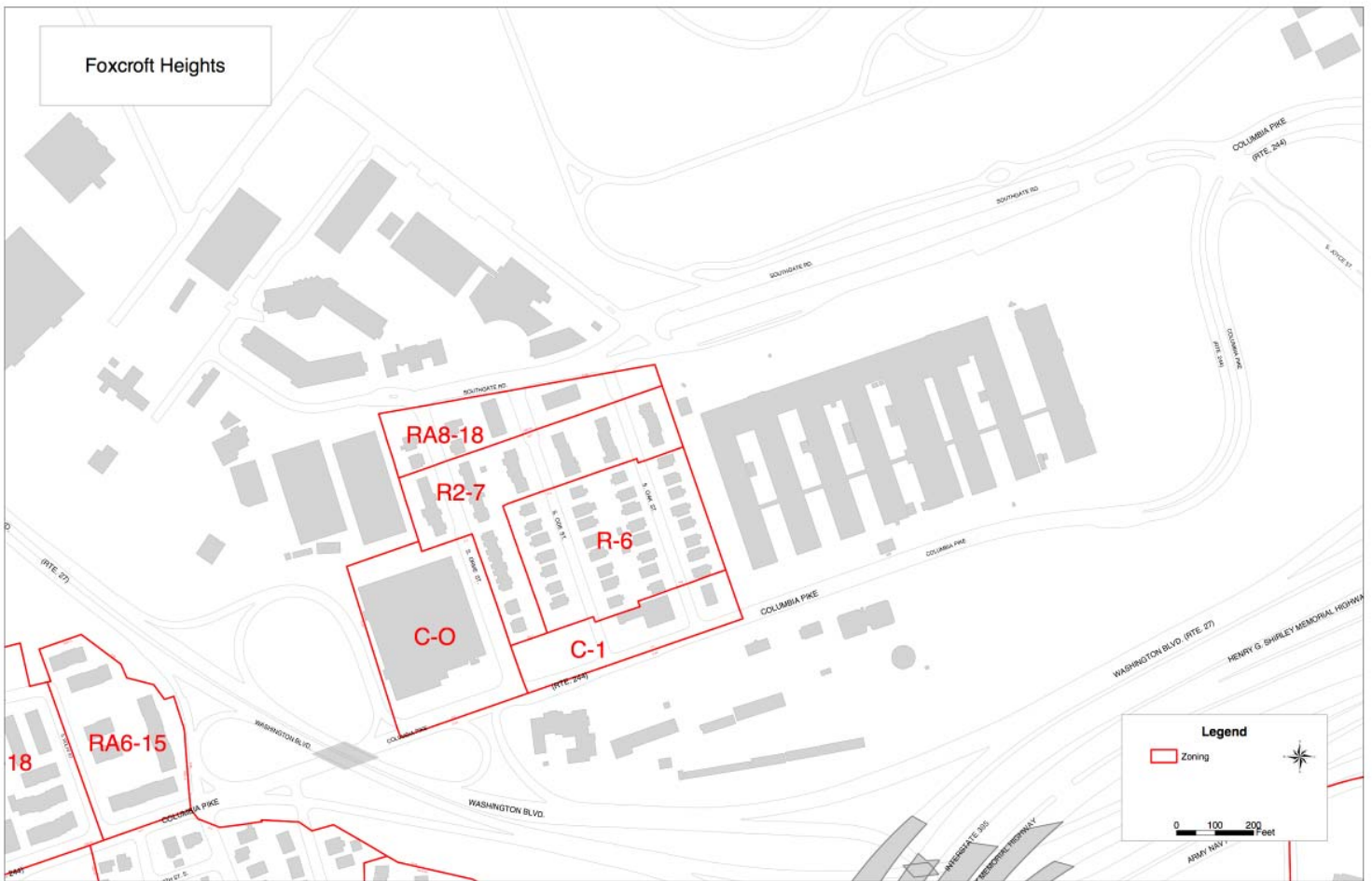
Commercial:

According to the Long and Foster study cited above, the commercial properties break down as follows:

Sheraton National Hotel	128,239 sq. feet
Sheraton Parking Lot	21,600 sq. feet
Dama Restaurant	10,000 sq. feet
A-One Auto Clinic	10,000 sq. feet
Dama Café	10,017 sq. feet

Recommendation #1: Arlington County and the Foxcroft Heights Neighborhood Association should initiate the planning process referred to in the 2005 Management Plan and the 2007 meeting between County Staff and the FHNA executive board.

Foxcroft Heights Zoning Map



*

* Ibid.

Traffic and Transportation

Traffic Issues

Many survey respondents listed traffic problems in our neighborhood. The intersection of Columbia Pike and Southgate Road/Joyce Street is dangerous for pedestrians and vehicles. It is a heavily traveled intersection for Metrobuses heading up and down Columbia Pike, for neighborhood residents who are walking to and from the Metro, for employees who work at the Navy Annex and their visitors, and now for tourists heading to and from the Air Force Memorial. For pedestrians seeking to cross Columbia Pike there is no walk sign. The light is so short that there is not enough time to cross both sides of the street in one light cycle, even for fit and relatively speedy walkers. This is particularly dangerous since buses tear down the hill and cannot stop quickly if a pedestrian has not made it fully across before the light turns. There is a clear sense that this is one area where there is an accident waiting to happen.



Intersection of Columbia Pike and Southgate Road and Joyce street

Recommendation #2: Install better markings for pedestrians at the intersection of Columbia Pike and Southgate Road/Joyce Street.

Recommendation #3: A walk sign should be installed on Columbia Pike near the Air Force Memorial in order to assist pedestrians who are crossing the road.

There is also a problem for vehicles turning left on to Columbia Pike from Joyce Street on one side and those turning left from Southgate Road, heading toward the Pentagon, on the other. It is a blind turn, with oncoming traffic nearly impossible to see, especially since many of the vehicles waiting to turn left are buses, their height further obscuring the view.

Recommendation #4: A left turn should be considered for vehicles turning left from Southgate Road on to Columbia Pike, heading toward the Pentagon.

The pedestrian crosswalks across Columbia Pike are poorly marked and dangerous. There is one near the new Air Force Memorial and one near the bus stop at Orme Street. Traffic sailing up and down Columbia Pike (and up a curve and around a bend near the Air Force Memorial) does not tend to observe these crosswalks and, to be fair to them, they often cannot because they come upon them with little or no warning. This is particularly troublesome at night.

Recommendation #5: Lighted crosswalks like those used elsewhere in the County, including Ballston Commons, should be considered on Columbia Pike at Orme Street and near the Air Force Memorial.

Residents also noted difficulty seeing to turn left onto Columbia Pike from Ode Street due to trucks that are often parked in the corner of the A-1 Auto parking lot. Some survey respondents suggested that the business be required to park only compact cars in that corner. Another respondent noted that some of the cars from the A-1 Auto business are often backed up and hang over the edge of the lot, blocking the sidewalk.

Traffic from Henderson Hall can back up, especially on weekends, causing delays at the corner of Orme Street and Southgate Road and backing up traffic along Orme Street.

Entrance to Henderson Hall where traffic usually backs up into neighborhood streets



The neighborhood has many problems with one-way violations. We have consistent problems with traffic going the wrong way on both Oak and Ode Streets. This is a particular problem at the corner of Columbia Pike and Oak Street, when patrons of the Dama Goy restaurant often try to leave parking spaces by going out the wrong way on Oak Street back to Columbia Pike. This creates a hazard for cars trying to turn onto to Oak Street. On Ode Street, some patrons of A-1 Auto also drive the wrong way up this street to enter the business.

There is also a clogged entrance to Oak Street at Columbia Pike. Similarly, the overflowing parking lots for the Dama Goy restaurant often clog the entrance to Oak Street for significant stretches of time as cars back up in both directions, often trying to head the wrong way down the one-way street, and sometimes idle there, blocking traffic.

Ramp from Washington Boulevard to Columbia Pike Heading East

Many people violate the no left turn sign and turn left onto the Pike from there anyway. It is a poorly designed intersection, making it tricky to turn right and then an immediate left on to Orme Street, especially since Sheraton Hotel traffic is heavy right at the intersection of Orme Street and Columbia Pike. It is also difficult to turn left from Orme Street on to Columbia Pike due to these configurations and the heavy traffic flow.

Recommendation #6: Install a traffic light at the intersection of Orme Street and Columbia Pike.

Cut Through Traffic

A large majority of survey respondents (23 households) cited cut-through traffic as an issue. That includes heavy use of South Orme Street to enter Henderson Hall, and tour buses and Department of Defense buses (some of which stop and idle, especially along Orme Street and occasionally in front of Foxcroft Heights Park on Oak Street). There is general concern about speeding of these and other vehicles in our neighborhood. This can be a special problem due to the lack of sidewalks along our streets. Twenty-four survey respondents said they had a concern about excessive speeding on our streets.

Recommendation #7: Examine street classifications for Oak and Ode Streets to see if there is way to change present classifications and prevent Department of Defense and tour busses from using these residential streets as cut-through routes.

Arlington County has provided many new and improved signs since this survey was taken. Thank you. Many one-way and do not enter signs were faded or hard to see. The patrons of the Dama Goy restaurant also often knock some of those signs down, another issue to which the county has heard our concerns.

Recommendation #8: Consider adding a new road to the east of Oak Street to service the planned Arlington Heritage Center and Henderson Hall.

Traffic Calming

There is significant support for traffic calming devices on our streets. The county in the past has measured traffic to determine if we qualify and we have failed to do so. Traffic patterns in our neighborhood are inconsistent, depending on which entrance to Henderson Hall is open and when. Also, we expect traffic to increase with the opening of the Air Force Memorial and eventually if the Navy Annex is torn down and a county heritage museum is located on a portion of the site, as has been discussed. Most residents would like to see this issue revisited, as 21 households who responded to the survey said they support traffic-calming devices. The largest number (20) support simply restricting truck and bus traffic on our streets. Fifteen support speed humps. Fourteen have asked for increased enforcement of the current traffic laws. Other ideas, such as speed tables and tree curbouts have been favored by some residents.

One Way Streets

There is strong opposition to making Oak and Ode Streets two-way. Thirty respondents to the survey said they oppose it and one favors it. There is similar opposition to make Ode and/or Oak Streets dead ends to try to curtail cut-through traffic. If and when Southgate Road is closed to the public, Foxcroft Heights residents have serious concerns about how neighborhood traffic will be reconfigured and would like to remain in close and constant contact with the county regarding this issue.

Henderson Hall

If Southgate Road is closed in the future, there is a strong plea to work with the federal government to route that traffic through Fort Myer or a route that does not bring all the traffic to the base through Orme Street, in particular, and other neighborhood streets.

Parking

A majority of respondents (18 households) said that they or their guests often find it difficult to park in the neighborhood. There are a mix of parking situations for residents of the neighborhood, including some residents who have their own driveways and many who do not and park on the street. Overcrowding at some houses, patrons of nearby businesses, overflow parking from apartment buildings, and

Navy Annex workers are among the sources of parking problems that some residents have cited. Most people noted that they find the problem to be worse on weekends and at night.

Transit

A slight majority of survey respondents (11 households) prefer light rail to be established along Columbia Pike, including many who would like to see a stop at the intersection where the Pike intersects Orme Street in front of the Sheraton National Hotel. Ten households said they preferred no changes to the current Pike Ride system. Five preferred bus rapid transit.

Bike Paths

There is support for ensuring that, whatever happens with reshaping Columbia Pike and possibly closing Southgate Road, that easy access remains to the bike path that picks up at the Pentagon. Many residents use the connection for running, walking, and biking. There is a general request for improving the safety of biking along Columbia Pike.

Public Transportation

More than three-fifths (61 percent) of households surveyed said they use some form of public transportation. Residents recommended several changes or improvements to service.

Recommendation #9: Improve Metrobus service so bus arrivals more often match their scheduled arrival times.

Recommendation #10: Make sure that a Metrobus/BRT/Streetcar stop that services Foxcroft Heights continues to exist during and after the reconstruction/rerouting of Columbia Pike, during and after the transfer of the Navy Annex property to Arlington National Cemetery, any construction that results from that transfer, and the construction of the Arlington Heritage Center, and after the implementation of any future transit initiatives, such as BRT or Streetcar transit.

Recommendation #11: Maintain pedestrian access to Pentagon City and the Pentagon City Metrorail station during and after the reconstruction/rerouting of Columbia Pike, during and after the transfer of the Navy Annex property to Arlington National Cemetery, any construction that results from that transfer, and the construction of the Arlington Heritage Center, and after the implementation of any future transit initiatives, such as BRT or Streetcar transit.

Recommendation #12: Maintain pedestrian access to the Pentagon Metrorail station during and after the reconstruction/rerouting of Columbia Pike, during and after the transfer of the Navy Annex property to Arlington National Cemetery, any construction that results from that transfer, and the construction of the Arlington Heritage Center, and after the implementation of any future transit initiatives, such as BRT or Streetcar transit.

Recommendation #13: Change the location of the present Arlington County Schools bus stop currently on Ode Street, to an area where there is a sidewalk. The present stop is on a steep hill, with no sidewalk, and the students are forced to stand either on the hill or in the street.

Pedestrian Safety

Survey respondents have many concerns about safety, some of which have already been cited in this plan. They include:

- Lack of sidewalks along the south side of Southgate Road, from its intersection with Orme Street running east through the border with Foxcroft Heights Park.
- Crossing Columbia Pike at many locations, including near the bus stop at the intersection with Orme Street, near Air Force Memorial, and at the light that intersects with Joyce Street/Southgate Road.
- Dimly lit bridge underpasses, including the one along Joyce Street near Pentagon City and the one under Washington Blvd heading west on Columbia Pike from our neighborhood.



I-395 overpass on Joyce Street, this area should be considered for beautification

- Poor lighting along Southgate Road (some nights the Navy Annex has its bright lights on, other times it does not) and along Joyce Street heading to and from Pentagon City.
- Cars in the lot at A-1 Auto often block the sidewalk along Columbia Pike and Ode Street.

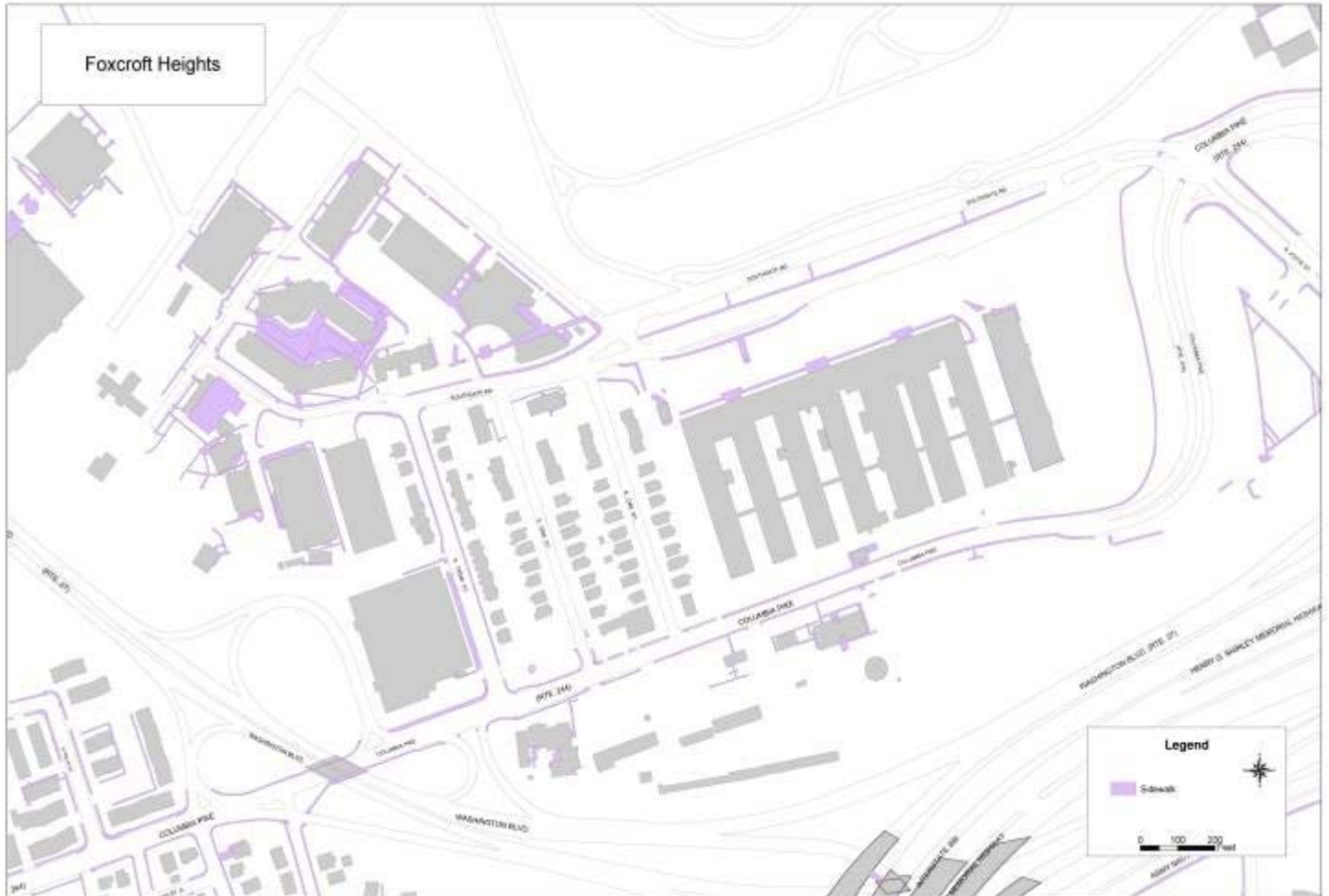


Poor drainage under I-395 overpass

Recommendation #14: To improve safety, the neighborhood would like to see the county consider: lighted crosswalks, especially across Columbia Pike; a walk sign at the light at Columbia Pike and Southgate Road/Joyce Streets; and more sidewalks in the neighborhood (although, as noted elsewhere, there are strong and mixed feelings among residents about the desirability for sidewalks).

Sidewalks

Residents are passionately divided on the issue of whether to add sidewalks on the two neighborhood streets (Oak and Ode) that do not have them. In the survey, 18 households said they did not want sidewalks on at least one side of each street while eight said they did. Since this survey was taken, there has been a larger and more vocal contingent of supporters of sidewalks on Ode Street and it continues to be an issue that residents have voiced an interest in addressing.



There is overwhelming opposition among those surveyed to putting sidewalks on both sides of each street, with 24 households saying they oppose it and only two saying they support it.

Recommendation #15: Add sidewalks along the south side of Southgate Road, beginning at its intersection with Orme Street and stretching east to the far edge of Foxcroft Heights Park.

Recommendation #16: Add sidewalk along the northern edge of Foxcroft Heights Park, where it borders Southgate Road. Since cars that drop people off at the Navy Annex tend to idle there and drive over sod that Arlington County Parks staff members have installed. The cars contribute to erosion that leads to an eyesore at the edge of the park. There is also a safety concern for pedestrians who are leaving our neighborhood in that direction.



Missing sidewalk at bottom of hill abutting Foxcroft Heights Park



Missing sidewalk on Southgate Road between Ode and Orme Streets

Street Lighting

Recommendation #17: Evaluate the lighting in the neighborhood, including in the alleys, to determine where lighting is insufficient, sufficient, or too bright. Explore the possibility of unifying the kinds of streetlamps found throughout the neighborhood.

Survey respondents provided mixed views about the need for better or improved lighting in the neighborhood. Fifteen households said no more lighting is needed while 11 said that more is needed.

Some said all three neighborhood streets (Oak, Ode, and Orme) are too dark. Others specifically asked for more lighting along paths to and from public transportation, including along Joyce Street and Columbia Pike to and from our neighborhood to the Pentagon City Metro and along Southgate Road, which also leads to and from Pentagon City, the Pentagon, and the bike/pedestrian path that picks up near the Pentagon.

A minority of households surveyed (7) said they would be interested in receiving new street lights for the neighborhood. Among the suggestions, some respondents voiced an interest in unifying the kinds of street lamps that are found throughout the neighborhood. There are some old-fashioned lamps mixed with taller, overhead lights. Most requests from respondents were for old-fashioned style lamps with a soft glow, perhaps some with a 1930s or 1940s style that would fit the time period of when most of our homes were built.



Two types of streetlights on Ode Street, an issue also found on Oak Street

Parks, Recreation and Beautification

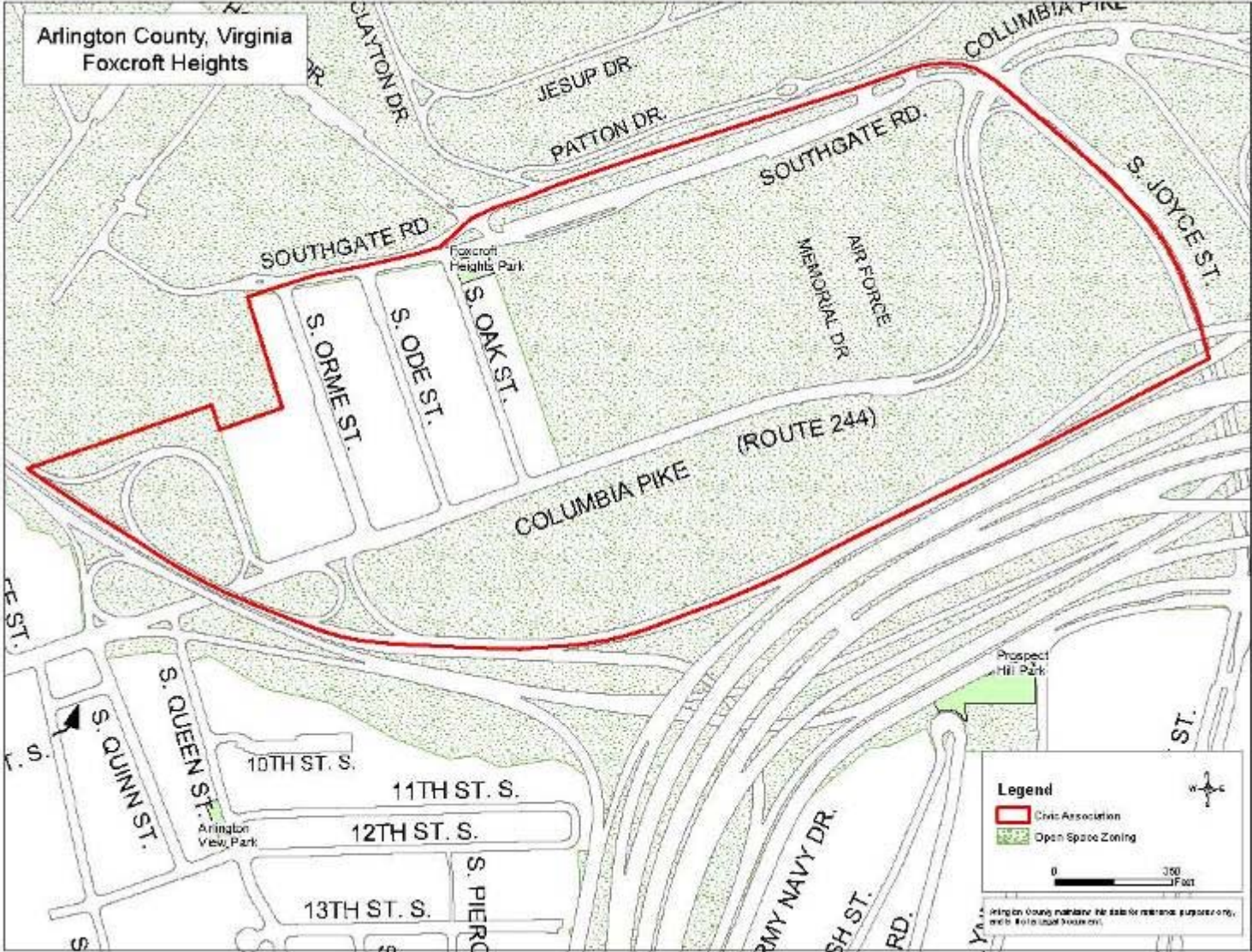
We have received many improvements over the past several years under the county's Park Enhancement Grant program. We are thankful to the county for these changes, as they have increased the use, enjoyment, and visual appeal of the park.

Foxcroft Heights park sits at the top of a hill and the only entrance now is up a set of stairs, making handicapped and stroller access difficult or impossible.

Recommendation #18: The County should work to provide handicapped access to Foxcroft Heights Park.



Recommendation #19: Explore possibility of streetscape beautification on the heavily traveled (by vehicular and pedestrian traffic) section of Joyce Street, between Army-Navy Drive and Columbia Pike.



Foxcroft Heights Parks

Alleys

It is unclear who owns the alleys in the neighborhood, although it appears they are mostly privately owned, some by individuals who do not reside in the neighborhood.

A majority of survey respondents cited problems with some alleys. Drainage problems and overgrown weeds were most often cited as specific issues of concern.



Alley on west side of Orme Street has been a source of problems

The lack of certainty about the ownership of the alleys leads to uncertainty about who is responsible for maintenance of the alleys, and thus to the lack of maintenance of some of the alleys. This can result in safety issues and uncertainty about who is liable in the event of accident. It is also unclear whether streetlights can be put in the alleys and who would be responsible for paying for them.

Some residents have also voiced concern about issues related to alley access. Information about such access for neighborhood townhouses, including provisions related to easements for access to adjoining properties, was apparently provided in the original deeds from The Central Building Company. Unfortunately, there was no provision for alley maintenance.

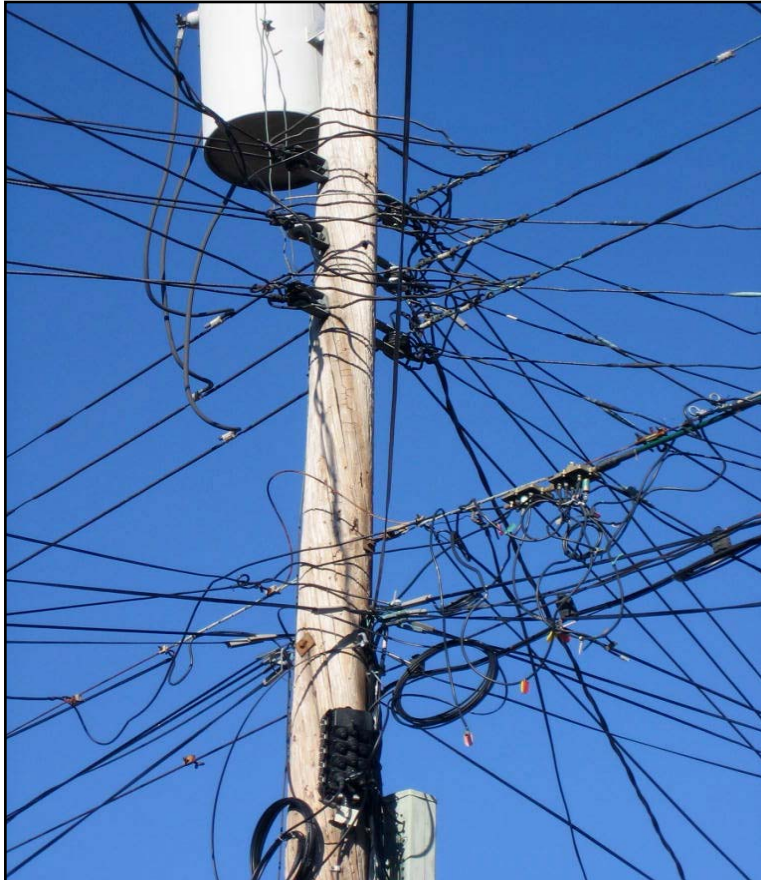
Some residents have expressed concerns about portions of some alleys being fenced off and believe that the alleys are important for access to residents' back yards and as a fire lane for emergency access to homes.

Recommendation #20: The County should determine conclusively the ownership of all the alleys in the neighborhood, and provide the alley owners, along with the residents and homeowners of the townhouses along the alleys, definitive information about each party's rights and responsibilities with regard to the alleys.

In the mid-1990s, an alley from Southgate Road to Columbia Pike was fenced off by the Navy Annex, which denied rear access for all properties on the east side of Oak Street. As noted earlier in this plan, we recommend that the county consider reopening this road to provide access to the Arlington Heritage Center and Henderson Hall.

Other Issues

- Many residents have reported rat sightings in neighborhood, including near Dama Goy's dumpster and elsewhere.
- Fireworks. Concerns have been noted of incidents of illegal or unsafe practices of shooting off fireworks on the 4th of July. This includes from rooftops and near parked cars and oil tanks.
- Crime. Overall, a large majority of survey respondents (22 households) said they do not believe crime is a problem in the neighborhood. However, the following concerns have been raised: house break-ins, car vandalism, bicycles stolen off porches, and possible drug dealing and gang activity in some alleys behind Orme Street. Many respondents (15 households) asked for increased police patrols in the neighborhood. Twenty-two households also said that they would be willing to participate in a neighborhood crime-watch program.



Tangled wires on Oak Street

- Rundown properties. We have a high percentage of rental properties. Some of those are better cared for than others. Some have improved since the survey was

taken and a county inspector has visited our neighborhood. But many remain eyesores.

- Neighborhood signs. We are eager to gain signs to mark entrances to our neighborhood. Many locations have been suggested. Prominent locations along Columbia Pike seem to be obvious first choices, especially as we seek to grow our prominence as the Pike's eastern gateway.

Recommendation #21: The County should consider whether it is feasible to bury the utilities in our neighborhood, which contains many instances of especially unsightly tangles of overhead cables. Nineteen households responded to the neighborhood survey saying they favored burying cables and wires.

Plan Highlights

In sum, here is what the majority of residents of Foxcroft Heights would like to request for improving our neighborhood:

- Neighborhood signs to mark Foxcroft Heights
- Beautification along Joyce Street, coming from Pentagon Row up the hill to the Air Force Memorial. With the new Air Force Memorial, pedestrian traffic along this corridor has already increased. Now the walk is, frankly, an ugly one, winding underneath the interstate overpass, past a mostly vacant military parking lot, and a gas station. Some greenery in the median and perhaps some lighting and murals under the overpass might help improve the walk and improve the first impressions some visitors may have of Arlington as they visit the region's newest memorial.
- Pedestrian Safety. The light at Columbia Pike and Joyce Street near the Air Force Memorial has no walk sign. When trying to cross Columbia Pike there, there is often not enough time to fully cross Columbia Pike before the light turns again. This is a hazardous situation and has led to close calls for neighborhood residents.
- Sidewalks. This remains a divisive issue among residents, but support for sidewalks along Ode Street, at least, has steadily grown. There is a need for a sidewalk along the southern side of Southgate Road from Orme Street to the edge of Foxcroft Heights Park.
- New street lamps. Most residents support new street lamps so that our streets have a consistent style and better lighting.
- Undergrounding of utilities. We realize that this is an expensive and messy undertaking but the tangles of wires along our streets are an eyesore and safety concern we would like to improve.
- Traffic. Many issues continue to be a concern, though we have been in discussions with the county on many of these for several years. These include speeding, particularly of vehicles leaving Henderson Hall heading down Southgate Road and down Orme Street. We would like to continue to investigate our options for traffic calming. We also have large number of tour buses from the Sheraton Hotel traveling down our narrow streets and often idling in front of homes on Orme Street, a situation we would also like help in controlling. Also, the entrance to Oak Street is often clogged by patrons of the restaurant, Dama Goy, on Columbia Pike who also often leave Oak Street heading out to Columbia Pike the wrong way on a one-way street. As a neighborhood we have had many conversations with the owner of the restaurant and the situation seems to improve

in spurts though not permanently. We support the restaurant but also would like to see adequate parking available for the patrons.

- Other specific problems cited in the survey include a small opening in a storm drain near the intersection of Ode Street and Columbia Pike and problems with retaining walls that the county built along Orme Street. `

Long-Term Future

Given that there are conversations about the eventual tearing down of the Navy Annex, closure of Southgate Road, and realignment of Columbia Pike, we have many concerns about the future of our neighborhood and the shape that it will take.

We have been approached by real-estate agents and developers in the past and many residents are interested in working with the county to explore what options we might be able to pursue as a neighborhood, perhaps even in altering land-use plans and considering opportunities to sell our land as a consolidated whole.

In the meantime, we are also facing many significant changes and want to be continually informed and in contact with the county about these topics, which are poised to dramatically effect our quality of life and basic identity.

Navy Annex. When the Navy Annex is torn down, we would like to be sure to be involved in discussions about the construction plans to try to mitigate inconveniences and to be able to plan for them. We have concerns about potential noise, dust, rats, access to the neighborhood, and other issues that can arise with major destruction and construction projects. We also have fears about our land someday being taken over by the federal government and do not want our land to be taken by eminent domain procedures. As mentioned above, we support the idea of a Heritage Museum being built at the eastern edge of our neighborhood (on the westernmost portion of the current Navy Annex site). There is constant concern about adequate parking and growing traffic on our streets so we would also like to be involved in conversations about how we can best limit problems that could grow if new facilities are added in our neighborhood.

Southgate Road. When this road eventually is closed, there will be several consequences for our neighborhood. We would like to be able to have an access road so that one-way traffic from Oak Street can turn around and head to Columbia Pike without having to increase traffic in private alleyways. We also are concerned about how the closure of Southgate Road might increase tour bus and Henderson Hall traffic, which is already very heavy, if the buses and military personnel cannot use Southgate Road as an outlet to and from major highways and the interstate.

Columbia Pike. If Columbia Pike shifts, we would like to preserve walking and easy driving access to Pentagon Row and access to biking and running paths that many residents use and pick up near the Pentagon.

Commercial Developers. We have been approached by real-estate agents and commercial developers about various options for our neighborhood. We view ourselves as being located on prime, desirable, and also vulnerable real estate, and a majority of property owners are open to investigating the possibility of working with the county to explore new uses for our land. We would like to have serious dialog with county officials about what options might be realistic. On a more incremental level, if our neighborhood is to remain largely intact as it is with low-density housing, many households said they would be interested in considering having our neighborhood take part in the formed-based code that applies to development along other portions of Columbia Pike.

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- i <http://www.dtic.mil/ref/Safety/Chapter3a.pdf>
- ii http://www.arlingtonva.us/Departments/CPHD/ons/conservation/CPHDOnsInsider_ColumbiaForest.aspx
- iii http://www.arlingtonvirginiausa.com/docs/african_amer_guide.pdf
- iv “In April 1862, President Lincoln emancipated all slaves in the District of Columbia and nine months later issued the Emancipation Proclamation, which confirmed the U.S. Government's opposition to slavery, offering hope of total abolition nationwide. Many blacks from nearby states sought refuge in the District of Columbia. Those who came under Union control were known as "contraband." This term originated in a ruling by a Union commander that slaves escaping to his lines were "contraband of war" and would not be returned to their masters.
- The resulting large number of impoverished freed slaves and contraband created a problem. In May 1863, the Quartermaster of the Washington Military District recommended their resettlement in the "pure country area" of the Arlington estate. Freedman's Village, Arlington, one of many throughout the U.S., was formally opened on December 4, 1863. “Arlington Historical Society.
- http://www.arlingtonhistoricalsociety.org/learn/snapshots/civil_war_history.html
- v “While she lived in Michigan, Truth continued her national human rights crusade. In the 1860s thousands of freedmen and former slaves fled to Washington, D.C., seeking safety and jobs. However, the federal government was totally unprepared for this influx. There was no place for the ex-slaves to live, very little food and no employment. Sojourner worked at Freedman's Village and for the Freedman's Bureau trying to improve their living conditions.
- Maryland residents frequently came into Freedman's Village to steal children. If the parents complained, they were put into the guardhouse. Truth learned of these kidnappings and she encouraged the parents to protest. When the camp commanders threatened to imprison her also, Sojourner replied that, if they tried, she would "make this nation rock like a cradle." "
- <http://www.sojournertruth.org/Library/Archive/LegacyOfFaith.htm>
- vi Consolidated Correspondence File, Bureau of Emancipation, Ser.225 RG 92 [Y-155]
<http://www.arlingtonblackheritage.org/lessonplans/webquest/docu.htm>
Website of the Black Heritage Museum of Arlington County.
- vii http://www.arlingtoncemetery.org/text/black_history_text.html
- viii http://www.arlingtoncemetery.org/photo_gallery/07-14-04.htm (Photo by Jack Welsh, ANC Staff Engineer)
- ix <http://www.arlingtonblackheritage.org/lessonplans/freemans/freedmensvillage.htm>
Website of the Black Heritage Museum of Arlington County.
- x <http://www.arlingtonvirginiausa.com/index.cfm/8062>
- xi “Grand United Order of Odd Fellows Stevens Lodge 1435. The lodge was destroyed by fire. Lost were the written history and records of the Lodge. Some ledgers were saved and are now housed within the Edmund C. Fleet Jr. Collection at the Virginia Room of the Arlington County Library.
<http://www.arlington58.org/>”
- “RG 11: The Papers of Edmund C. Fleet, Collector
1.8 linear ft.
1812-1984
Edmund C. Fleet (b. 1902, d. 1983) was a lifelong member of the Arlington County community, as well as

an activist for the Black community in Arlington and the District of Columbia. Fleet was active in several civic and religious organizations including the Odd Fellows, Stevens Lodge, Mount Zion Baptist Church, The Elks, and Mason's Lodge #58. “

<http://www.arlingtonva.us/Departments/Libraries/history/LibrariesHistoryArcpaper.aspx>

<http://www.arlingtonva.us/departments/Libraries/history/LibrariesHistoryFleetOddfellows.aspx>

xii **“Stevens Lodge #1435, Grand United Order of Odd Fellows Cemetery**

Current Location: Near Washington Blvd & Columbia Pike. Site of Sheraton Hotel. Cemetery gone.

Founded in 1870

Last burial 1959

Historical Notes: Founded by 12 Arlington Negroes, some former slaves. Identifiable [sic] graves were moved to Coleman Cemetery (1900 Collingwood Road, Alexandria, VA). Unidentified graves moved to Coleman Cemetery "Unidentified and Unknown Persons" section. Some families opted to move the graves elsewhere (some to Lincoln Cemetery in Suitland, MD; some to Pleasant Valley Cemetery in Annandale, VA) Surnames of those families included: Smith, Dyson, Green, Taylor, Jones, Dobbins, & Douglas.”

<http://genealogenie.net/arlington/cemhist.shtml#OddFellows>

xiii <http://www.arlingtonva.us/departments/Libraries/history/LibrariesHistoryFleetOddfellows.aspx>

xiv http://www.nps.gov/archive/gwmp/memorial_bridge.htm

xv <http://www.arlingtoncemetery.net/traffic-jam.htm>

Washington Post article.

xvi <http://www.arlingtonva.us/Departments/Communications/PressReleases/66095.aspx>

APPENDIX I: Neighborhood Survey and Results

Foxcroft Heights Neighborhood Association Neighborhood Conservation Plan Survey

Dear Neighbor:

The Arlington Neighborhood Conservation Program was established by the County as a way for residents to let the County know what future they envision for their neighborhood. It is written by the residents, and acts as a guide for the County, businesses, and developers about what the residents want in their neighborhood. This plan will be our vision for our neighborhood. Special funding is available for projects in communities that have approved conservation plans.

The 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.

This survey is the first step in creating the conservation plan. Your responses will help the Foxcroft Heights Neighborhood Association to write a plan that reflects the current opinions and needs of Foxcroft residents.

Once the survey results are tabulated, we will draft our Neighborhood Conservation Plan. After our Plan is accepted by the Foxcroft Neighborhood Association, it will then be submitted to the Neighborhood Conservation Advisory Committee (NCAC - a committee made up of citizens from other neighborhoods in Arlington) and then the Arlington County Board for adoption. Specific projects in the Plan (i.e., street and sidewalk improvements, traffic control measures, streetlights, and other beautification efforts) then become eligible for Neighborhood Conservation funds.

In order for this Plan to be successful and represent the total neighborhood, we need your participation! This effort affects you directly and the quality of life in your immediate neighborhood. Please take a few moments of your time and complete the attached survey. It is the most effective way to convey your thoughts and opinions on how to improve our neighborhood.

Please return completed surveys and written comments in the envelopes provided by 3 October 2004.

Should you have any questions about the survey, Neighborhood Conservation or the process, please call President Milagros Martinez-Garcia @ 703-553-0015 or Vice President and NCAC rep Ken Erwin @ 703-407-9609.

I. GENERAL NEIGHBORHOOD CONDITIONS

1. What do you consider the three (3) primary advantages and disadvantages of living in our neighborhood?

Advantages

- Location x 12
- Low Traffic
- Good Traffic Patterns
- Considerably safe and quiet x 2
- Proximity to Washington, DC x 11
- Access to public transportation x 9
- Lively neighborhood
- Quiet x 4
- Access
- Friendly x 3
- Convenience
- Neighbors x 5
- One way Street
- Distance from Alexandria
- Community x 2
- Safe x 2
- Up high
- Diversity in neighbors
- Closeness to retail areas without item being too close X 3
- Close to highways & major roads
- Small neighborhood x 2
- Isolated x 2
- Neighbors mind their own business
- Good school zone
- sense of community, no forced association
- environment
- convenience to everything
- good housing, large yards/homes for the price
- Urban renewal as new owners appear
- Friendly neighbors who keep an informed watch.

Disadvantages

- Trashy looking neighborhood
- No support from County Government X 2
- One Way Street
- Parking Problems x 7
- Traffic into Henderson Hall x 2
- limited parking
- Loitering cars/people from Henderson Hall
- Trash on the Street coming from the people going to the restaurants

- People not obeying the one-way sign
- people speeding down Oak Street
- Restaurant at end of street **x 5**
- Trucks/cars in front yards
- Traffic – buses **x 2**
- Federal interaction
- Target of Arlington National Cemetery
- Cut through traffic
- Bats
- Traffic **x 6**
- Too many rental properties with bad upkeep **x 2**
- Idling buses from DoD and Sheraton **X 2**
- History of neglect from county so a lot has fallen in disrepair
- No sidewalks **x 2**
- Water drainage
- Sheraton Hotel, it is just too tall (height)
- The walk to the metro rail station could be nicer.
- Ridiculously high real estate prices
- Unknown activities occurring at Navy Annex, Henderson Hall, etc.
- County does not realize we exist for public services during winter storms and county clean up programs.
- Too many non resident parkers
- speeding cars
- congestion
- noise **x 2**
- too close to military installations
- Lots of mosquitoes and bugs
- Alleys not cleaned up, no drainage

2. Is there a problem with noise on your street? (Check all that apply)

From traffic **x 11**

From other residents **x 4**

From aircraft/buses **buses x 14**

From public areas **x 2**

From dogs **x 4**

Other **x 2**

Specify:

Restaurants

900 Block of S. Orme

3. Are you aware of any zoning violations in Foxcroft Heights?

Yes x 5

No x 19

Comments/Locations:

- Several properties have been sub-divided illegally

- Some houses have 4 or more cars
- People accessing restaurants, they park anywhere in the neighborhood.

4. Are there structures, property, abandoned or inoperable vehicles, or other rubbish in Foxcroft Heights that you consider eyesores or hazards?

Yes x 13

No x 10

Comments/Locations:

- I see a lot of trash on Oak St. near Columbia Pike, I guess it comes from the people that go to the restaurants.
- many time improper disposal of trash
- trash cans in front yards-
- The alley behind the houses on the 900 block of S. Orme
- Alleyways are pretty nasty
- Not anymore, abandon van on Oak
- Trash Dump near restaurant
- Residents from the 2 apartment bldgs litter often, corner of Oak and Southgate, some rental property in the neighborhood look rundown
- Oak St. – weeds 6 feet high.
- some homeowners don't take any pride in their properties.
- Vehicles in yards, unregistered and at the apartments, litter in alleys and streets from unsupervised children
- Home with tall grass – attracts mice and possums. Dilapidated structure in the backyard.

Do you have any additional comments on residential areas?

- Some rental properties', yards & houses and unkempt, residential areas must have access to Southgate, i.e. Oak, Ode, Orme Sts.
- Foxcroft Terrace Apartment dumpsters too close to residential single family housing on S. Orme St.
- The Southgate Rd side of the park looks awful with rundown newspaper boxes, orange cones and eroding landscaping
- Joyce St, walking from our neighborhood to Pentagon City looks unkempt and ratty
- In general, with a few exceptions, the houses and residential areas are reasonable. The odd numbers houses on S. Orme Street are not kept up.
- People at S Ode rarely mow their back yard. Tall grass and weeds provide a good home for rodents.

II. LAND USE AND ZONING

5. How do you describe your level of concern about too many occupants in some residences in the neighborhood?

Not concerned x 12

Somewhat concerned x 13

Very concerned x 4

6. Are you concerned that there are houses within the neighborhood that have too many unrelated occupants, creating over crowding, too many cars, etc?

Yes x 13

No x 13

Please specify reason for concern:

-Don't know of any specifically

-Orme St. appears to be affected

-Too many cars on street and too much trash for cans to hold

-On my street. Also next door dog poop everywhere, smells awful.

-Parking is getting worse and worse **X 2**

-The streets in our neighborhood (because they were built in a time of 1-car families) are not equipped to handle all the cars & extra children running around

-There is hardly enough street parking for 1 or 2 vehicles per residence. Many property owners convert yard space into driveways giving up yards/green areas to accommodate parking.

-Odd numbers, 900 block S. Orme creates much more noise.

-Several houses on Orme Street have relatives that have acquired registration to be able to park on the street and they don't live there.

-Noise, parking, and sanitation concerns.

-residents and property owners have to drive around looking for a space to park, can't get into driveways because the streets are over parked.

Do you have any additional comments on land use and zoning?

-Would like street to be permit only all the time all resident can get visitor passes

-No Restaurant overflow

-The Navy Annex has encroached upon the landowners on the east side of S Oak St. My survey shows the Navy Annex fence 7 inches upon private land.

-Some residents on S. Ode St. have too many cars parked in their driveway that are non-residential.

III. STREETS, SIDEWALKS AND LIGHTING

7. Are there problems with gutters or drainage on your street?

Yes x 3

No 26

If yes, please specify the location and the nature of the problem:

-On Ode Street

-However, the alley in the 900 block of S. Orme has drainage issues. This is not county property, so options may be limited.

-Alleys have drainage issues.

-Not on my street but in the alley behind my house not graded-allowing water to accumulate and attract bugs.

8. Is additional lighting needed in the neighborhood?

Yes 11

No 15

If yes, please specify the location and the nature of the problem:

-Not sure

-Seems like light could be improved

-Corner of Columbia Pike & Orme, Ode, Oak

-I think lighting is sufficient

-All streets are too dark

-The lighting along Southgate Rd is very inadequate, the county lights are not very bright and spaced very far apart, and the Navy Annex never has its lights on at night its very dark there, there's better lighting on Joyce St. including under the underpasses from Columbia Pike to Pentagon City.

- Soft lighting. Not the big yellow type lighting.

-Ode Street

-More lighting along route along Columbia Pike walking to/from Metro.

-Need more tall street lamps on all streets.

-sometimes the street lights are on at night, other times they are not.

9. Would you be interested in replacing the existing street lights?

Yes 7

No 19

If yes, please specify the style of lights:

-Like the ones on Columbia Pike

-Nice Georgetown type lights

-A style that might be more "contemporaneous" with the early 1940's when our homes were built.

-Would like to get rid of the two types of lighting structures on S. Ode. Would like to retain the nice old-fashioned style.

-Old fashioned soft light type

-Replace lamps with higher placed street lights.

-Replace only if it doesn't take up parking places.

10. Do you believe existing alleyways in Foxcroft Heights should be kept open for public access?

Yes 12

No x 14

Comments:

- Don't know
- This is a small issue in my opinion
- Depends on county law
- Not for public access but access of property owners where property backs up to the alleys. x 2
- Need to be open and clear for residents
- Are they public access now? In other words, has anyone checked that there is a recorded public access agreement? Or is it just open because the land owner does not know any better? Given the arrangement of the houses, I think they have to stay open unless each house had assigned parking as is what happens in newer townhouse developments.
- No opinion
- Between Orme and Ode- unsafe driving.
- Because they drive like crazy and they do not respect residential parking.
- Garbage trucks should go through the alleys to pick up trash.
- They need to be kept graded and maintained.

11. Is the alleyway behind your house in good condition?

Yes x 6

No x 13

If no, please specify location and problem(s):

- Not well kept, large pot holes at north end of alley behind west side of Oak St. (behind, Apt Bldg.)
- Does not exist.
- Overgrown grass and weeds x 2
- Fair
- It is in fair condition but could use better drainage and graveling or paving.
- Alley for S. Ode needs to be graded and maintained. Drainage is an issue.
- I backup to the Navy Annex so consequently for all intents and purposes I have no access to my backyard other than fro inside my house.
- The back of Ode and Oak St needs cleaned up.
- A lot of overgrowth, trash, graffiti in the odd numbers of 900 block of S. Orme Street.
- It has bad drainage and it is muddy at the end and water accumulates.
- Behind Orme street, it is muddy and water stands. Needs to be graded and filled in with rock or paved.

12. Should there be a sidewalk on at least one side of each street in the - neighborhood?

Yes x 8

No x 18

Already there x 2

13. Should there be a sidewalk on both sides of each street in the neighborhood?

Yes x 2

No x 24

14. On your street should there be curbs and gutters on both sides of the street?

Yes x 9

No x 2

Already there x 17

15. Should there be storm drains on streets?

Yes x 9

No x 2

Already there x 14

16. If you have a sidewalk in front of your home, please rate the condition. Otherwise, skip to the next question. (circle one)

Intact 1 2 3 4 5 Disintegrating

2-1-3

17. If you have a curb in front of your home, please rate the condition. (circle one)

Intact 1 2 3 4 5 Disintegrating

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

18. If there are storm drains on your street do they have safety bars to prevent injuries?

Yes x 4

No x 9

If no, please specify whether bars should be added:

Specify location: small opening - Ode & Columbia Pike

Walls on S. Orme st are in disrepair. These were put up by the county and need repair. They are made of cheap materials.

Do you have any additional comments on streets, sidewalks and lighting?

-sidewalks would be nice but not sure where the space would come from.

-when the curbs were over 10 years old we were asked if we wanted sidewalks and voted no, I still vote no.

-I like it the way it is.

-We don't need sidewalks or more lighting

- Adding sidewalks would decrease front yard property, giving less privacy. Additionally, those with driveways would lose a lot of space to accommodate vehicles.
- Overall, we need new lighting, water (storm) drainage. The same resident needs to clean their back and front yards.
- With cars parked on both sides of the street, it is not feasible to put sidewalks on Ode St.

IV. TRAFFIC

19. Are any intersections or places in the neighborhood difficult for you or others to maneuver because of traffic flow, traffic speed, visual obstructions (i.e., parked cars, vegetation, structures), or the configuration of the road?

Yes **x 24**

No **x 6**

If yes, please specify the location and the nature of the problem:

- exiting Ode St. can be hard to look left due to trucks parked at A1 Auto. They should be required to park only compact cars at that location **x 4**
- exiting S. Ode St. onto Columbia Pike the auto repair shop on the left parks cars in their lot and often (most times) backs them up blocking not only the drivers vision or view, but also blocking the sidewalk.
- right from S. Orme St to Southgate Rd. on weekends and on Saturdays when traffic into Henderson Hall backs-up, **X 2**
- Southgate & Col. Pike turning left towards Pentagon. Ode & Col. Pike gas station cars and right of lot. **X 2**
- People going wrong way on one way
- Drive wrong way on one way street, most from restaurant
- Entrance of Oak St. from Columbia Pike. **X 2**
- Dama makes it difficult to enter Oak St, due to back up of drivers going the wrong way.
- Oak and Columbia Pike, restaurant traffic, end of Oak no one way sign
- Southgate and Columbia Pike is very dangerous, blind left turn from Southgate to Columbia Pike, turning from Columbia Pike to Oak is very difficult because of Dama Goy Patrons cars. Bad road configuration from the Washington Blvd ramp to get on to Orme St.
- The south end of Oak & Columbia Pike most afternoons & evenings and especially weekends is terribly hazardous due to traffic at the Ethiopian Restaurant. It's improved somewhat, but it's still hazardous.
- Corner of Oak and Columbia Pike due to the restaurant customers causing congestion.
- Any vehicle parked in the very front corner of the car repair shop does block the sight line to see westbound Columbia Pike traffic from Ode St.
- Hate it when people drive the wrong way up Ode to get to garage. Not expecting it.

- Traffic speed.
- alley behind Orme St is difficult to navigate due to many cars that park way out in the alley or block the exit.
- Difficult to turn on to Col. Pike from Orme St.
- Too many cars parked and moving rapidly. I am a walker and it can be dangerous to go out for an after dinner stroll.

20. Do you believe that cut-through traffic is a problem in the neighborhood?

Yes x 23

No x 6

If yes, please specify your concerns:

- concerned that a few may adversely effect the many, if the few prevail and the result is that Southgate is closed to public traffic and any other changes to traffic patterns such as creating dead ends or changing one-way streets.
- speed and impatient drivers
- Heavy traffic into Henderson Hall through S. Orme St. **X 5**
- Navy Annex & Pentagon Traffic
- Dama Goy patrons **X 2**
- Dama makes it difficult to enter Oak St, due to back up of drivers going the wrong way.
- Buses and trucks are loud and almost constant on our narrow neighborhood streets, idling buses that stop in front of Foxcroft Heights park is especially annoying
- Buses from Navy Annex/Pentagon and the Sheraton **X 5**
- Traffic on Orme St going to and leaving Henderson Hall is excessive. At times, it is backed up the street to the hotel.
- Heavy traffic into and out of the base and Henderson Hall. Some speed and drive dangerously. Shopping traffic on Sat and Sun is also heavy in to and out of Henderson Hall
- Speeding cars and children playing in the streets – a recipe for disaster, plus many that cut through are going the wrong way down a one-way street.

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

Yes x 24

1 No x 4

- cut through traffic (perfect example)
- S. Orme St. **X 7**
- All Streets **X 3**
- Way too fast for the amount of children in neighborhood
- Restaurant customers speed around looking for parking
- Up Oak St people move too fast **x 3**

Please specify the location(s) of concern:

- Oak St. drivers speed through sometimes in the wrong direction
- Lots of speeding on Southgate Rd, as traffic leaves the military bases. Motorcycles are especially loud
- S. Oak St. **X 2**
- Occasionally, but not really consistently a problem
- Down Ode Street **X 3**
- All streets but especially Orme St. It is a “drag strip” from the base to Col. Pike.

22. Are traffic signs in Foxcroft Heights adequate?

Yes **x 7**

No **x 20**

If no, please specify concerns:

- often signs are old and faded, sometimes even knocked over or facing the wrong direction
- Not enough one way signs at Columbia Pike & Oak
- You can not really see the signs on Oak Street. Oak Street is a narrow Street and big work trucks park on the street while having breakfast at Links. My car got hit one morning because an Arl. Co. truck was parked opposite my car and a bus tried to get through and hit my car. The Arl. Co. truck left. He should not have parked there.
- One way sign at end of street
- Old, get run over by people parking in Dama Goy Restaurant.
- Drivers ignore speed limits and one way signs repeatedly.
- More warnings about speed limit and children at play.
- Faded and old, can't see them **x 3**
- Increased signage to indicate Oak is one way north and Ode is one way south
- The one way sign and the Do Not Enter not showing.
- Some better one way and do not enter signs. **X 3**
- They are frequently ignored. So the driving public must not be able to comprehend them!
- Does not specify properly that S. Ode is a one-way street and there is no bumpers.
- Orme St. is 24 hour Zone 2 parking only but people do not pay attention. Cars should be towed.
- Sign needs to reflect “fines” on Orme St.

23. Would you like traffic calming devices on your street?

Yes **x 21**

No **x 5**

If yes, which of the following would you favor?

(Please check all that apply.)

Speed Humps **x 15**

Restrict access and/or turns **x 5**

Increased enforcement of traffic laws **x 14**

Truck/Bus Restrictions **x 20**

Other:

1

- increase enforcement of traffic laws/parking restrictions
- speed tables
- would be open to any options that would slow traffic and diminish number of vehicles. Buses and trucks should not be allowed to idle.

24. Do you believe that the one way streets (Oak and Ode St.) are working as a way to control traffic through the neighborhood?

Yes x 18

No x 10

If not, can you provide examples of why not (i.e. signage on Columbia Pike, enforcement of people driving the wrong way, etc.)

- There is still a high volume of traffic and people going the wrong way.
- People ignore the one way do not enter sign constantly that go to the Ethiopian restaurant. A bad accident could be the outcome one day or a child could get struck
- People drive wrong way or block entrance to street back of restaurant
- One way streets work as a way to control traffic, but not enforced.
- Need speed humps, enforcement.
- Not with Dama traffic.
- Not really effective to limit traffic and streets are too narrow for two-way traffic.
- No enforcement of people driving the wrong way.
- Need better signs and enforcement by police.
- Increased signage to indicate Oak is one way north and Ode is one way south.
- Signs need to be more legible and visible.
- People going the wrong way on each street.
- Need increased enforcement of one way traffic signs.
- I repeat! Signs are not visible. I have never seen a driver stopped for going the wrong way. Have seen drivers back down Ode St. to park for Dama Goy restaurant.

25. Would you support restrictions on street parking in order to make Oak or Ode 2-way streets?

Yes x 1

No x 30

26. Would you support closing Oak or Ode St. (making them a dead end) in order to cut down on cut through traffic?

Yes x 5

No x 22

27. Would you support closing the neighborhood to all outside traffic? That could mean closing Southgate Rd. to Orme, Oak and Ode Sts. All traffic to these three Streets would then enter and exit only from Columbia Pike.

Yes x 8

1

No x 21

Do you have any additional comments on traffic?

- Strongly object to speed bumps or restrictions.
- Traffic is not a problem. What an extreme & ludicrous solution to a misperceived problem.
- Traffic in/out of Henderson Hall should/could be funneled through Southgate Rd w/signs.
- The biggest speeding problems are from Fed. Cars. The Fed. Police cars also are bad about speeding.
- We need restricted bus access
- Don't make Ode or Oak a two way street if houses without driveways will be punished.
- Two-way traffic would be too much on Ode and Oak if they were made a dead end.
- Given the probable plan to demolish the Navy annex and extend Arlington Cemetery, we are in a waiting game for probably 5-6 years. Until then, we should continue to raise the issue with the county so that when they lose Southgate Road to the cemetery, they do not forget to provide alternate routing for Henderson Hall. I just do not see the time and effort or cost to construct something until the Navy annex/ Arlington Cemetery situation gets further along.
- Closing Ode or Oak would create a traffic quagmire if an emergency happened at any residence/apartment on any street due to a lack of access.
- I would prefer a gated entrance in to the streets.
- Closing the area to outside traffic would cut down on the amount of vehicles coming in and out of Henderson Hall through OUR streets. Let the traffic come up and go out on Southgate Rd... that is military property.... They need to take care of their own!!

V. PARKING

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

Yes x 18

No x 7

If yes, please provide specifics:

- overflow parking from commercial establishments
- only after "zone 2" restrictions are lifted at 5pm X 2
- little street parking on north end of S. Orme w/fire hydrants and restrictions on South Gate.
- on weekends and evenings
- Except after 6pm back of restaurant
- Overcrowded houses, too many restaurant customers
- Too many cars, restaurant patrons "sometimes" are a problem.

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- Especially Saturdays
- Sometimes late at night on Oak all spaces are filled, even with a driveway when we have guests it's difficult
- Sometimes especially at night, but that of course is when nearly everyone is home and all the cars are too.
- Residents failure to use driveways
- Traffic from outside the neighborhood uses up available parking-overflow from the Hotel or Henderson Hall especially in the evenings.
- Too many non-residential parkers.
- Difficult to park after 4:00 pm on weeknights. Too many vehicles per house. Also many vehicles with zone 2 stickers are not people who live in the neighborhood.
- 5 out of 7 days it is difficult to find a place to park in the evening... due to overflow parking, too many vehicles per house registered to the area. I think with the limited number of parking places, each home should have no more than 2 street places.
- People in townhouses can't park by their homes. They must travel down road to single family homes. The restaurant parking is all day on Sunday-hordes of people walking on one's lawn.

29. How often is it difficult to find parking on the street near your house?

4-7 days/week x 7

1-3 days/week x 14

Never x 6

30. Are there times in specific that are particularly hard to find parking?

weekends x 15

night x 13

certain hours –

7-9pm

after 5pm x 2

after 8 pm

weekdays after 3pm and anytime the Sheraton has a function.

31. If you consider parking on the street near your home a problem, what do you think are the causes? (Please check all that apply)

Commuters x 3

Residents do not use their driveways x 3

Too many parking restrictions (specify nature/location of restriction): x 2

Lack of residents-only parking restrictions x 8

Overflow parking from apartment buildings x 9

Non-residents obtaining Zone 2 parking passes x 9

Overflow from neighborhood businesses x 16

Other (spell out):

1

- no parking on Southgate Road, western end by base
- Navy Annex
- people going to the Ethiopian Restaurant
- households with multiple cars x 2

Of the following methods to improve parking, which of the following would you be in favor of?

(Please check all that apply.)

Reserve parking for residential permit parking only during business hours. **X 8**
Improve parking enforcement (i.e., Arlington police should issue tickets for repeat parking offenders.) **x 14**

Painted/outlined parking spaces **x 11**

At all times (including nights and weekends), reserve areas for residential permit parking only. **x 11**

Other: I think a lot of the parking complaints are from people who have opted to close off their front or back area to have more yard space but causing them to park on the street, thus decreasing the available parking. We are too small of a neighborhood for reserve areas or residential parking only. We cannot totally shut out residents from being able to have guests and if Southgate Rd. goes away, there is nowhere close to the neighborhood for guests to park.

32. Do members of your household use public transportation?

Yes **x 21**

No **x 10**

If yes, please provide specifics:

-Bus **x 1**

-Subway **x 1**

-Sometimes metro on weekend

-Bus/metro **x 7**

-Daily, I walk to metro & back. We need to ensure access to Southgate remains to neighborhood

-Metro to the Pentagon **x 2**

-Metro at Pentagon City

-Use the Columbia Pike bus to the Pentagon or Pentagon City for connection to the Metro going to DC and to Crystal City and the airport

33. Do you have a preference for the location of a possible light rail or bus rapid transit (BRT) stop in the neighborhood (WMATA - the metro - is considering installing BRT or light rail from Pentagon City to Baileys Crossroads)?

Yes **x 13**

No **x 11**

If yes, please provide desired pick-up/drop-off locations

-Columbia Pike/Orme **x 5**

1

- Adjacent to current bus stops **x 1**
- Hotel **x 1**
- At the end of one of our streets at Columbia Pike or Joyce and Columbia Pike
- Navy Annex
- Somewhere within a ½ mile walk (not just a ½ mile radius, but actual walking distance) of the neighborhood.
- Pentagon City
- Somewhere on Southgate
- In front of the Navy annex

34. Do you have a preference for BRT, light rail, or nothing on Columbia Pike?

BRT **x 5**

light rail **x 11**

no changes **x 10**

Other, metro

Do you have any additional comments on parking?:

- parking is not a big problem
- Light Rail is a waste of \$
- Strongly prefer current system, but it that isn't going to happen, then prefer light rail.

VI. PUBLIC SAFETY

35. Do you have any comments about bicycle lanes or other bicycle facilities in and around Foxcroft Heights or the County?

Yes **x 7**

No **x 19**

If yes, please provide specifics:

- Bike paths needed **X 3**
- connection from Southgate Road to bike trail by Pentagon
- Bike lanes seem good except for new guardrails around Navy Annex hill
- Columbia Pike is a hazard for cyclists. Very fast traffic narrow lanes and no shoulder
- It would be difficult to include bicycle lanes on the 3 streets due to space and would cause more congestion.
- I think the streets are too narrow for bike lanes in this neighborhood.
- Bicyclists should be made to follow all traffic laws or be ticketed by county police as motorists are.

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

Yes **x 15**

No **x 12**

1

If yes, please provide location(s)

- auto shop on intersection of Ode and Columbia Pike often has cars blocking the sidewalk
- No sidewalk on south side of Southgate Rd.
- Crossing Columbia Pike very dangerous **X 4**
- Need improvements under the bridge going west along Columbia pike, under bridges over S. Joyce St. going to the metro.
- Near the park at the top of Oak St/dangerous, a car or pedestrian accident waiting to happen.
- End of Southgate near the intersection with Columbia Pike the sidewalk ends, there's no place to walk, crosswalk needed at the light at the intersection. **X 2**
- Sidewalks are needed at Southgate as it runs along Orme, Oak, Ode and the park. Safety issues with very poor lighting on Southgate and Joyce, including the underpass heading into Pentagon City
- Crosswalk across Columbia Pike between Orme and Ode is difficult to notice coming north on Columbia Pike. It is impossible to know what a crosswalk is.
- Southgate/Columbia Pike/ Joyce St.
- No sidewalks on S. Oak and S. Ode streets.
- Intersection of Columbia Pike and all three streets.

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

Yes **x 11**

No **x 13**

If yes, please provide specifics:

- Have a side walk in between the 2 apartment bldg. and alley way between Oak and Ode Sts. Pedestrians from Navy Annex use this are.
- Pedestrian crossing sign or light
- Block off Southgate Rd and restrict parking
- Add sidewalks and crosswalks as well lighting as noted
- Move crosswalk and ban buses from Ode and Oak
- By having sidewalks. **X 3**
- Better lighting
- Stop light at Orme St. & Columbia Pike. **X 3**
- Lighted crosswalk like the one at Jefferson St and Columbia Pike or at least marked cross walk at S. Orme St/Columbia Pike. **X 2**

38. Are there areas in the neighborhood where traffic may create a safety hazard for school children or other pedestrians?

Yes **x 13**

No **x 7**

If yes, please specify location(s) and why it's unsafe:

- speeding on S. Orme St. **X 3**
- Everywhere
- Oak St. is a one-way street, but that sign is ignored by people all the time that go to the Ethiopian Restaurant

1

- Speeding in neighborhood **X 2**
- Traffic
- Oak St./Ode St. no sidewalks **X 2**
- Park area/Oak and Columbia Pike at the restaurant
- Speeding traffic near the park and Orme St where kids are always playing in the street
- Buses and speeding cars **X 2**
- wrong way driving on Oak and Ode

39. Are there areas in the neighborhood where the lack of sidewalks, handicapped access, crosswalks, traffic lights, curbs or gutters create a safety hazard for school children or pedestrians?

Yes **x 12**

No **x 7**

If yes, please specify the nature and location(s) of each hazard:

- Need sidewalks on Southgate Road, both sides to Navy Annex
- Columbia Pike and Joyce St. has a need for left turn arrows
- Oak St. no sidewalks
- A light at Joyce and Columbia Pike
- Need crossing light at Southgate and Columbia Pike and sidewalks throughout the neighborhood
- Ode and Oak Streets
- Crossing pedestrian signals at Columbia Pike and Southgate/Joyce would help.
- Wherever pedestrians are walking on the road.
- S. Orme/Col. Pike/ Metro bus stop **X 2**

-Sidewalks

40. Have you seen any rats in the neighborhood within the last year?

Yes **x 18**

No **x 9**

If yes, please give the location(s):

- End of Oak St. **x 2**
- Rat holes in my back yard on Ode St.
- Just mice not rats **x 2**
- From the dumpsters of the Foxcroft terrace Apts
- Dumpster at even side of Oak St. & back yard
- Backyards, alleys, around Dama Goy
- In front of my house (808 Oak) and across the street and at Dama
- All over
- Along Columbia Pike
- All streets and my backyard on S. Ode.
- Alleyway behind S. Orme St. Around the apartments.
- Ode Street
- adjacent to Navy annex near cemetery
- 800 block S. Orme St... backyard
- 800 and 900 block of Orme

1

-900 block S. Ode Street

41. Are you aware of any fire or health hazards in the neighborhood?

Yes x 5

No x 21

If yes, please give the location(s) of each hazard:

-End of Oak St.

-Standing water in alleys, Dama Goy Restaurant dumpster

-Standing water in the alleys

-On Ode Street

-The residents in the odd numbered houses on S. Orme Street shot off fireworks around the 4th of July. This year, I found remainders of some fireworks in my gutters. I was away for the 4th, so I consider myself lucky my house didn't burn down.

-Dama's restaurant waste disposal system being frequently open and overflowed and at the apartment complex.

42. Do you think neighborhood crime is a problem?

Yes x 9

No x 22

If yes, what type of crime are you particularly concerned about?

-House break-ins

-I do not feel the 900 block of S. Orme Street is safe, but I have not witnessed any evidence of actual crimes.

-About once a year you read about a burglary in the newspaper that has occurred in the neighborhood.

-Gathering in back alleys, possible drug traffic and gang activity.

-Drugs, drinking and driving. Teenagers who don't live in the neighborhood hang out and occasionally steal or cause trouble.

-I think there is drug dealing in the alley between Orme and Ode.

43. Do you think increased police patrols are needed in the neighborhood?

Yes x 15

No x 14

44. Would you participate in a Neighborhood Crime Watch Program on your block?

Yes x 22

No x 6

Maybe x 1

45. Are there any areas within the Foxcroft Heights Neighborhood that you consider unsafe?

1

Yes x 10

No x 15

If yes, please specify reason and location:

-Occasionally on Orme St., mostly weekends after dark.

-The corner of S. Oak St. and Columbia Pike, too many cars and people from Ethiopian Restaurant

-Unlit areas

-parts of Orme St and Ode St,

-Walking on Southgate Rd and Joyce at night doesn't feel safe

-Alley behind S. Orme St.

-Overall, I think we have a safe neighborhood- at least on Oak St. and probably Ode – am not too sure about the activity on Orme.

No sidewalks on Ode and Orme St.

-Unsafe driving in alley between Ode & Orme.

-In the alley behind S. Orme St.

Do you have any additional comments on Public Safety?

-speeding and road humps are big issues.

VII. BEAUTIFICATION AND RECREATION

46. Do you think the neighborhood has a problem with litter/trash?

Yes x 13

No x 13

Comment: In the alleys only, the rest is reasonable. (not great, but reasonable)

47. Do you think the neighborhood has a problem with rundown/un-kept properties?

Yes x 12

No x 10

If yes, please specify location(s):

-Definitely, Orme St. properties especially X 2

-Problem is slum landlords

-Not everyone makes an effort

-Lawn maintenance

-Oak top of the St and Orme top of the St.

-The rental properties on Orme

-The rental properties on Ode

-On Ode St, the front and back

-Commercial properties parking areas are not kept up.

-People's gardens and backyards.

48. Would you be interested in participating in a Neighborhood Clean-Up Day?

Yes x 17

No x 6

1

Comment: If more than 3 Or 4 people will show up.

49. Would you like to see street-side utility poles, or electrical, phone, and cable wires buried, relocated, or eliminated?

Yes x 19

No x 9

50. Do you use the Neighborhood Park (at the corner of South Gate and Oak Sts)?

Yes x 12

No x 13

51. How could the park be improved to be more attractive and usable? Please list your suggestions:

-steps/path into Navy Annex property

-more chairs

-new games

-Add horse shoe pits

-Needs a grill

-picnic benches, better safer playground equipment, clean out the ground of the playground

-elimination of erosion along the edges, planting flowers and bushes but NOT TREES, picnic tables and grill

-Cleaning and painting the playground equipment, plant flowers, etc.

-The park should be leveled and made more of a place for ball playing, skateboarding and younger generation things.

-Plantings could be improved and outdoor furniture... benches, tables could be upgraded.

-close off access from the Marine base. Fence with half-chain link fencing.

Landscaping and new playground equipment.

-Need access ramp for strollers and wheel chairs and better gates.

52. Arlington County allows up to four (4) signs identifying a neighborhood. These signs must be located on county land. The county will pay initial purchase and installation costs. The neighborhood is responsible for upkeep. Would you favor installing neighborhood identification signs at entrance points in the neighborhood?

Yes x 15

No x 7

If yes, please suggest location(s):

-On Columbia Pike at each St.

-Any corner of Columbia Pike

-Corner of Columbia Pike & Orme & Oak

-Corner of Columbia Pike and Orme, Oak, Ode and Southgate and Ode

-By the Sheraton and the parking lot on the corner of Columbia Pike and Orme

1

-Joyce St in the median as you come up the hill at the light and Columbia Pike, Columbia Pike somewhere so visitor to the Air Force Memorial will see it

-Between Ode and Columbia Pike.

-Southgate and the park, S. Oak and Col. Pike, S. Orme and Columbia Pike, S. Orme and Southgate

Do you have any additional comments on beautification and recreation?

-Make homeowners & tenants clean up their properties.

-Take down the restaurant, gas station at the top of the streets they are eye sores

-Improving entrances to our neighborhood is big, along Joyce and Southgate in particular

-Would like to see new street signs and improvement on the park.

-NEIGHBORHOOD DAY!

VIII. NEIGHBORHOOD CHARACTERISTICS

53. Please list your hundred block and street name.

Block _____ Street _____

(OPTIONAL) Name _____ **Phone #** _____

54. Do you?

Own and occupy **x 24**

Rent and occupy **x 6**

Own but live outside the neighborhood _____

55. Please indicate the number of people in each age group in your household

_____ Under 5 _____ 18-24 _____ 55-64

_____ 5-12 _____ 25-34 _____ 65-74

_____ 13-17 _____ 35-54 _____ 75 and older

IX. ADDITIONAL COMMENTS

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

-Don't change traffic patterns or parking restrictions.

-My compliments to the people who put this together. It took a lot of effort. Nice job. The Sheraton is a major eyesore and blocks a lot of winter sunlight but we knew it was here when we bought, so it is just one of those unfortunate things.

The idling buses (especially in the morning) is a growing problem. The odd numbered houses on Orme St across from the Sheraton are probably the worst

problem. If those would get cleaned up and better tenants, the whole neighborhood would get a lot better.

-Thanks to people who worked so hard on this survey!!

- I want the name of the neighborhood to reflect its historical origin.

-Rental property on Col. Pike and Orme St should be kept up to standard.

-Sheraton Hotel management needs to inform their guests that parking on Orme is restricted. Ticketing hasn't helped. Should be made a tow away zone.

-I would like to encourage the development of light rail on Columbia Pike.

The importance of your participation in this survey can not be stressed enough. This effort will affect you and the quality of life in your immediate neighborhood. To assure you have a say in the future of Foxcroft Heights you need to get involved.

THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROJECT!

APPENDIX II: Neighborhood Infrastructure Plan

Neighborhood Infrastructure Plan (NIP): The NIP provides an inventory of existing neighborhood infrastructure and also identifies potential future street improvements, park upgrades, traffic calming and street light installations as well as other infrastructure enhancements in the public right-of-way. It is intended to be used as a planning tool to assist neighborhoods in setting capital improvement priorities.

CURB, GUTTER & SIDEWALK

#	Block & Street Name	Brief Project Description
700-900	South Ode	New sidewalk (900 block – map indicates partial sidewalk from 901 to Col. Pike, but sidewalk exists only from 921 to Col. Pike)). New sidewalk on 700 and 800 blocks if County wants (presently, there is no sidewalk at all on these blocks) New drainage outlets – whole street.
700-900	South Orme	New sidewalk to replace vaulting sidewalks where necessary New drainage outlets whole street.
700-900	South Oak	New sidewalk at foot of park (700 block). New sidewalk on right side of street (if County wants it there – presently, there is not sidewalk on any block of South Oak Street) New drainage outlets – whole street. Curbs are more complete than what is shown on map.
	Southgate Road and South Oak	New Sidewalk, curb and gutter below Foxcroft Heights Park

PARKS

#	Park Name	Brief Project Description
	Foxcroft Heights Park	New sidewalk on Oak Street border New sidewalk, curb and gutter on Southgate Road border Disability access (there is presently no handicap access)

TRAFFIC CALMING

#	Block & Street /Intersection Location	Brief Project Description
		NONE – we do not qualify

STREET LIGHTS

#	Block & Street Name	Brief Project Description
700-900	South Orme	Install Carlyle lights and get rid of existing cobra and colonial. Abandoned cobra mast at 820 S. Orme. There are two additional cobras in front of Sheraton Hotel that are not on map.
700-900	South Ode	Install Carlyle lights and get rid of existing cobra and colonial. There is a Dominion Colonial at about 817 S. Ode that is not on map.
700-900	South Oak	Install Carlyle lights and get rid of existing cobra and colonial
		All streets presently have inconsistent lighting schemes with both colonial and cobras. One type of lighting would be ideal and, as the existing lighting is old, upgrading with Carlyles is preferable.

BEAUTIFICATION

#	Block & Street Name	Brief Project Description
	South Joyce Street (between Col. Pike and Army Navy Drive)	Beautify present median and sidewalks – add trees or plantings. Presently a lot of overgrown weeds, etc. and as this is the walkway to the Air Force Memorial from Pentagon City and a high traffic area for traffic between Col. Pike and Pentagon City, it is unsightly and somewhat embarrassing to the County.

OTHER

#	Block & Street Name	Brief Project Description
	East bound Columbia Pike at Orme Street	Neighborhood Signs
	West bound Columbia Pike at intersection of Col. Pike	Neighborhood Signs

	and South Joyce Street	
	South Joyce Street at intersection of Army Navy Drive	Neighborhood Signs

#	Block & Street Name	Brief Project Description
700-900	South Oak	Underground utility. Street presently overrun with overhead wires.
700-900		Underground utility.
700-900		Underground utility.
700-900	South Ode	Insufficient drainage outlets
700-900	South Orme	Insufficient drainage outlets
700-900	South Oak	Insufficient drainage outlets

APPENDIX III: Walking Town Meeting Report

Walking Tour Stop	Neighborhood Topics	County Response	Follow Up Response
<p>1. <u>Foxcroft Heights Park - Intersection of Southgate Road and South Oak Street</u></p>	<p>The Foxcroft Heights Civic Association would like to highlight Foxcroft Heights Park, the only public facility in the area.</p>	<p>The County looks forward to visiting the park with the residents.</p>	
<p>2. <u>Commercial Strip at South Oak Street and Columbia Pike</u></p>	<p><u>Parking:</u> Business patrons visiting the commercial strip utilize limited parking on neighborhood streets negatively impacting the resident’s ability to park on the street.</p>	<p>South Oak Street at Columbia Pike currently has posted Zone 2 permit parking from 8am-5pm on weekdays along the entire street. This narrow street is one-way from Columbia Pike to Southgate Road. As an alternative solution, staff will investigate the possibility of extending the hours for Residential Permit Parking. Parking enforcement options will also be implemented. For parking violations, the contact person is Captain Michelle Nuneville, 3rd District Commander, at 703-228-4097 or email at mnuneville@arlingtonva.us.</p>	<p>County staff has sent John Moran, President of the Foxcroft Heights Civic Association, a Residential Permit Parking (RPP) petition form to initiate the process for requesting extended RPP hours. The process for requesting the change includes a staff survey and sign changes. It takes approximately four weeks from the date of application to enforcement.</p> <p>The staff contact for the RPP is Yumiko Gan who can be reached at 703-228-7944 and ygan@arlingtonva.us.</p>
<p>3. <u>South Ode Street Alley</u></p>	<p><u>Alley Ownership, Maintenance Responsibility and Storm Drainage:</u> There are several alleys throughout the neighborhood. Residents have questions about</p>	<p>The County’s practice has been to maintain County owned alleys. The Walking Town Meeting will provide an opportunity to further assess the maintenance needs of this</p>	<p>The strip of land that runs between Southgate Road and Columbia Pike on the east side of the neighborhood is the property of the United States Government that was included</p>

	ownership, maintenance and storm water drainage and management.	alley and others in the neighborhood. Preliminary research by staff on the alleys: <ul style="list-style-type: none"> ▪ The County owns the alley 	in the condemnation action in 1941. The order vesting title to this strip is recorded in
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Walking Tour Stop	Neighborhood Topics	County Response	Follow Up Response
3. <u>Continued</u>		<p>that runs between Southgate Road and Columbia Pike adjacent to the Navy Annex.</p> <ul style="list-style-type: none"> ▪ According to County records the other alleys shown on the Foxcroft Heights plats are privately owned and maintained. 	<p>Deed Book 531, Page 20 among the Land Records of Arlington County, Virginia.</p> <p>All of the alleys within the neighborhood are private alleys. The County does not maintain private alleys. The alleys, including the right and obligations pertaining to them, were created by reservations in the deeds of all affected properties. The County is not able to provide additional information regarding which private property owners have rights and obligations in particular alleys.</p>

Walking Tour Stop	Neighborhood Topics	County Response	Follow Up Response
<p>4. <u>Impact of Federal Facilities -Planned Redevelopment at Henderson Hall</u></p>	<p><u>Impact of Federal Facilities:</u> This gate is the most heavily used of the gates entering the Henderson Hall facility. The Post Exchange facility located right inside this gate on the Henderson Hall compound generates a great deal of traffic on weekends, holidays and federal pay days. Traffic is extremely heavy on South Orme Street and cars often speed up and down the street. The amount of traffic in and around the neighborhood significantly increased with the opening of the 9-11 and Air Force Memorials. In addition, parking is difficult for neighborhood residents on weekends, holidays and federal pay days. The neighborhood is significantly impacted by the federal facilities that surround it.</p>	<p><u>Traffic and Parking:</u> County staff from the Department of Transportation will work with the residents to identify solutions for both the speeding and parking issues. The Police Department will monitor the area for speeding as well as parking violations. Representatives from both departments will be in attendance at the Walking Town Meeting.</p> <p><u>Traffic Data Background:</u> Traffic data collected in 2006 indicated a daily traffic volume on South Orme Street of 3400 vehicles per day. Reported speeds at this time were not high with the 85th percentile speed less than 30 mph.</p>	<p><u>Traffic and Parking:</u> The Police Department will continue to monitor the area of South Orme Street between Columbia Pike and Southgate Road for speeding violation and parking violations.</p> <p>The contact person is Captain Michelle Nuneville, 3rd District Commander at 703-228-4097 or email at mnuneville@arlingtonva.us or the Police Department's Special Operations Section at 703-228-4141.</p> <p>See the supplemental report for information on the County's partnership role with the Foxcroft Heights Civic Association and the impact of federal facilities in the neighborhood.</p>

Walking Tour Stop	Neighborhood Topics	County Response	Follow Up Response
4. <u>Continued</u>		<p><u>Other Federal Facility Issues:</u> The Arlington County Defense Base Closure and Realignment (BRAC) Coordinator met with John Moran, President of the Foxcroft Heights Civic Association on December 4, 2007 at the request of Senator Webb's Office. Mr. Moran outlined several concerns that the Coordinator documented and shared with the Senator's Office, Ft. Myer, Henderson Hall, and the County Manager's Office. The neighborhood is concerned about the imminent construction activity and the impacts of it including but not limited to security risks, pedestrian safety, increased traffic, and limited parking in the area. As a follow-up, the Coordinator set a meeting with Col Bill Lietzau, Installation Commander of Henderson Hall, on December 21, 2007 where these concerns were discussed. Col Lietzau shared plans for the Exchange expansion and committed to keeping the Foxcroft Heights Civic Association updated on construction progress. The</p>	<p>Several Arlington County department representatives (BRAC, transportation, and planning) will be meeting with Col Laura Richardson, Garrison Commander of Ft Myer and the future Joint Base Myer/Henderson Hall, and her staff to discuss and begin planning for a comprehensive transportation and traffic evaluation of the entire site and adjacent neighborhoods.</p> <p>Preliminary discussions have already taken place with the Virginia Department of Transportation. Arlington staff would like to have this planning session completed before the end of the year. Updates will be shared with the civic association as progress is made.</p>

Walking Tour Stop	Neighborhood Topics	County Response	Follow Up Response
4. <u>Continued</u>		<p>BRAC Coordinator requested a follow-up meeting regarding the federal traffic study completed in February 2008. The meeting was held on May 21, 2008, where it was revealed that the findings could not be released to an individual (Mr. Moran), but that Arlington County could make a formal request and some data may be released. It was also suggested that Arlington County complete a traffic study of the area. The BRAC Coordinator is working with the Department of Transportation to complete a formal study conducted by Arlington County.</p> <p>The BRAC Coordinator, Andrea Morris, will be in attendance at the Walking Town Meeting. She may be reached by phone at 703-228-0865 or aymorris@arlingtonva.us.</p>	
5. <u>South Orme Street Alley</u>	<p><u>Alley Ownership, Maintenance Responsibility and Storm Drainage:</u> This is another one of the alleys located within the neighborhood. Residents have questions about ownership, maintenance and drainage.</p>	<p>See response to #3 above regarding alleys. Staff will be attendance at the Walking Town Meeting to further evaluate the alley in this area.</p>	<p>Staff reconfirmed that these alleys are privately owned and therefore must be maintained by the owners. See the response above on page 2 regarding alleys.</p>

Walking Tour Stop	Neighborhood Topics	County Response	Follow Up Response
<p>6. <u>South Orme Street and Columbia Pike and Washington Boulevard Overpass</u></p>	<p>The Foxcroft Heights neighborhood is completely surrounded by federal and state facilities including Henderson Hall, Arlington National Cemetery, the Navy Annex and Columbia Pike. Planned expansion and or redevelopment of Henderson Hall, Arlington National Cemetery and the Navy Annex will significantly impact Foxcroft Heights with increased traffic, noise and parking problems. All of the planned improvements on and around Columbia Pike including the Washington Boulevard Interchange Realignment Project will greatly impact Foxcroft Heights. The neighborhood wants to insure that they play a major role in any of the eminent planning efforts.</p>	<p>The design for the new Columbia Pike and Washington Blvd. Bridge and Interchange was developed with input from community representatives ("Bridge Working Group") which included a representative from Foxcroft Heights. On June 17, 2008, the Virginia Department of Transportation (VDOT) also held a Design Public Hearing at Thomas Jefferson Middle School to present and discuss with the community the design for the interchange improvements and bridge replacement. VDOT is currently soliciting proposals from design-build firms and expects to award the contract in early 2009 and begin construction in 2010. Construction will take approximately 30 months and completion is slated for December 2013. The current estimated cost is \$54.8 million. The project is currently fully-funded from state and federal funding sources.</p>	<p>Selection of a design build firm to complete the project is currently underway. Construction is expected to take approximately 30 months with completion expected in late 2013. Throughout this process, staff will continue to work with VDOT to help facilitate regular communication with the community regarding project progress.</p> <p>The County contact for this project is William Roberts who can be reached at 703-228-3824 or wroberts@arlingtonva.us.</p>

Walking Tour Stop	Neighborhood Topics	County Response	Follow Up Response
6. <u>Continued</u>		<p>The Arlington BRAC Coordinator facilitated meetings between Mr. Moran and Henderson Hall as well as a conference call with David Drozd, Navy Regional BRAC Rep, to discuss impending impacts and timelines related to the Henderson Hall expansion, Ft Myer/Henderson Hall BRAC action, and the Navy Annex BRAC action and other Department of Defense restructuring. The BRAC Coordinator is maintaining contact with Mr. Moran regarding these impacts.</p> <p>County staff from various agencies will continue to work with state and federal entities on transportation issues and the neighborhood.</p>	
7. <u>Eastern Boundary of the Foxcroft Heights Neighborhood</u>	<u>Impacts of Future Redevelopment and New Facilities:</u> Residents are	County staff will investigate traffic control and parking options in this area and work	See the supplemental report for information on the County's partnership role with the

	concerned that continuing redevelopment of this area including demolition of the Navy Annex and opening of the new Air Force Memorial and the Pentagon 9/11 Memorial	with the residents on solutions for the neighborhood.	Foxcroft Heights Civic Association and the impact of federal facilities in the neighborhood.
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Walking Tour Stop	Neighborhood Topics	County Response	Follow Up Response
7. <u>Continued</u>	will significantly impact the Foxcroft Heights neighborhood. Residents would like to be proactive and to begin to evaluate viable alternatives for addressing impacts that these development activities are bringing to the neighborhood. Residents would like the County to take a fresh look at the Joyce Street/Southgate Road intersection, parking and traffic control at the Air Force Memorial and the need for a traffic overview to minimize neighborhood impacts.	A planning effort for the eastern end of Columbia Pike will start in the coming months. Residents from Foxcroft Heights are invited to participate in the process and through this effort will have the opportunity to address ongoing concerns about the coming redevelopment and newly opened memorial facilities.	<p><u>Planning:</u> The County Board announced the start of the planning effort along Columbia Pike at its meeting on September 16, 2008 and directed the County Manager and staff to establish a working group of stakeholders which would participate in the process. The Foxcroft Heights President will be receiving a formal request from the County to nominate a representative to this group who will be able to participate in future scheduled meetings.</p> <p>The County contact for this project is Jennifer Smith with the Department of Community, Planning, Housing and Development. She can be reached at 703-228-0068 or jsmith3@arlingtonva.us.</p>

APPENDIX IV: Staff Comments

Land Use and Zoning			
Recommendation No.	Location In Plan	Civic Association Recommendation	Comment (Department)
1	Page 21	Arlington County and the Foxcroft Heights Neighborhood Association should initiate the planning process referred to in the 2005 Management Plan and the 2007 meeting between County Staff and the FHNA executive board.	The County will be addressing this issue in conjunction with the greater Columbia Pike Land Use and Housing Study, which has been initiated in September of 2008 and is currently taking place. Foxcroft Heights is one of the neighborhoods included in this study. -Community Planning, Housing and Development (CPHD)

Traffic and Transportation			
Recommendation No.	Location In Plan	Civic Association Recommendation	Comment (Department)
2	Page 23	Install better markings for pedestrians at the intersection of Columbia Pike and Southgate Road/Joyce Street.	County staff will work with VDOT to identify funding sources for improvements to the pavement markings and signal upgrades at the intersection of Columbia Pike and Southgate Road/Joyce Street. –Department of Environmental Services (DES)
3	Page 24	A walk sign should be installed on Columbia Pike near the Air Force Memorial in order to assist pedestrians who are crossing the road.	Columbia Pike is a VDOT state-maintained roadway so all improvements have to be approved by VDOT prior to implementation. When the Air Force Memorial was built, Arlington requested VDOT to consider installation of pedestrian-activated warning devices. VDOT authorized the installation of high intensity pavement markings and pedestrian crossing signs in advance and at the marked crosswalk leading to the Air Force Memorial and the surface parking lot. In addition, the advanced pedestrian signs have flashing amber beacons for increased notification of pedestrian activity. At this time, there are no plans to install additional measures. -DES
4	Page 24	A left turn should be considered for vehicles turning left from Southgate Road on to Columbia Pike, heading toward the Pentagon.	A left turn phase analysis was completed for the northbound and southbound approaches of Joyce Street as part of the Citizen-Initiated Traffic Signal nomination program in the fall of 2005. The analysis concluded that a left turn phase was not warranted for either approach. Staff will complete another analysis using more recent data and report back with findings and recommendations. -DES

5	Page 24	Lighted crosswalks like those used elsewhere in the County, including Ballston Commons, should be considered on Columbia Pike at Orme Street and near the Air Force Memorial.	Columbia Pike is a VDOT state maintained roadway; therefore recommendations have to be approved by VDOT. The lighted crosswalk technology at the Ballston mall area was a test project that yielded varied results and reactions. It was determined that the lighting technology was less noticeable during daylight hours and had minimal impact on increasing drivers' awareness of pedestrian activity. Consequently, County staff has no plans to install in-pavement lighting technology at other locations at this time. County staff will work with VDOT to improve visibility at this crossing location with, at least, advanced warning signage and additional signage at the crosswalk. -DES
6	Page 25	Install a traffic light at the intersection of Orme Street and Columbia Pike.	Along with enhancements to the Washington Boulevard interchange at Columbia Pike, the intersection of South Orme Street at Columbia Pike will be signalized in the future. -DES
7	Page 25	Examine street classifications for Oak and Ode Streets to see if there is way to change present classifications and prevent Department of Defense and tour busses from using these residential streets as cut-through routes.	Street classifications would not affect street usage. One possibility is to ask the Department of Defense and the Sheraton to not use South Oak or Ode Streets for bus access. -DES
8	Page 25	Consider adding a new road to the east of Oak Street to service the planned Arlington Heritage Center and Henderson Hall.	This can be considered as part of the site plan for the Arlington Heritage Center. -DES
9	Page 27	Improve Metrobus service so bus arrivals more often match their scheduled arrival times.	Staff continues to work with Metrobus to improve reliability and on time performance. -DES
10	Page 27	Make sure that a Metrobus/BRT/Streetcar stop that services Foxcroft Heights continues to exist during and after the reconstruction/rerouting of Columbia Pike, during and after the transfer of the Navy Annex property to Arlington National Cemetery, any construction that results from that transfer, and the construction of the Arlington Heritage Center, and after the implementation of any future transit initiatives, such as BRT or Streetcar transit.	Each of these construction projects will be required to prepare and abide by a maintenance of traffic plan, which will address access to transit. While a stop may be temporarily relocated during construction, stops with access will be required. The Columbia Pike Streetcar project includes a stop near South Oak Street. -DES

11	Page 27	Maintain pedestrian access to Pentagon City and the Pentagon City Metrorail station during and after the reconstruction/rerouting of Columbia Pike, during and after the transfer of the Navy Annex property to Arlington National Cemetery, any construction that results from that transfer, and the construction of the Arlington Heritage Center, and after the implementation of any future transit initiatives, such as BRT or Streetcar transit.	The County will work with VDOT and the Department of Defense to ensure that realigned Columbia Pike continues to have a wide sidewalk to link the neighborhood Pentagon City. -DES
12	Page 28	Maintain pedestrian access to the Pentagon Metrorail station during and after the reconstruction/rerouting of Columbia Pike, during and after the transfer of the Navy Annex property to Arlington National Cemetery, any construction that results from that transfer, and the construction of the Arlington Heritage Center, and after the implementation of any future transit initiatives, such as BRT or Streetcar transit.	Pedestrian access during construction will be a priority. The County always works to maintain pedestrian access along arterial roadways, particularly when alternatives are absent. -DES
13	Page 28	Change the location of the present Arlington County Schools bus stop currently on Ode Street, to an area where there is a sidewalk. The present stop is on a steep hill, with no sidewalk, and the students are forced to stand either on the hill or in the street.	Moving the stop to another location would require the students to walk down Southgate towards the Henderson Hall entrance. This would cause the students to face more traffic from vehicles entering and leaving Henderson Hall. S. Ode Street is a one-way street primarily used by local traffic. The higher elevation on South Ode does not impair the line of sight of any vehicles as this is a one-way street with all traffic proceeding southbound. This is not the only stop in Arlington where students have to stand on grass or in a driveway to catch a bus. Therefore, we believe that the best option is to leave the stop at its current location at Southgate and S. Ode Streets. -Arlington Public Schools (APS)

Pedestrian Safety

Recommendation No.	Location In Plan	Civic Association Recommendation	Comment (Department)
14	Page 29	<p>To improve safety, the neighborhood would like to see the county consider: lighted crosswalks, especially across Columbia Pike; a walk sign at the light at Columbia Pike and Southgate Road/Joyce Streets; and more sidewalks in the neighborhood (although, as noted elsewhere, there are strong and mixed feelings among residents about the desirability for sidewalks).</p>	<p>Since the lighted crosswalk technology was a test project that yielded varied results and reactions, County staff will work with VDOT to consider other enhancements at the identified locations.</p> <p>A pedestrian signal head should be installed at Columbia Pike and Southgate Road. Staff will work with VDOT to identify funding sources for improvements at this location.</p> <p>County policy calls for sidewalks on both sides of arterial streets and on at least one side of neighborhood streets. Staff would support projects to build new sidewalks if NC can provide funding. -DES</p> <p>Potential impacts to existing trees should be considered during the planning process for all proposed sidewalk projects. New sidewalk projects should include a planting strip that is at least four feet wide between the curb and sidewalk to accommodate large canopy shade trees of appropriate species where site conditions permit. Planting strips greater than four feet in width are encouraged where possible. -PRCR</p>

Sidewalks

Recommendation No.	Location In Plan	Civic Association Recommendation	Comment (Department)
15	Page 30	<p>Add sidewalks along the south side of Southgate Road, beginning at its intersection with Orme Street and stretching east to the far edge of Foxcroft Heights Park.</p>	<p>The County's policy is to provide a sidewalk on at least one side of every street and on both sides where demand and conditions warrant. Staff supports a sidewalk at this location, but the only funding for this project would be through the NC program. -DES</p>
16	Page 31	<p>Add sidewalk along the northern edge of Foxcroft Heights Park, where it borders Southgate Road. Since cars that drop people off at the Navy Annex tend to idle there and drive over sod that Arlington County Park staff members have installed. The cars contribute to erosion that leads to an eyesore at the edge of the park. There is also a safety concern for pedestrians who are leaving our neighborhood in that direction.</p>	<p>The County would like to initiate a project to build curb, gutter and sidewalk at this location adjacent to Southgate Road. The only funding source available is through the NC program. -DES</p>

Streetlights			
Recommendation No.	Location In Plan	Civic Association Recommendation	Comment (Department)
17	Page 32	Evaluate the lighting in the neighborhood, including in the alleys, to determine where lighting is insufficient, sufficient, or too bright. Explore the possibility of unifying the kinds of streetlamps found throughout the neighborhood.	Staff has evaluated lighting levels along the three neighborhood streets and Southgate Road. Lighting levels are adequate, but could be improved with a consistent types of lights. A portion of Southgate road does not currently have streetlights of any type. Installation of Carlyle style lights could be pursued by the neighborhood through Neighborhood Conservation. -DES
Parks, Recreation and Beautification			
Recommendation No.	Location In Plan	Civic Association Recommendation	Comment (Department)
18	Page 33	The County should work to provide handicapped access to Foxcroft Heights Park.	PRCR recognizes the value of improving the entrances to the park however funding is limited at this time. The improvements necessary would require significant changes to provide access in and around the site and could be incorporated into a project with the sidewalks around the park. Funding could be sought through Neighborhood Conservation. -PRCR
19	Page 34	Explore possibility of streetscape beautification on the heavily traveled (by vehicular and pedestrian traffic) section of Joyce Street, between Army-Navy Drive and Columbia Pike.	This street is entirely within the VDOT right of way. County staff can request VDOT's consideration for improvements for beautification and landscaping. Given recent extensive cuts in both the State transportation maintenance and capital programs, state-funded improvements are unlikely. -DES Proposals for landscape improvements should be routed through NC and PRCR staff for review and comment. Unless resources are provided for maintenance, plantings may be limited to trees in medians and planting strips. Design features or art in this area should be within the parameters of the Public Art Guidelines. For these types of improvements, funding could be sought through Neighborhood Conservation. -PRCR
Alleys			
Recommendation No.	Location In Plan	Civic Association Recommendation	Comment (Department)
20	Page 36	The County should determine conclusively the ownership of all the alleys in the neighborhood, and provide the alley owners, along with the residents and homeowners of the townhouses along the alleys, definitive information about each party's rights and responsibilities with regard to the alleys.	If a specific request is made by a property owner to use a portion of the alley or right of way, County staff will research the County's rights and interests. The homeowner is responsible for determining his own rights. -DES

Other Issues

Recommendation No.	Location In Plan	Civic Association Recommendation	Comment (Department)
21	Page 38	The County should consider whether it is feasible to bury the utilities in our neighborhood, which contains many instances of especially unsightly tangles of overhead cables. Nineteen households responded to the neighborhood survey saying they favored burying cables and wires.	The cost of the undergrounding of utilities on neighborhood streets is not economically feasible. The cost of utility undergrounding regularly exceeds \$500,000 per block and varies by location and the nature of the assorted utilities. -DES

APPENDIX V: Board Report