

final



# **Neighborhood Conservation Plan**

## **2014**

## **Acknowledgements- and a decade of history**

**By Maureen Ross**

This work was built upon the foundation laid by many citizen volunteers before us. Cherrydale has been a vitally active neighborhood since it's naming in 1893. We owe a debt to former leaders who created the fabric of community, from which our first Neighborhood Conservation Plan was approved in 1987. Some of those leaders still live in Cherrydale and still contribute decades later in one way or another. These neighbors include Howard Seamen, Tom O'Reilly, Bill Harkins, Margie McKelvey, Scott Springston, Kathy Holt, Tom Korn, Nancy Iacomini, Marty Wagner, Elizabeth Cotsworth, Eric Dobson, June Million, Stuart Shelton and many others. Upon their work, in 2003 we resurveyed the community and I, having inherited the survey questionnaire, had the duty of organizing a committee to analyze and report faithfully the results with which we then wrote the NC Plan approved by the CCA in 2004. At the same time, Kate Trygstad chaired our Cherrydale Parks Committee when we wrote our Parks and Open Spaces Plan in '04.

With the points earned from this huge endeavor we were able to get our next 3 NC projects completed: Randolph Street captained by Phil Vitale; the long delayed 18<sup>th</sup> Street endeavor (sidewalk and storm sewer) led by Steve Lent; and the recent Kenmore Street and soon-to-be 20<sup>th</sup> street projects, led by Jim Todd. Harry Spector was our NC representative for over 6 years, shepherding projects and making sure we never missed an opportunity to benefit Cherrydale. Later Bill Novak, Erik Meyers and Ron Kampeas, our Dream Team, surveyed our sidewalks, sidewalk utilities, and tree canopy documenting areas which needed attention sooner than later.

There were significant delays at the county level that made the hard work of completing an NC Plan almost questionable for a while. Cherrydale has twice had the longest delayed projects in NC history— 18<sup>th</sup> St (sidewalk) and the Power Station (brick wall and landscaping) both took more than 10 years. To be a captain of an NC project is to have patience, perseverance, and a fierce tenacity. In addition while, captains strive to promote a great project they must protect individuals from questionable county rules that can actually reduce property values. For example, older more narrow streets sometimes cannot accommodate County regulations for wider sidewalks and still allow on-street parking. We work for reasonable exceptions in these cases. Happily, once completed most residents are very pleased with the results, and grateful that the engineers and NC staff worked with them as well as they did.

An important lesson is provided by the withdrawn NC project on 21<sup>st</sup> next to the new fire station, where every few years county changed the rules, and then re-scoped the project, so that what was once just a request for curb and gutter in 1999 became a mandatory 3 foot sidewalk, and then finally a 5 foot sidewalk. Thus after waiting 10 years for this project, scoped 3 times, to reach NC No. 1 ranking, our project was voted down by its own residents due to the loss of parking for those who had no driveways, thanks to the new 5-foot sidewalk rule. And Cherrydale lost a funding round. That county kept moving the goal posts was, and is, deeply unfair. In addition, it was an unreasonable requirement for a very old and narrow street. The editor of the 2004 Cherrydale NC Plan was a resident of 21<sup>st</sup>. David Wade did a fantastic job though he

never got the project he had hoped for his street. Given current County rules, this dead end street will likely remain unimproved forever.

With the above historical perspective as background, it was a relief to note NC organizational changes which allowed recent NC Cherrydale projects to move along without much delay. In 2013 we therefore gathered a team to write a new survey upon which our 2014 plan would be based. The current NC Plan follows up on the 2004 plan with some of the same leaders helping again. We had the fortune of having very new residents join our team, while we retained longtime residents like Tom Korn, who has been involved one way or another in the CCA for over 30 years. Our Survey Team was composed of a core crew including Maureen Ross, Tom Korn, Jim Todd, Sara Cruley, Deborah Cook, Meg Rydzewski and Gillian Burgess, with help from Margie McKelvey, Tom Hone, and for review Bill Novak, Ann Quinn and Katherine Christensen. A special thanks goes to Meg Rydzewski for managing the survey monkey data and ensuring information about the survey was posted on the Cherrydale Citizens' Association web site.

Once the timeframe for responding to the survey passed, our committee reconvened to delve into the results. We tried to represent the responses to the survey as honestly as possible in summarizing the data. Once the raw data was interpreted, we began to write the plan, based on the desires and preferences revealed in the survey responses. At this point, we had been meeting two to three times a month for 6 months, plus reviewing and writing on our own. It was summer 2013. Editing all our versions to one voice was difficult and the job went from one editor to the next until in the Spring of 2014, it finally came back to Sara Cruley, Deborah Cook and myself. We completed the Lee Hwy and Businesses section and "How we travel" and any other missing pieces.

Tom Korn has been a constant inspiration, a veritable fountain of ideas combined with institutional memory. And Katherine Christensen proofread the finalized NC Plan for us. Various residents reviewed sections where they were "expert". We are grateful for the time they contributed to ensure the newest NC plan is written clearly. We have been as faithful as possible to the 2013 survey results as well as previous NC Plans. This project was an immense amount of work, performed by volunteers with full time jobs and family obligations. It demonstrates a tremendous commitment to preserving and promoting this community. As such we hope it will be respected by the County, especially when development is being considered.

### **Special Acknowledgement to County Staff:**

Readers should keep in mind how much better Lee Hwy appears now compared to last year when our survey was completed. Having the Discover Cherrydale Day 5/31/14 provided a deadline by which time Lee Hwy needed to be spruced up. County met that deadline with a few exceptions such as the delay in Capital Bikeshare contract. Much remains to be done, but what an improvement!

A star among county employees is Abe Bibizadeh, engineer in DES. Abe takes ownership of anything we send him. He always responds promptly, forwards our concerns to whatever

department should be copied and requests their assistance, which invariably arrives. He is reliable, responsible and compassionate, so much so that he receives 10 times the number of emails from us as any other county employee. We need more staff like Abe, who cares enough to see the job done, even when it's not his direct responsibility. We are deeply grateful to him for all he has done for Cherrydale and Arlington.

The willingness of County staff to meet at times residents can meet, sometimes 7 AM, sometimes 7 or even 8 PM, is a sterling principle without which true citizen participation in governance would be severely compromised. Staff have come to our meetings, our homes and met on-site whenever we needed them. We are grateful. By order of sheer number of meetings attended, we thank Shannon Flanagan Watson, Patrick Wegeng, Abe Bibizadeh, Elizabeth (Betty) Diggs, Mike Collins, Luis Araya, Jill Yutan, Sena Wijesinha, Gino Squarciafico, Robert Froh, Wilfredo Calderone, and new arrival Larry Marcus. County Board members who have come to listen more than once, in order of times met, are Paul Ferguson, Jay Fissette, Libby Garvey, Mary Hynes and John Vihstadt. Jay has even taken bike tours of Cherrydale with us and kept an open door policy.

Patrick Wegeng in Parks has worked tirelessly with us in our parks especially Hidden Pond, supported us with our invasive vine removal program and walked Lee Hwy with us to repair the significant tree damage and replace many of those that died. He inspires us. Jaimie Bartalon too has taken the tours and we believe County is improving its tree planting program. But more crew is needed to water public trees in the summer and to allow staff to supervise plantings.

Every once in a while a community liaison officer shines. Such is the case with Officer Adam Cridor who always responds to our inquiries promptly, and follows-up on the rare crime, but also helps us with otherwise unenforceable zoning and code violations, coming to witness them and interact with the commercial offender when other county employees will not. Oleg Kotov, bus stop program manager, is another true gem. He has joined us on bike tours of our bus stops and worked diligently on improvements with contagious enthusiasm. In the past 3 years we have accomplished more to improve our bus stops with his help than we did in the 10 previous.

In the street sweeping department Dan Gray made an impression by coming out to review resident complaints about the quality of the cleaning, thereby diagnosing the problem and fixing the angle of the sweepers. Without a trace of defensiveness and with incredible speed he came out personally. Such cooperation transformed a potentially acrimonious situation into one of teamwork and pride in our county. Wonderful.

Betty Diggs in traffic engineering represented the controversial traffic calming program, and as much as we distrusted the process, we always trusted her. No nonsense, by the book, for a decade she dealt with frustrated citizens desperate for safer streets. Through her we gained 3 projects (Monroe St, Utah St and Vacation Lane) and she is now working on the difficult 5-points intersection. Luis Araya now DES Subdivision and Bonds Administrator has been warmly supportive over the years as well.

Robert Froh in traffic engineering, along with Mike Collins, were pretty much tortured with repeated meetings and tours of Lee Hwy to review problems, including the long delay in the



utility undergrounding project (14 years), construction damage and complaints about where utilities are placed, often blocking sidewalks. We even took Verizon, Comcast and Dominion on the same tours. We are not sure, but we hope, that walking Lee Hwy while I pushed a baby stroller made an impression on these men, that paths must be wide enough for everyone. We hope also that the concept of community walk thrus of projects BEFORE installation of utilities can prevent foolish mistakes that narrow paths or destroy options for tree canopy. Certainly walk thru tours mid project and at the end will also ensure that construction mess is cleaned up, and damage accounted for, so we don't wait for years for resolution but merely days.

A tough job went to Shahriar Samiri, Director Inspection Services, when the Bromptons Loft building on Lee Hwy was left to crumble unfinished for years. New to the County, Shahriar met with us repeatedly about the bad condition of this site and he placed marching orders for getting the project back on track. He did it well, undefensively, reliably, open, clear, and on time. A fun job went to Jennifer Rothschild from Cherrydale Library who was key to the success of Discover Cherrydale event, making it fun, organized, and even more child friendly. She was warm, creative and helpful in all ways.

Finally, deepest thanks go to Terry Yates, Arlington/Fairfax Permits Manager, Virginia Department of Transportation for allowing the art project on the Lee Hwy/Monroe median, which was cleared as a beautification landscaping effort. But he also helped resolve the 15 foot mud puddle problem at a bus stop by the VDOT wall, and put us in touch with Albert Rollins and Richard Supinger (VDOT maintenance for Arlington). These gentlemen are working with us to gain compliance on signage violations with Mattress Warehouse which has been putting out 5-7 signs on Lee hwy most weekends. We will surely be working with them more as we strive to improve cross walks, and regain on-street parking on Lee hwy which is a VDOT road.

#### Completed Neighborhood Conservation Projects:.



18<sup>th</sup> St before and after pix (photos from County)



Kenmore St before and after.



Randolph St, before... and after sidewalk curb and gutter installation.



Stafford north of old Lee hwy by 21<sup>st</sup>, remains unimproved, no sidewalk curb or gutter.

### **Also completed, Missing Link Projects**

1901 N. Nelson Street

20<sup>th</sup> Road North

17<sup>th</sup> Street North

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### **Recommendation no 1:**

The CCA 2013 Survey has proved immensely useful and revealing. It could and should be mined for more information especially via cross tabulation of responses. It is the absolute foundation upon which our NC Plan 2014 has been written. Cherrydale is happy to share its NC survey questions with other associations, to adapt as they see fit. It is written in SURVEY MONKEY format. Purchase of the Survey Monkey format was not expensive. We recommend any users read thru our Lessons Learned section (attachment 27) first.

Current CCA leadership has completed 2 NC Neighborhood surveys and 2 NC Plans, for a total of 3 NC Plans, so we have institutional memory, especially on what questions work and which ones don't. But we won't be updating our plan for potentially 10 more years. By then, who will remember what we have learned and what we would do differently? Hence we have written the Lessons Learned Section.

We believe however, it is time for Arlington County to consider using a standard but adaptable survey or surveys, which neighborhoods can choose to use rather than rewrite their own every 10 years. This would save probably 4-5 months of meetings and writing by citizen volunteers. One could also then compare survey results throughout Arlington, and provide a fairly good "satisfaction " survey about the County as well as pick up on important trends and issues. A well designed and vetted survey would also help assure that questions ask specifically what was meant to be asked and responses provide useful and clear information.

**Recommendation no 1:** Arlington should work with neighborhoods to create and offer a standard survey or surveys, which neighborhoods can choose to use rather than write their own every 10 years This would save time and energy, standardize questions so responses can be studied County-wide, provide a reasonable satisfaction survey, and pick up on important trends and issues. The survey must be well designed, provide clear responses, and it should be vetted and approved not only by experts but by citizen associations. If the survey however, is seen as a county tool rather than a tool for the neighborhoods, it will not be completed with the perseverance and devotion necessary by a sufficient number of residents to be valid.



## Executive summary

Cherrydale evolved organically over 100 years ago from small farms and cherry orchards into a vibrant village. And even with exponential growth of both Arlington and Washington D.C., our village survived urbanization to become what it is today; a diverse neighborhood of singles, young families, and long time neighbors. Lee Hwy, which traverses the neighborhood, is an essential element of Cherrydale's social texture. We view it as our "Main Street," as it provides a "home" to our many independent restaurants and entrepreneurial shops; exudes the spirit of our community; and contains a pedestrian network for a more "car free diet." This is only true, in spite of it being a busy, important, commuter corridor, because the current allowed low building height *compliments* our residential area rather than overtakes or suppresses it.

It cannot be emphasized enough that the vast majority of Cherrydalers hold the current low density commercial nature essential to our neighborhood's long standing village character. We relish the opportunity to work with the county to beautify and improve it to modern standards but this does not mean "reinventing" it with incompatible high rise buildings with anonymous residential housing and cookie-cutter retail. That is not who we are or want to become. This includes the current property Safeway now sits on, should that ever be redeveloped, as well as the older buildings along Lee Hwy.

We want to walk more and cycle more, but acknowledge that driving is still our main mode of transportation. It is a reality. We want all modes of transportation to be safe, efficient and convenient. We want to see businesses thrive with sufficient parking, and we want to be able to park by our homes. But we are more than willing to walk to near destinations if the walk is safe, attractive, and blessed with tree canopy.

The devil is in the details, so when projects are planned here, the community needs to be involved in details such as exactly where a utility will be placed. Thus we would avoid the pitfalls already experienced such as narrowed sidewalks and loss of sites for trees. The community can liaison with businesses and residents for better outcomes for all if we are involved early enough. All the fine planning in the world makes little difference however, if basic upkeep and maintenance remain helter skelter as it is now along Lee Hwy.

Cherrydale should be known for its unique restaurants, safe pleasant hassel-free shopping, and as a haven for cyclists and perhaps even artists. We welcomed Capitol Bike Share specifically to the Safeway site so as to attract cycling shoppers from other neighborhoods. We are dedicated to increasing walking and cycling and hence we created the Cherrydale walking tour this last spring as part of the Walk Arlington Program (<http://www.cherrydale.net/cherrydale-walking-tour.html>)

Our community has held no less than 3 art events showing the work of residents in both Cherrydale and Maywood as well as displaying their art in the empty former site of Cherrydale Auto Parts on Lee and Lincoln St. We held the first of hopefully more writers' talks at our popular Book Nook and we encourage always the celebration of Cherrydale creativity and

careers. We encouraged the creation of the Cherrydale Business Association, and helped celebrate our businesses at our first Discover Cherrydale Event, co-hosted by the CBA, CCA and Cherrydale Library. In essence, we want to be on the map known as the small town gem that it is, with a thriving and supportive community of individuals and families.

*Please refer to attachment 26, Cherrydale's presentation to the Civic Federation, Concerns (and recommendations) for 2014 and onward.*



Annual parade, W&L band (photo by Dave Ostrander); below left: Cherrydale street scene, right: Volunteers finish 2<sup>nd</sup> window display of community art at the ART Corner, an empty building we borrow from property owner who allows us to show art in the large lovely windows. (photo Greg Embree)







## **INTRODUCTION**

The 2013 CCA survey tells us a lot about who we are as a community, what we value and desire here in Cherrydale, and helps inform plans for the future of our neighborhood. The recommendations in our NC Plan therefore almost always came from survey results with strong majority agreement. When they do we list the survey question(s) from which the recommendation arose. Sometimes a recommendation arises from a minority concern because of the strength of that concern (eg. noise issues) and/or the experience of officers and neighbors in dealing with those concerns. We have been as faithful as possible to the survey results in guiding feedback and plans to the County.

### **A Note on our Survey and How the Numbers are Presented**

The survey is long, so to keep each section readable, we provide an introduction, a summary of related survey results, photographs, and then recommendations. The full survey report is the last attachment of the NC Plan. In this report, numbers sometimes appear in parentheses after percentages. The numbers refer to raw data from the survey. The numerator is the number of respondents who chose a *certain* answer to a question; the denominator is the total number of responses *to that particular question*. To illustrate: in response to Question #1 about the type of residence in which they live, 93.2% of respondents (245/263) reported living in a single-family home they own. This survey summary uses this method of presenting data throughout and we often use this form in the body of the NC Plan as well.

Importantly, some questions were skipped by some respondents for unknown reasons; as such, the denominator varies throughout the survey. The questionnaire also employed “skip logic” so, for example, if the reader was not interested in a kid’s playgroup, that next set of playgroup related questions was skipped. In a few instances, skip logic was a valid response in itself (i.e. “if you think X is not a problem, skip this question”) and these questions are so noted throughout.

Questions are referred to by question number throughout (e.g. Q no 1, Q no 2, with text of question provided where appropriate. See also last attachment in survey for full data.

### **Validity of the Questionnaire**

We had a 21% response rate (257/1225 households in the 2010 census). According to Survey Monkey, the drop out rate for questionnaires tends to be 10% after 35 questions and 12% after 50. However Cherrydale residents beat the odds, with 90% of respondents completing the survey of 194 questions. That is, 230 respondents representing 230 different households completed the survey out of 257 who started. (We started with 263 respondents but 6, though they were on the listserve, did not live in Cherrydale, and so were not allowed to finish.)

The CCA advertised the survey in the Sweet & Sour Newsletter, on the CCA website and neighborhood listserv, through leaflets posted in the neighborhood, and by word of mouth. Of note CCA newsletter distribution maps count 1439 households while the US Census data shows only 1225 households.



How many households do we have? Factually, 1439 as of April 2013. But according to the 2010 census, Cherrydale had 1,225 households. Surprisingly we supposedly lost 125 housing units in the last decade according to the census but our own newsletter distribution household count was 1,290 at the time of the survey. So we had 65 more units than the census counted. Curious, we recounted and discovered we actually have *1439 households* - a difference of 214 more-units than the 2010 census counted. Hunters Park brought 71 units around 2004 and the Brompton's brought us 22 townhomes, 4 houses, and 22 condo units but all before 2010. (Until this May we did not even have access to deliver newsletter to the Brompton's Lofts). The difference in part appears to be that the US census bureau's boundaries for Cherrydale and what Arlington documents as our boundaries are not the same.

See attachment: US census page and our newsletter distribution maps.

## CHERRYDALE HISTORY (SHORT VERSION)

Located in the heart of northern Arlington, Cherrydale is a charming neighborhood noted for both its history and its small-town feel. It is characterized by quiet streets lined with huge old trees and well maintained single-family homes, many of them historic bungalows dating back to the late 1800s and early 1900s. It is also home to the Cherrydale Volunteer Fire House, built in 1919, home to Arlington's first volunteer fire department.

- The location's proximity to Washington markets helped establish Cherrydale's agricultural roots, which date back to the 1780s when the area's first-known settler, Andrew Donaldson, began farming. The abundant cherry orchards inspired Dorsey Donaldson to name the area "Cherrydale" when he filed an application to open a post office.
- □ Cherrydale began to develop in the late 19<sup>th</sup> century from a rural agricultural crossroads into a residential community with a commercial corridor. The relocation of the Alexandria County Courthouse to Arlington in 1898 and the establishment of a commuter railroad in 1906 initiated a period of rapid residential and commercial development in the area. For the next 50 years, large tracts of land in Cherrydale were subdivided into a series of residential developments of varying sizes. The earliest and most substantial of these were Dominion Heights (1905), West Cherrydale (1907) and Cherrydale (1912).
- source: <http://projects.arlingtonva.us/projects/cherrydale/>  
for further information <http://library.arlingtonva.us/center-for-local-history/>  
See also, A Cherrydale History by Kath Holt in attachments.



Gretchen Koenig stops in front of Cherrydale's monument to its WWI dead on her way to help with Discover Cherrydale.



Scot and Dakota Springston representing local historic personages from the Revolutionary and Civil wars. (photos by Greg Embree)

## **CHRONOLOGICAL HISTORY OF CHERRYDALE (1935-2014 )**

Data gathered from Kathy Holt, Eric Dobson, and Maureen Ross. Any errors are accidental, unintentional and the fault of no one.

### **1935 to 1975: Mid Century**

- 1938 Cherrydale's community Library combined with County Library Department, and moved from the School
- 1938 CVFD held Burn the Mortgage celebration
- 1939 Lee Highway was widened, taking over the roadbed of the W&OD
- 1945 Hunting banned in Arlington County
- 1955 Cherrydale loses its last cattle which had been pastured on land at Lee Highway and Quincy Street
- 1958 Cafeteria added to Cherrydale School; interiors of both buildings remodeled
- 1958 First redevelopment plan for Cherrydale proposed by Arlington County
- 1959 Quincy Street/Lee Highway intersection reconstructed
- 1961 New Cherrydale Branch Library opened on Military Road
- 1961 CVFD purchases new ambulance
- 1965 Last privy in Arlington closed, County's last commercial dairy herd sold
- 1966 Last train on the W&OD. Last train on the Bluemont Branch of the Washington and Old Dominion was 1963
- 1971 Last meeting of the Cherrydale PTA
- 1972 Both Cherrydale School buildings torn down
- 1973 Last meeting of the Cherrydale Boy Scouts at the CVFD Fire Hall

### **1975 to 1993: Towards a New Century**

- 1980 Riot at the Fire Hall
- 1982 I-66 opened (some say 84)
- 1984 to 1986 Preliminary Cherrydale Historic Survey done
- 1984 to 1987 First Cherrydale Neighborhood Conservation Plan adopted
- 1987 First Cherrydale history book printed

### **1993 to 2003: A Second Century**

- 1990 The now Brompton's site was chosen by the community and former Fire Chief Hawkins to be the site of the new station after a series of meetings.
- 1994 Voters approved bond money for the new fire station's construction.
- 1994 Lee Highway/Cherrydale Revitalization Plan approved. It allows half the normally required retail parking.
- 1997 CVFD Fire Station granted historic site designation
- 1997 Reintroduction of Annual Cherrydale Parade
- 1997 Improvements to Lee Highway (begin again)
- 1998 County funded historic survey of Cherrydale begun
- 1998 Brief resurrection of Cherrydale Fire Hall Community Dances
- 1999 Second historic survey completed.

### **2000 and onwards By Maureen Ross (*along with editorial comments*)**

- 2001 Arlington County Board approves Site Plan #355 for Hunter's Park at Cherrydale (12/8/01) with no endorsement and significant reservations from Cherrydale Citizens Association in part because retail was allotted half the normal parking ratio, the loss of a single family home, insufficient screening from residents and the fear that it was underparked for residents, who were supposed to be of lower medium income 60

- and older. *Data from Federal Hwy Administration 2009 National Household Travel Survey show that 80% or 80 year olds in Virginia still drive.*
- 2001 Lee Hwy Undergrounding project begins.
- 2002 Arlington County Board approves Site Plan #360 for Brompton's (7/31/02). Per 1990 task force this was the preferred site for the new fire station. The CCA gives no endorsement and notes significant reservations, in part again because of underparking of the retail, as well as the fire station issue and loss of single family homes. Plan is amended 5/17/03. Occupancy for SFHs granted 9/04, CO for town homes 12/04 -6/05. The condo building is half-erected and then fails inspection 2005. Settlement with County Board to resume building is 5/19/09. Master CO for condos and retail granted 3/28/11.
- 2002 Cherrydale Survey goes out to community to guide 2<sup>nd</sup> NC Plan/update.
- 2003 Survey results compiled.
- 2003 Cherrydale granted National Register of Historic Site designation
- 2003 CCA unanimously votes against the lowered parking Ratio County allowed for Lee Hwy Revitalization Plan and notifies County.
- 2003 Second edition of Cherrydale: Cherries, Characters, and Characteristics
- 2003 Arlington County Board establishes and charges Fire Station #3 Relocation Task Force composed of representatives from all the affected neighborhoods.
- 2003 Resumption of annual Candidates Debate for Arlington relevant candidates.
- 2003 Fire Station #3 Relocation Task Force submits its report to the County Board affirming Cherrydale's first choice site to be across from the Cherrydale Volunteer Fire Dept, where Brompton's Loft now exists.
- 2003 CCA votes to close Oakland Street between the nursing home and 20<sup>th</sup> where it narrowed to 16 feet over a hill; An inferior street, density about to double from the Brompton's Site Plan and we gained newly opened Pollard St..
- 2004 1st Update and rewrite of our Neighborhood Conservation Plan adopted by CCA
- 2004 Arlington County Board authorizes County Manager to proceed with acquisition of site behind Koon's Toyota, not among the sites recommended by the Relocation Task Force, for the new Fire Station #3. Rezoning, change of GLUP and loss of SFHs.
- 2004 Dominion Heights (SP#395): Christopher Company presents proposal for 3565 Lee Highway. CCA in general supports project, with strong support from CCA committee. CB did not approve the proposal (3/12/05) in part because it was fully parked for retail, had a 5<sup>th</sup> story (set back) and issue with quality of design (though CCA approved it). With CCA support it was approved 11/6/05. Site Plan Amendment 5/22/10 allowed smaller and more units. Partial COs for residential unity issued 2/2013.
- 2004 Use Permit Koons used car lot, request for extra parking area- U-3077-0402 approved 6/12/04. This site near I-66 east on-ramp Lee Hwy- is on a block without a single street tree. CCA negotiated with County and Koons so that the parking lot would not have to be paved but Koons would plant and maintain 4-5 trees on their property bordering sidewalk. Example of Win Win.
- 2005 Koons tire repair shop 4060 Lee Hwy U-3145-05-01 (12/10/05). CCA negotiated first planters with Cherrytrees on the extra large driveway but over the years Koons and CCA decided planting the trees in the ground would work better and this was negotiated with property owner, for 3 landscaping areas with minimum of 6 trees.
- 2005 First Celebrate Cherrydale Artists day held at CVFD
- 2005 Site plan for Fire Station No.3 SP #396 approved by county. On 12/14/04 County approved specific relocation actions. 12/10/05 SP approved, with loss of 3 single family homes, rezoning, change in GLUP. There were a total of 3 task forces : 1990s

first, 2<sup>nd</sup> was in 2003 and then the task force on designing the Fire Station made its final submission, Final FS3 Design Task Force Meeting: Aug 11, 2005. Koons and the county swapped land + cash to build the parking garage for car dealership. Koons owned the Old Dominion St. frontage, the parking lot across the street, and (IIRC) the option to purchase 4101 Lee (a single family home). Koons exercised option on 4101 Lee and the County then traded the then north-south portion of 21<sup>st</sup> Rd for those parcels.

2004-2005 Task Force for Design of Washington and Lee Highschool. County Board approved the use permit (U-3120-05-1) 5/31/05

2005-2007 Master Tree Planting Plan (88 trees donated to CCA as compensation for loss of mature trees during construction of FS3. Tour with CB Paul Ferguson and County arborists to show and get support for where to plant these public trees. We select I66/Bono site for street trees but learn DES will not allow due to underground utilities plan for 3 switch boxes here at edge of sidewalk. "Too late" to change plans..

2009 Bromptons Site Plan – Condo building is allowed to resume construction/correction of problems with close monitoring by chief building inspector who provides monthly reports to CCA.

2010 Koons Garage Opened: March/April 2010 (video was posted 4/21/10).

2011 Fire Station Number 3 public dedication: July 29, 2011

2012 The Art Contest for Lee Hwy median vote is held 3/21/12. Maywood and Cherrydale choose the artist and design for the median, a 21,000\$ project in total, a benefit gained from the Dominion Heights Site Plan. This is the first art on VDOT median, anywhere in Virginia, the first time citizen associations negotiated for the "art donation" to remain in their neighborhoods, and the first that Arlington citizens got to chose the art, not some committee of "experts"

2012 Capitol Bike Share asks if Cherrydale is interested in having a bike rack here. YES!. M Ross and Paul DiMaio Capital Bikeshare Program manager tour Cherrydale for sites that have enough room and SUN for the solar powered racks. Options become extremely limited because of inadequate sun at some of the best sites such as by Bromptons Loft. It comes down to behind Honda on Quincy, or lose a few trees at Dunkin Donuts, or place it at Safeway. In November of 2012 Safeway agrees to allow the CABI on it's parking lot.

2013 ART CORNER installation - Neal Nichols of Red Top Cab, owner of Ivy Welding and former Cherrydale Auto Parts store on Lee Hwy and Lincoln street allows CCA to display Cherrydale and Maywood art work and books in its large windows.

2013 Dominion Heights (SP#395): occupancy permit grants for residential units.

2013 February, the first Presidents of Lee Hwy citizen associations meeting. This group of presidents and volunteers meets monthly to learn about Lee Hwy challenges, planning and design issues, guest speakers from county, and several walking tours of neighborhoods. CCA president M Ross, Tom Korn, attend regularly. Katherine Christenson joins as well. Other CCA volunteers attend occasionally but few can make it regularly.



2013 CCA hosts a meeting 11/20/13 with Cherrydale retail representatives to discuss needs (parking is a big one) and in hopes that the businesses will form an association to advocate.

### **Lee hwy Undergrounding completed**

2014 Lee Hwy Presidents Breakfast group hosts a meeting to hear from small businesses along Lee Hwy. February 24<sup>th</sup>. CCA retail has the highest attendance among the associations.

2014 Cherrydale Business Association is launched February.

2014 Discover Cherrydale Celebration (5/30/14): a celebration of the completion of the Lee Hwy utilities undergrounding, and the hoped for installation of Capital Bike Share rack, this event is hosted by the CCA, Cherrydale Business Association and Cherrydale Library. We have sidewalk sales, local small business pop up tents, live music, the ART CORNER is allowed to be open to display the art and books created by Cherrydale and Maywood Citizens. It is a successful event, but the Capitol Bike Share contract has not been signed so no rack yet.

2014 “We are Arlington” by Bill Hamrock, Pasha Café retails for \$21.95. See the Web site at [www.wearearlingtonva.com](http://www.wearearlingtonva.com). Or purchase at Pasha Café, 3911 Lee Highway

“

Cherrydale Safeway kindly loaned their parking lot for our local business pop-up tents on Discover Cherrydale Day 5/30/14. Phot by Greg Embree



## **PRESENTATION**

### **Chapters**

- Who we are, What we value: Questions 1-42
- Parks, Public spaces and Neighborhood Beautification: Questions 43-68
- Historic Preservation: Questions 69-77
- Community Services: Questions 78-95
- Housing and Residential Zoning: Questions 96-107
- Sidewalks, Curbs, Gutters and Streetlights: Questions 108-111
- Transportation – Parking and Traffic: Questions 112-134
- Transportation – How We Travel: Questions 135-170
- Lee Hwy/Cherrydale Commercial District: Questions 171-194

Each chapter opens with an introduction and a summarization of the findings of the survey for that chapter, often a reference to our earlier NC Plans (1987 and 2004), followed by recommendations, most of which come from specific survey question responses. Each question in the survey has summarized findings. All the survey questions can be found at the end of the plan, attachment 28.

## **WHO WE ARE, WHAT WE VALUE**

The 2004 Cherrydale Neighborhood Conservation Plan (County Board approved June 2005) was based on a 76 question survey conducted in 2003. The Plan you are reading now (dated 2014) is based on a 194 question survey conducted in spring 2013. The natural question arises: How has Cherrydale changed in the intervening decade?

One notable change is the growing popularity of working from home and/or regularly telecommuting. The community is also more densely populated than in 2003. But despite the 200+ new households added during the decade, Cherrydale is more owner-occupied today with fewer rental homes than in 2003.

Overall though, most issues of importance have not changed in the last 10+ years. Cherrydalers still report valuing the community as a safe, walkable neighborhood with a ‘small town feel.’ More than half of those surveyed in 2013 were living in the neighborhood ten years ago. And many desire to remain another 15+ years or “until carried out feet first.” This led to a concern not mentioned in the 2003 survey: whether life in Cherrydale will prove affordable after retirement.

### **Households- and how we’ve changed**

According to the federal census, Cherrydale has changed from 56% owner occupied in 2000 to 68% in 2010 respondents to the 2013 recent survey were predominantly (95%) homeowners.

We have 7 condo/apartments complexes within Cherrydale:

- Stoneridge Knoll (74 condominium units, about half rented out)
- Brompton’s Lofts (22 condominium units)
- AHC Hunter Park (71 apartments, all rental)
- Lauderdale Townhomes (29 units, of which 5 are rentals)
- Lincoln Arms (15 rental units).

- Barrington I (12 townhomes, 1 being rental)
- Barrington II on “old” Lee. (22 units; 5 are rental)

While renters are encouraged to join the CCA and newsletters are distributed to them, they had a lower survey response than homeowners. We have had condo owners on the officer board, and a renter serves as an officer currently.

Other than the disparity in number of households reported between 2010 census bureau and CCA's 2013 newsletter distribution list (we note 214 more households than the census), the respondents are not that different from the Census 2010 except per the comparisons in the table below:

	Census 2010	CCA Survey 2014
Single-person households	27%	13%
2-person households	30%	79%
3-person households	17%	6%
4-person households	19%	2 families
5-person		2 families

**WHO WE ARE and WHAT WE VALUE Questions 1-42 summarized.**  
**(Full survey responses report is found in last attachment)**

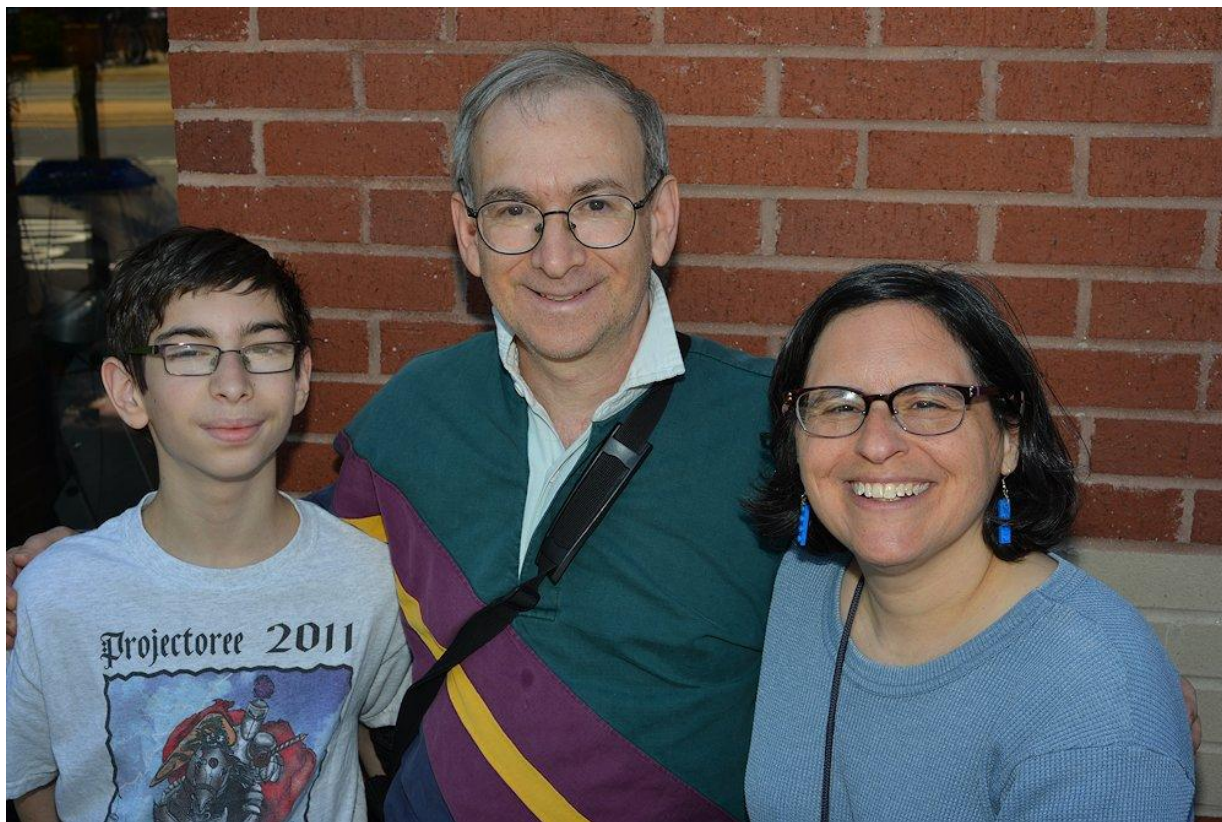
**Characteristics of Cherrydale Residents Questions 1-8**

The responses to the first 20 or so questions in the 2013 survey give us a pretty good idea about our community. The majority of respondents are owners of single-family homes in which they reside. Also, more than a quarter of respondents to the survey intend to stay in this neighborhood until “they take me out feet first.” This means that as we look to future projects in and for Cherrydale, we need to consider the impact on single-family home owners as well as an aging population.

A quick view at results from Questions 1-3 looks like this:

- 95% live in single-family houses they own (245/257)
- 4% rent (house or condo) (10/257)-
- Cherrydale is fairly stable, with 43% here more than 15 years (109/253)
- Another 18% (45/253) have lived here between 10 and 15 years
- 20% percent of respondents said they plan to live in Cherrydale for ten to fifteen more years (52/252)
- 23% answered more than 15 years (58/252)
- Over 25% indicated they would stay in the neighborhood until “they take me out feet first.” (64/252)





Robby (middle child), Michael and Marcy Gessel.

In Cherrydale, most respondents live with a relative, usually another adult and often at least one child as detailed in questions 4-7. Almost 90% of respondents say they don't live alone and 89% indicate that they do not have "non-relatives" living in their homes, i.e. there are not many group homes among respondents. Almost 80 percent of respondents say that two adults live in their residences, while just 14% report only 1 adult, and 8% report 3 or more adults living in the same residence.

### **Children: Questions 7 - 17**

A slight majority, 56% of respondents have 1 or more children under age 21 living at home, 28% have 2 children, 19% just 1 child, 8% have 3 and just 1% have 4 or more children at home. It should be noted larger families are slightly underrepresented in our survey compared with the census.

A large majority, 73%, do not have stay at home parents, but 27% do. By cross referencing, we find that of the 139 respondents who said they had kids under 21 living with them and answered Question 8 about stay-at-home parents, 46% have a stay at home parent. This statistic matches the average in Virginia among low- and moderate-income married parent families (2010 America Community Survey Data)

92% said that they had no children OVER the age of 21 living with them but 17 families had 1 adult children living at home and 3 families have 2 or more living at home. When asked to describe themselves, over 94 percent would not put themselves into any of the three following categories: "single parent," "divorced parent," "married, spouse deployed out of state." We did find out 2 households have a spouse deployed out of state. There does not seem to be a need for a support group for single parents.

Only two households said they had or have foster children, and most would not be interested in fostering. However 25 respondents (10%) said they might be interested in fostering in the future plus 4 definite and another 35 (15%) stated they were unsure. That is a total of 64 families with at least potential interest in fostering children in need! This is significant untapped service opportunity. Our neighborhood could potentially resolve the shortage of foster homes for all of Arlington County.

Six families have adopted children. There did not seem to be a need for a support group for adoptive families.

**Playgroups** - 32% (76 households) would be interested in joining a local Cherrydale based playgroups. 76 families is not a small number. Of that group, most were for elementary school (42), followed by toddler (37), infant (22) and middle school (11).

Most were not sure if we have enough day care facilities in or near Cherrydale, but 20% (50) said we do not have enough. Of the 50 respondents who think we don't have enough day care in Cherrydale, 35 actually have children under age 21.

**Recommendation** (Q no 11-12): Given that 64 households in Cherrydale might be interested in fostering children, the CCA will gather host introductions with Arlington Foster care services and encourage residents to consider foster parenting. Teenagers and sibling groups are in greatest need of parents and or mentors. In May of 2014 Maureen Ross interviewed Heather D. Stowe, PhD| Division Chief Child & Family Services Arlington County Dept. Human Services and they are now open and eager for respite foster parents and adult mentors to teens.



Arlington County Foster program representative at the Discover Cherrydale Event.



**Recommendation** – Q no14, 15: there would be support for various age-based playgroups in Cherrydale. The CCA should support volunteer parents starting such groups. We may ask the Cherrydale Volunteer Fire Dept for a low fee for such groups meeting on the 2<sup>nd</sup> floor.

**Recommendation** – Q no 16: There might be an unmet need for more daycares in Cherrydale. A further survey on this interest would be worthwhile as question No. 16. did not ask if the respondent personally needed day care in Cherrydale but only whether they think there are “enough” day cares here. For example, fifteen of those who said “no we do not have enough day cares” do NOT have kids under 21.



June Million enjoys retirement here in Cherrydale, her home town (photo by Greg Embree)

### Seniors and Retirement Questions 17-22

Over 82% of respondents said they or their spouses were under the age of 65; just fewer than 18% noted that they or their spouses were at or over the age of 65. Almost 98 percent do not have a parent 65 or older living with them.

When asked about where we plan to retire, 31% did not know, 22% probably won't retire here, 22% hope to retire and stay in Cherrydale, and 17% are already retired and plan to stay here. So 39% basically are planning to stay here in retirement.

Don't know	31%	77
Probably not here	22%	55
<b>Hope to retire/stay</b>	<b>22%</b>	<b>53</b>
<b>Already retired/ stay</b>	<b>17%</b>	<b>43 / i.e. 96 (39%) at least hope to retire here</b>

We cross referenced the 44 responding they or spouse were 65 and older with the retirement plan question and found that 74% were already retired and planned to stay here, another 4

respondents hoped to retire and stay here, and only 4 were likely to move away. Note that respondents represent households, which usually mean couples.

When asking those who do not plan to retire here why, we learned:

- 29% (40) had reasons other than listed,
- 27% (36) just wanted to move elsewhere,
- 20% (27) said it was not be affordable to stay,
- 13% (18) still hoped to live here, and
- 10% (14/) just would move to be near other family. Only one respondent answered, “Not enough services for seniors to keep me in my home.”

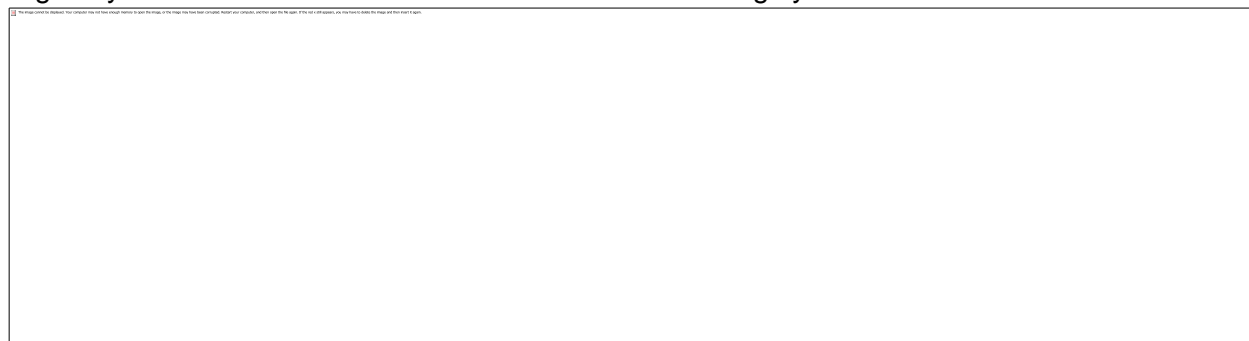
However there is likely an under representation bias in the survey, in that seniors who need help now are the least likely to fill out surveys. Officers assisted 2 neighbors in their 80s to fill out the survey, who would otherwise not have done so. We know of neighbors who went to a nursing home for the same reason but lack data on this for all of Cherrydale.

A majority might at least be interested in Aging in Place Services, with 35% of all respondents saying they are either now (5) or in the future (82) interested, with another 20% (49) saying “maybe”. Of note, 20% said they do not plan to retire in Cherrydale because it was not affordable, and most of these respondents were younger than 65. As a result, the CCA is already investigating the age in place programs in Arlington and have a volunteer liaison, Elizabeth Cotsworth, meeting with Arlington Neighborhood Villages (<http://arlnvil.org/>)

Tax Relief offered by County – The problem with the County’s program is that the elderly owner must already have insufficient funds to live in Arlington with inadequate cushion for emergency health care to qualify for some relief. Read below:

<http://topics.arlingtonva.us/realestate/taxes-payments/real-estate-tax-relief/> If the combined gross income of all of the owners and relatives living in the home during the preceding year is \$99,472 or less you may qualify for an exemption. Household assets (excluding your home) must be less than \$340,000 for an exemption. The percent of taxes exempted depends on income.

The CCA has an Elders Discussion Group thanks to volunteer and neighbor Andy Murphy. A full 65% of respondents were aware of the Elders Discussion Group. Their meetings are posted regularly on the list serve and in the newsletter and are highly valued.



Andy Murphy leading our elders group 1

**Internal Recommendation** – Q no 19-21: Invite Arlington Aging in Place representatives to a CCA meeting to inform us what is available, how to volunteer, and how to request services. (1/15/14 this was the main topic at our January CCA meeting) and we should continue inviting an update on the programs at least every other year to help residents plan for aging in place as an option.

**Recommendation** – Q no 20, 21: Alert the county that 20% of respondents to question 20 reported they could not retire here because it was not affordable. Only one of those respondents was 65 or older. It would be worth delving into the reasons Arlington is not affordable – is it taxes, mortgage, and groceries? This might then also be worthy of a more in depth survey. The tax relief offered to elderly property owners might be insufficient, as only those with just 6 years of retirement saving left can qualify.

**Wheelchair and stroller accessibility:**



Older sidewalks blocked by utility poles, impassable for wheelchair or stroller use. Eg N Monroe St.



Resident Derrick Christian, with George & Michelle Carrera, unable to use N Monroe sidewalk.



Resident barely maneuvers on Lincoln, even with smaller wheelchair, prefers street.

### **Disabled Citizens - Questions 23- 25**

When asked if they or members of their households were physically disabled and needed assistance walking, over 98 percent answered no. Four said yes and they each noted problems traversing our sidewalks and noted examples. We must also keep in mind that the Cherrydale Health and Rehabilitation Center did not participate in the survey. They have 240 patients, all disabled, and staff routinely takes them outside and around the neighborhood, and some patients drive motorized chairs to Safeway etc. One of their patients was hit by a car on Lee Hwy at the NE intersection with Oakland Street. In addition we have Hunters Park with 71 senior residents (if fully occupied). None to our knowledge responded to the survey. There is at least one neighbor in Stonebridge Knoll who requires the motorized shopping cart at Safeway.

We asked those who self-identified as disabled, “Is your ability to travel along Cherrydale sidewalks inhibited by the state of the sidewalks?” Theoretically there should have been only 4 responders self-identified as disabled, per previous questions but there were 12, of which 7 said, “sometimes”, 2 said yes and 3 said no. Six streets were named. We therefore have 9 disabled neighbors reporting their ability to travel along Cherrydale sidewalks is inhibited by the state of the walks and we will follow up on those reports. (A majority of abled respondents also reported complaints about sidewalks; see No 109 and 110.)

Particularly problematic blocks include: Old Lee Hwy, Quincy to Stafford (brush, landscape wall,); Quebec St (no sidewalk), 17<sup>th</sup> St between Randolph and Quincy, north side, (must cross over to stay on a walk); Monroe St (utility poles from Lee Hwy to 19th St), and corner Lee Hwy and N Oakland, nursing home side, (sidewalk dips).

The Cherrydale Volunteer Fire Dept, our primary meeting site, is not at this moment according to the survey, an obstacle to any known Cherrydale disabled resident who wants to attend. However, at some point, adding an elevator would make this site wheelchair accessible and for that reason it is worth considering fund raising for such a purpose, if the CVFD is interested.

### **Creative options Questions 26 and 27**

There is a strong minority interest (45%) in a community on-line jobs board. There was a slightly lower interest in a skills bartering system 39%.

**Recommendation** – Q no.23-25 and No 109 and 110: Every new sidewalk in Cherrydale should be at least 36 inches wide, and whether new or old, there should be no pathway narrowing to less than 36” from utilities or other obstructions, so that people in wheelchairs (and parents with strollers) can traverse easily. The Lee Hwy Quincy to Stafford blocks and the Oakland/Lee Hwy sections were reported to county 6/6/13.

**Recommendation** – Q no. 23: Sidewalks identified in the survey as particularly egregious (see **Attachment** Survey Responses Summary 28 Q23) should be priority projects for capital improvement.





**Recommendation** – Q no. 23-25, no109 and 110: No utility company should be allowed to narrow our sidewalks further than they already are and legal action should be taken to force the companies which did narrow our walks in the past ten years to undo the damage. See particularly the 20<sup>th</sup> and 21<sup>st</sup> blocks of N Lincoln St.

**Recommendation** - In the long run, moving utilities to clear sidewalk passage should be allowed as a capital improvement under the Neighborhood Conservation Plan so they can be approved projects, or better yet, simply be prioritized without going thru NC. Alternatively, easements could be requested/purchased from property owners, to curve sidewalks around the poles.

**Recommendation** - Cherrydale has very old streets, and where widening the sidewalk to 5 feet would preclude parking on one side to the detriment of immediate neighbors we support 4 or even 3 ft sidewalks. Affected citizens have already voted down 1 long awaited sidewalk project because of the new 5 foot sidewalk policy. (See Cherrydale Sidewalks Utilities Obstruction Survey in attachments.)

**Recommendation** – Q no 24 : With CVFD approval and support we hope to add an elevator to the CVFD. We ask County and State for assistance in funding sources and support.

**Internal Recommendation** – Q no 26, 27: There is a strong enough interest to request a volunteer to set up a jobs board and encourage its use through our list serve, website and newsletter. We would also reach out to our retail businesses to use it. Note this suggestion has been floated to the list serve with no volunteers yet. But it is a worthy perhaps college level project or AP high school project.

**Internal Recommendation** – Q no27: The CCA will occasionally post requests to the list serve for a volunteer to establish a skills bartering system.

### **Work: Questions 28-36**

When asked where they worked, 79% work outside the home while 37% work from home (14% self-employed, 12% as parent, and 11% telecommuting).

#### **Where we work:**

- 30% (75/251) District of Columbia,
- 20% (51/251) Arlington
- 13% (32/251) Fairfax County.
- 25% work from home for themselves or for employers (28+35/251)
- 16% (40/251) are retired
- 12% (30/251) stay-at-home parents.

That means 37% of responding households have an adult at home during the day, which probably adds a sense of security to the neighborhood. Just 16% percent noted that they were retired. Only one resident was looking for work.

Only 58 percent of the 226 respondents commute to work during rush hour “most of the time”. Just under 43% said that they don’t commute during rush hour “most of the time”. A whopping 46% telecommute at least sometimes. The survey asked respondents if the other adults in the household commuted during the “traditional” rush hours. Over 70 percent answered “yes, most of the time.” Nearly half of the respondents who answered the question indicated that someone in the family telecommuted. Of those who said there was someone in the family telecommuting, over 23 percent said that the telecommuter worked most days from home, and almost 40 percent answered that the telecommuter (or telecommuters) in the family worked “at least weekly” from home.

There is little interest in setting up a daytime neighborhood watch. Though we have a large number of adults working from home, only 27% are aware of a “safe haven” for children to go to outside their own home in an emergency. This is a potential deficit to be addressed. Fortunately, 79% said “yes” there is an adult at home on their block during most days of the week.

**Recommendation** – Q no 34, 35: Urge neighbors to have a backup plan / safe neighbor to go to during a major emergency when parents at work cannot reach children in school (e.g. terrorist



attack or blizzard). We should also invite another Disaster Preparedness demonstration at a CCA meeting.

### **WHY CHERRYDALE: Questions 37-40**

The survey also explored why respondents chose to live in Cherrydale. The 2004 Neighborhood Conservation survey of Cherrydale residents came up with 19 “attributes” of Cherrydale that appealed to respondents. The same list of 19 “attributes” was used in the 2013 survey, and respondents were asked which of the 19 were most important to them.

Questions 37: 249 respondents answered this question, and they rated as “very important” the following “attributes” in rank order:

- Neighborhood safety (174),
- Proximity of their homes to the District of Columbia (144),
- Proximity to their work (142),
- Cherrydale home values (138),
- “Walkability” (134),
- Tree canopy (120),
- Proximity to metro (119),
- Arlington Schools (117),
- “Small town feel” (94).

If you combine the **Very Important and Important**, the top qualities chosen by over 70% of respondents were:

- |  |  |
|--|--|
| 1. Safety (97% from 241/249),          | 6. “Small town feel”   |
| 2. Home value,                         | 7. Retail (74%)  |
| 3. Walkability,                        | 8. Older homes (74%)   |
| 4. Proximity to DC, to work and Metro, | 9. The “Cherrydale community” (70%).                                   |
| 5. Parks                               | 10. Arlington schools (69%) important or very important “votes” (69%). |

The survey tried to narrow the focus on the **“good” or “most important” attributes** of Cherrydale by asking respondents to pick the five most important ones out of 17. The attributes chosen number 1 most often were: the safety of the neighborhood; the fact that a home in Cherrydale was (and is) a good investment; the public schools; proximity of a Cherrydale home to work; and “small town feel”. Of 17 qualities, the ones making the top 5 list most often were safety, value, schools, work, walkability, nearness to DC and small town feel.

The survey drew on the 2004 Neighborhood Conservation survey to present a second list of 11 Cherrydale “attributes” to rank from **“Like a lot” to “Dislike”**. Parks won the most “Like a lot” followed by our list serve, “small town feel”, Cherrydale stores along Lee Hwy, the newsletter, our library, citizen activism, CVFD and historic designation. Combining “Like a lot” and “Like”, the top five were again: Parks, Small town feel, and Lee Hwy stores, followed by our list serve and newsletter. There were no attributes disliked by more than 28 people and those surprisingly were the Capitol Bike Share and our historic designation, which has NO enforcement or down side requirements. This could possibly mean there is a misunderstanding

among some neighbors about the historic designation, and how it differs from Maywood's designation which does have strict renovation regulations.

When asked which of 12 “attributes” respondents would **most like to change**, the most often ranked number 1 attributes were: traffic, the kind of retail business here, new house sizes tendency to be too large, lack of sidewalks and state of sidewalks. When looking for what problems most often make the top 5 priorities, they were retail, state of our sidewalks, traffic, lack of sidewalk, new house size, and parks amenities. Overdevelopment/ too much density made the top 5 for 77 respondents (6<sup>th</sup> in line). Interestingly, difficulty parking for retail made the top 5 list 69 times and “difficulty parking on my street” made it 53 times.

**Recommendation** – Q no 37-40: County should make sure that it preserves that which most of us deeply value in Cherrydale. County should also improve our sidewalks and work to resolve the more pressing traffic problem areas to be discussed in later chapters.

**Internal recommendation** –Q no 40: Make sure we explain what our historic designation really means, (vs. Maywood's designation which has strict requirements), as well check on Capitol Bikeshare's popularity once it is installed.

### **Taxes Q no 41**

72% believe our 2013 real estate assessments were just about right, while 24% thought too high. However the majority 52% thought the 2013 Arlington County Real Estate tax rate was too high versus 47% who thought it was just about right. This question was answered before the tax rate went up, so one might suspect if the survey were answered now, even more might have objected.

### **Recreation**

Question 43: The survey also asked respondents “what types of recreational activities” they participated in “within Cherrydale.” 243 respondents answered:

Walk	98% (237 of 243)
Garden	66% (160 of 243)
Bike	64% (156 of 243)
Visit park/playground	60% (146 of 243)
Run or jog	49% (120 of 243)
Observe wildlife	48% (117/243)
Read outdoors	35% (84 of 243)
Play Tennis	22% (54 of 243)
Play basketball	14 % (35/243)



**Walking, biking and gardening- favorite Cherrydale activities**

### **Lee Hwy Shopping**



## **PARKS, PUBLIC SPACES AND NEIGHBORHOOD BEAUTIFICATION**

Residents of Cherrydale value the old trees and natural beauty of our neighborhood, and regularly utilize our parks and public spaces. In the past decade, since the 2004 NC Plan was written, Cherrydale has added two new public spaces – the new Mini Park on North 21<sup>st</sup> Road (as a result of, and across the street from the rear of the new fire station) and the small Brompton’s “open space” at North Pollard Street. These are attractive but small, the results of site plan “bonuses”. The near residents appreciate them very much though they are relatively unknown beyond their immediate areas, according to the survey. The older, larger adopted lot on Stafford St and 21<sup>st</sup> was regularly used but County keeps cutting down the tree swing – an issue we would like to resolve.

Cherrydalers also value public art and neighborhood beautification. Most recently, CCA worked with our neighbors in the Maywood community to create public art on the grassy median near the intersection of Lee Highway and North Monroe Street. We negotiated to keep the County required art fund contribution here during the Dominion Heights Site Plan Review. Next we insisted the citizens choose the art, not a county commission, and finally we convinced VDOT to allow the first art display on VDOT Highways in all of Virginia.



Photo of the dedication and the art panels by Jarrett Ferrier (photo by Greg Embree)

Respondents to the 2013 survey reaffirmed their support and use of Cherrydale’s public spaces, but also noted several improvements that would significantly enhance the usefulness and safety of the parks. The most commonly requested improvements were benches, water fountains with 2 spigots, one lower for animals and feet, and emergency phones. (The provision of lower spigots on water fountains might also prevent children from filling drinking fountains with sand as they rinse out their buckets, which we have observed them do at other Arlington parks.)

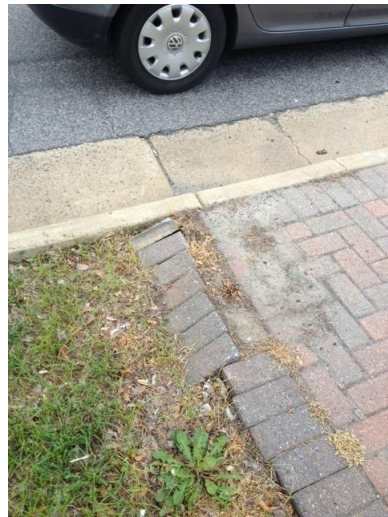
Cherrydalers appreciate the work of the Parks Department most especially Patrick Wegeng. Not enough can be said about how diligently he has worked with us. He is a visionary. But more could be done particularly by redirecting funds. For example in Cherrydale there has been a high rate of new tree loss due to poor planting and inadequate watering by contractors. Even 7-8 years old trees have died and the survival rate is worse along Lee Hwy. County should redirect funds to maintaining young trees planted in the past 10-15 years even if that means



planting fewer saplings. It is the fastest way to creating tree canopy- preserve trees that are already mature enough to provide shade.



Dead trees along Lee Hwy (removed recently)



Left – trunk damage, center - tree isle brick damage. Right poor landscaping by utility box



Damaged trees causing failure to thrive and eventual death over a few years, collapsed bricks around tree isles, tree stumps on median waiting for new replacements. Much of the dead trees have been removed and some replanted, but that would be 3<sup>rd</sup> of 4<sup>th</sup> time in 20 years, same spots.

While many survey respondents say County has done a good job maintaining parks sufficiently, it is quite possible that residents may be unaware of the significant CCA volunteer efforts which are mainly responsible for keeping Cherry Valley Nature Area passable and the ponds visible. Since 2004 these efforts include volunteer work crews taking out 1-2 dumpsters full of invasive vines 2-4 times a year, plus replanting crews, and finally the mowing of weeds at least 2 times a year by CCA Parks and Open Spaces (CCA-POS) committee member Tom Korn. In fact our CCA-POS Plan from 2004 has guided all the work done in our parks, including the 4 Eagle Scout projects by Hidden Pond in Cherry Valley Nature Area and some work at Oak Grove.





Cherrydale volunteers remove invasive vines at Cherry Valley Nature Area annually since 2003

We have noted friction between CCA- and RIP volunteers (Remove Invasive Plants) who have come 3 times to our events. The CCA-POS members are tolerant of nonnative trees already tall enough to provide significant shade, thus keeping down the vines. While for the past decade the CCA has planted only native species trees, bushes and ground cover, we are not opposed to noninvasive domesticated roses for example, if they have been in a park for decades. However the RIP volunteers cut down nonnative trees and bushes, even when they were asked not to. The result has been barren ground and the prompt invasion of aggressive vines with higher maintenance requirements. CCA's position is that we have lead the efforts to improve our parks for decades now, we have championed the removal of invasive vines, but we do not believe in cutting down trees and noninvasive non-natives just for the sake of "purity". This is especially true when there is no plan to IMMEDIATELY replant, and with a 50% rate of new tree loss for lack of County watering. We believe our crew leader's directions to volunteers should be respected.

*"If it weren't for CCA efforts, Hidden Pond would actually still be completely hidden."*



*Oak Grove before and now a full year after over-aggressive denudement of the garden.*

In our 2013 survey, responses indicate a significant concern is the shrinking tree canopy affecting all of Arlington. Maintaining Cherrydale's tree canopy has become harder over the past decade, as new homes are built on lots that once housed smaller homes and mature trees. Most frustrating is the lack of mature trees on Lee Hwy as they have been replanted 3 times in 18 years. If one compares the willow oaks on Lee Hwy/Broad St in Falls Church, planted the same time ours were initially, one can see what we should have by now-(see photos next page) In Cherrydale, the Lee Highway trees were repeatedly planted in poor soil, on mounds that repel rainwater, not maintained, often damaged by construction, and lacked sufficient watering during the summer months. Hence they have had to be replaced repeatedly and there are still no mature trees on Lee Hwy in Cherrydale unlike Falls Church Lee Hwy.

The Falls Church trees have raised protective brick surroundings which are much larger than ours, and also hold in water. Their brick pavers do not buckle and sway moving rain water away from the trees as ours do. There is clearly a qualitative difference in work done to design and install their sidewalks and tree aisles. The results are tall mature solid beautiful trees. It would behoove us to copy what Falls Church did.

Compare Lee Hwy trees (left) with Safeway's trees (mid) with East Falls Church (right) which were planted ten years after ours were first planted.







City of Falls Church Trees, Lee Hwy, planted same year Cherrydale's were 1st planted.

**Reiteration and Reaffirmation of 2004 Recommendations re: Parks and Neighborhood Beautification and Park Descriptions:**

**Oak Grove Park**

Major upgrades are intended for this park including ADA upgrades, an improved soccer field and irrigation system and attractive park signage. It is also our next NC Project. Oak Grove Park currently contains a rectangular field, a small tot playground, one gazebo structure for shade next to the tot playground, a few benches and picnic tables, and two trash cans. There is also a crumbling asphalt path that connects the stairway from N. 15<sup>th</sup> Street to the eastern side of the park. However, Oak Grove lacks a major inviting entrance, especially for wheeled access for strollers and wheelchairs. This park gets used but has much greater potential than it is realizing. Debris is usually on the ground as well as in trash cans. There was messy brush and poison ivy that Park's Patrick Wegeng's staff recently attacked with satisfactory vengeance. Overall it is under planted especially now that the beloved "nonnative" plants have been removed. We also lost a number of native saplings (esp. red buds) due to contractor activities like indiscriminate weed whacking. Residents had been nursing these along for years. Bill Bode and his wife Beverly Berger kindly transplanted a-dozen of native saplings from their garden to Oak Grove.

The paths in this park are far too muddy; more and better paths are needed. It is sometimes used unofficially as a dog park. The undersized soccer field does not

appear to be well maintained. The tot lot is underwhelming. In rainy times, water dumps into the tot lot from a watershed hill near the soccer field, and runs downhill from the park to N. 15<sup>th</sup> Street, making both areas muddy and unattractive. The apparent remoteness of the park from the neighborhood makes it easier to be used in ways that are undesirable and detract from the sense of a comfortable and safe community space.

Arlington County has a current project to make Oak Grove Park ADA compliant (to see drawings and specifics go to: <http://projects.arlingtonva.us/projects/oakgrove-park-entrance-feature-ada-accessibility-improvements/>). The County's project addresses some of the issues we outlined above about Oak Grove Park. Here is what it includes:

- An inviting and visible entrance on N. 17<sup>th</sup> Street
- A wheelchair accessible pathway from N. 17<sup>th</sup> Street circumnavigating the park and playing field
- A single 2-tiered bleacher
- An irrigation system for the playing field
- Additional plantings for the west side of the park along the fence

No firm start, or completion, date for the ADA project has been set by the County.

The house at the corner of 17<sup>th</sup> and Quincy (1612 Quincy) is a beautiful historic kit house that Cherrydale consistently called for preservation.-It has finally been purchased and will remain a historic single family home. One other house edges the park and at times County has threatened eminent domain. The CCA has voted against such a measure at our May 2008 CCA meeting and notified County. Assistant County Manager Shannon Flanagan Watson reassured us the and Goodman's on 8/14/08:

Based on discussions the County Manager has had with the County Board regarding Oakgrove Park and acquisition of the Goodman property at 1608 Quincy Street, the Manager will no longer actively pursue acquisition of 1608 from the Goodman's and will not recommend that the County Board use eminent domain to acquire the property. However, should the Goodman's wish to voluntarily sell their property, the County is still interested in acquiring this property at some future date.



*Oak Grove soccer field*



*Oak Grove soccer field 7/2014*



Play area mostly for tots, down hill, so often muddy.



Oak Grove denuded area from over vigorous removal of non native rose bushes etc. remains barren over a year after intervention (c 6/2014)

### **Cherry Valley Park**

Cherry Valley Park is an unbuilt natural space and Cherrydale residents want it to remain generally unimproved. That being said, the heaviest underbrush on the south edge of the park, especially poison ivy, should be cleared and the recently installed Eagle Scout paths preserved. The south end of North Nelson St. where it enters the park needs to be wide enough to make a U-turn to get out. The adjacent vacant land should be designated “public” and acquired for parkland, and the remaining roadbed should be finished with curbs and gutters but only if wide enough to allow u-turns. Adding further sidewalk however, would narrow the drive so significantly that cars would have to back up to exit.

The master planning for Cherry Valley Park incorporates the main park valley, the property along 17<sup>th</sup> St. N., and the ponds and natural areas along the bike trail. Hidden Pond should be accessible so people can approach the water to observe wildlife and enjoy the view. We have placed rocks and logs for sitting there. We would like to preserve the old chimney uncovered a few years ago, and allow approved log fires in the fireplace, when supervised by adults. Duck Pond, by I-66, has begun to be reinvaded by vines. We will refocus our efforts there soon. If county would mow closer to Duck Pond on the hill by the path, it would help keep the vines from reaching up and choking the trees again. However, we point out that in spring lovely flowers burst up by the bench and shady area, and CCA would appreciate an effort not to mow them during flowering time. A wooden raised trail across the sometimes marshy area close to, but west of N Nelson, would allow walkers access to circumnavigate the entire park without getting muddy.





100 year old chimney uncovered by volunteers, Quincy St entrance; hill from Hidden Pond to bike trail. CCA president M Ross and Eagle Scout Jack Beckman during his project, Hidden Pone in winter (a great time to remove invasive vines, can now see the trail thru the wood)



Figure 10: Debris, bushes and fallen trees that will be removed.



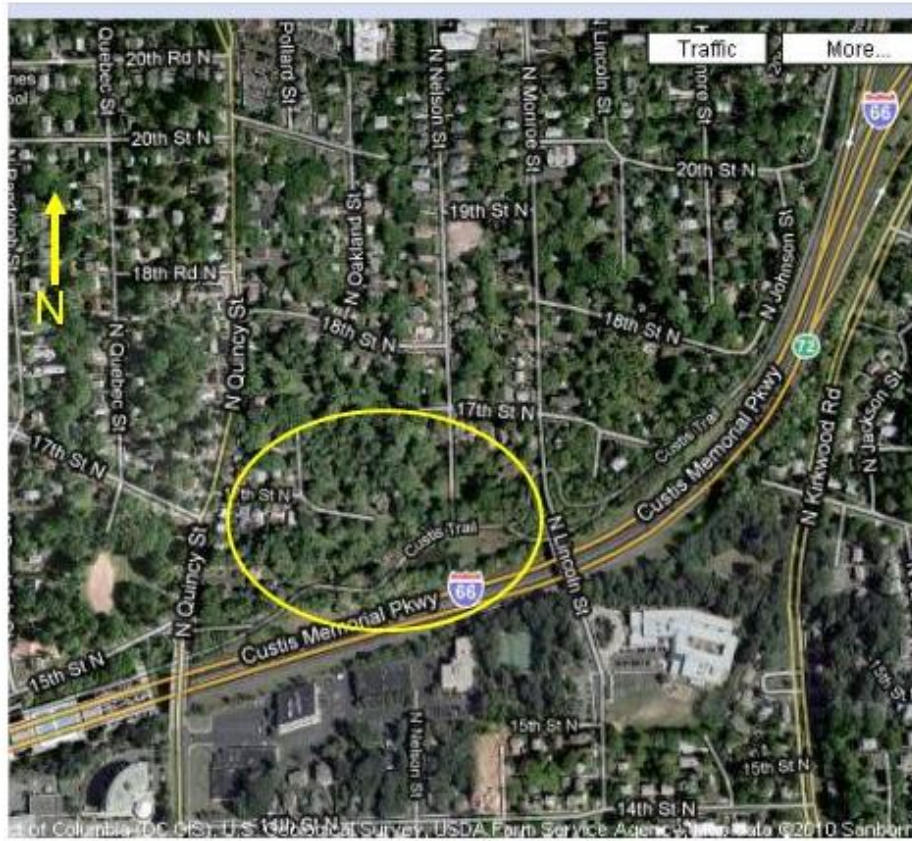


Figure 1: Cherry Valley Park and Hidden Pond in Arlington.



Figure 2: Trail site that will connect the North and South ends of the pond.

*Map supplied by Rob Beckman and Eagle Scout son Jack.*

### **Multi-use Bike Path/Custis Trail by I-66:**

Although the I-66 bike path has been marked with yellow lines to divide traffic, (which sometimes fade / disappear) the construction of a separate cinder track for runners and walkers should be strongly considered. Some cyclists are becoming increasingly aggressive making the path no safer for pedestrians and runners than if they were on the street. A Par Course should be constructed and mileage markers installed. Benches, water fountains, trees and other landscaping should be added to each of its entrances (15<sup>th</sup> Street North near North Stafford, Johnson and 18<sup>th</sup> Streets, and North Quincy at 15<sup>th</sup> Street North.) These original 1987 recommendations were reiterated in the 2004 NC Plan (the bike paths should have better lighting, water fountains, wider paths, brush trimmed, exercise and fitness stations, more trees, daffodils, and sound barriers from 66.)

### **Cherrydale Playfield (aka: HB Woodlawn Playing Fields)**

Cherrydale Playfield is an appreciated recreation facility in Cherrydale. It is used for the baseball field, the tennis courts, and the basketball courts, and the lower field is used for soccer and other field sports. In the winter, its hills provide the best sledding after snowfalls. The priority for this park is that a high level of maintenance be continued to prevent deterioration of the fields, fences, and other amenities. *We want to reiterate this, as County considers doubling the size of the middle school here, [comment added 2014].* Furthermore, it is noted that the sidewalk on Old Dominion from HB Woodlawn to the 5-Points intersection is overcome by brush every summer allowing at best single file walking. Who is responsible to keep this sidewalk open? It should be 5 feet wide, encouraging walks to school, the fields and Cherrydale retail .

### **Cherrydale Park**

Cherrydale Park begs for better presentation/announcement that it even exists! It lies hidden on the block between Pollard and Quebec 200 feet back from north of Lee Hwy. It is beloved by the lucky residents whose properties border the park but little known outside that area because it lacks significant signage on Lee Hwy. Residents established a volley ball net in the front (SW corner) but County took it down as if to signal this park should not be used. The playground in the back (northeast end) is old and downright spooky. As far as we can tell it is mostly used by teens from HW Woodlawn often for smoking and other activities. We have reached out to HB about this matter and are grateful for prompt response.

<b>Internal Recommendation:</b> It may be time to reach out to HB Woodlawn administration soon and perhaps more regularly.
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Furthermore, cars park too close to the park, on the brick pavers off Lee Hwy, sometimes damaging the trees in the brick area just west of Pasha Cafe. Legal parking spaces need to be better defined and enforced. A large attractive archway announcing the park right here might serve to protect the trees and better announce the park's presence from the street. This area is ideal for outdoor yet intimate concerts. There seems to be popular support to make Cherrydale Park one of our next NC Projects.

See photos next page...



Entrance to Cherrydale Park off Lee Hwy, winter vs summer.



Ken Sick and Patrick Smith of Smalltown play at Cherrydale Park. Ken - Guitars, voice, harmonica - [kenfloors@yahoo.com](mailto:kenfloors@yahoo.com)

Patrick - keyboards, voice - [psmith@smalltown.org](mailto:psmith@smalltown.org)

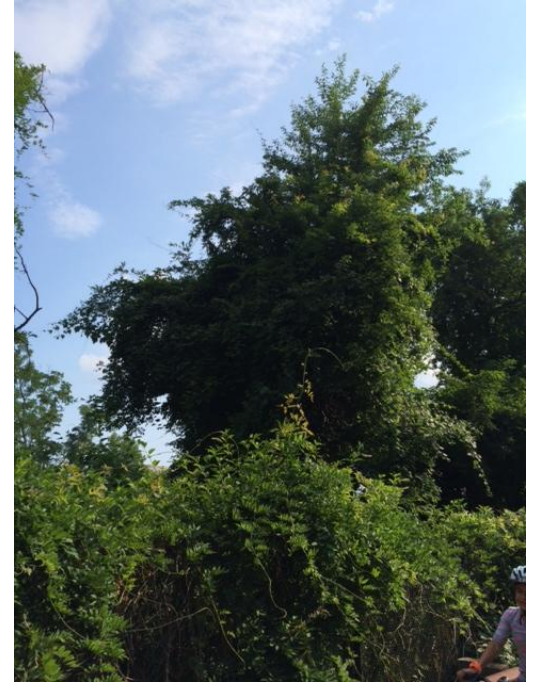
Website: [www.smalltown.org](http://www.smalltown.org) -  
Phone: 703-250-3160

### **SW Corner of Quincy and 15<sup>th</sup> St through to N Taylor St**

While not a park, this green space area is partly VDOT's responsibility and partly County's. Homeless people often set up camp here, leaving liter bottles of beer strewn around, and the site is frequently overgrown to the point that using the sidewalk is difficult, especially if poison ivy is hanging from the fence. The trees are lovely but at risk of choking to death from vines. For safety and beautification reasons, this land needs coordinated effort to preserve canopy, and the safety of citizens.



Invasive vines smother what is left of the trees and often homeless persons camp here. 1



### **Tree Planting and Maintenance (Beautification)**

ON July 17, 2013 the CCA vote unanimously to approve an orchard of flowering trees. Specifically an allee of cherry trees on Johnson Street by the VDOT wall (adding 6 more to the half dozen there now). We hope the blossoms will eventually spill over the wall visible to I66. In addition thanks to the energy, vision and effort of Alex and Jeanny Chi, with further expertise from Patrick Wegeng, the land bordering the Custis Trail, just south of entrance to the overpass of Lee Hwy near I66, will become our 3 season flowering native tree orchard. Over 100,000 people use this trail annually, and it will be a beautiful addition/focal point for Cherrydale and County.

See next page for photo





Alexander Chi presenting flowering tree proposal to CCA May 2014, winning unanimous approval.

**Tree Restoration:** We support community efforts to restore Cherrydale's original cherry trees by planting a flowering or fruiting cherry tree in our yards.

**Tree Preservation & Pruning: (Q63 and 64 related)**

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

**Cherry Trees:** The neighborhood strongly believes that Cherrydale needs cherry trees, for both their aesthetic value and to create a link to Cherrydale's past, and urges the County to plant cherry trees in the neighborhood whenever and wherever possible, in particular along major streets such as Lee Highway between I-66 and North Quincy Street, Old Lee Highway between North Quincy and North Woodstock Streets, and the North Quincy Street-Military Road Corridor. According to the original neighborhood survey (1987), residents strongly opposed the destruction of the cherry trees on the Lee Highway median strips – for any reason. But these trees were cut down anyway under the recommendation of an arborist who claimed every single one was too old. (Conveniently, VDOT had decided to widen Lee Hwy here and close cross connections at Lincoln St so removing the trees and narrowing the islands made the VDOT project possible). We strongly request that second opinions on tree survival be supplied by an

independent arborist chosen by the CCA before the county or any other public agencies cut down our public trees for being “too old”. This request was also made in our 2004 NC Plan recommendations.

**Tree Planting Programs:** We support a neighborhood tree canopy program in Cherrydale by planting at least one specimen-type tree in our yards, and would like to have a stronger outreach program for this purpose. The Tree Canopy program providing trees for private property with owner agreement to keep and maintain it is wonderful and we will continue to promote it strongly.

**Mature Trees in Construction Areas:** County should require developers to make greater efforts to save mature trees when building new houses or expanding existing ones.

### **SUMMARY of Parks, Public Spaces and Neighborhood Beautification Survey Questions questions #43-68**

Questions 43-47 of the survey started by listing all the parks and green spaces within Cherrydale. Then we asked how frequently residents use these public spaces. According to survey results, the I-66 Multi-Use Trail (aka bike path) is the most frequently used public space. Cherry Valley Nature area and Oak Grove Park were second and third, respectively. Much less used were the new green spaces near the Brompton’s on N. Pollard and on 21<sup>st</sup> Road across from the new fire station.

A majority of respondents to the survey (56%) believe the parks in Cherrydale can be improved. Particular improvements suggested in the 2013 survey include benches, tree coverage, trashcans, water fountains with additional spigot for pets, handicap accessibility, emergency phones, etc. Of these, benches and water fountains were repeatedly selected as priorities.

In a question about the need for additional playgrounds, a minority of respondents to the survey (43%) felt that we need more playgrounds in Cherrydale; this reflects the demographics of respondents with children in the neighborhood. For Oak Grove and Cherrydale Park, improvements included adding an older child play area and improving the existing playgrounds and fields. This supports our plan for our current NC Project, as well as suggests a future NC Project for Cherrydale Park.

Later in the survey (Q55&56), respondents indicated by majority (71%) that the County is sufficiently maintaining its parks. We posit that many residents of Cherrydale, and respondents to the 2013 survey, are unaware of just how much volunteer time is put into maintaining our local parks (for example 4 Eagle Scout projects and dozens of CCA events to remove invasive vines, clear paths, etc., all following the outline of the CCA-POS plan). Asked which parks require the most attention regarding maintenance respondents picked in order: Oak Grove Park followed by Cherrydale Park, then Cherry Valley Nature Area with the remaining sites garnering fewer than 10 votes each.

The next topic in this section (Q48-52) focuses on recreational activities. The top four recreational activities in which respondents participate are: walking (98%), gardening (66%), bicycling (65%), and visiting playgrounds and parks (60%). A strong majority of respondents (78%) believe there are sufficient recreation facilities in Cherrydale. For those who wished to see more recreation facilities, the top selections were playgrounds (29%), fitness stations (20%), and tennis courts (16%). Other responses garnering over 10% of support were: tennis backboard (13%) and basketball courts (11%). When asked if they would be interested in the creation of a community garden or cherry orchard, 57% of respondents indicated they would. Of these 57% of respondents, 70% indicated they would be willing to volunteer to help maintain a community garden or cherry orchard. **See Recommendations.**

Q 57, 58, 59: With regard to maintaining tree aisles and median strips (part of “Beautification”), we found that a majority of respondents (58%) do not think the County is upholding its responsibilities. In order to gain a clearer picture of where “county could do a better job”, respondents were given a chance to select among seven (7) particular locations, and could select multiple locations as answers. The locations identified as needing better maintenance receiving responses above 50% include:

- \* Lee Hwy sidewalk tree aisles (80%)
- \* Lee Hwy median (Kenmore to Monroe) (61%)
- \* Median at 5 Points intersection (58%)
- \* Median by Safeway (56%)

Even though the medians and tree aisles were identified as needing more attention/better maintenance), 70% of respondents were unwilling to volunteer their time to help with these issues. (But 30% willing isn’t bad.)The Lee Hwy /Monroe to Kenmore Street median’s maintenance will be partially shared with Dominion Height, as they must maintain the art installation area per site plan #395. Another question in the survey related to the presence of unnecessary non-traffic signage. A large majority (91%) have no problem with these types of signs. However several respondents listed particular locations and signs. (To see these, please refer to Question 54 in Appendix Survey Responses.)

The remaining questions in the Parks, Recreation, and Beautification section of our 2013 survey referred primarily to trees (**Q60-66**). Asked if the County is doing a good job maintaining the trees planted on Lee Highway, Quincy Street and elsewhere in Cherrydale, a majority (52%) responded “no.” Respondents indicate that the top three locations where they would like more trees are: along Lee Highway (in the “Downtown” Cherrydale area), along Lee Highway in front of 7-11, and in the median strips on Quincy Street. When asked about the County’s Notable Tree Program, a majority of respondents answering the question (94%) indicated that they were not aware of any eligible trees. A few trees were identified as eligible, that list is included in Appendix Survey Responses under Question 62.

Questioned about enhancing the tree canopy in Cherrydale by planting a tree on personal property, a large minority of respondents (43%) indicated interest. Many of these (24%) already have done so in the past, and those trees are still alive. If the County makes flowering trees available for free, over half the survey respondents would plant one in their yard. A majority (83% of respondents) believe that the County should require developers to make greater efforts

to save mature trees when building new houses or expanding existing ones. There is also majority support (83% of respondents) for the County to create a program that helps homeowners maintain, rather than remove, large/mature trees.

There were a few questions (Q 53, 67 & 68) in this section of the survey that fell outside the major categories. The results of these questions show that respondents to the survey were fairly evenly split about stocking the ponds along the I-66 multi-use trail/bike path with fish for catch & release fishing. Respondents also are not motivated to change the name of Hidden Pond to anything else. Thus the CCA will not pursue these ideas at this time. The remaining question provided respondents with the option to rate four ideas generated by the 2004 survey. The results are placed in order of ranking.

Idea	Grade	A+ B	C+D
* Let's have easier vehicle access to the Potomac for canoeing.		146 64%	33
* I would like a community garden plot here in Cherrydale.		116 52%	31
* I say let's have a Potomac Ferry Passage to interesting river destinations.		109 49%	58
* It would be nice to be able to swim in the Potomac in a safe.		97 43%	89

Given the results to this question, we have made recommendations for a community garden in Cherrydale and note that there is interest for more access to the Potomac than currently available in Arlington.

**The following recommendations are based on survey results and the Cherrydale Committee for Parks and Open Spaces Plan:**

**Recommendation- Corner Quincy and 15<sup>th</sup> St through to N Taylor St:** This area by the several storied parking lot is smothered in invasive vines, covering now many dead trees. We ask that VDOT and County work together to remove the invasive vines, cut down the dead trees and replace them and then set up regular maintenance so the vines to not come back. Definitely keep the vines off the fence for the safety of pedestrians. Make the land area open and visible. Remove brush and camp-sites. Cherrydale would happily supply volunteers to help in this coordinated effort.

**Recommendation - County Program for Tree Maintenance Q no 66:** We support a County program to help homeowners maintain, rather than remove, large mature trees. But this should be on an optional/strongly encouraged basis, not a mandatory basis.

**Recommendation (see Q43, Q 45, Q46, Q47, Q55, and Q56):** As in our current NC Project, Oak Grove Park is a top priority for improvements. It was voted our next priority NC project in 2012. County should focus efforts here as soon as possible. Despite its central location, it is severely under-utilized by the community. We suggest focusing improvements at Oak Grove on older child playground/structure and tot playground as well as adding benches, and improving the existing fields. We strongly want to retain the natural sense of Oak Grove Park with our NC Project. We hope to create a place where children and adults can enjoy the outdoors, and develop an appreciation for the value of play.



(continued)...Deborah Cook is the project captain. She and CCA leaders have met with county parks staff 3-4 times already as we plan the project. Parks already plans to install a clearly visible entrance on 17<sup>th</sup> street, a wheelchair accessible pathway around the playing field, a single 2-tiered bleacher and an irrigation system for the playing field, plus, we have asked for water fountain at the time of installation of the irrigation system. The once attractive but overgrown gardens by the west fence have been denuded as we wait for new plantings from county. Our NC project will focus on the playgrounds, adding a water fountain, and possible basketball area, all while supporting and maintaining the old growth oaks that gave the park its name.

**Recommendation (see Q48):** Increased walkability and safe sidewalks are a must. The high percentage (98%) of respondents who said they walk regularly in Cherrydale highlights the need for safe sidewalks and increased walkability in general throughout the Cherrydale neighborhood (meaning complete sidewalks, broad enough for strollers or people with disabilities to use, without ruts or bumps and with utility poles placed logically at the edge of the curb not 12-18 inches into the pathway). Cherrydale in general supports wider sidewalks, however, where placement or widening of existing sidewalk on an old narrow street would cause the loss of sufficient residential parking and hence the residents would not support a wider sidewalk, the CCA supports the minimum 3 foot sidewalk instead.

**Recommendation** (based on votes at several CCA meetings since 2003): The CCA is not interested in any lights ever being placed in Oak Grove Park. County has agreed with this in the past. The CCA expects County to uphold their agreement on this topic.

**Recommendation** (based on a vote at the May, 2008 CCA meeting)

- Oak Grove should not be expanded by the County through the use of eminent domain.

The CCA voted against such a measure at our May 2008 CCA meeting and notified County. Assistant County Manager Shannon Flanagan Watson reassured us and the Goodman's on 8/14/08: "Based on discussions the County Manager has had with the County Board regarding Oakgrove Park and acquisition of the Goodman property at 1608 Quincy Street, the Manager will no longer actively pursue acquisition of 1608 from the Goodman's and will not recommend that the County Board use eminent domain to acquire the property. However, should the Goodman's wish to voluntarily sell their property, the County is still interested in acquiring this property at some future date."

**Recommendation - Q no 44 & 45:** Add emergency phone near the covered bench along the I-66-multi-use trail/bike path and one end of the Cherry Valley Nature Area to provide access from both areas in case of an emergency.

**Recommendation - Q no 44, Q45 &47:** County should explore adding benches, water fountains with 2 spigots, one lower for pets, and emergency phones to neighborhood parks/outdoor recreational areas.

**Recommendation- Q no 48:** Increased walkability and safe sidewalks are a must. The high percentage (98%) of respondents who said they walk regularly in Cherrydale highlights the need for safe sidewalks and increased walkability in general throughout the Cherrydale neighborhood (meaning complete sidewalks, broad enough for strollers or people with disabilities to use, without ruts or bumps and with utility poles placed logically at the edge of the curb not 12-18 inches into the pathway). Cherrydale in general supports wider sidewalks, however, where placement or widening of existing sidewalk on an old narrow street would cause the loss of sufficient residential parking and hence the residents would not support a wider sidewalk, the CCA supports the minimum 3 foot sidewalk instead.

**Recommendation: Q no 51 & Q52 & Q77:** install the flowering tree orchard and cherry tree allee approved by CCA 7/15/13 by Fall 2015, given the energy and willingness of CCA volunteers to help prepare the site especially our lead on this, Alexander Chi and his wife Jenny Ho of 3300 N18<sup>th</sup> St.

**Recommendation – Q no 54: SIGNS-** County will work with Cherrydale to get the signs for expired construction projects removed and consolidate signs on one pole to remove clutter from view.

Code and Zoning Enforcement will respond promptly to complaints about illegal signs, and keep the reporter updated on actions taken.

County should allot a half day on weekends for code and zoning enforcement staff to visit the frequent weekend violations. This could be done creatively without actually requiring overtime or more staff.

County should create a system where trained volunteers are allowed to remove illegal signs.

Cherrydale will encourage businesses along Lee Hwy to maintain the “village” character by making signage attractive.

The locations receiving responses about unnecessary signage above 50% include:

- Lee Hwy sidewalk tree aisles (80% or 106/132)
- Lee Hwy median (Kenmore to Monroe) (61% or 81/132)
- Median at 5 Points intersection (58% or 77/132)
- Median by Safeway (56% or 74/132)

**Recommendation- Q no 58, 59, 60:** County should improve maintenance of trees and plants on traffic islands, medians, and sidewalks. Cherrydale really expects *the County* to take care of the public areas, although volunteers are willing to do some of the care (for example, with a community garden or orchard, or help in parks such as Cherry Valley Nature Area).

**Recommendation- Q no 58, 59, 60:** Cherrydale encourages the County to require businesses to care for the tree isles on Lee Hwy. CCA has invited businesses to adopt trees on Lee hwy

with just a little success. If they were allowed to place an attractive placard on the tree advertising their contribution perhaps we would have greater success. County approval of such a reward system is needed.

Also, when trees are planted, Cherrydale encourages the County to have County staff oversee the contractors to ensure that planting is done correctly (depth of holes dug, removal of burlap around root balls, replacement of sufficient soil, and coverage with mulch – as examples) to ensure that the trees have a better chance for long term survival.

**Recommendation: Q no 58, 59, 60:** The neighborhood strongly recommends that the County copy Falls Church's practices for planting and maintaining street trees. Reluctantly we recommend County redirect funds to maintain our trees as priority over planting trees in new places. We do want more trees, especially on Lee Hwy, but priority should be to keep alive what we have. A majority of respondents do NOT think the County is doing a good job of maintaining the trees they have planted on Lee Hwy, Quincy St., and elsewhere in Cherrydale, nor maintaining its medians/sidewalks/tree aisles. However County does have a commendable new system of planting and maintaining street trees which we are eager to see employed here along our main street. Redirection of funds to maintenance is critical to street tree canopy in Cherrydale.

**Recommendation: Q no 58, 59, 60, 61:** County should plant hardier shade trees along Lee Highway. Thus far the willow oaks seem to survive better than other species. Cherrydale encourages the County to consult with their arborists or outside tree experts to determine the best trees for the sites in Cherrydale. Soil, watering needs, etc. should all be taken into account in order to increase the longevity and chance of survival for the trees that are planted, ultimately making Cherrydale more attractive and conserving County funds by not having to regularly replace trees. Again, we emphasize the need for County to have proper staffing be it employees or volunteer tree stewards ***on site when planting is done*** to observe and ensure that the contractors are doing the planting correctly.

**Recommendation- Q no 65:** Cherrydale believes strongly that developers should be required to make greater efforts to save mature trees. Additionally, we suggest that developers receive guidance as to logical placement of trees when planting new ones on home sites (so that homeowners don't just come in and remove them because they are, for example, in the middle of the back yard).

**Recommendation – Q no 66:** Cherrydale strongly supports the creation of (or publicizing of, if it exists already), a program that would help homeowners maintain their large mature trees rather than having homeowners remove these trees. It can cost almost as much to trim a mature tree, removing old branches over roofs, as to cut it down, which is often why trees are simply removed.

**Recommendation-** Replace the tree swing on Stafford lot, which county initially specifically did not object to, in 2004, yet removed it at a later date.

**Recommendation-** Cherrydale Park – While we wait our turn to make this park another NC project, County should install an attractive sign on Lee hwy announcing the park's presence. We would appreciate it if Parks replaced the volleyball set at the Lee Hwy entrance to Cherrydale Park, on the left (west) side.

**Recommendation** – focus more on maintaining, especially watering trees, rather than planting new ones, a large number of which have died here in Cherrydale.

**Internal Recommendation- Q no 62:** Submit the list of trees respondents think are eligible for the County Notable Trees program to appropriate County employee/office.

**Wish List/ great ideas from survey:**

**Recommendation – Q no 53:** Create easier access to the Potomac for canoeing/kayaking on the Arlington side. (This was also a suggestion from results of the 2004 survey.)

**Recommendation – Q no 53:** Create a community garden plot here in Cherrydale.

**Suggestions of possible county-wide appeal – (Q no 53)**

- A large minority, 49% (109/222) liked the idea of a Potomac Ferry passage.
- A not insignificant number, 43% (97/225), liked the idea of being able to swim in the Potomac.

Other ideas for our parks include little lending library-in-a-BOXes such as the one below, photo by Jarret Ferrier, in Grover Park in DC. And repurposing fallen tree trunks into chairs and benches like this one below from Boston:





## **HISTORIC PRESERVATION**

Throughout the decades, the neighborhood's interest in preserving the historic character of Cherrydale has not wavered. Again and again, answers to the 2013 questionnaire reflect and emphasize how much value residents place on "the small town feel of the neighborhood." Maintaining an historic aesthetic and supporting the institutions that link modern Cherrydale to the past are very important. For example, nine out of ten survey respondents support preserving the historic two- story Mason's building that currently houses Cherrydale Hardware.

The vast majority of what was said about Historic Preservation in the previous two Cherrydale Neighborhood Conservation Plans remains relevant today. Many recommendations from 2005 are still 'works in progress' and are reiterated herein. They include adding historic markers to noteworthy businesses and homes, educating the public about possible tax credits for home rehabilitations that meet certain criteria, urging the County to reduce real estate taxes for historically sympathetic improvements and funding a historian to gather oral histories from longtime residents.

Today, residents may be most concerned with wanting commercial developers to partner with the neighborhood in a common vision for historically sensitive development. Cherrydale citizens view developers as potential partners in the community and the majority of respondents support requiring developers to contribute to walk/bike infrastructure and parks in Cherrydale when developing commercially. Survey respondents likewise made clear they want historic buildings (or at the very least, their facades) to be maintained, along with maintaining low-rise buildings (preferably two, and not more than four, floors) as the street profile along Lee Highway.

Residents also want to see more cherry trees added to the neighborhood (to replace the many which died in recent years – and from which the neighborhood takes its name.) Interestingly, when it comes to their own homes and the homes of their neighbors, nearly two thirds of respondents were unaware that possible tax credits exist for renovations on historic homes in Cherrydale exist. At the same time, more than two-thirds supported the idea of creating Arlington tax credits for upgrading older homes.

Importantly, there is strong agreement that the 'sense of community' cultivated over generations and tied to a rich history, is one of Cherrydale's most unique and best features.

### **Reiteration & Reaffirmation of 2004 Recommendations Regarding Historic Preservation**

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

*Update: There are now two markers in the Cherrydale neighborhood: Cherrydale Volunteer Fire Station and Cherrydale Hardware. The County's Historic Preservation does not fund plaques for individual homes, but homeowners in both Lyon Village and Maywood have secured individual plaques on their own.*

**Historic Home Markers:** CCA should investigate, and if there is enough interest among Cherrydale homeowners and it is financially feasible, develop a prototype “Cherrydale Neighborhood Historic Home” marker and then propose such a program to the County for County-wide implementation. If the County is not interested, Cherrydale could proceed for our neighborhood.

**Virginia Historic Landmark Designation and Historic Preservation Tax Credits Program:** Cherrydale was listed in the Virginia Landmarks Register on 3/19/03 and was listed in the National Register of Historic Places shortly thereafter on 5/22/03. Because of this status, property owners may be eligible to take advantage of the state and federal tax credits for the rehabilitation of historic properties. National Register designation will not affect owners’ rights to modernize and renovate their homes, but will help to preserve the historic exteriors and maintain the character of the neighborhood. The Citizens Association should continue to work with the County to educate owners about the procedures for obtaining these incentives for historically sympathetic improvements to historic homes. We urge the County to continue to clarify and advertise the requirements and step-by-step process of application and approval so that more homeowners become aware that their projects may qualify. Michale Levanthal retired in 2013 as Arlington’s Historic Preservation Coordinator. He was a crucial leader and friend of Cherrydale. Cynthia Liccess-Torres is now the coordinator. We refer anyone interested in this money saving program to her.

**For more information on Rehabilitation Tax Credits go to:**

<http://projects.arlingtonva.us/plans-studies/historic-preservation/financial-planning-tools/>

**Tax Credit for Historic Improvements:** Arlington County should offer some reduction in Real Estate taxes (or provide tax credits) for historically-sympathetic improvements to historic homes, with a lower cost floor than the Commonwealth’s 25% of current home value, to encourage preservation of such homes.

<http://arlingtonva.s3.amazonaws.com/wp-content/uploads/sites/31/2014/02/HRI-Phase1.pdf>

Our own Eric Dobson leads Preservation Arlington whose mission is “Protecting and Promoting Arlington’s Unique Character.” [www.preservationarlington.org](http://www.preservationarlington.org).



**Listed as our favorite stores in 2004 Survey, Cherrydale Hardware building is historic. It’s employees however are young and fit, and always the first to clear their sidewalks during and after snow storms!**

**For information on the historic buildings in Cherrydale see :  
[www.preservationarlington.org](http://www.preservationarlington.org)**

## **Cherrydale Historic Buildings** (most information provided by Eric Dobson):

The County adopted Historic Resources Inventory can be found at:

<http://projects.arlingtonva.us/plans-studies/historic-preservation/resources-inventory/>

It covers anything that is NOT a single-family property (so it covers commercial and apartments). There are four categories, from most important: Essential, Important, Notable, Minor.

### **ESSENTIAL**

nothing in Cherrydale is listed...yet.

### **IMPORTANT-** under commercial buildings we have:

- Cherrydale Hardware, 3805 Lee Highway, Circa 1936, VLR, NR HD, (Cherrydale)
- Cherrydale Motors, 3412 Lee Highway, 1962, VLR, NR HD, (Cherrydale)
- Unnamed Commercial Building (Philippine Market), 3612 Lee Highway, Circa 1910, VLR, NR HD, (Cherrydale)
- Unnamed Commercial Building (Wine Store), 4040 Lee Highway, 1953, VLR, NR HD, (Cherrydale)

### **NOTABLE-** under commercial buildings we have:

- Ivey Building, 3436 Lee Highway, 1948, VLR, NR HD(Cherrydale) aka THE ART CORNER. (former Cherrydale Auto Parts store)
- Unnamed Commercial Building, 3206 Lee Highway, 1951, VLR, NR HD, (Cherrydale)
- Unnamed Commercial Building (Hair Salon), 3811 Lee Highway, Circa 1957, VLR, NR HD/NC (Cherrydale)
- Unnamed Commercial Building (now Troutman Builders), 2113 North Quebec Street, 1953, VLR, NR HD, (Cherrydale)
- Unnamed Service Station (Rhineharts garage), 3203 Lee Highway, 1959, VLR, NR HD (Cherrydale)(Maywood) next to the short cut stairs up to Maywood, and the repaired bus stop by VDOT wall.

### **MINOR:**

- Unnamed Commercial Building (MTFA building), 3200 Lee Highway, 1946
- Unnamed Commercial Building (shops along Lee Hwy), 3510-3512 Lee Highway, 1952, VLR, NR HD, (Cherrydale)
- Unnamed Commercial Building (shops along Lee Hwy), 3514-3516 Lee Highway, 1953, VLR, NR HD, (Cherrydale)
- Unnamed Commercial Building (Northside Vet, Safeway, Progressive, Cherrydale Autoparts Building) , 4001-4003 Lee Highway, Circa 1925, VLR, NR HD, (Cherrydale)
- Unnamed Commercial Building (Lamps store, Rosewood Imports), 4050 Lee Highway, 1948, VLR, NR HD, (Cherrydale)
- Unnamed Commercial Building (LaUnion), 4308 Lee Highway, Circa 1920, VLR, NR HD, (Cherrydale)

This list ONLY includes the commercial buildings. It does not include any specific houses. It doesn't include the church at 21/Quebec or the Cherrydale Bible Chapel nor the Cherrydale Library. We also have Stratford within our boundaries, it is a National Register listing.

The Cherrydale Fire Department is a local historic district.

Additional notes:

The ART CORNER, which used to house Cherrydale Auto Parts and has Ivey Welding next door is 3436 Lee Highway. This building is on the County's Historic Resources Inventory list (HRI) and is listed as Notable. The building is part of the National Register Historic District of Cherrydale, and is on the Virginia Landmark List. We have been granted permission by owner to use the windows to promote Cherrydale (and Maywood) artists. [See below.](#)

Photos all supplied by Eric Dobson in this section.



The building which now housing Cherrydale Autoparts was a Safeway. Built in “art deco” style for one of the world fairs. It has a lovely tin ceiling in the storage area (no photo).



Cherrydale Motors





Philippine Market 1



Newest building in Cherrydale, right side former Bono Films site, by I-66



La Maison, one of newest businesses in older historic area.

### 2013 Survey Questions: # 69–77

The majority of respondents (70%) want developers of new commercial projects in Cherrydale to be required to make financial contributions to contribute to walk/bike infrastructure; 51% support contributions for parks; 42% want required contributions to create attractive visual entries (gateways) to Cherrydale; 33% support required financial contributions for affordable housing in Cherrydale; and 32% and 30% voiced support for requiring developers to make financial contributions to fund public transport and public schools generally.

90% are in favor preserving the Mason's building, which currently houses Cherrydale Hardware. 57% believe historic buildings along the Cherrydale Commercial District (such as Cherrydale Hardware, the Philippine Grocery) should be preserved in order to retain a link to our neighborhood's history and character, 35% said yes in certain circumstances and only 8% said no.

If entire historic buildings cannot be preserved, 46% believe developers should be required to preserve their facades and incorporate them into new buildings and 40% agreed, in certain circumstances. If historic buildings cannot be preserved, 75% believe developers should be required to make financial contribution to a historic preservation fund in Cherrydale at least in certain circumstances.

A surprising 62% were not aware that there is a possible Historic Preservation Tax Credit from Virginia for home renovations in Cherrydale because we are on the National Register of Historic Places. Yet when asked, "Would you be interested in learning more about the Historic Preservation Tax Credit for home renovations?" 59% said no, and only 41% said yes. However 70% would support the formation of an Arlington Tax Credit program for home owners to preserve their qualified older homes and restore/update them in a historically sensitive and approved manner. This would include energy tax credits for improving energy savings.

Finally, when asked "Would you like there to be more cherry trees in the Cherrydale neighborhood?" 70% said yes.

**Recommendation - Q no 69:** County should require (or at least strongly urge) all developers to partner with Cherrydale and make contributions to neighborhood parks, walking/biking trails, and the like.

**Recommendation: Q no 70, 71, 72:** When undertaking any development, County should attempt to preserve the historic landmarks of Cherrydale and the historic character of the buildings and neighborhood within it.

**Recommendation: Q no 75, 76:** CCA should invite the appropriate County person/people to a neighborhood meeting to better explain possible tax credit opportunities to Cherrydale homeowners. Additionally, CCA should regularly publish information about such tax credit opportunities in the Sweet & Sour neighborhood newsletter.

**Recommendation – Q no 77:** County should pursue locations to plant additional cherry trees in Cherrydale and have a strong plan of action to maintain them.

**Recommendation – Q no 74, 75, 76:** County should create an Arlington Tax Credit program to encourage homeowners to preserve/restore/update qualified older homes in an historically sensitive and approved manner. This could include, but not be limited to, additional energy tax credits for improving energy savings, a stated goal of Arlington County and a common challenge in older homes.



Winning art proposal for the median on Lee Hwy, this art work depicts 3 panels on Cherrydale history (on south side) and 3 on the Maywood side (obscured, on north side), by Jarrett Ferrier.

Voted number 1 choice by Cherrydale and Maywood citizens. The iron work made by Ivy Welding, and the rail road ties from original rail road, donated. Photo by Eric Dobson.

Photo by Greg Embree





## **COMMUNITY SERVICES**

As mentioned earlier, one of the most significant changes within Cherrydale's landscape is the number of owner-occupied homes. Owner occupied homes went from 55.9% in 2000 to 68.1% in 2010, while renter occupied homes dropped from 40.9% in 2000 to 28.1% in 2010. Other census data shows that Cherrydale now has more families, more children under 5 and more children 5-17 than in 2000. It is not surprising, then, that some of the community services most important to the neighborhood today center on safety, libraries and community-building traditions such as parades.

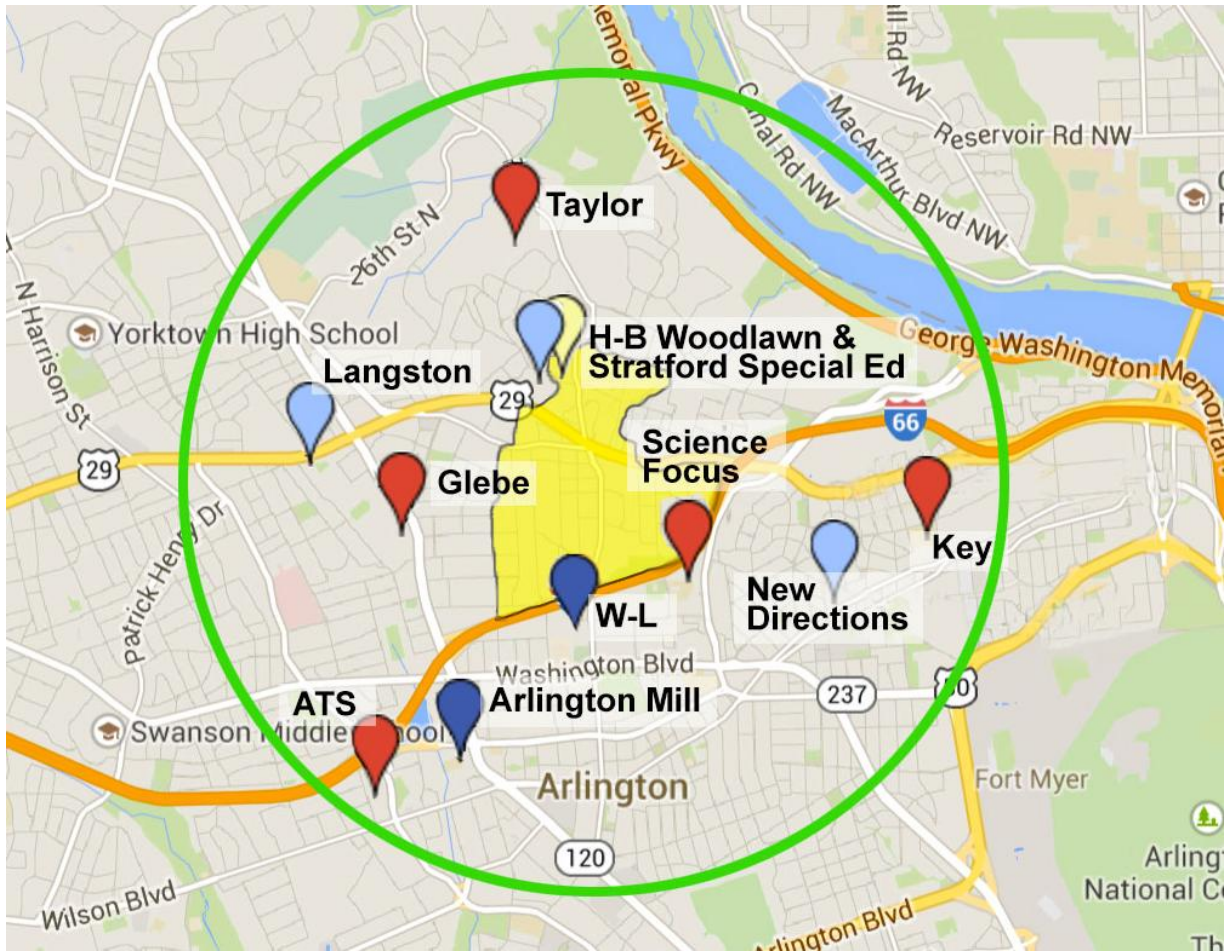
In the 2005 NC Plan, nine recommendations were made regarding Community Services. Some have been resolved, such as location of the new fire house, and a request for monthly crime reports from Police District 1 to us, by neighborhood (Cherrydale, Maywood and Waverly). Other recommendations are still "works in progress," such as the HB Woodlawn expansion (once again an issue), continuing to support the needs of senior citizens, maintaining a Cherrydale liaison to Hunter's Park Senior Living Center, supporting Cherrydale library and reinstating a neighborhood watch.

Today, neighbors would also like to see multi-use walking/bike paths better lit and patrolled more frequently, especially near the I-66 parking garage. They would like increased brush removal to widen and clear the multi-use paths and enhance sight lines. Cherrydale residents value a walkable neighborhood with safe sidewalks to schools, shops and restaurants. Neighbors are concerned for safety, even if the majority of residents have not experienced property theft or vandalism firsthand. In 2010 a serial killer from Fort Meyers did attempt to grab a resident while she walked home late from work, in Cherrydale, on Quincy St. Phenomenal police work caught the man but only after he successfully captured another woman several weeks later only a few blocks southwest of here. A strong alert system is necessary and the list serve could provide such an alert with police cooperation.

### **Schools**

Cherrydale is served by three elementary schools. Glebe and Taylor Elementary Schools (K-5) are both Arlington County Public schools, though neither is within the boundaries of Cherrydale. St. Agnes parochial grade school (K-8) is located in Cherrydale. There is a fourth elementary school, Arlington Science Focus, just a block away from our southern border but it is a "Team School" and as such only students from Jamestown, Key, ATS and Taylor elementary schools are eligible to attend. Because no public elementary school is located within Cherrydale, a large number of our young children instead are bused or driven to Taylor Elementary across the 5-Point intersection or across Glebe Road to Glebe Elementary. Our middle school children attend Swanson Intermediate School (a bus ride away), while high school students can walk to Washington-Lee High School. H.B. Woodlawn is a Countywide Choice school for grades 6-12 located in Cherrydale but only those who win a lottery may attend.

While we did not include specific questions about schools in the 2013 survey, it is clear from the responses that Cherrydale residents want our students to be able to walk safely to school.



Arlington Schools within 1 mile walking distance of Cherrydale (map by Chris Vargas).



Photo HB Woodlawn Alternative High School map of its boundaries, (photo map by Chris Vargas)



### Churches

There are numerous churches in, or adjacent to, Cherrydale, including Cherrydale Methodist Church, the 100-year-old Cherrydale Baptist Church, St. Andrew's Episcopal Church, St. Agnes Catholic Church, the Plymouth Brethren's Cherrydale Bible Chapel, CCM Fe y Alabanza (the Spanish language Pentecostal church), and now the newly rebuilt Anglican Restoration Church. Many of these religious institutions make their facilities available for community use and provide other kinds of community support; e.g., AA meetings, Parkinson's and Alzheimer's support groups, Boy & Girl Scout troops, and numerous outreach programs for the poor, homeless, and hungry of the county. Andy Murphy wrote a series of articles on Cherrydale Churches which can be found in our newsletters of 2013 and 2014. See [Cherrydale.net](http://Cherrydale.net) for access to articles.



Cherrydale Bible Chapel, N Monroe St



Restoration Church, Quincy St, almost complete 8/2014

### Cherrydale Library 2190 N Military Rd **(703) 228-6330**

Cherrydale respondents enjoy the Cherrydale branch library. They use it with frequency and for many purposes. They would like to see expanded reading areas, including an outdoor sitting area and other amenities added. It is the desire of residents that the Cherrydale branch library be supported by County in all ways. One of the oldest in the county, this branch is a vibrant part of the neighborhood and residents continue to value it. Volunteers Greg and Suzanne Embree and Michael Gessel have championed our library for years and organize and promote many events there such as reading clubs, childrens events and art shows. Their web site [Cherrydalelibrary.org](http://Cherrydalelibrary.org) offers events listings and history background and other great features.



Cherrydale Library was formed in 1922 by the Cherrydale League of Women Voters and the Patrons League (the old name for the Parent-Teacher Association). Many of the founders or their spouses were members of the Cherrydale Volunteer Fire Department, which held several fund-raising events to establish and later enlarge the original 1922 book collection (Taken from [Cherrydalelibrary.org](http://Cherrydalelibrary.org) site, highly recommended for its many excellent features)



Cherrydale Library, serving Arlington since 1922, and historic chestnut tree in front (top); Suzanne Embree co-leader and founder of [cherrydalelibrary.org](http://cherrydalelibrary.org), direction signage on median 5-points added to point out our library. (Photos by Greg Embree)



According to Ms. Embree, "A pro-Cherrydale Library group formed in 1992 to defend the library against closure that year, but the group didn't become a permanent organization until 1998, taking the name "Citizens for Cherrydale Library." The web site where we promote the branch and publicize its programs is the Citizens for Cherrydale Library web site:

#### Cherrydale Health and Rehabilitation Center

3710 Lee Hwy, Arlington, VA 22207

(703) 243-7640 [www.cherrydalehealthrehab.com](http://www.cherrydalehealthrehab.com)

Cherrydale is proud to be the home of many other County services and private organizations that benefit both neighborhood residents and Arlingtonians in general. Cherrydale Health and

Rehabilitation Center, for example, is a private facility and good neighbor. They have collaborated with the CCA to identify needed improvements to sidewalks and crosswalks in Cherrydale, with an eye towards making them safe and usable for people with disabilities. See Appendix V for Interview with Cherrydale Rehabilitation Center. Community Liaison Officer Adam Cridor has been extremely responsive to the community and we value all his hard work. Due in large part to his efforts, a problem with trash and recycling trucks coming to the Cherrydale Rehabilitation Center too early in the morning for near neighbors is close to a solution.

There are 2 paths from the Rehabilitation Center to Safeway, one “official” and the other a well worn path. The latter crosses after the Safeway driveway and is more direct. It seems to be preferred but does not have a break in the median. People in wheelchairs going to stores west of Cherrydale, especially the 7/11 tend to prefer to cross from the SE corner of Oakland to the NE corner but this spot lacks a cross walk. County should interview and even film pedestrians to determine preferred pathways and make them safer.



*Crosswalk from Rehab Center to Safeway is without light and too narrow in the median.*



Too narrow median cut by I-66.



Right- Ed Loose, artist, resident CRC, discusses preferences for crossing Lee Hwy at SE corner Oakland if wheeling up to 7/11.



Cherrydale Volunteer Fire Dept [www.cherrydalevfd.org](http://www.cherrydalevfd.org)  
3900 Lee Hwy, Arlington, VA 22207 (703) 525-9418  
Formed 1898, established 1904

The Cherrydale Volunteer Fire Department (CVFD) is the oldest independent fire company in the County. A highly valued resource, the volunteers provide emergency and non-emergency response capability to the entire neighborhood. The CVFD is a good neighbor with a long relationship with the community dating back to 1898. The first floor of the historic building remains as an operating fire station for the volunteers. The building has a sizeable hall on the second floor which the CVFD makes available for community use, such as CCA meetings and CCA sponsored social events and community political debates. Residents say it is important that this historic structure be supported and protected in all ways.

The CVFD is led by Chief Scott Pardi. The fire hall rental schedule is organized by Tracey Price. The volunteers are dispatched for fire and police: fire department for 2nd alarm fires, flooded basements and any severe storms; police with the DUI checkpoints and crime scenes. The building is owned by the Cherrydale Volunteer Fire Department. Their financial support comes from the community including renting out the hall, which has classic 8ft tall windows, a stage, kitchen and wonderful wood dance floor. The CVFD has an annual fund drive that supports all of their activities from training and building maintenance to community events. They are grateful to have our support.

The CVFD help staff public education events like the Arlington County Fair, and the Annual Fire Prevention Week Open House. They also run a number of special programs at the fire station, including regular visits by the Cub Scouts and other youth groups. The very popular annual visit with Santa draws over 300 children each year. Cherrydale is supportive of the needs of CVFD including all necessary changes to the traffic, traffic lights and infrastructure to operate successfully. We would like to see this historic building become ADA compliant via grant money and other aide. ***See Appendix for document from Fire Chief regarding outstanding request for Traffic Light. Change this to latest info: it will cost the CFVD 2000\$ to regain the ability to control the light at Pollard St so the truck can get in and out safely.***



Top row: Walter Coon (Administrative member), Tim Horner, Bo Pryor  
 Bottom Row: Chris Jones, Mike Doyle, Daria Kirilenko, Scott Pardi (photos by Greg Embree)

### **Firestation No 3-**

4100 Old Dominion Drive 703 228 7127

Dedicated July 29, 2011

<http://news.arlingtonva.us/releases/arlington-fire-dept-opens-new-211087>

While the station was not located where we wished, let there be no misunderstanding – we love our firefighters! Lead by Captain Joe Lightfoot, this station is operated 24/7. Captain Lightfoot is 3<sup>rd</sup> generation firefighter whose father, also a captain, retired from our original fire station number 3 (CVFD) after 31 years of service. We love that tradition and continuity and are proud to have Captain Joe and the Arlington County Fire Department (ACFD) firefighters here in Cherrydale.

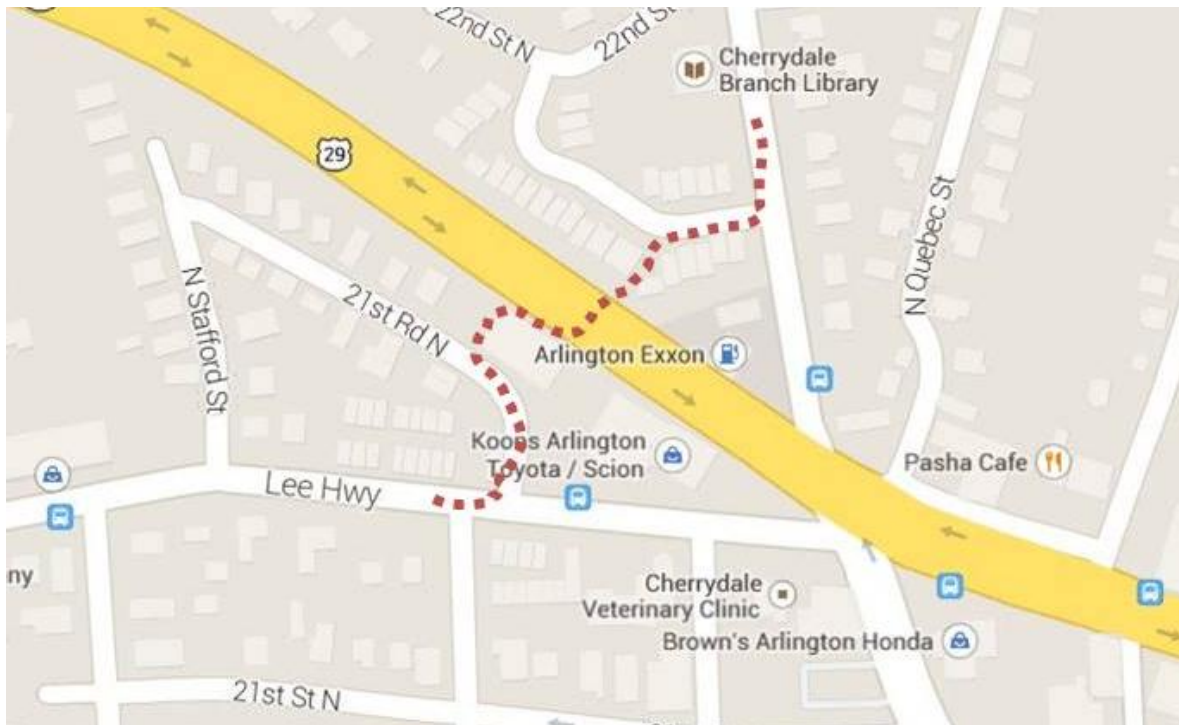
The new fire station is a state-of-the-art facility with LEED Silver certification. It contains 4 equipment bays, 10 gender neutral dorm rooms with private baths, and (2) 21”sliding poles running from residence to the equipment bays. It has a “safe haven” lobby so that in cases of physical danger, anyone can enter the lobby, press a panic button, which will lock the exterior door and automatically call 911. The fire fighters tend to work 24 hours at a time 7Am to 7 AM then get several days off. Thus we often enjoy our heroes visiting the local Safeway and Cherrydale restaurants.

When the professional fire station was located in the Cherrydale Volunteer Fire Dept building we saw ACFD employee every day. Fire Fighters often relaxed and chatted on the bench by the bay door and neighbors would bring over cookies and other goodies in



thanks for our professionals. The new station is isolated on a peninsula behind Koon's Toyota. It now gets almost no residential pedestrian traffic and we miss that person to person contact. We want the ACFD to feel part of the Cherrydale community.

One practical step towards circling the station into the community would be to create a pedestrian short cut and cross walk light at the station, crossing Old Dominion. It would bring more people by the station and create a safer crossing of 5-Points. This would be good for children crossing to HB Woodlawn, and other schools, as well as provide a short cut to the Cherrydale Library. **See details...Recommendation**



Short cut from west Cherrydale to Cherrydale Library and north side lee hwy retail. Left on 21<sup>st</sup> Rd, walk down steps next to fire station, cross Old Dominion, walk thru gate between town homes, a public easement. Map by Chris Vargas.

### Changes due to the installation of the new station:

- The CCA negotiated for a sidewalk on the NW side of old Lee Hwy, by Toyota. Engineers said it was impossible but we knew it was needed, stood solidly together and dug in. As a result we have a much safer walk into central Cherrydale.
- Our Cherry tree logo was embossed on the brick wall of its parking lot.
- We gained a small park on 21<sup>st</sup> as well as sidewalk curb and gutter on a street that never would have had them otherwise.
- We lost 3 single family homes.
- To build the new station County had to cut down a large swath of mature tree canopy. As a result county donated 88 trees for planting. We formed a committee which took County Chair Paul Ferguson and County arborists on a tour of Cherrydale showing where we wanted the trees planted. Thanks to the new trees offer and resulting tour we became even more aware of the loss of tree canopy throughout Cherrydale. We decided

to focus planting on streetscapes first, then parks. This effort formed the foundation of our Cherrydale Parks and Open Spaces Plan. The CCA also as a result provided early support for the county program that plants 5-6 year old trees on private property, with the promise of residents to maintain them.

**Condition around the fire station area now:** Last year the CCA requested more and healthier trees along Old Dominion by Toyota and the fire station as a number recently planted had already died. We also requested a continuation of the sidewalk on the SW side of Old Dominion. This would encourage pedestrian traffic, as well as draw the station into the community and be a safer walk to schools.

In addition we requested a cross walk at the fire station where the extra traffic light exists for engine egress. This would provide a short cut from West Cherrydale to the library and North Cherrydale. Pedestrians can walk downhill, i.e. east on Lee Hwy, turn left ie. north on to 21<sup>st</sup>, then down the stairs by the fire station to the new crosswalk. On the other side of Old Dominion there is a public easement path/stairs leading between the townhomes to the street below, saving several hundred feet and avoiding the 5-Point intersection.



Left- across street from Fire Station No.3 is the already narrow sidewalk on Old Dominion crowded even further by massive brush, every summer. Meanwhile, sidewalk on the station's side ends abruptly at the station parking lot. Wide sidewalks on both side are needed.



## COMMUNITY!

Sparky at annual parade, cherry pie eating contest, W&L band.



Parade events are favorites. (photos by Greg embree)

## Community Making

Cherrydale is a vibrant and active community with many residents regularly attending CCA meetings and CCA sponsored events. There is an annual parade, which usually includes the Washington-Lee marching band leading Girl Scout troops, soccer teams, and others through the streets of Cherrydale. Also popular is the annual Yard Sale, drawing hundreds into the neighborhood one Saturday in June. Since 2004, CCA has had a Welcome Wagon committee that greets new residents with welcome packages. Our July 4<sup>th</sup> party, on hiatus the past several years, was the most attended event we have and very popular. We would like to resume it. Now that we have had one very successful Discover Cherrydale day, there is momentum to make this an annual event as well. See photos end of this section.

The CCA maintains an up-to-date website, thanks to our volunteer web master Meg Rydzewski. We have an extremely active neighborhood listserv with 2 moderators, Eric Dobson (the list serve owner) and Katherine Christensen). This list serve is how neighbors share referrals,

news and concerns. It is vital to the community. The CCA sells Cherrydale merchandise, such as glasses, aprons, t-shirts, reusable shopping bags, car magnets, and the like with the Cherrydale logo.

The Sweet & Sour newsletter, printed every odd month of the year, is sustained by local ads and distributed by over 30 volunteers to all residents and businesses in Cherrydale. Its distribution maps created over the years shows us how we have grown. From leaders like Susan Retz and June Million the baton went to Maureen Ross followed by Patti Wilson for over half a decade. It has now been passed to Elizabeth Cotsworth. Chris Vargas put our distribution routes and maps on-line, so now anyone can find who is distributing to their home, and volunteers can easily substitute for distributors who are away. See Cherrydale.net. Without captains for each section of Cherrydale the job would be overwhelming. Jim Fowler and Lore Cleek have captained for longer than we deserve and we thank them. Lucia Claster and her son Harrison distributed for almost a decade before retiring.

Survey results indicate that neighbors are interested in increasing community services and suggested things in the survey like a Cherrydale Farmers Market, (strongly desired), and reinstating the 4<sup>th</sup> of July Picnic and having another neighborhood home and garden tour. We have created an events coordinator position, which Deborah Berke filled but is looking for a replacement. The social coordinator provides an invaluable service to the entire community.



### Elders Discussion Group

Elizabeth Cotsworth, Marty Wagner, Kate Trygstadt, Carol Parker, neighbor and Andy Murphy.

## Community Services Survey Questions #78-95 Summarization

### Libraries Q no 78- 84

In the last year, the most frequently used non-Cherrydale Arlington library use was Central Library, many residents visiting it 14 or more times a year, followed by on-line visits. Half of respondents use the Central Library at least 10 times per year. Westover & Shirlington branch libraries were the next most visited by Cherrydale. However, 69%-95% of respondents reported no visit to a non-Cherrydale branch library in the past year (range varies with branch.) And 31%



of respondents access library services online at least 10 times per year (and many more frequently than that).

**Services did you use at non-Cherrydale libraries?**

- 87% to borrow a book/DVD/CD;
- 29% to study/read;
- 16% to attend lectures;
- 15% to attend meetings;
- 14% to use a computer;
- 10% to participate in Children's Reading Group;
- 8% for other purposes.

A 60% majority visited the Cherrydale Branch Library in the past year, most by checking out books, DVDs magazine, followed by sitting and reading, visiting art exhibits, attend a kids group, use computer, or attend a book club. Other services we would like to see and use at the Cherrydale Branch Library:

- 54% would like a comfortable reading area;
- 54% would like an outdoor garden reading area;
- 37% would like coffee service; 37% would like a coffee lounge; and 27% would like a meeting room.

Asked whether respondent would support creation of a Cherrydale/Maywood historic section at the Cherrydale Branch Library, where unlike in the Virginia reading room in the Central Library, neighbors can actually check out extra Cherrydale Neighborhood Conservation Plans, Cherrydale Lee Hwy Revitalization Plans and other documents citizens often need to review but do not want to keep at home, 49% were indifferent; 42% said yes; and 9% said no. There is a strong minority support, with little opposition, to make use of such a Cherrydale/Maywood historic section, hence we recommend it as the Virginia room's hours and policies are unaccommodating to resident needs.

We asked, "What age specific services could you see yourself using at the Cherrydale Branch Library in the next 10 years?" Respondents could choose the best times, by age categories, and choose as many as they liked. Summarizing, there is strongest interest for preschool services on weekday afternoons. Seniors are interested in weekday morning and weekday afternoons. School age, high school age and adults are interested in services on weekend afternoons. It is of note that the best usage is spread out nicely and does not often overlap. This would lead to a vibrant, well utilized library by many different age groups.

**Safety Q no 85**

Do you ever feel unsafe in Cherrydale during the following areas and times of day? (*Check all that apply*) Respondents were asked to identify various locations where they feel unsafe either during the day, in the evening, or at night. In the 2005 NC Plan survey, 96% of respondents felt safe. Today, there is significant concern (59%) especially during the evenings and nights. 108 /155 responses concerned about bike path east of W&L; 105 about Custis Trail under I-66; 96

concerned about 166 parking garage; 83 for Custis Trail east of Monroe St towards lee; 50 for Cherrydale Park; 50 for Oak Grove and 37 for Cherry Valley Nature Area.

We asked, “Are you aware of a homeless person(s) often living on the street (in parked cars) or in one of the parks near you?” 57% said no; 43% said yes. It is not clear from survey whether the 103 people who answered yes are all referring to the same person/people. Next we asked if “yes to the previous question, does this negatively affect how safe you feel?” 39% said no, 37% said yes; and 24% responded N/A. There is no consensus on how a homeless person/people affects one’s perception of safety. Again, it is possible that the 103 yes are referring to the same person/people. Still of note one third of respondents were concerned.

**Have you had an item stolen from your property by a stranger (as far as you know) here in Cherrydale?** 85% have not had an item stolen from their property in the past year, while 15% reported they had. Asked about the preceding five years, 76% said they had not had an item stolen from their property, while 22% said they had. Property theft is a small problem in Cherrydale.

Have you had any property vandalized here in Cherrydale (including having things gone through, even if nothing was taken)? 84% have not experienced property vandalism in the past year, 15% answered yes they had. Asked about the preceding 5 years, 77% said no and 21% said yes. Vandalism is a small problem in Cherrydale.

#### **I-66 Overpass Parking Garage: Q No 90**

We examined the impact of living within 4 blocks of the I-66 Overpass Parking Garage. 48% of respondent said yes they lived within the 4 blocks. The majority of all respondents answered they are aware but not impacted by the Civitan flea market, remote parking for the County Fair, commuter parking and teacher/student parking. The majority of respondents are unaware of the roller blade classes. There is minimal negative impact by the events at the garage by residents unless they live within a block of the garage.

#### **Asked what services would you like added to the garage?**

93% (153/165) said farmers market;  
25% (41/165) said craft vendors;  
13% (21/165) said bike training;  
8% (13/165) said walk to school safety training; 6% (10/165) had other suggestions.

**There is strong support for a farmers market in Cherrydale.**

#### **Community Events Timing: Q no 93**

The CCA has 2 regularly held Cherrydale events: the Cherrydale Parade and the Annual Cherrydale Yard Sale. So we asked what other events, if held, you think you would be likely to attend. The 2 most popular choices were July 4<sup>th</sup> picnic (50% and House and Garden Tour (49%).

We’d like to see more people attend the annual parade. So we asked, “If you have not attended it recently, what is the reason?”

33% said they do attend. Of those who do not:  
31% said they miss it because it is held on a busy Saturday morning;  
18% said they don't come because they're not interested;  
15% said they usually forget, otherwise they'd attend; and  
12% gave other reasons including too early a start time, conflicts with sports schedule, being out of town, or the like.

When we asked it turned out the best time for respondents to attend a CCA event is weekday evenings 7:30pm-9:00pm and Sundays from 2pm-4pm or 4pm-6pm.

**Recommendation – Q no 80, 81, 82, 83, 84:** Cherrydale branch library is a vibrant part of the neighborhood, used by many Cherrydale respondents as their primary library for assorted uses. County should support the Cherrydale branch in all ways and investigate expanding the reading areas and other amenities of the library; the most popular ideas were more comfortable reading spaces, an outdoor reading area, and also the possibility of a room/area with coffee service.

**Recommendation- Q no 85:** County should improve lighting and increase patrols on bike paths and near the I-66 parking garage. County should increase brush removal efforts to widen clear paths and enhance sight lines that are currently causing safety issues.

**Recommendation: Q no 86, 87:** County should assess the homeless population of Cherrydale and take the necessary steps to bring the appropriate resources to help them. Also, County should enforce rules against park usage after dark.

**Internal Recommendation for CCA- Q no 93:** Civic Association should revitalize the committee for hosting a Fourth of July picnic.

**Recommendation:** We request County work with VDOT and the CCA to improve (and consider adding or changing) the crosswalks between Cherrydale Rehab and Safeway driveway. People with limited mobility (using wheelchairs & walkers) are not taking the extra steps to walk up to the light where the crosswalk was placed by County.) There is a worn path where people prefer to cross. The opening in the median, meant for wheelchairs, is too narrow.

**Recommendation:** Cherrydale supports the request of the Cherrydale Volunteer Fire Department for the traffic light to be restored to working order outside the CVFD station.

**Recommendation:** In promotion of more and safer pedestrian pathways, our NC Survey team suggested we request a cross walk at the fire station where the extra traffic light exists for engine egress. This would provide a short cut from West Cherrydale to the library and North Cherrydale. Pedestrians can walk down (east) on Lee hwy, turn left (north) on 21<sup>st</sup>, then down the stairs by the fire station to the new crosswalk. On the other side of Old Dominion there is a

public easement path/stairs leading between the townhomes to the street below, saving several hundred feet and avoiding the 5-Point intersection.

**Recommendation – Q no 95:** Per our survey response, the best opportunities, time-wise, for residents to attend a CCA event are weekday evenings 7:30pm-9:00pm and Sundays from 2pm-4pm or 4pm-6pm. We should try to make our events during those times when possible.

**Recommendation - Q no. 83:** We request the creation of a Cherrydale/Maywood historic section at the Cherrydale Branch Library, where unlike in the Virginia reading room in the Central Library, neighbors can actually check out certain items like extra Cherrydale Neighborhood Conservation Plans. Currently 50 copies of the CC NC plan from 2005 donated a few years ago are unretreivable at Central Library's Virginia Room, available only a few hours a week, and never loaned out.

**Recommendation –** County should make a top priority improving the median cuts for wheelchairs. Most are barely 3 feet wide, eg by the Safeway, and by I-66. There are 2 paths from the Rehabilitation Center to Safeway, one “official” and the other a well-worn path without median break. The latter crosses after the Safeway driveway and is more direct. The SE corner of Oakland seems to be another preferred site for crossing Lee Hwy esp. for people in wheelchairs. County should interview and even film pedestrians to determine preferred pathways and make them safer especially near the Cherrydale Rehabilitation Center.

**Reiteration & Reaffirmation of 2004 Recommendations Regarding Community Services**

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

**Hunter's Park Liaison:** CCA should always have a liaison to Hunters Park at Cherrydale Affordable Senior Housing.



## **HOUSING AND RESIDENTIAL ZONING**

In 14 years Cherrydale has gone through 4 site plans, projects where the developer is allowed greater density in exchange for community “benefits” such as a say in the design of the building, mini parks, affordable housing units, landscaping etc. In 3 of the plans we lost single family homes. Site plan committees are stacked with county appointed members, and the citizen association is generally out-numbered in representation 20 to 1. Therefore it is vitally important the CCA strongly represent the community and bring a good number of members to the site plan meetings. And it is important to remember, “the devil is in the details”. For example, will there be enough parking for retail, residents and visitors on site? Enough street parking? Where will utility poles, street lights and bus stop be? Can a project be designed so as not to eliminate street parking (we lost 3 parking spaces on Lee at Brompton's)?

The debacle of the Bromptons Loft building, left half constructed and decaying on Lee Hwy for 4 years, is a example of what should not happen. This now attractive building was an eyesore for years. A new chief building inspector Shahriar Samiri has assumedly improved the inspection process so that construction that does not pass is not allowed to remain standing, unattended, for years.

Cherrydale is primarily comprised of single-family homes, although there are also some townhomes, a senior apartment building and two large condo/apartment buildings. Overwhelmingly, respondents believe the neighborhood should remain primarily a neighborhood of single family residences. Respondents are not in favor of additional townhouses or rezoning properties for commercial use.

Not that many residents are bothered by noise, group homes, illegal accessory dwellings or other code or zoning violations. But those who are bothered must deal with the same issue repeatedly. And it is experience trying and failing to get help from the county that leads us to recommend certain policy changes, which will allow county employees to be available to witness violations when they occur, and to mandate response from employees back to the complaining resident about action taken, if any.



*Bromptons building looked like this for years until finally construction resumed, and was completed.*



*Bromptons Lofts, a lovely site now, but we lost 3 parking spaces in front due to design of corners, and sight distance issues for cars trying to turn from Oakland St to Lee Hwy. VDOT requires the loss of parking here.*

*CCA believes in win-wins, and strongly desires safety, and parking. If a better design of the corners would improve visibility, an important safety feature, we could regain the parking, critical for retail success. IF however, there is no safe solution, then this wasted asphalt should become a green space for grass or low growing vegetation.*

## **Summary Survey Questions 96-107**

### **Zoning Q no 96-99**

An overwhelming 95% of respondents think Cherrydale should remain primarily single-family residences. 84% of respondents do not think any part of Cherrydale should be rezoned to allow townhouses to replace single-family houses. 67% of respondents do not think that homes which border the commercial corridor on Lee Hwy should be rezoned commercial. 68% of respondents do not think that homes that border the commercial corridor should be rezoned to allow greater density.

### **House Size and Height. Q no 100-102**

67% of respondents think new houses are either too large or too tall, or both. 34% disagree and think they are neither too large nor too tall. Asked, "Do you support changes to County zoning ordinances to further limit either the height or footprint of single-family homes?": 43% of respondents think the County should change zoning ordinances. 34% think that changes to zoning to limit house size may be appropriate under certain circumstances. 18% think there should be no zoning changes, and 5% aren't sure. Most respondents believe it should be encouraged, but not required to adopt architectural styles, features and proportions that fit in with surrounding structures.

### **Group Homes Q no 103**

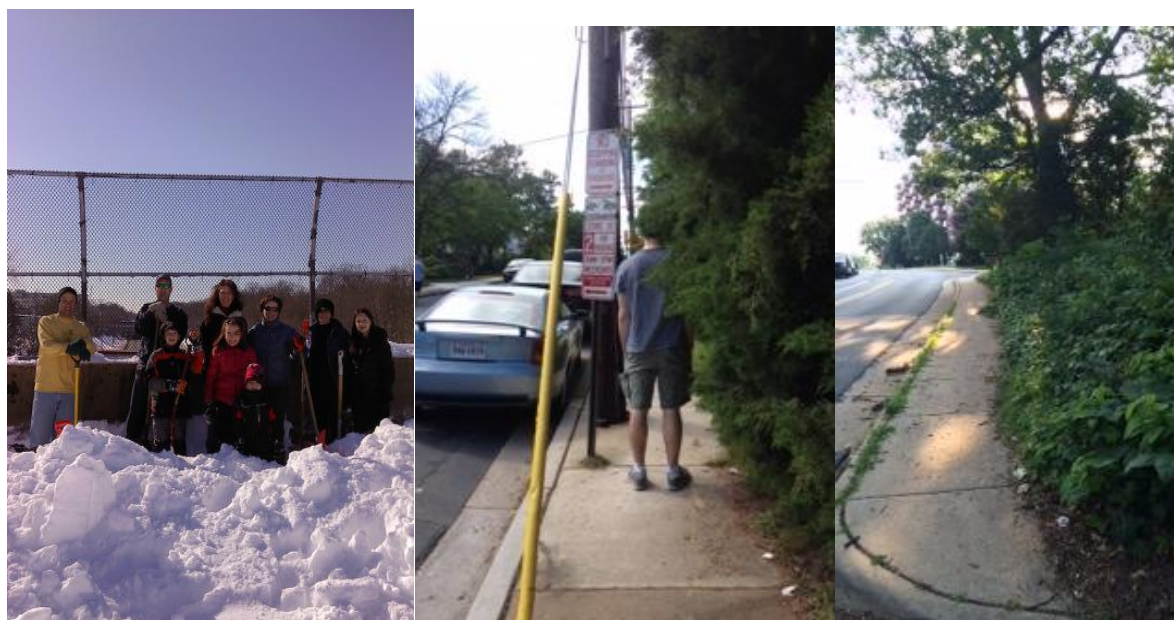
46% of respondents do not know of a group home near them. 35% did but say it's not a problem. 19% identified a problematic group home. Of those who identified a problematic home, respondents complained primarily of too many cars parked in front. There were additional complaints that group homes frequently host parties, cause noise, have unfriendly tenants, don't shovel sidewalks, aren't subject to code enforcement, and have unkempt yards. Several

respondents singled-out the group home on Military near Cherrydale Library as having all of the above problems. There were 45 comments about group homes from this one question.

### **Eyesores, hazards, Noise Q no 104-10**

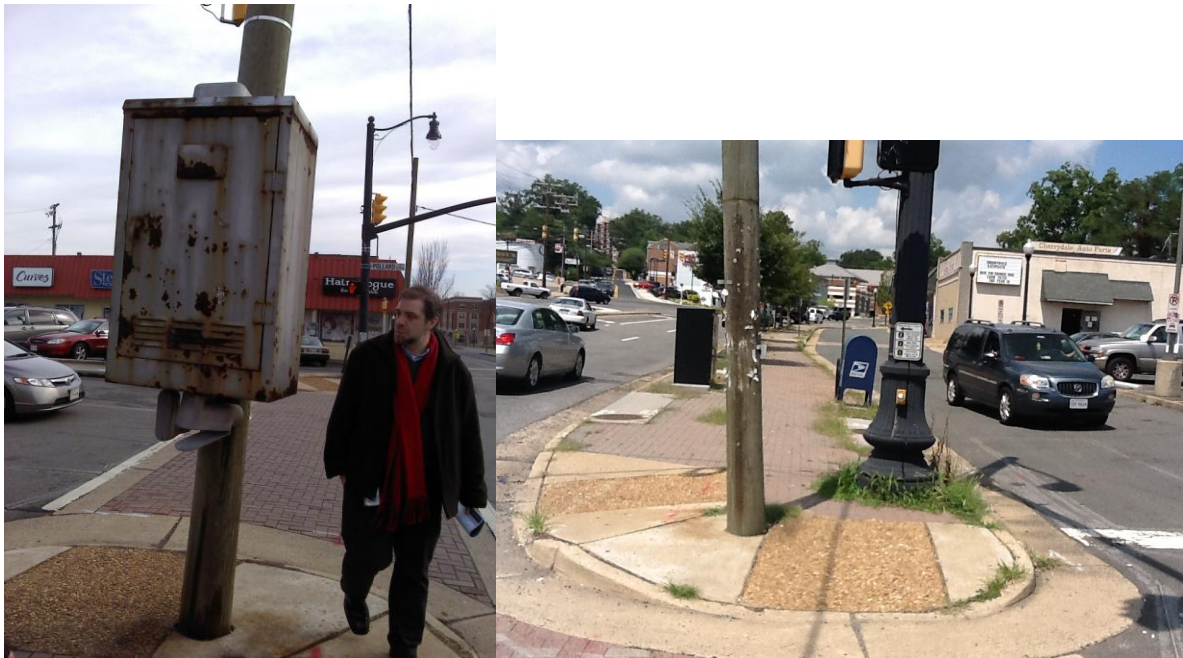
78% of respondents were not aware of any problems. 22% had concerns. There were 50 comments/complaints from this one question. Respondents who had concerns identified: County property along Lee Hwy, the eastbound side of Old Dominion, the woods bordering H-B Woodlawn, 15<sup>th</sup> St. along Oak Grove Park, litter in Cherry Valley Park and Cherrydale Park, and the entrance to Cherry Valley Park on Nelson St. Respondents also identified problems on private properties including inactive construction projects at 4015 20<sup>th</sup> Rd. N. and 2120 N. Quebec Sts., construction materials at the large house on Pollard & 17 St., the empty house on Randolph and 18<sup>th</sup> St., an illegal plywood garage on Taylor & 15<sup>th</sup> St., the abandoned Koon building on Lee Hwy & Lincoln St., the abandoned store on Quebec St. near Old Lee Hwy, the north side of Old Lee Hwy across from La Union, an abandoned house at 1522 N. Taylor, the abandoned tall building on Old Lee Hwy near Tazwell, unregistered vans on 1909 N. Oakland St. that are driven at night, cars and trucks parked long term on 15<sup>th</sup> between Quincy and Randolph, and hoarding at the log cabin on Monroe St. Respondent identified three new houses on Nelson & 19<sup>th</sup> St., Cherrydale Auto Parts, and vans parked at St. Agnes.

51% do not have a problem with noise. There were 68 complaints though. Of those who had problems, 26% complained of traffic noise, 12% complained about barking dogs, 10% complained about sirens, 10% complained about airplanes noise, 8% complained about noise from other residents. Of those complaining about noise, respondents specifically identified Honda as using car alarms to find cars, the trash containers at Cherrydale Rehab, church services on Quebec & 21<sup>st</sup> St., parrots at 1909 N. Oakland St. put out during the day, and rush hour traffic on their streets.





Neighbors banded together to clear sidewalk over I-66, as County did not. Sidewalks often narrowed by residential related bush overgrowth, owners not aware of impact on pedestrians. The 3<sup>rd</sup> pix is poison ivy and brush robbing sidewalk of 8 inches. Commercial property related.



It took years to get this abandoned utility box removed, but after it was, viewed from opposite direction, the median by service road is still poorly maintained, here on our main street of Lee Hwy.

### **Accessory Dwellings, Zoning Violations Q No 106, 107**

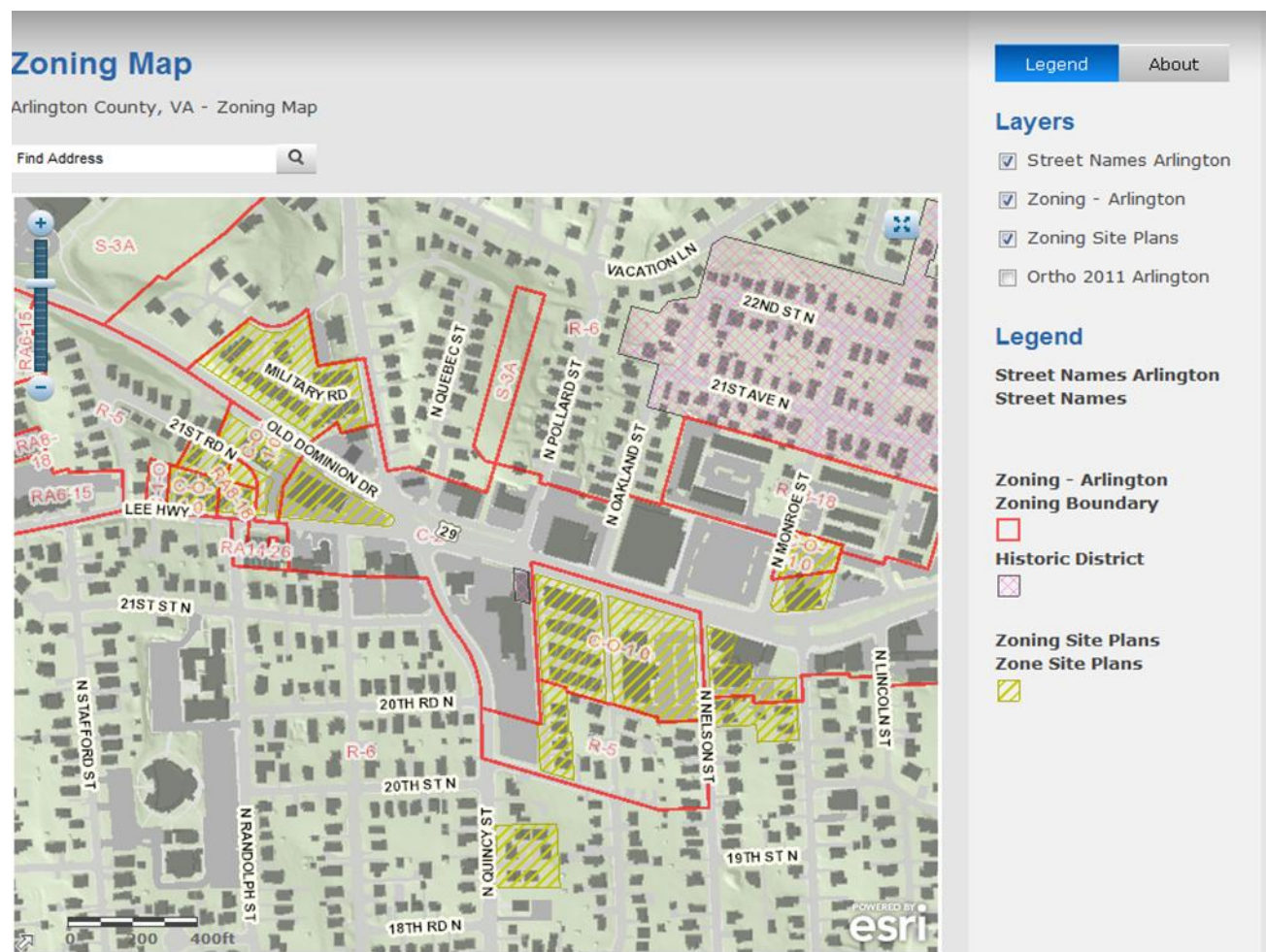
The majority were not aware of an occupied accessory dwelling on their block (53%). 34% were unsure if there was an unoccupied dwelling, 10% said there was but that it was not a problem and 3% said there were occupied accessory dwellings that were inconvenient.

87% (199/230) of respondents were not aware of zoning violations. 9% were unsure if there was a zoning violation. 5% were aware of zoning violations. There were 23 specific complaints. Respondents complaining of zoning violations specifically identified a house on 3400 block of 17<sup>th</sup> St. N that has been split into five apartments, a staircase at 1701 N. Nelson touching a neighbor's fence, fences on County property at Stafford and 17<sup>th</sup> Sts., and a garage at 2028 N. Taylor St.

### **Zoning Changes in Cherrydale (from Katie brown-Henry in Neighborhood Conservation)**

The information was not compiled in one place. Nonetheless, the map below shows all of the site plans in Cherrydale, which would need to be investigated to determine if they included rezonings.





There are three site plans shown on the map. There should be 4 as the Fire Station No 3 was a site plan and did entail extensive rezoning. Bromptons and SHC's Hunters Park site plans are in Cherrydale (circled on the map). Dominion Heights is in Maywood bordering Cherrydale. Following is information on the rezonings that were approved and why. This info would be needed for all the approved rezonings in Cherrydale to understand clearly how the changes do and do not align with Plan recommendations.

	AHC Inc (2001)	Bromptons at Cherrydale (2002)	Dominion Heights - 3565 Lee Hwy (2005)
Approved Zoning and GLUP	<ul style="list-style-type: none"> <li>Land use change from "Low" Residential to</li> </ul>	<ul style="list-style-type: none"> <li>Land use change from Service Commercial to "Low-Medium"</li> </ul>	<ul style="list-style-type: none"> <li>Zoning change from "C-2" and "RA8-18" to "C-2" and "C-O-1.0"</li> </ul>

	Service Commercial; <ul style="list-style-type: none"> <li>• Zoning change from “R-6” to “C-2”</li> </ul>	Residential denied <ul style="list-style-type: none"> <li>• Zoning change from “C-2” and “R-5” to “C-O-1.0” and “R-5”</li> </ul>	
Rationale	Project provides for appropriate mixed use development goals of Revitalization Plan and provides needed elderly affordable housing	<ul style="list-style-type: none"> <li>• Land use change denied because “C-O-1.0” is consistent with Service Commercial</li> <li>• Rezoning approved because project allows for mixed use redevelopment consistent with Revitalization Plan and current GLUP designations - note: a portion of R-5 rezoned to C.O.1-0 along N Oakland in Service Commercial area</li> </ul>	Rezoning approved because “C-O-1.0” residential consistent with “Low-Medium” Residential designation on the GLUP. “The proposed rezoning would introduce an option of by-right commercial development (at 0.6 FAR) to the back of the site, which is not permitted under the existing “RA8-18” zoning and would not be consistent with the existing residential designation on that part of the site. Such a rezoning is at the discretion of the County Board and may be approved when a proposal further promotes plans for the area and the health, safety and welfare of the community. The “C-O-1.0” zoning is consistent with the zoning of the properties to the southwest across Lee Highway, the Cherrydale Health and Rehabilitation Center, which was rezoned to “C-O-1.0” in 1977 and the Bromptons at Cherrydale, which was rezoned to “C-O-1.0” in 2002. However, it has not been applied on the north side of Lee Highway

**Stormwater Runoff** - The County is in the process of drafting a new Stormwater Management Ordinance, which will go into effect in July 2014. The revised ordinance will

require regulated development to provide "sufficient information on adjoining parcels to assess the impacts of stormwater from the [project] site on these parcels." The draft is not available yet for public review, but a model ordinance drafted by the state is available online - [http://www.dcr.virginia.gov/stormwater\\_management/documents/swmro-mod-ord.pdf](http://www.dcr.virginia.gov/stormwater_management/documents/swmro-mod-ord.pdf)

Currently, stormwater review staff look for likely impacts to adjoining properties when reviewing a development plan, but do not have strong regulatory authority over this aspect of development. For the County's current drainage policy, please see <http://www.arlingtonva.us/departments/EnvironmentalServices/Sustainability/EnvironmentalServicesEpoDrainage.aspx>

**Recommendation- Q No.96, 97, 98, 99:** Cherrydale should remain primarily SFH, and rezoning that causes the loss of or rezoning of SFH for greater density is not desired.

**Recommendation- Q No 100 & 102:** Arlington and Cherrydale should work with developers to encourage them to adopt certain architectural styles, features and proportions so that their new homes fit in with surrounding structures. Over-tall houses seem to violate the spirit of the height regulations. Some builders build up the ground level before construction also gaming the rules. Walk out basements with three stories above seem also to stretch the height rules.

**Recommendation- Q No 101:** There is majority support, at least under certain circumstances, for changes to County zoning ordinances to further limit either the height or footprint of single-family homes. (43% for it and another 35% under certain circumstances.)

**Recommendation- Q No.105:** Few respondents are bothered by noise, but those who are, suffer the problem repeatedly. Whether it's trash collectors coming too early, or a rowdy neighbor, Cherrydale believes in reaching out to people directly when there is a noise problem, whether it be residential or commercial. However, on the rare occasion when repeated requests are made for noise abatement, unsuccessfully, we would appreciate better help from the County. It currently takes an amazing amount of correspondence to gain assistance.

**Recommendation- Code and Zoning Enforcement:** The case of the slum lord who housed 15 – 30 tenants in a home illegally for years is an example of extremely slow justice. The 4 years it took to get Mattress Warehouse to cease (even temporarily) its custom of placing a half dozen illegal signs on the sidewalk every weekend is another example of slow justice. Thus we urge County to have various "flex" hours for Code and Zoning staff to work, including mornings as early as 6 AM and weekend mornings alternating with weekend afternoons so that they may duly witness violations and take action.

**Recommendation-** CCA believes in win-wins, and strongly desires safety, and parking. If a better design of the corners would improve visibility at Bromptons Loft, an important safety



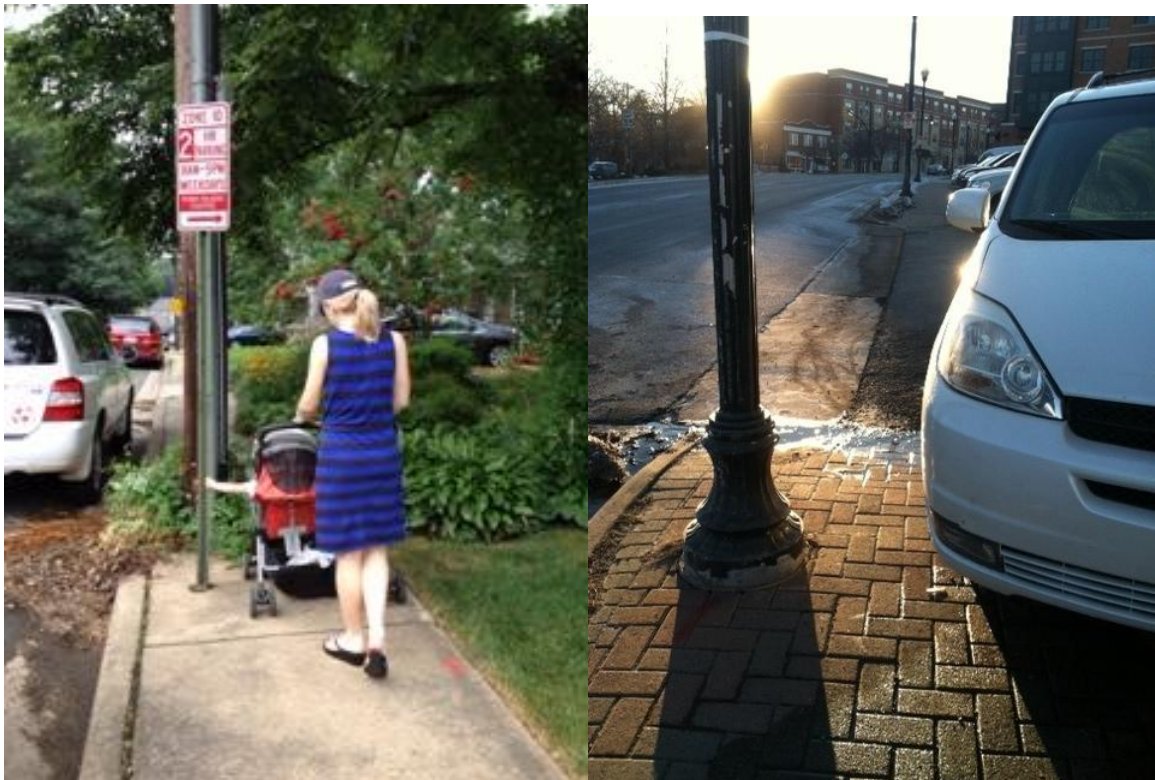
feature, we could regain the parking, critical for retail success. IF however, there is no safe solution, then this wasted asphalt should become a green space for grass or low growing vegetation.

## **SIDEWALKS, CURBS, GUTTERS AND STREETLIGHTS**

Cherrydale's charm and character would be enhanced by a more walkable neighborhood. Neighbors are overwhelmingly in favor of more sidewalks and more usable sidewalks. Now, residents are plagued with utility poles that impede walking on the sidewalks, incomplete sidewalks, poorly lit sidewalks and damaged sidewalks. County goes to great strides to talk about a walkable Arlington, a car-free diet, etc., but when it comes to funding a safe pedestrian infrastructure they point to an underfunded NC. However NC alone will not get the job done.



NC Project – Power station landscaping corner Lee and Monroe- A compromise curve cut around a pole looked nice, but in weeks it is obscured.. While this is an option for maneuvering around old poles, a larger curve is needed, and a barrier to keep brush and mulch off walkway.



Above, right: Monroe, Nelson and Military streets have the most obstructions from utilities. Above left: Car World and other businesses tend to park their cars too far into pedestrian space.



Utility companies explained they put the cable boot on the sidewalk side to protect it from cars. But they narrow the walkway in a most ridiculous manner. CCA took County DES, Verizon, Dominion and Comcast on a tour of troublesome utility poles and wires blocking paths, hanging too l, or left on path. Supposedly County now has tighter rules on what is allowed, but County itself still had new poles installed blocking sidewalks..



Pole on N Monroe next to Safeway driveway obstructed path, then they added utility boots and left the cable there for 6 mos. End result – bady strollers, carts, wheelchairs inaccessible.



County unwilling to change this, so CCA contacted property owner of the Monroe Apts parking lot, who agreed to take a small chunk of a parking space and create a path around the pole, gratis!







Lee Hwy undergrounding process had this site by the on-ramp to East I-66 looking a mess for a decade. Now improved, but the large utility boxes are too close to the street and prevent tree planting. If situated 8 feet back we could have had tree shade here on this long hot block of Lee Hwy. Instead we have large utility boxes obscuring view of bike trail and cyclists entering sidewalk from the hill/trail above. The landscaping is half dead and the sidewalk cracked and full of pebble debris.



Half dead landscaping by switch boxes, near east on-ramp I-66. Sidewalk damage e.g. of poor post construction clean-up, despite 2 Lee Hwy tours alerting staff including DES.



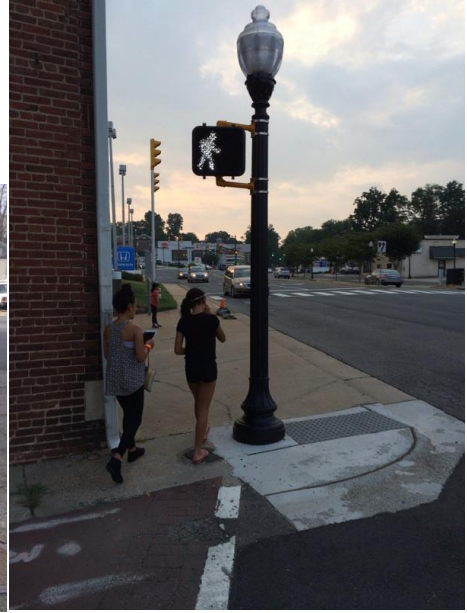
### Summary Survey Questions no 108 – 111

The majority, 54% said there should be a sidewalk on at least one side of every street. 29% clarified that there should be a sidewalk on at least one side of every street, but not on dead-end streets. Only 17% said we don't need any more sidewalks in Cherrydale. 95 respondents were not aware of problems with sidewalks, curbs, or gutters. But 80 respondents complained of utility poles or utility boots that impeded sidewalks that they walk. 50 respondents said there was no sidewalk, curb, or gutter on streets that they walk on. 25 respondents said that sidewalks were just too narrow. Respondents specifically identified sites, see Attachment 28 Survey Responses..

We asked, "Are you aware of problems in Cherrydale with severely cracked or damaged sidewalks or bike paths, vegetation, utility poles, transformer boxes, or other obstacles that obstruct pedestrians or limit visibility for cars and bikers?" 34% of respondents reported problems with damaged sidewalks. 29% identified problems with utilities that obstruct sidewalks. 21% reported problems with vegetation on sidewalks. For specifics see Attachment 28 Q 108-111.

*Below: Lee Hwy by 7/11 service road: Same messed up bricks, unrepaired, despite showing county manager's office and engineers these spots on 3 tours of Lee Hwy. Years now still indisrepair..*





New cross light on Pollard St. First it was placed blocking sidewalk completely. County agreed to move it 8 inches. But it still blocks sidewalk, it does not gibe with the crossing pattern and where the girls are walking there is a sudden dip in path, not good for baby strollers or wheelchairs. There is no curb here. The most vulnerable, babies in strollers, people in wheelchairs, must walk around the pole to the right, closer to the traffic. This safety treatment has made the site much less safe.



#### More pedestrian obstructions

- 1 New utility pole blocks sidewalk on Lincoln St, placed despite 4 years of CCA pleading to move it to the curb side before installing..
- 2 Another badly placed pole and now further utility work leaves another eyesore/toe stubber
- 3 Narrow crossing for wheelchairs by I 66

**Street lights Q no 111.**

Most of us were not aware of lighting problems in Cherrydale on the streets or on multi-use bike trail/Custis trail. But 29% of respondents reported that it is too dark because there are not enough streetlights or the lights are burned out while 8% stated that new LED streetlights were too bright. We believe however that the LED streetlights have caused more problems than County is aware, as it appears that many residents who have one of these new street lights in front of their houses complain of light bleeding into their bedrooms. Inventive neighbors have even conspired to place white trash bags over the lights. Respondents specifically reported problems with lack of lighting along the Custis Trail, and other sites are noted in attachment 28,

Problems with light, too much, too little, are very site specific. We do note more complaints about commercial lighting, especially from Koon's Toyota and Brown Honda, and Car World. The various car dealerships insist on full daylight lighting during non-business hours. Surely they can keep their lots at lower light levels for safety. For example, Koons installed high powered flood lights on top of their existing down-light light poles, to make the dealership more visible at night. We question whether this has to do with safety or security as the lot was fairly bright even before the flood lights were installed.

**Recommendation- Q no 108-110:** Arlington should invest in sidewalks, curbs, gutters and streetlights in Cherrydale. County should complete sidewalks so that more streets have them and ensure they are wide enough, clear of utility poles and well lit.

**Recommendation- Q no 111:** 1). Streetlights should show light on sidewalks and streets, not in yards or bedrooms. We like streetlights, but not glaring ones that shine into residential homes. 2). It should be easier to report broken lights, the resident required only to report the address not the type or class of light. A call back confirming the repair, or if there is a problem finding the light, rather than no response would be excellent public service.

**Recommendation- Q no 108 and based on prior experiences within Cherrydale:** On dead-end streets and cul de sacs there is some support for installation of just curb and gutters if that is what the affected residents prefer over sidewalks and loss of parking. The following is for background information: the CCA officially campaigned for this allowance back in 2004 for Lincoln and Kenmore cul de sacs and N Stafford dead-end. The Stafford St NC Project (between Lee Hwy and Old Dominion) was turned down by the local residents because over 11 years Count moved the goal posts 3 times. First the project was for curb and gutter only. A few years later County changed the rules to require a 3 ft sidewalk and the project was reconfigured. Finally when this project was next in line to be funded, County changed the rules again, requiring a 5 ft sidewalk. This block is mostly rental, few garages, and almost everyone would have lost the necessary on street parking. It was declined by residents as now a burden and Cherrydale lost a funding round.

**Recommendation:** The county should enact stricter use of external lighting after business hours for commercial enterprises bordering residential. Bright lighting to illuminate a building for aesthetic purposes only is both a form of light pollution and not environmentally responsible. It, in fact, has no socially redeeming value.



**Recommendation:** Currently, theoretically following Federal guidelines, County has a policy requiring installment of handicap accessible sidewalk ramps on 2 corners of any residential block for which sidewalk work of any kind is being done. County has interpreted this rule to actually require it to install these ramps on corners even when there IS NO SIDEWALK and will not be for any foreseeable future. The County then cuts down trees and any other attractive landscaping, to install useless concrete ramps going nowhere. This is the plan for the NC Kenmore and 20<sup>th</sup> Street project. We have asked County not cut down the tree on the corner for a useless ramp, but furthermore we ask County desist from this odd and wasteful policy throughout Arlington.

### **TRANSPORTATION- PARKING AND TRAFFIC**

Traffic safety and parking availability are important topics in Cherrydale. Through experience and as verified by survey responses, neighbors want both. Now that the County's traffic calming program is defunct, we have no tools for improving traffic safety other than meeting with various county individuals especially DES Traffic and Engineering, which the CCA has pursued assiduously. We have a new Chief of Traffic Engineering in Larry Marcus and we look forward to meeting with him again soon. The Committee working on the 5-points intersection has met several times with Betty Diggs, and the former DES traffic Chief, and now Mr. Marcus. We remain hopeful about future improvements, creating win/wins for all.

#### **Summary Survey Questions no 112 -121**

##### **Q no.112-114**

West Cherrydale is the larger and more densely populated side of Cherrydale (55% of residents live here). It is west of Quincy, ending at the east side of Utah St, and bordered by Old Dominion on the north. East Cherrydale contains 28% of our residents (east side of Quincy St to Johnson St and I-66 west). North Cherrydale is our smallest section, north of Old Dominion, see map. Participants in the survey fairly proportionally represented their sections.

##### **Parking No 115-117**

It did appear that the most likely time to have a problem parking was the weekends followed by evenings. This indicates fewer commuter-related parking problems than one would anticipate given list serve comments. Parking is apparently a problem for a minority of neighbor respondents, about 10% (average 24 out of 257). Proximity to group home, and retail was a good predictor of complaints.

Only 64 respondents answered what block they lived on. Comparing these responses with those reporting a problem parking it appears those responding tended to be near retail or the high school. Most respondents did not want zoned parking, 12% did want it and another 7% said they had it and it didn't help. The rest were unsure.

### **Traffic no. 118**

- Most respondents reported a problem with traffic volume or speed on their street during work/school rush hours i.e. 84% (144 out of 166, with 97 skipping the question).
- 61% reported a problem during weekday evenings.
- 55% reported it during weekends,
- 48% reported it all day.
- “Failure to comply with the law” was reported 33/166 during work/school rush hour, 24 for “all day”.

**No. 119** To address traffic problems, 186 respondents reviewed 19 options for traffic calming on the residential streets of Cherrydale. In order of most frequently chosen:

- Speed Humps tied with Pedestrian crossing signs, (68 each),
- No traffic calming tools (59),
- Painted midblock pedestrian crossings (58),
- Raised crosswalks at intersections (56).
- \$200 Speed Warning Sign (54),

It is near impossible to qualify for major traffic calming interventions, and the County’s traffic calming program is now extinct anyway. But several of the options listed above can be installed by a simple county administrative process (eg. speed-warning and pedestrian crossing signs.)

When asked “Which if any streets do you think need traffic calming in Cherrydale, and rank them in priority” (eliminating arterial streets Lee Hwy, Old Dominion, Military and Quincy), respondents chose Stafford St most frequently. The street next closest in ranking was Randolph St followed by Quebec, and Nelson.

To choose the 5 least safe streets in Cherrydale we listed 12 streets, and allowed a fill-in-the blank nomination for other streets. “These would be the streets we ask County to focus on for traffic safety improvement in the next 10 years.” The 5-points intersection was listed number 1 by 143 of 191 respondents (75%). After that, Lee Hwy between I-66 and 5 Points followed by N Quincy , Old Lee Hwy from 5 Points heading west to Lee Heights, and N Stafford St.

We then asked about our arterial streets: Lee Hwy, Old Dominion, Military and Quincy (only the last is controlled by County, the others by VDOT). Again Lee Hwy had the most complaints followed by Quincy St. The complaint was most often too much volume followed by speed, too few crosswalks, traffic light too short (Old Lee Hwy) and too few crosswalks having traffic lights and inadequate enforcement of the laws.

### **Buses Q no123**

We asked, “Would you support a bus rapid transit along Lee hwy (a bus system with dedicated lanes and limited stops to ensure faster more reliable service)”. 35% said no, BUT 26% said YES and 39% were not sure. Unfortunately, it is difficult to translate from “support” to actual use.

**Street car** Q No 124: 68% would not support a street car along Lee Hwy another 18% were not sure and only 14% would support one.

**Speed Limits** No. 125: The majority (61%) think the speed limit on Lee Hwy between I66 and Koon's Toyota should remain at 35mgp. A few (23%) suggested 30 MPH.

**Improvements on Quincy-** No. 126: The County's attempts at improving N Quincy by using bump-outs and other pedestrian friendly infrastructure modification had a lukewarm rating: 32% didn't know, 26% rated it better, 19% rated it no difference, 14% noted a mixed impact, and 9% rating it worse after County intervention.

**Road Conditions and signs-** Q no. 127-130: 40% of respondents were satisfied with road conditions (repair and maintenance) on residential streets, 32% were neither satisfied nor dissatisfied, and 25% were dissatisfied. Most thought there were enough directional "wayfinding" signs (62%). A similar majority (63%) thought there were enough signs to find the multi-use bike trail. Most of us 77% did not know of places where vegetation limits driver's ability to see. But for those who did, most noted the problem was on private property (11%), 7% *noted it on both commercial and private property*. Never the less, we have 30 sightings to follow up on from this question. We will copy Code Enforcement. **See Attachment Survey Responses.**

**Rating County on Safety** No 131: We asked, "Has the County made pedestrian safety better at the following sites, as Cherrydale recommended in the 2004 survey?"

Out of 192 responses, only 24 thought the county had made 5-Points better, 25 said worse, 40 said no change, 49 said mixed results and 54 didn't even know. County got a better approval for Quincy St – 63 didn't know, 53 said better, 29 said mixed, 21 no change, and 11 said worse. For Military, 98 didn't know, 25 said no change, 21 said mixed, 15 said better and 11 said worse (out of 177 responses). Finally for Stafford St, 101 didn't know, 27 said no change, 19 said mixed, 15 said better and 5 said worse (out of 167 response).

With the County spending millions of dollars to improve pedestrian safety, it is a concern that perception of improvement is so low, 30% said Quincy improved, only 12% thought 5-Point improved and only 9% thought Military and Stafford improved. More people thought 5-Points was actually worse than thought County improved it. The number one answer by far for all 4 roadways was "Don't Know". *It would be useful to have accident counts for these streets along with Hit and Run reports....*

**Traffic Calming Projects- Q no 132-134:** Speed humps were noted to reduce speed the best, and perceived to reduce safety the least.

**On N Utah St did the traffic circles reduce speed and improve safety?**

71% thought the circles reduced speed, but only 42% thought they improved safety, and 31% thought they reduced safety. Only 7 of the 100 respondents said they live on Utah St.

**Vacation Lane reshaping of road and connection:**

62% thought the work had reduced speed, 54% thought it improved safety, and 18% (thought it reduced safety. 10% who responded live on Vacation lane.



### Monroe St Speed Humps:

79% said they reduced speed, 48% thought they improved safety, and 12% thought they reduced safety. 15% who responded live on N Monroe.

Project	reduced speed	improved safety,	reduced safety
Traffic Island	71%	42%	31%
Reshape	62	54	18
Speed Hump	79	48	12

Transformed: Bus stop on SW corner of Lee Hwy and Monroe. Thank you Oleg Kotov



Below: Transformed: Bus stop by Cherrydale Rehab. Thank you Oleg



**Recommendation- Q no 119 & 120:** Certain traffic calming features can be installed by a simple county administrative process. Hence the CCA requests County install pedestrian crossing signs and speed warning signs on Stafford and Quincy Streets, and pedestrian crossing signs on Randolph Street.

**Recommendation – Q no 121:** Taming Lee Hwy has been a priority CCA recommendation since 1984. The 5-points intersection was listed number 1 least safe traffic site, followed by Lee Hwy between I-66 and 5 Points, followed by N Quincy, “old” Lee Hwy from 5 Points heading west to Lee Heights, and N Stafford St. We ask that county place priority on the 5-points intersection, followed by the other listed roads, and work closely with VDOT to create win/win patterns that enhance safety for all. We do not believe these should be NC projects but County projects.

**Recommendation** – Over the years CCA has noted numerous extreme delays in correcting VDOT related problems, not simply because of VDOT but because County lacks the kind of relations that create efficient communication and cooperation. On the other hand sometimes the citizen can get responses that county apparently cannot. So we recommend county improve relations with VDOT, potentially creating a liaison for that purpose. In addition work with the community so we, too, can reach out to VDOT to get the attention needed. This goes for large utilities like Dominion Power as well.

**Recommendation** – Repeated from Community Services Section - We desire safe pedestrian short cuts. One would be the addition of a cross walk at Fire Station No 3 at Old Dominion, where residents could then cross avoiding 5-points, and potentially short cut at the easement between townhomes to walk to the library. We would also like to see an attractive sign at the stairs by the VDOT wall near Reinhart's announcing this short cut to Maywood. **See recommendation under Community Services .**

**Recommendation – Q No 123:** There is an interest in a rapid transit bus system that is not large but if added to the other communities along Lee Hwy might easily result in a significant increase in bus ridership. We will share our information with the County. We have already toured and inventoried the Cherrydale Lee Hwy bus stops 5/3/13 and made a list of recommended improvements.

**Recommendation – Q No 131:** With the County spending millions of dollars to improve pedestrian safety, it is a concern that perception of improvement is sometimes so low. County is more likely to earn praise and respondents more like to approve County efforts if the plans are presented to the community at a CCA meeting during the planning stages, and community input is allowed and listened to, so that a plan is approved that most people want, appreciate and think will help improve safety. *I.e. look at this question's responses and this recommendation is obvious. As the changes county made on some streets were not much appreciated and never vetted by the CCA.*

**Recommendation – Q No 132-134:** In general, people approve measures that reduce speed, no matter which of the 3 tools above are used. Traffic islands are perceived as being less safe compared with the other traffic calming interventions placed in Cherrydale in the past 10 years (31% perceived reduced safety). Speed Humps had the highest perceived reduction in speed (79%), and the best (i.e. lowest) negative safety rating.

Another great pedestrian short cut is found next to Reinhardt's by the VDOT wall. The steps go up to Maywood. But weeds and debris would collect sometime completely obscuring the bottom landing. On request sometimes County would clean it up, but the weeds would grow back. We conducted 2 major cleanups before realizing it was a never ending problem. We approached Reinhardt's and they agreed to help. Between County, volunteers (especially Maywood Carol Parker and friends) and Reinhardt's, we hauled away many bags of soil and weeds, and cleaned it up for good. A Maywood team planted the flowers. Tom Hone from Cherrydale is seen in the middle picture during our 2<sup>nd</sup> clean up effort. Photo to the right is result of the 3<sup>rd</sup> effort with garden. More could be done to make it a better announced pedestrian gateway.





## **TRANSPORTATION- HOW WE TRAVEL**

When it comes to transportation, Cherrydale neighbors use a variety of methods. Commuting to work by driving alone is most common, but commuting via Metro, bus, walking or cycling are also common. The survey showed that people would use Metro more if it were more conveniently located to their destinations, but that most people are not inclined to switch to the bus under any circumstance. A minority of residents might be willing to switch to the bus under certain circumstances. However, multiply the few by ten other neighborhoods and bus ridership might amount to something. Primarily though, in Cherrydale it is abundantly clear that people value walkability and want safe, usable sidewalks and trails. Walkability is a theme that emerged many times, is clearly something the community values and is integral to the character of the neighborhood.

In July 2014 CCA read about the County's desire to create a transportation plan for Lee Hwy. We were surprised that not only did County not inform the CCA, it failed to inform the Lee Hwy Presidents Committee for Lee Hwy Planning. Lack of coordination is a constant theme. We hail the Lee Hwy needs assessment concept, we support County's efforts, and we want County to remember, we are indeed part of the team.

### **Arlington County - Lee Highway Multimodal Needs Assessment (\$30,000)**

"Arlington County seeks to create a transportation plan that identifies short-term improvements in the Lee Highway corridor between East Falls Church and Rosslyn. The County has identified Lee Highway as the last mixed-use corridor in Arlington County that has not undergone a comprehensive planning effort. The results of this project will allow the County to document existing conditions along the corridor and create an inventory of projects to be completed."

## **TRANSPORTATION – Summary HOW WE TRAVEL Q no 135-170**

When asked how members of the household commute, respondents indicated that many households have at least one member with a daily commute routine. 73% indicated that at least one member of their household drives alone as part of their commute on a daily basis. Interestingly, second to driving alone, the next most common DAILY form of transportation is walking. (Since there was a "choose all that apply" option, we assume walking was often in addition to bus, or metro but have no way of knowing.) For this question (n. 135) 38% work from home at least sometimes.

Many respondents did not indicate what discourages them from commuting via Metro Rail, but of those who did 59% indicated it takes longer to get to the destination by Metro Rail than by driving. Cost and crowding were issues for about 30% of us. If we could re-ask this question we would ask for the main reason metro is not used, period, forcing a choice between crowding, cost, and convenience. Metro car crowding was an issue for 30% and cost was a problem for 19%.

When we combine frequencies from daily to at least a few times per week, 34% walk, 20% metro, 15% bus, 13% cycle and 11% carpool for commuting purposes. For trips other than commuting, 69% of respondents indicated they drive alone daily, 52% walk daily, and 20% bike at least once a week. A large majority will take Metro at least sometimes for noncommuting purposes and 26% will car pool.

For both metro and bus, for both commuting purposes and other trips, metro and bus ridership were primarily not used because it takes longer to use than it takes to drive and the stop are not convenient to destination.

#### **Taxi Stand: Q no.140**

There are 2 “Taxi Only” stands on the service lane across from 7/11 and we asked should these parking spaces be opened to the public? There was not strong consensus on this issue. While more people thought it should be reserved for taxis (40%) than people who thought it should be open to the public (24%), 37% were unsure. Given the paucity of public parking spaces on Lee hwy, and given that Red Top Cab owns Ivey Welding and the former Cherrydale Auto Parts building on Lee hwy and Lincoln St, with its abundant parking, it is worth considering moving the Taxi stands to the Red Top Cab property.

#### **I-66 and Metro lines: Q no. 141-145**

Asked, “Do you support efforts to widen I-66 inside the Beltway?” 54% do not support efforts to widen I-66. 29% support it and 17% were unsure. Then asked, “Would you support construction of a new, North Arlington Metrorail line, which would go down the middle of I-66?”, there was no consensus. Most, 37% were unsure, 27% said no, 18% said maybe and 18% said yes. There again was no consensus on the question, “Would you support construction of a new, North Arlington Metrorail line, which would go under Lee Hwy?” However, if a subway line was built, 59% said they would support construction of Metro stops in Cherrydale. Question 143 however specifically asked about preserving single family homes if a metro was built here, and there we found 22% supported construction no matter what, 20 % supported only if SFH were preserved, and 27% said absolutely not. The largest group, 30% remained unsure. In our final question about new Metro lines, 57% of respondents again indicated that, if a Metro Rail line were constructed, Cherrydale should be protected as primarily a single-family neighborhood.

#### **School Bus stops: Q no 146,147**

Most respondents (77%) are not aware of a safety problem with the location of a school bus stop? Of the few who responded, 11 said too much vehicular traffic, 9 said unsafe intersection and 8 said lack of sidewalk. **See Survey Q no 147 for sites.**

#### **Children and Schools: Q no 148- 151**

Asked, “Are you aware of pedestrian safety issues, including routes which children take to get to/from bus stops or schools?”, only 22 responded and of those, 55% are aware of pedestrian safety issues and 45% are not aware. See Q no 148 for sites. A strong majority (70%) feel County should place priority on students walking to school. and therefore schools should be assigned by nearness and walkability rather than other divisions. A majority (55%) are in favor

of special passes for school children to use public buses. Asked, “How often do your school age children go to school using the following forms of transportation to get to school?” 46% use the bus daily (41); 31% are driven by parents daily; 22% walk or walk with a parent daily. 51% are driven at least a few times a month.

#### **Bus: Q no. 152- 155**

Asked what would encourage respondent to use the bus more often, many respondents skipped. Of those who answered it, 58% indicated they would NEVER take the bus more often. Of the 42%(75 people) who would consider using the bus more often, the top motivator would be if there was more frequent bus service on weekends (21%) and if there was more frequent bus service on weekdays (19%). If every neighborhood had 75 people more likely to use the bus, this could justify more buses and routes. 86% have never taken a bike on the bus or Metro 8% (17 people) have done so.

We asked respondents to rate our Metro bus stops in Cherrydale. Again, 54% don’t ride the bus. The most reported used bus stops are:

- Heading east to DC – Lee Hwy by Honda (28);
- Heading west from DC by Safeway (19);
- Heading east Old Lee Hwy by Stafford (17);
- Heading east to DC Cherrydale Rehab/Nursing Home(16);
- Heading east to DC by N Monroe (16) .
- Heading west away from DC by N Monroe (this stop was moved ) (10)

For each of these bus stops, we asked “Which improvement would be your TOP PRIORITY?” Very few answered this question. Of those who did, there was not a significant enough number in any category for any bus stop. But request for covered bus stop came in number 1 (37) followed by more frequent buses (31).



One of our great successes, this bus stop N side of Lee by VDOT wall was a mud puddle for 10 years. It took 2 years of unremitting persistence with county and VDOT to get this rather simple repair done. But it is a wonderful success, thanks to Dave Hundelt DES, & Albert Rollins VDOT



**Capitol Bike Share and Cycling in general: Q no. 156- 165**

Asked, “Do you think members of your household or guests will use the Capital Bike Share program now that it is arriving soon at the Safeway Parking lot area?” 42% said they would not use the Capital Bike Share program, 32% were not sure and only 27% said they would use it. However, the CCA supported Capitol Bike Share to bring more cyclists to our retail/restaurant “downtown” area. Most of us have our own bikes.

Asked where they prefer to cycle, 67% prefer to bike on the trail, 37% and 33% use bike lanes and streets, respectively. Interestingly, only 21% said there are no bikers in the household, indicating a large number of households who DO have bikers. 69% think the trail is well maintained. 55% indicated that they feel safe on the Custis Trail; 23% do not, and 21% are unsure. The most popular destination among respondents was “Ballston, W&OD and points west” with 60%. The next most popular was to Lyon Village, with 41%, followed by Mount Vernon Trail Roslyn and W&OD. Asked, “Do you feel safe riding your bicycle on Cherrydale Streets?”, 41% of respondents only feel safe on low volume roads. 24% feel comfortable on all the streets most of the time,

For drivers, 51% find it easy to share the road, while 32% find it difficult and 17% are not sure. Asking cyclist, “Do you find it easy, or difficult to share the road with vehicles here in Cherrydale?” there was mixed response: 39% find it easy, 34% find it difficult and 27% are not sure.

Asked about the new bike lane added to N Quincy and Military road have, 50% of people think the bike lanes have enhanced traffic safety, although half of those think the bike lanes enhanced traffic safety EXCEPT at the 5 Points Intersection. Many respondents (35%) didn’t know. 38% want more bike lanes. However, this is not an issue with a lot of support, as 27% want the same (not more) and 25% have no opinion.

**Walking: Q no 166- 169**

For walking purposes, most respondents chose sidewalks over the trail. The main reason is based on convenience. In comments, respondents noted both the beauty of the trail and the unpleasantness of the proximity to I-66. Many of us walk to Cherrydale retail: 49% walk sometimes and 34% walk often. Nearly all of the responses indicate that people walk. Only 3% said never. Asked, “If you avoid walking to Cherrydale Retail, is it because of the condition of Lee Hwy and/or its sidewalks?”, 54% responded they do not avoid walking along Lee for that reason. A slight majority of us (51%) walk to Lyon Village Shopping center while 49% said No.

**Alleyways: Q no 170**

The majority, (57%) believe existing alleyways in Cherrydale should be kept open for public access, while 35% don’t know and only 8% said No.

**Recommendation- Q no 135, 137, 147, 166, 167:** County should ensure that Cherrydale is as walkable as possible, as neighbors frequently walk for both commuting and non-commuting reasons. Neighbors also see lack of sidewalk being an issue for school bus safety.

**Recommendation- Q no 147, 149:** Cherrydale strongly supports all efforts for neighborhood children to walk to school, hence they should be able to attend the schools closest to their homes and have safe sidewalks to get there.

**Recommendation- Q no 157:** Cherrydale supports all efforts for the maintenance of the Custis Trail so that it remains safe, useable and an asset to our community.

**Recommendation- Q no 170:** Cherrydale recommends that existing alleyways should be kept open for public access.

**Recommendation: Q no 150:** We are in favor of special passes for school children to use public buses (Do we want to add an age minimum? This could be a problem with the Safe Busing Now group that worked so hard to get busing for kids within the 1 mile walk zone to Glebe and maybe the middle schools. OR, could we say that we support research into this? I haven't checked the actual question about this in the survey.)

**Recommendation** (theme thru-out survey): County should promote safe, walking shortcuts.

**Recommendation- Q no 152:** 75 residents thought they might use the bus more often for various convenience reasons if there were more frequent buses. If every neighborhood has similar numbers interested, this could possibly justify more buses.

**Recommendation- Q no. 140:** We support keeping a taxi stand in Cherrydale, but given the paucity of public parking spaces on Lee Hwy, and given that Red Top Cab owns Ivey Welding and the former Cherrydale Auto Parts building on Lee hwy and Lincoln St, with its abundant parking, we request County consider moving the Taxi stands across from 7/11 to the Red Top Cab property on Lincoln Street. We think this would be good for retail business. For a start, we request a County presentation of the pros and con of this option at one of our CCA meetings in 2015.

## **LEE HIGHWAY/CHERRYDALE COMMERCIAL DISTRICT**

While it's been thoroughly noted that most residents of Cherrydale cherish the small town feel of the neighborhood, we also appreciate a commercial district near enough to walk to that adds value to the overall quality of life of residents. People generally appreciate independent retailers and family oriented cafes, pubs and restaurants. However, they are NOT interested in fast food establishments and one-off shopping like mattress stores and car dealers. Residents generally want to keep the scale of the buildings reasonable (3 story maximum, +/- 1), and increase a sense of the Cherrydale Commercial District being a destination for neighborhood and other local residents.

We want our businesses to succeed. Hence several years of reaching out to our retail has resulted in the establishment of the Cherrydale Business Association (CBA) in 2014. We also provided a survey for our retail in 2013. Thanks to our efforts, Cherrydale businesses had the highest participation in the Small Business Forum held February 24, 2014 by the Lee Hwy Planning Breakfast group (LHPB) among all the other associations. We are bringing the Capitol Bike Share program to Safeway so that it will bring cyclists from other neighborhoods and not just commuters to metro. The central and very visible location should enhance retail and restaurant customer base. Finally, we plan to have lamp post banners that announce our "town center", giving customers a reason to stop and enjoy easy pleasant shopping and maintain a small town feel. (See photo examples end of this section.)



Left: Lyndsey DePalma, co-organizer of the Cherrydale Business Alliance and founder of the House of Steep, dispenses raffle tickets to eager participants at Discover Cherrydale Day.

Right: Katherine Christensen, treasurer of the CCA, staffs the LHPB (the Lee Hwy planning group) table to hear citizens' ideas about walkable neighborhoods, businesses, transportation, and other services along Lee Highway. She also sold Cherrydale bling. Photos by Greg Embree. Below: pop up tents Safe

Below: Discover Cherrydale Day, held to promote our businesses both retail and home-based.







Roslyn lamp post banners. We desire same for Cherrydale as a way to announce this is a destination point, and a neighborhood, so slow down. But procurement of such signs is a daunting hurdle with both County and VDOT rules making it difficult and very expensive. We will need champions in County to make this easier.

The LHPB is a consortium of presidents (and other representatives) of associations bordering Lee Hwy. After meeting once a month for almost 2 years, we are hoping for County funding for the LHPB charrette to be developed and led by a private sector consultant. The charrette is a tool by which many people can participate in planning large projects, such as the Lee Hwy Sector Plan. This time we want citizens leading the planning, as we are the ones who live here and will win or lose the most depending on results.

Thanks to Neal Nichols, owner of Red Top Cab, and of the corner building on Lee and Lincoln St, (former Cherrydale Auto Parts) we have been allowed to display Cherrydale and Maywood art and books in the large windows since spring 2013. We have changed the display 3 times and have taken a break for the summer. But we held a huge Discover Cherrydale Celebration May 31, 2014 during which this store was opened and the art displays tripled. We created a “book nook” section where we held a series of writers talks very well attended and enjoyed by the community. We hope to do this more often. If store remains empty, we hope to use the windows for a very long map of Lee Hwy from Roslyn to East FallsChurch, as part of the LHWB charrette/planning process.

To further encourage community and business success we will host live music at different venues including Cherrydale Park next to Pasha Café, and the CBA will host stay-open-late nights to include authors talks (very popular) and music. These events inspire us all, and co-mingle artist neighbors who otherwise would not have met. These efforts are examples of more win/wins, helping retail, artists, home-based businesses and growing a strong sense of community.

(See photos by Greg Embree next page).



Left- Ken Sick of Smalltown, Cherrydale Park by Pasha. Right- Tina Chancey of Hesperus on Lee Hwy.

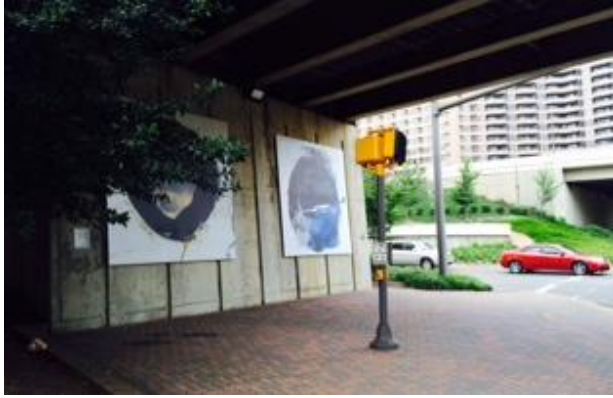
### **Vision:**

We envision a shaded, clean, attractive boulevard, easy and safe to traverse for pedestrians, cyclists and automobile drivers. We support businesses that attract customers and enliven our main street without causing undo noise, litter or congestion. That means we prefer to keep customer vehicles on Lee hwy and in parking lots, and not on our residential streets.

### **Connections:**

Five points intersection and lack of announced crosswalks along Lee Hwy is not just bad for citizens, it is bad for business according to Cherrydale Business Association (CBA) president Lyndsey Clutteur De Palma. We envision solutions that connect the north and south sides of Lee Hwy, and well lit attractive paths under the I-66 overpass to Lyon Village Shopping Center. In fact we desire decoration on the overpass that acknowledges the 2 communities Cherrydale and Maywood, be it lettering or our symbols, the Cherry tree and the dogwood flower. The VDOT retaining wall is another site for beautification. Murals such as those on the bridge in Crystal City should be installed, particularly ones for which the citizens get to vote (or even make). This requires excellent communication with and cooperation from VDOT. In fact VDOT will be crucial in every part of improving Lee Hwy so County must improve its communications with this vital agency. (See photos)





In order to promote walking around and through Cherrydale, we encourage the development of pedestrian short cuts, e.g. from Fire Station number 3 across Old Dominion and thru the public easement between townhomes; an attractively maintained entry at the stairs up to Maywood by Reinhardt's; and the creation of paths between Cherrydale, Lyon Village and Lee Heights in Waverly. The path under the VDOT I-66 overpass is dark, dirty, and ugly. A project between County and VDOT to improve this path is long overdue. (See photo, Crystal City examples)

In order to support pedestrians, promote cross commerce and safe walking routes to schools, we also encourage attractive and wider sidewalk connection along Old Dominion. Keeping shrubs and trees cut back from the sidewalk has been an ongoing issue in some spots where both residents and County falls short of maintaining their properties.



#### Walk-able community?

Old Dominion- a difficult unpleasant walk in the summer with heavy brush overgrowth narrowing path. Even in winter it is unpleasant, with grass overgrowing onto sidewalk several inches on both sides. But in summer, it's much worse. We envision a wide sidewalk clear of brush, better lit, and a cross walk further west for kids to cross to HB Woodlawn/Stratford.

Our first neighborhood lamp-post signs should start here, announcing that you are entering a wonderful village shopping area.

We desire attractive neighborhood lamp post banners along Lee Hwy from the Fire Station No 3 thru to the VDOT I-66 overpass that announce this is a destination spot not a smudge along a highway. (For examples see Roslyn and Crystal City banners). The CBA and CCA will work to make this happen but County and VDOT rules make it alarmingly difficult and we will need help.



We will also work with VDOT to put “Place” signs over the I-66 overpass across Lee Hwy. Eventually we will also hope to need more bike racks.



YES!



NO!

Tree canopy is a priority as it makes the walk along Lee Hwy bearable on a hot summer day, and attracts people to explore our shops and stay a while. Together the County, CCA and Maywood need to figure out a way to maintain the sidewalks and trees. An adopt-a-tree program has barely met minor success, and only the County can help this project along. Allowing attractive metal signs showing what business is maintaining a tree aisle would help. It is actually the Parks & Natural Resources Division's responsibility but extra help from businesses or entrepreneurial residents would be helpful. Anything that creates win/win situations, promotes our businesses and preserves our trees should be tried.

### **Commercial Properties:**

Cooperation between commercial properties and CCA has been impressive. For example, a utility pole on N Monroe St, NW side a few feet north of the Safeway parking entrance narrowed the sidewalk to impassability for shopping carts/and people in wheelchairs. County was not willing to fix this, so the CCA reached out to the Monroe Apartment management. It took a little persistence but the management decided it was good for the community and on its own dime took a wedge from one of its parking spaces to create more sidewalks. This is one example of cooperation between a private company and the CCA for the sake of a better community for all! We should not forget this lesson. Special thanks goes to Tom Korn, who thought up this solution!

(See Utility pole by Safeway before and after photos below)





Left: What engineers did. Right: creative thinking and private enterprise resolves the dilemma.

The CCA has been able to reach out to residents and retail, as well as other agencies and utility companies to create and/or get projects moving along. For example, the CCA negotiated the use permits for the Koon's tire repair shop where we now have trees replacing asphalt, and the Koon's Used Car lot, where we now have 4 trees on Koon's' property providing the only shade along this block between Kenmore and I-66. We were too late to intervene successfully at the former Bono Films site by I-66 west on-ramp, where County placed utility boxes too close to the sidewalk, forever prohibiting shade trees there. The lesson here is that the devil is in the details. County should work closely with the CCA early and very specifically in plans, so that we have the opportunity for "win wins" rather than "too late" excuses.

While Dunkin Donuts is a highly successful business, and well -loved in some ways, it also brings a most unwelcome problem on N Monroe Street: non-residential traffic and traffic jams. With fights over parking near the corner, and more than 100 vehicular U-Turns on Monroe and 20<sup>th</sup> Streets every weekend morning, the presence of Dunkin Donuts impacts its near neighbors. Customer cars even park block driveways with the excuse that they "will only be there a few minutes." Dunkin litter is found on private property and our landscaped medians daily. The site was grandfathered in for a restaurant despite its inadequate and substandard parking.

This is a cautionary tale for any future development along Lee Hwy Cherrydale. There is no County zoning qualification that distinguishes fast food restaurants from regular restaurants. What keeps McDonald's from buying Essey's or the old Cherrydale Auto Parts store? We believe there is a difference between a restaurant where customers stay for an hour and dine, versus an eatery that is primarily take out. That difference is substantial to the residential neighbors, and as we have seen, can transform a neighborhood street into semi- commercial thoroughfare by increasing both the volume of traffic, adding to the difficulty exiting one's own

street, and making on-street parking problematic. We want to think to the future to protect our streets from more of this kind of transformation.

### **Cherrydale Businesses:**

Our Discover Cherrydale event, Art Corner display, Book Nook and campaign for a Capitol Bikeshare rack at Safeway reflect some of our recent efforts to promote our retail and small businesses. We are especially welcoming to cyclists and would love to become a destination point for them for routine shopping and eating out as a safer, quieter, prettier and friendlier spot than the Metro Corridor. With this in mind, it would be helpful to have a water fountain or 2 for pedestrians and cyclists. We remind all that the N Monroe median has a water spigot near Lincoln St which some day could make a water feature there possible, though VDOT is currently against this option.

The CCA has been working towards getting a small business association formed here for years. We began by recruiting a volunteer liaison to our businesses, Laurel Gowen. We updated our business list yearly since 2004 reaching out to get current contact information, even walking store to store for updated information. We surveyed our businesses in our 2013 NC Survey. In September of 2013 our CCA meeting was devoted to our small businesses and it was at this meeting that we suggested they form a business association. Lyndsey Clutteur DePalma from House of Steep took the challenge and the Cherrydale Business Association was proudly launched February 2013.

Cherrydale recruited businesses to attend the LHPB's Small Business Retail Forum with County in February 2014. In fact more of our retail members attended than from any other associations. But in a 90 minute meeting the county lectured 60 minutes, and there was barely 30 minutes to hear from the retail representatives. When they did speak, all the retail representatives expressed that sufficient parking is critical to success. Lecturing is a County habit noted whenever we attend county meetings, be it NC, PC, Site Plan or County Board. We suggest a different approach - that county representatives listen more and talk less.

### **Parking:**

We believe that inadequate retail parking (half the norm) on the site plans of the Brompton's and Hunters Park developments make it difficult to entice and keep the kind of successful small businesses desired in our survey. These sites also lack-sufficient "teaser" parking in front of buildings and adequate signage identifying the primary parking in back. In 2003, the CCA unanimously voted down the so-called "Revitalization quotient" for half the normal retail parking. We believe businesses need full parking for success. The CCA also worked to ensure Dominion Heights was fully parked. But, it too lacks "teaser" parking along Lee Highway, and it took a while to finally rent out all its spaces.

Due to sight distance for cars exiting from Oakland St (south of Lee Hwy) onto Lee, VDOT took away 3 of the hoped for parking spots along the front of the Brompton's. We believe that instead of prohibiting these parking spaces beside retail, a more sensible solution is creating a nub on the sidewalk at the SE corner of Oakland, extending the cross walk out thus protecting pedestrians and safely allowing cars to move out further, so they can see oncoming traffic

better. Then we can get those parking spaces back and create a cross walk exactly where our disabled neighbors from Cherrydale Rehabilitation Center tend to want to cross. Safety however is our first priority.

County cited a disabled resident for crossing at the above mentioned corner (SE corner Oakland to NE Corner) and getting struck by a car stating it was an illegal crossing. However, VDOT regulations state that the corner of every block is a legal site to cross on VDOT roads. (Note it was 9:40 PM, raining, and the lamp posts on either side of the street were out, and driver was innocent.) This corner is a preferred cite for crossing by residents in wheelchairs for whatever reason. Let's create a win/win here. What exists now is useless ugly asphalt serving nothing and no one.



Top left- Oddly wide cross walk, see red brick, with handicap ramp close to street. Top right- cross walk angles back to behind corner of Oakland on opposite side. Bike lane is another 6-8 feet north of cross walk.

Bottom left- Has the extra-wide sidewalk and shaping of SW&SE corners of Oakland caused the sight problem? Cars on Oakland must now go beyond cross walk to see around for turn on to Lee Hwy. Hence we lost the parking. Is there a solution here that works for everyone?

If not, at least let's not waste this hash-marked space on asphalt.

### **State of Lee Hwy and communication with County:**

For a decade Lee Hwy has looked run down despite the beautification project which installed the red pavers, new lights, and at a glacial pace, the undergrounding of utilities. It is only now beginning to look like an attractive main street but there is much left to do. We would like to be

able to rely on the Code Enforcement and Zoning offices to help maintain standards, but these departments have not been easy to work with. Here are examples:

- A retail dumpster blocks a sidewalk. Another retail owner complains about it. He puts in several phone calls to County and then gives up. Months later, a citizen reports the same violation to Code Enforcement, along with photos. The citizen also reports it to the dumpster company. Weeks later, citizen asks Code Enforcement for response and receives an email back saying this is a zoning issue. In those weeks between report and citizen follow up, Code Enforcement staff did not forward the report and photos to Zoning. In other words, nothing was done. A simple forward to Zoning copying citizen was all that was needed- Citizen reaches out to the County Managers office where finally the dumpster issue is resolved.
- A commercial property has brush, including poison ivy, hanging almost a foot over the sidewalk as well as soil encroaching on the sidewalk by almost 12 inches. Annually, the CCA must remind the owner to remove it, and usually ends up having to call Code Enforcement. Rarely is there response from County. Sometimes the poison ivy is removed, but the soil overtaking the sidewalk is not.
- CCA filed dozens of complaints about illegal sidewalk signs on Lee Hwy, by a particular retail. (Only 1 sidewalk sign is allowed.) But since it was only happening on weekends, nothing was done because a zoning officer could not “witness” it despite photos showing sometime 8 signs from one business. Complaints were often ignored for this reason, with the CCA not even receiving an acknowledgement. The Zoning office recently decided illegal signs on Lee Hwy, even on the sidewalks, is a VDOT issue, not County’s. With that we pursued VDOT for response and finally the signs are gone. However, is County truly giving up its rights to enforce zoning regulations all along Lee Hwy, including its sidewalks? And why did it take 8 years to find a resolution?

### **Undergrounding of Utilities Along Lee Hwy:**

The undergrounding of utilities from the I-66 west on-ramp to Quincy St took over 14 years to complete. During this time construction debris was left for years, expired utility boxes left rusting on poles, cable holes exposed on sidewalks, brush grew 3-4 feet high in summer, and trees were damaged but not replaced. Even side streets were affected, like Lincoln St with a 3x8ft astounding hole left where the sidewalk was removed so County could place undergrounding lines. County left the gaping hole for years waiting for the time when the lines could actually be placed. Noting where the pipes were coming up in the middle of the path, CCA repeatedly asked County to move the pipes to the curbside of the sidewalk. County engineers said it would be too expensive to change plans. So after several years, a new utility pole was placed in the middle of the 3 foot wide sidewalk narrowing the passage to 2 feet. The sidewalk was obstructed despite 4 years of CCA begging the County to move the lines to the curb. Parents with strollers and people in wheelchairs must now use the street instead of this sidewalk, apparently permanently. Or as one County Board member suggested, when this block is developed the cost of moving the pole can be pushed to the developer. What did engineers plan like this? Would they have done so in Clarendon, Courthouse or Ballston?





Left- top pole is the new one. CCA objected to the “landscaping” County installed, basically admitting it had made the sidewalk unpassable. Right- CCA insisted on at least some sidewalk. End result- thin pedestrians can still use the sidewalk but parents w baby carriages and people in wheelchairs cannot.

In 2010, CCA meet with CM Barbara Donellen to review our findings on the Lee Hwy undergrounding process, including photos of the sites. Next the CCA hosted DES engineers at our November 2010 meeting. We requested and received agreement that from there on County DES would send us a progress report every 2 months for our newsletter until the project was completed. County complained that some of the delays were due to bureaucracy at the large utility companies and VDOT. While this may be true, CCA notes an ease in reaching out to these agencies that County lacks. Therefore we urged and still recommend that County use its citizen associations for help in connecting with agencies, which might well be more sensitive to voter/customer complaints than they are to the County.

It had been hoped that when CCA took DES and members from County Managers office and other departments on tour of problem sites on Lee Hwy that repeated follow-ups would not be necessary. But not only did we have to nag after each tour, but sometimes if a different member of same department came on a tour a year later, they would have no idea of the exact same problem shown the year previously. It was almost as if going on the tour was to appease CCA, and not to actually correct the problems. Volunteers gave up vacation days to take staff on these tours, and then had to give up evening time to send reminder emails. The abandoned utility box is one such example requiring repeated reminders and tours.

However, cudos goes to DES and Parks for spiffing up Lee Hwy in preparation for Discover Cherrydale Day. Lee Hwy looked the best it ever has on May 31, 2014 and we are grateful.



Summer 2013, Lee Hwy area by 7/11 service lane, and damage to sidewalk at site of undergrounding of utilities. Large switch boxes upper right.

The CCA is very interested in creating a more “user friendly” Lee Highway. Since our last NC Plan update, the CCA conducted no less than 6 tours of Lee Hwy for Arlington County, including the county manager’s office, DES, Parks, zoning and code enforcement officials demonstrating actual damage done to our main street due to endless construction combined with neglect. We even took Dominion Power, Verizon and Comcast on walking tours of Lee Hwy with the CCA president pushing a baby carriage to get our point across. We have discussed the state of our street trees ad nauseum. Utility companies are in the habit of leaving hundred pound cable wires on sidewalks for years. We strongly recommend that all construction projects incorporate the use of a baby carriage or wheelchair during all phases of the project as a visual reminder of who will use these sidewalks when the workers are gone. ([See Lee Hwy Tours, Cherrydale.net/projects](http://SeeLeeHwyTours.Cherrydale.net/projects))

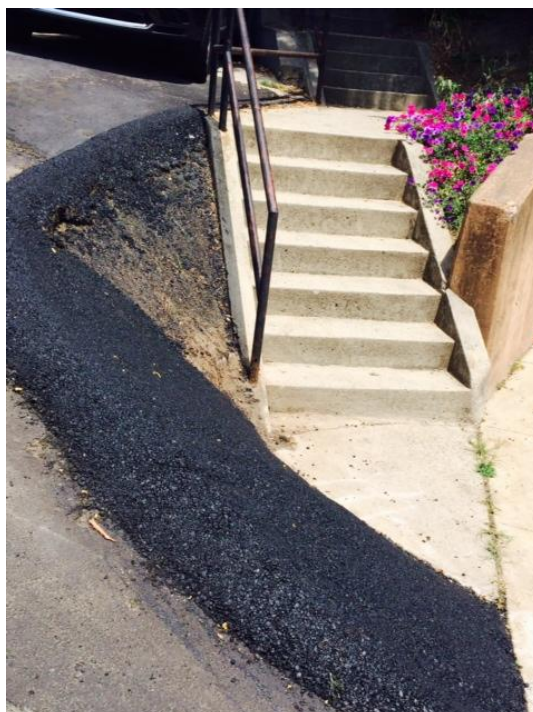
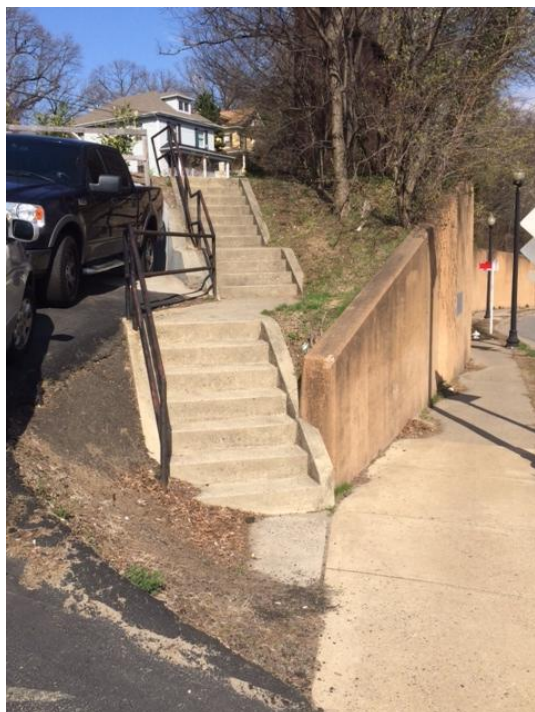
#### **Relations with VDOT:**

CCA’s direct communications with VDOT have proved fairly successful. For example, the CCA was able to get permission from VDOT for an art project on the Lee Highway/N. Monroe Street median in one meeting. However, VDOT and Arlington County have delayed solutions to problems along Lee Highway on numerous occasions due to disagreements over which authority ultimately held responsibility for the issues. Because of this, Cherrydale citizens experienced lengthy delays on projects such as repairing the cause of a chronic mud puddle at the bus stop by VDOT wall near Reinhardt’s, and fixing the stairs leading from Lee Highway up to Maywood, as well as the undergrounding of utilities on Lee Highway. It is our hope that in the future Arlington County and VDOT will develop better systems of communication so that citizens do not have to repeatedly request work to both entities. County should be champions representing us to VDOT, not just turfing our calls and telling us to track down VDOT.





Thank you VDOT and DES Dave Hundelt DES. Keep this momentum going.



Thank you Reinhart's, County and Carol Parker from Maywood.

The two essential points are: County must improve its responsiveness to reasonable public concerns where communication and cooperation with VDOT is essential; and citizens can often help expedite communication and decision making with VDOT and Utility companies. Use us wisely, communicate early about delays and we can help.

**Density:**

Results from our 2013 survey make it clear that Cherrydale wishes to remain primarily single family homes. It is likely at some point there will be more mixed use development along our main street. We look to Westover as an example of the gentle kind of progress that maintains and promotes the neighborhood character. We are a full walking mile from any metro. Hence new developments should be supported with adequate parking for residents and visitors.

**Summary of Lee Highway/Cherrydale Business District Survey Questions 171-194**

The theme running through responses to this section of the survey is that respondents want Cherrydale to be pedestrian friendly (though still bicycle and automobile accessible), and known for its restaurants, independent retailers, and outdoor markets. In fact, the types of businesses respondents want to encourage in Cherrydale's Commercial District are a farmer's market (85%), outdoor café (78%), a neighborhood pub (64%)\* and a bookstore (58%). One suggested space for a farmer's market was the space next to Pasha Café in front of the entrance to Cherrydale Park.

Respondents would also be in favor of some of the current commercial offices or car lots being replaced. There wasn't an option for respondents to specify which particular buildings or car lots, so that could be a follow up questionnaire in the future. We also did not ask, and would like to know, how much business do our restaurants and other retail earn from the employees and perhaps even customers of the more unpopular automobile shops? This would be a worthy question should we resurvey our businesses. *\*As was stated in the beginning of the NC Plan document, remember that in questions where multiple answers were selected ("choose all that apply" and "choose the top three"), the percentages add up to over 100% because survey monkey calculated it that way.*

Most respondents (78%) walk or bike along Cherrydale Commercial District at least monthly and 50% at least weekly. A majority (67%) would like to be able to do that more often. Safer crosswalks, more shade from trees, and more crosswalks with traffic signals were the top three options selected to make the area more likely to be visited on foot or by bicycle. *[The idea of crosswalks and traffic signals comes up in other sections of the survey and recommendations are made about these in other sections as well].*

Regarding improvements to the green space and tree canopy in this section of Cherrydale, survey respondents' top three choices were: continuous tree canopy along Lee Highway (79%), creating an attractive pedestrian connection to Lyon Village, and larger green space with trees along the service road in front of the 7-11. Two of these options are included in recommendations in other sections of the survey, and demonstrate a consistent preference for a thriving tree canopy and pedestrian connection to neighboring communities. Asked, "In the space along the entrance to Cherrydale Park (near 7-11), would you support... (choose all that apply), the option that garnered the most support was "hosting a farmer's market" with 75%.



With regard to parking, survey respondents were clear that at the Brompton's site, they want to maintain the hoped for 5 metered parking spaces (and bike lane) rather than keep extra green space created while the old sidewalk existed next to the new sidewalk, prior to final undergrounding of utilities. However we lost both green space and 2-3 parking spaces, as it turns out, due to sight issues for cars exiting Oakland St to Lee Hwy. We would like to get those parking spaces back yet have safe egress from Oakland street for cars. This will require cooperation from VDOT and County.

Building height preferences were also investigated in our 2013 survey. Results demonstrate a preference for a maximum building height of 3 stories (+/-1) with the street level as commercial and residential above. Additionally, respondents indicated that they do not want any commercial areas re-zoned to allow construction higher than 45 feet. This information will help us as we consider plans for future commercial or mixed-use development in Cherrydale.

Asked what facilities they've seen elsewhere that would be desirable on Lee Highway, several suggestions were made for businesses such as restaurants/outdoor cafes/pubs/breakfast & lunch options; children's or teens' clothing shop/hobby shop/sports shop; a gym or County athletic space; a CVS and additional or alternative grocery stores to the local Safeway such as Wegman's, Trader Joe's, Giant, and Harris Teeter. Another trend in the responses was an opposition to having more fast food and more stores like the Mattress store.

In comments relating to other thoughts on Lee Hwy, respondents indicated a desire to maintain a historic feel to the commercial district, and a desire for the existing businesses to "spruce up" their facades and outdoor areas. Additionally, the hope is for a "family friendly" feel to encourage neighborhood repeated use of the area was expressed. Suggestions along this line included adding a water feature/fountain and outdoor seating. Concerns about parking, pedestrian safety, and traffic were also included in these responses.

Respondents indicated that we frequent Lyon Village Shopping Center and the Lee Heights Shopping Center on a weekly basis. The overwhelming majority reported driving to these locations (98% for Lyon Village and 91% for Lee Heights). Improving the pedestrian connection along Lee Highway in Cherrydale to the Lyon Village Shopping Center is key to increasing the pedestrian and cyclist visits to that location; a majority of respondents (80%) indicate that as their preferred improvement. Improving the pedestrian connection from the Cherrydale Commercial District to the Lee Heights Shopping Center would also increase pedestrian traffic to this location. 75% of respondents indicate they would walk more if the route were improved.

Many responses also indicate that walking along "Old" Lee Highway is preferable than Old Dominion to reach Lee Heights. If Arlington County wants to reduce car traffic and increase bus use, they might consider increasing the frequency of buses between Lee Heights and Lyon Village on weekdays and weekends. According to the 2013 survey, it is frequency more than convenience of routes or comfort that appear to influence respondents' current use of the bus (Q189 & 193). These results seem to reiterate what we found in other sections of the survey:

sidewalks need to be wide enough, clear of brush, shaded by trees, accessed by safe crosswalks, etc. in order to increase pedestrian use of the neighboring commercial areas. The CCA will continue to work with Arlington County to create such a situation throughout the Cherrydale Commercial District.

**RECOMMENDATION- Q no 171:** The Cherrydale community is in support of the establishment of a farmers market in Cherrydale and encourages outdoor cafes/neighborhood pub/bookstore for currently vacant retail space.

**RECOMMENDATION- Q no 175-178:** The CCA supports actions on the part of the County to make crosswalks in Cherrydale safer, and actions to increase shade from trees in order to help make the Cherrydale Commercial District a more pedestrian and bicycle friendly area. In particular, we would support the careful planting and maintenance of more trees to provide shade along Lee Highway between the Cherrydale Commercial District and Lyon Village. We would also be in favor of making the pedestrian access between Lyon Village Shopping Center and the Cherrydale Commercial District more attractive to pedestrians and cyclists (see 4th recommendation).

**RECOMMENDATION- Q no 179:** The area in front of Cherrydale Park is an ideal spot for a farmer's market and an opportunity to develop more green space. . Best time would be Sundays 8AM to 12 to avoid inconvenience to current businesses nearby.

**RECOMMENDATION- Q no 180:** Cherrydale favored preservation of the expected 5 metered parking spaces in front of the Brompton's. The safety of all residents, including residents of the Brompton's, is important, so the assistance of VDOT and County will be required to find a solution that works for all. There are 2-3 potential parking spaces that obstruct the view for cars on Oakland Street to turn onto Lee Highway, but it is the desire of Cherrydale that these parking spaces be preserved if it can also be safe for motorists by reconfiguring the corners.

**RECOMMENDATION- Q no 181, 182 & 183:** Cherrydale supports a maximum height of 3 stories in the Cherrydale Commercial District, with possible consideration for 2-4 storied buildings if it doesn't require rezoning.

**RECOMMENDATION- Q no 187-190:** Cherrydale encourages the County to improve the pedestrian connection between the Cherrydale Commercial District and the Lyon Village Shopping Center both in level of attractiveness and safety for pedestrians. This could increase the number of pedestrian and bicycle trips between these two areas, ultimately reducing car traffic. In addition, augmenting the bus service on weekends could provide another way to reduce car traffic along this corridor. All of these improvements could lead to more commerce in both these locations, ultimately benefiting the businesses as well as the community.

**RECOMMENDATION- Q no 191-194:** Cherrydale supports measures the County could take to improve the pedestrian connection between the Cherrydale Commercial District and the Lee Heights Shopping Center to make this a more attractive and safer thoroughfare for pedestrians and cyclists. Ultimately, this could reduce car traffic between these two areas and increase the “neighborhood feel” and connection between them as well.

**RECOMMENDATION: VDOT-** The metro bus stop by the VDOT wall, west of the 66 overpass, which had been a mud puddle for over 10 years has finally been repaired. We ask that County continue its recent responsiveness and advocacy of its citizens so we can have victories like this more often between VDOT, County and the neighborhoods. Be our champions.

**RECOMMENDATION:** Citizens can help expedite communication and decision making with VDOT and Utility companies. Use us wisely, communicate early about delays and we can help by reaching out to these agencies directly. This has proved critical to expediting projects here in Cherrydale.

**RECOMMENDATION:** We desire neighborhood retail lamp post banners along Lee Hwy from the fire station no. 3 thru to the VDOT I-66 overpass. Cherrydale and Maywood place signs should hang from or be attached to the I-66 overpass (both sides) as it crosses Lee Hwy (preferably names, or the cherrytree and mayapple figures.)

**RECOMMENDATION FOR PLANNING:** the devil is in the details. County should work closely with the CCA early and very specifically in plans, so that we have the opportunity for win wins rather than “too late” excuses. Examples of too late: Lincoln St Utility pole planted blocking walkway; a set of utility boxes where a tree might have provided the only shade on the sidewalk by I-66; the new cross walk sign planted blocking walkway by the CVFD.

**RECOMMENDATION:** VDOT will be crucial in every part of improving Lee Hwy so County must improve its communications with this vital agency.

Bill Hamrock Pasha Café and Billy’s Cheesesteak. Corrie Rawlings of Cherrydale Hardware Pix by Greg Embree



Above- Timor Karimy and Homayon Karimy (chef) of Kite Runner Cafe dispensed free mango lassi samples throughout "Discover Cherrydale!" day (All Photos this page by Greg Embree).

Below-Alex Teklemichael, Angelica Hoffman, and their daughter gave out free toothbrushes while staffing the table of the pediatric dentistry practice of Christine Reardon-Davis on Lee Hwy..





Bottom- Pearl Evans housekeeper extraordinaire.



## **ABOUT CHERRYDALE BY KATHRYN HOLT SPRINGSTON**

updated 9/3/14

Cherrydale is a neighborhood of predominantly single family homes, with quiet streets and a few old trees. Many parts of the neighborhood still retain a small home-town feeling, despite the fact that it is only three and one half miles from the Washington Monument.

Prior to European settlement, the North Arlington area was home to Native Americans of the Algonquin nation. Although these Native Americans must have passed through Cherrydale, most of their settlements were along the Potomac River. Recorded history begins with the first land grants, or "patents," which were issued in the early 1700's. The first known settler, Andrew Donaldson, began farming in the area in the early 1780's.

The 1800's brought change to the wilderness as more farmers acquired and cleared land for cultivation. By mid-century, what is now Cherrydale was a quiet crossroads with a few log houses and a blacksmith shop. Although no battles were fought in Cherrydale, the Civil War had a major and permanent impact on the area. Union troops camped in Cherrydale, and several major roads were constructed, including Military Road, which was built in three days through a standing forest to connect the forts at Chain Bridge with additional fortifications along the Arlington line down to what is now Rosslyn. At the end of the war, many soldiers decided to remain in the area as farmers.

Easy access to the Washington and Georgetown markets made Cherrydale an ideal location for orchards and truck farms. Dorsey Donaldson and his son in law, Robert Shreve, along with Robert Phillips, had planted large cherry orchards here which inspired Dorsey Donaldson to name the area "Cherrydale" in the 1893 application for a post office. Only a few remnants of the original cherry orchards survive, all on private property.

### **Cherrydale Volunteer Fire Department**



The Cherrydale Fire Department, the first in our County, was organized in 1898; by 1904 it served the community with 10 leather buckets, a ladder, and its first "fire engine" -- a hand-drawn cart. The historic fire station, owned and operated by the Cherrydale Volunteer Fire Department, was constructed in 1919, was paid for wholly by the volunteers, who utilized a great many methods of fund raising, including selling bricks -- one brick was purchased by President Woodrow Wilson, and another by his wife.

The steam railroad reached Cherrydale in 1904, and was electrified in 1912, sparking an era of rapid economic growth. The rail line ran on the north side of what is now Lee Highway and provided an inexpensive, reliable form of transportation for people who wished to live in the

"country" of Cherrydale and work in the city. The thriving market gardens and orchards were transformed into "modern" subdivisions. Large numbers of homes were built between 1900 and 1930.

**Cherrydale School** The "old" Cherrydale school was built in 1907. The "new" school was built in 1917; by 1927 it had 12 rooms, 10 teachers, and 362 pupils. This structure and its auditorium played an important role in Cherrydale, serving as a meeting place and locale for community dinners and dances. The school closed in 1969 and was demolished in 1973 to make way for the Camelot Hall Nursing Home, now Cherrydale Health and Rehabilitation.

### **World War I Memorial**



Cherrydale's World War I Memorial was dedicated by members of the DAR in 1923. When the school was torn down, the memorial was moved to Lyon Park, but was returned to Cherrydale about 1992.

### **Historic Homes**

Many different types of residential construction are present in Cherrydale. Beginning with the small frame houses built just after the Civil War, the housing styles include the typical two-story house favored by the early commuters, 1920's to 1940s Sears' kit houses, 1940's "war boxes," and a wide variety of in-fill homes. At the time of the 1980 census, 34.8% of Cherrydale homes were built before 1940. Over fifty-six percent of respondents to Cherrydale's 2003 NC Survey were interested in a program to provide historical markers for individual homes..

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

Cherrydale provides an opportunity to see the complete development of a community. Today, people chose to live in Cherrydale for a variety of reasons, some of which are identical to those of the early commuters: peace and quiet, close-in location, easy access to transportation, and the nearby schools, churches, and shopping areas.

Beginning in 1984, a very small group of concerned citizens began a comprehensive survey of historic sites and houses. The results -- on file at the Arlington Historical Society -- provide the basis for efforts to preserve and protect Cherrydale's historic heritage. In March of 2003 the entire Cherrydale neighborhood received National Register of Historic Places status.

### **The End of Ms Holt's section**

**Historic Markers:** There are two markers in the Cherrydale neighborhood: Cherrydale Volunteer Fire Station and Cherrydale Hardware. The County's Historic Preservation does not fund plaques for individual homes, but homeowners in both Lyon Village and Maywood have secured individual plaques on their own and Cherrydale residents may do so also.

**Rehabilitation Tax Credits** <http://projects.arlingtonva.us/plans-studies/historic-preservation/financial-planning-tools/>

Property owners who rehabilitate historic properties may be eligible for state or federal tax credits during the year a project is completed. Owners must apply for these credits before they start work by contacting the [Virginia State Historic Preservation Office](#). Thorough pre-construction documentation is required, including photos and written descriptions of the planned work.

Only work on the historic building, not new construction or additions, qualifies for tax credits. Examples of eligible expenses include:

- Electric, plumbing and mechanical updates;
- Architectural and engineering fees;
- Permit fees;
- Construction costs for painting, refinishing floors, reroofing, etc.;
- New bathroom fixtures.



## Cherrydale Businesses

<u>Company</u>	<u>Address</u>	<u>Website</u>	<u>Telephone</u>	<u>Contact Name</u>
7-11 (near Billy's)	3901 Lee Hwy	<a href="https://www.7-eleven.com/">https://www.7-eleven.com/</a>	(703) 243-4735	
Allstate	3512 Lee Hwy	<a href="http://agents.allstate.com/doug-girma-arlington-va.html">http://agents.allstate.com/doug-girma-arlington-va.html</a>	(703) 660-2316	Doug Girma
Apex Dentist				Elizabeth Klein
Arlington Co. Fire Station #3	4100 Old Dominion Dr	<a href="http://www.arlingtonva.us/departments/EnvironmentalServices/FacilitiesMaintenance/page66185.aspx">http://www.arlingtonva.us/departments/EnvironmentalServices/FacilitiesMaintenance/page66185.aspx</a>	(703) 228-0103	
Billy's Cheesesteaks	3907 Lee Hwy		(703) 527-7733/(703) 528-1111	Bill Hamrock
Bromptons	shops at 3800 Lee Hwy			Neil Winsten, lawyer developer
Browns Honda	3920 Lee Hwy	<a href="http://www.arlingtonhonda.com/index.htm">http://www.arlingtonhonda.com/index.htm</a>	(703) 522-8808	Gordon Riddle, manager
Car World	3501 Lee Hwy	<a href="http://www.carworldofarlington.com/">http://www.carworldofarlington.com/</a>	(703) 522-3700	Loukas Michael
Cherry Hill Apts	2110-2120 N. Monroe St	<a href="http://www.dittmarcompany.com/virginia-apartments/cherry-hill-apartments-for-rent-arlington-va">http://www.dittmarcompany.com/virginia-apartments/cherry-hill-apartments-for-rent-arlington-va</a>	(703) 522-8755	Dittmar Co
Cherrydale Auto Parts (TPX Cherrydale)	4001 Lee Hwy		(703) 528-1871	
Cherrydale Auto Parts Building;	3436 Lee Hwy			Charlie King (property manager)
Ivey Welding Building				Steve King, senior partner
Cherrydale Baptist Church	3910 Lorcom Lane	<a href="http://www.cherrydale.org/">http://www.cherrydale.org/</a>	(703) 525-8210	
Cherrydale Bible Church	1905 N Monroe St	<a href="http://www.cherrydalebiblechapel.org/">http://www.cherrydalebiblechapel.org/</a>	(703) 276-8200	Paul Eikamp
Cherrydale Hardware	3805 Lee Hwy	<a href="http://cherrydalehardware.net/">http://cherrydalehardware.net/</a>	(703) 527-2100	Mike
Cherrydale Health & Rehabilitation Center	3710 Lee Hwy	<a href="http://cherrydalehealthrehab.com">cherrydalehealthrehab.com</a>	(703) 243-7640 ext 115	Adam Edwards
Cherrydale Motors	3412 Lee Hwy	<a href="http://www.cherrydalemotors.com/">http://www.cherrydalemotors.com/</a>	(703) 527-5511	Wade & Bonnie Aylor
Cherrydale Recycled Furniture		<a href="http://www.traceypriace.com/">http://www.traceypriace.com/</a>	(703) 294-4944	Tracey Price
Cherrydale Station	shopping center at 3815 Lee Hwy		(703) 863-3012	Kostas Kapasouris
Cherrydale Veterinary Clinic	4038 Lee Hwy	<a href="http://cherrydalevet.com/">http://cherrydalevet.com/</a>	(703) 528-9001	Kelli Farrell, Office Manager
Cherrydale Volunteer Fire Dept.	3900 Lee Hwy	<a href="http://www.cherrydalevfd.org/">http://www.cherrydalevfd.org/</a>	(703) 525-9418	Chief Scott Pardi
China Express	3303 Lee Hwy		(703) 522-0707	
Christine Reardon Pediatric Dentistry				Christine Reardon
Columbia Masonic Center	3508 Lee Hwy	<a href="http://www.columbia285.org/">http://www.columbia285.org/</a>		
Company Flowers	2105 N. Pollard St.	<a href="http://companyflowers.com/">http://companyflowers.com/</a>	(703) 525-3063	John and Marnie Nichols
Cranwell & O'Connell	4113 Lee Hwy		(703) 522-2255	

Creation Waits Photography	2100 N. Randolph St.	<a href="http://www.creationwaits.com/">http://www.creationwaits.com/</a>	(703) 243-0536	Allen Thornburgh
Creative Facilitating & Coaching	1531 N. Stafford St	<a href="http://www.creativefacilitating.com/">http://www.creativefacilitating.com/</a>	(703) 243-8726	Kahleen Trygstad, Pri
Curves	2105 N. Pollard St.	<a href="http://www.curves.com/">http://www.curves.com/</a>	(703) 243-4339	Fran Field
District Line Company	2031 N. Stafford St.-home based	<a href="http://www.DistrictLineCo.com">www.DistrictLineCo.com</a>	760-908-3003	Lisa McLaughlin
Dominion Heights	3565 Lee Hwy	<a href="http://dominionheightsarlington.com/">http://dominionheightsarlington.com/</a>	(703) 831-3922	Phil Meany (oversees selling)
Dominique Jewelry	3301-A Lee Hwy		(703) 525-9046	Sokhom So; Evelyn S
Dunkin' Donuts/Baskin Robbins	3520 Lee Hwy	<a href="https://www.dunkindonuts.com/content/dunkindonuts/en/stories.html?a=22207">https://www.dunkindonuts.com/content/dunkindonuts/en/stories.html?a=22207</a>	(703) 294-4023	Andrey Legovay
Embree Fine Art Photography	2154 Military Rd	<a href="http://home.comcast.net/~suza1/LLC%20Home.htm">http://home.comcast.net/~suza1/LLC%20Home.htm</a>	(703) 525-9275	Greg Embree
Enhanced Roofing & Remodeling	1701 N Nelson St	<a href="http://www.enhancedrr.com/">http://www.enhancedrr.com/</a>	(703) 855-8638	
Essy's Carriage House Restaurant	4030 Lee Hwy	<a href="http://www.essyscarriagehouse.com/">http://www.essyscarriagehouse.com/</a>	(703) 525-7899	Essy or Janet Saedi
Exxon	4035 Old Dominion Dr		(703) 243-3080	
Fey Alabanza	2100 N. Quebec St	<a href="http://www.feyalabanza.com/">http://www.feyalabanza.com/</a>	(703) 528-4496	Rev. Edward II and Vi
Fosters (new restaurant/architect)				
Gardenkeepers		<a href="http://www.gardenkeepers.net/">http://www.gardenkeepers.net/</a>	(703) 525-2009	Jo Anne McKey
Gardenwise	4111 N.18th Rd.	<a href="http://www.gardenwiseinc.com/">http://www.gardenwiseinc.com/</a>	(703) 243-5982	Mark White
Hair Cattery	3307 Lee Hwy		(703) 527-9669	
Hair Vogue Salon	3815 Lee Hwy		(703) 528-7040	Kostas Kapasouris
Happy Grooming	3301 Lee Hwy	<a href="http://www.happygroomingva.com">www.happygroomingva.com</a>	(703) 528-7292	Ann
Heart to Hand Designs	web (hand knit shawls, purses)	<a href="http://www.etsy.com/shop/HeartHandDesigns?ref=si_shop">http://www.etsy.com/shop/HeartHandDesigns?ref=si_shop</a>	(703) 405-7914	
Hola Baby!	area churches	<a href="http://www.holababy.net/home/">http://www.holababy.net/home/</a>	(703) 731-1630	Maria
House of Steep	3800 Lee Hwy	<a href="http://houseofsteep.com">houseofsteep.com</a>	(703) 567-1589	Lyndsey Clutteur DeP
Hunter's Park	2021 N. Nelson St		(703) 892-4330	Vital Akimana
Inns of Virginia	3335 Lee Hwy	<a href="http://www.innsofva.com/">http://www.innsofva.com/</a>	(703) 524-9800	Cynthia Friedman
International Wine & Beverage	4040 Lee Hwy	<a href="http://www.iwbwine.com/">http://www.iwbwine.com/</a>	(703) 528-2800	Bob Beek
Ivey Welding	3436 Lee Hwy	<a href="http://iveyweldingservice.com">iveyweldingservice.com</a>	(703) 524-4322	Scott Kennedy
Joan Lizbeth Mashburn, CPA	1905 N. Lincoln St.	<a href="http://www.mashburns.com/">http://www.mashburns.com/</a>	(703) 522-0262	Joan Mashburn
John Plank Real Estate Services, Inc	4600 Lee Hwy	<a href="http://www.johnsellsarlington.com/">http://www.johnsellsarlington.com/</a>	(703) 284-9302	Evan Lacpo
Joyful Spirit Gifts	2003 N Pollard St	<a href="http://www.joyfulspiritgifts.com">www.joyfulspiritgifts.com</a>	(703) 434-2274	Meg Miller Rydzewski
Kite Runner Cafe	3800 Lee Hwy	<a href="http://kiterunnercafe.com">kiterunnercafe.com</a>	(703) 566-9236	Marzia Spanta, Homa
Koons Arlington Toyota/Scion;	4045 Lee Hwy;	<a href="http://www.koonstoy">http://www.koonstoy</a>	(703) 522-6000 ext	Karimy Walter Johnson

Koons Used Cars	3212 Lee Hwy	otaarlington.com/ind 1104 ex.htm		
La Maison Home & Gifts	3510 Lee Hwy	www.lamaisonhome (703) 243-3590 andgifts.com	Jeeun Kim	
La Union Grocery	4308 Lee Hwy	(703) 812-9484		
Lee Centre (shops)	3301 Lee Hwy	(703) 524-3555	Dan Schulz, owner	
Liberty Gas	4019 Lee Hwy	(703) 248-8210		
Little Ambassador Academy	3565 Lee Hwy	www.littleAAcademy (571) 335-4493 .com	Lauren Harris	
Little Pictures Landscaping		703-525-0275	Dottie Jacobsen	
Long & Foster	4600-D Lee Hwy	http://www.longandf (703) 522-0500 oster.com/Real- Estate-Office/Sales- Office- Details.aspx?Office Number=1190&cid= IP_Local	DUPLICATE?	
Mattress Warehouse	3632 Lee Hwy	sleephappens.com (703) 243-8974	Dashka Altanbasan	
Medifast Weight Control Center	3313 Lee Hwy	http://www.medifast 703-247-2749 1.com/index.jsp	Howard or Pam (area director)	
Meg Miller Rydzewski, author	web	http://www.megmillerrydzewski.com/	Meg Rydzewski	
MTFA Architecture	Lee just above I-66 overpass	www.mtfa.net 703-524-6616	Michael T. Foster, FA	
Muse Boutique Salon	3620 Lee Hwy	museboutiquesalon. 703-527-2777 com	Atilla Yilmaz	
My Thai 24 Restaurant	3813 Lee Hwy	http://www.mythai24 (703) 528 5833 .com/		
Nail 2005	2101 N Pollard St	(703) 351-6245		
Northside Veterinary Clinic	4003 Lee Hwy	http://www.northside (703) 525-7115 vetclinic.com/	Adam and Fiona McC owners	
Old Dominion Cleaners	4306 Lee Hwy	(703) 525-8112	Charlene Nguyen	
Old Dominion Woodworking	3436 Lee Hwy	(571) 212-6576	Henderson Wallace	
Organic Edible Gardens	1812 N Randolph St	http://oegardens.co (571) 282-1724 m/	Danylo Kosovych	
Oriental Rosewood Imports	4050/4052/4054	http://www.rosewoo (703) 528-5430 dimports.com/	Patsy Wing	
Furniture Co.	Lee Hwy			
Pasha Cafe	3911 Lee Hwy	http://pashacafe.co (703) 528-1111 m/Home.html	Bill Hamrock	
Philippine Oriental Market & Deli	3610 Lee Hwy	(703) 528-0300		
Picture Perfect Organizing	6701 25th St N- home based	(703) 303-5757	Jody Al-Saigh	
Pizza Hut	3311 Lee Hwy	(703) 234-3100	Nande	
Poolservice Company	4320 Lee Hwy	http://www.poolservi (703) 528-3400 cecompany.com/		
Portabellos Restaurant	2109 N. Pollard St.	http://www.portabell (703) 528-1557 os.net/		
ReBelle Estate		https://www.etsy.com/shop/RebelleEstate	Kate Summers	
Reinhart's Garage	3203 Lee Hwy	(703) 528-8820	Victor Momenian	
Remax	3319 Lee Hwy	www.brianblock.com (703) 626-0715	Brian Block, Esq.	
Remax	3319 Lee Hwy	http://www.myallegia (703) 522-1940 ext ncehome.com/arling 203 ton-va-real-estate- agents-office-remax	Davidson Lunger	
RGS Title	3321 Lee Hwy	http://www.rgstitle.c (703) 528-1122 om/locations/officed etails.html?ID=6	Jenny Hunter; Russell Adams	
Rod and Reel Repair	3612 Lee Hwy	(703) 528-3022 or	Phil Evans	

Royal Nails	3305 Lee Hwy	(703) 525-1489	
Safeway	3713 Lee Hwy	(703) 526-0566	
		http://local.safeway.com/va/arlington-4007.html	Ed Mensch, manager
Saint Agnes Catholic Church and School	1910 N Randolph St	http://www.saintagnes.org/	Fr. Lee Roos, pastor; Carr, principal
Sharon's Custom Cleaners	3309 Lee Hwy	(703) 525-9857	
Shell	3332 Lee Hwy	(703) 522-2229	
Standard Graphics Mid-Atlantic Inc.	3514 Lee Hwy	standardgraphics.com	Marilyn Donson
Stephen Kaminski, author	web	http://www.amazon.com/Stephen-Kaminski/e/B009FK7BLW	
Sterling Picture Framing	2103 N. Pollard St.	sterlingpictureframing.com	Chuck Kipp
Subway (Cherrydale location)	3800 Lee Hwy	http://www.subway.com/subwayroot/default.aspx	Sujata Kapoor
Sun and Moon Yoga	3811 Lee Hwy	http://www.sunandmoonstudio.com/	Annie Moyer
The Adventures of Cat and Dog	4001 20th St N-home based	http://adventuresofcatanddog.com/	Karen Talley Mead
Tracey Price Decorative Painting		http://www.traceyprice.com/	Tracey Price (DUPLICATE BUSINESS)
Troutman Homes			





**BUS STOP BIKE TOUR:** On 5/10/13 Maureen Ross, Gillian Burgess and Oleg Kotov toured all our bus stops by bicycle. We noted where trash cans should be moved, where shelters would be useful, and where addition of trees for shade were needed, especially at the stop by Koons, northside of old Lee Hwy, which is sheltered but very hot. We also noted where better signage would help, especially ones that indicated how long till the next bus. These have yet to arrive. Finally we discussed the issue of the moved bus stop, formerly at Dominion Heights, north eastside of Lee near Monroe St. The stop was moved back to Lincoln St, which near neighbors complained about. We would like it by Car World with the addition of trees for shade and perhaps a shelter, if it cannot go back to Dominion Heights (because more space is needed for disabled off-loading ramp). Apparently county lets businesses decide if trees should be planted on public property by their retail, so Car World has fought both trees and bus stop. We think this is unreasonable, would cause no harm to Car World, and would benefit the community. We ask for reasonable accommodation in this situation.

**Sweet and Sour July 2014 bus stops and Maywood shortcut by Reinharts article:**

It took tremendous citizen persistence, devoted volunteer hard labor, and a truly excellent county employee, Oleg Kotov, to get the recent bus stop improvements and some beautifications along Lee Hwy. But wow it was worth it!

As you can see in the “before” photos, the metro bus stop on the north side of Lee by the bike trail overpass was a mess for years. With every rain, mud leaked from the VDOT wall onto the sidewalk, sometime trailing 15 feet, right at the bus stop. People would walk onto the hwy to avoid it. County and VDOT argued over who was responsible. We pursued. Finally VDOT Albert Rollins inspected and just in time for Discover Cherrydale it was fixed. We HOPE. Contact me if you spot a problem there.

Then 25 feet west of this site are the little known shortcut steps up to Maywood, right by Reinhardt’s. The stair landing is always a debris pile, despite a number of cleanup efforts. So our own former Cherrydale family (now Maywood’s) of Carol Parker and Peter Harnik lead the effort to beautify the steps including the landscaping at the midway mark up the steps. See photos. In addition Reinhardt’s has agreed to pay for improvements at the base of the stairs to hopefully prevent that endless brush pile.

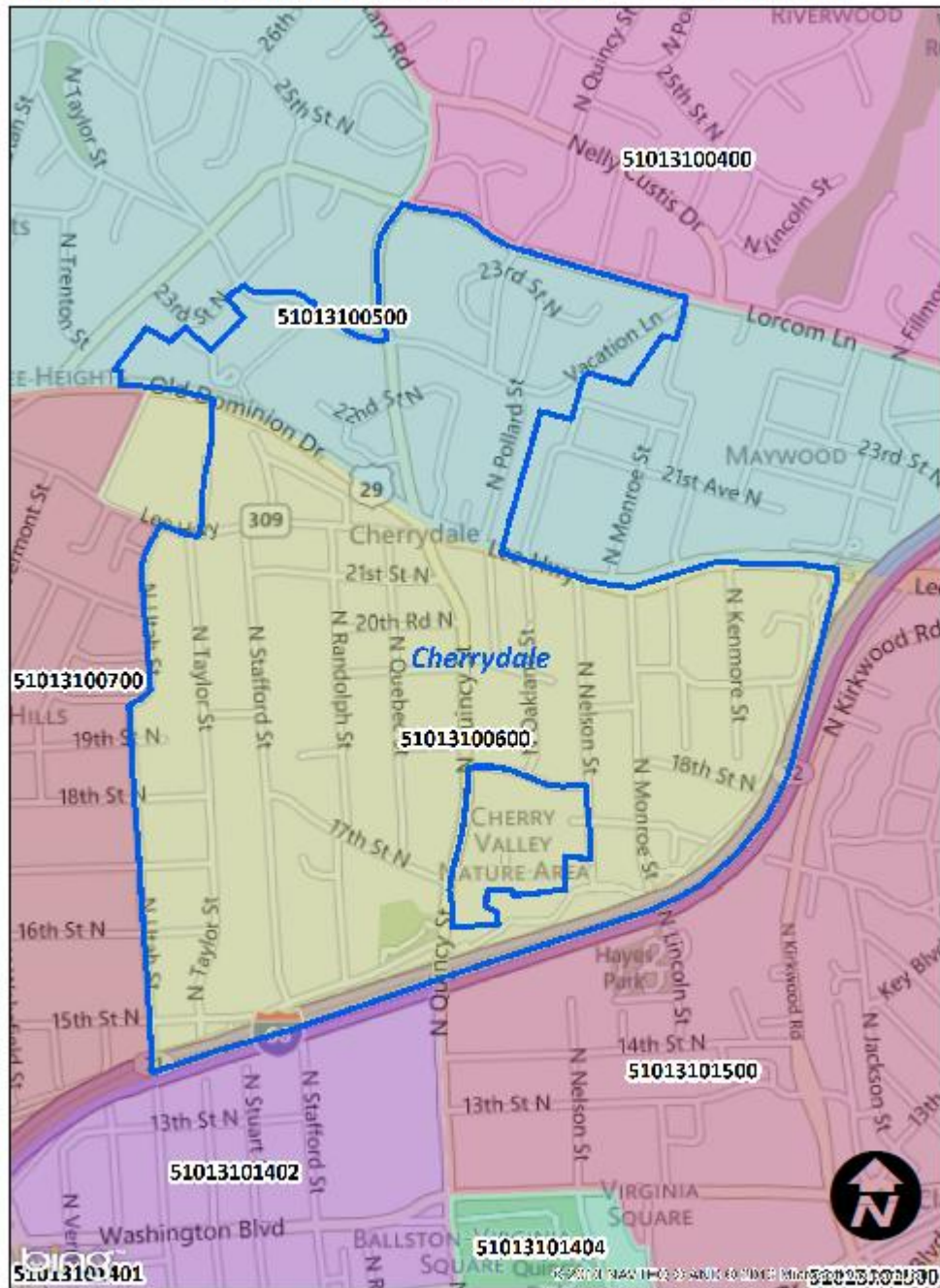
Now a special thanks goes to unsung hero Sue Hegg of the new(ish) big house next to Reinhardt’s (up the stairs) who promised to **give us** water for our newly planted plants. Turns out, *SHE (not the County, not Reinhardt’s!)* planted (and watered) the trees, bushes and day lilies at the top of the stairs to screen off Reinhardt’s. AND, she regularly weeds, weedwacks, picks up litter and sweeps the whole cul-de-sac ... as well as the area all the way to the bus stop!

Apparently the County only tidies there about once a year! (probably when we complain). Sue is a one person cleanup team! So we thank her. We also thank the TOMs (Tom Hone and Tom Korn) both of whom have helped me tidy the area over the past several years. We are hoping we have permanent fixes now.

Finally Oleg Kotov pursued the bus stop shelter at N Monroe St and it’s now installed. This is one of our busiest bus stops, so what a boon to commuters! It all happened because a contractor pulled out our bushes and left them to die. Oleg helped us turn lemons into lemonade and continues to work with us on bus stop improvements. Thank you to all the wonderful people listed above.



## Cherrydale Civic Association and 2010 Census Tracts

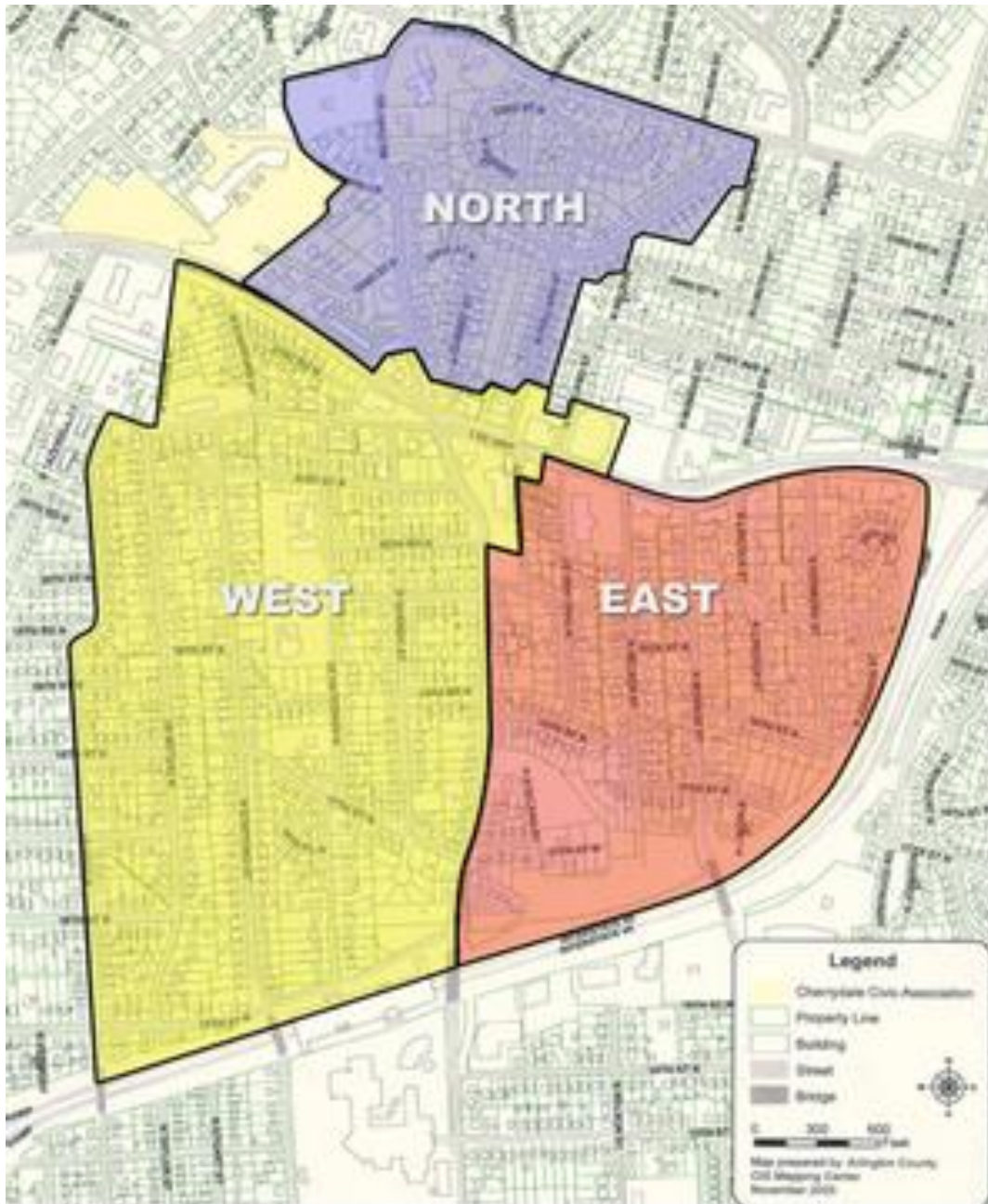


### Legend

Cherrydale

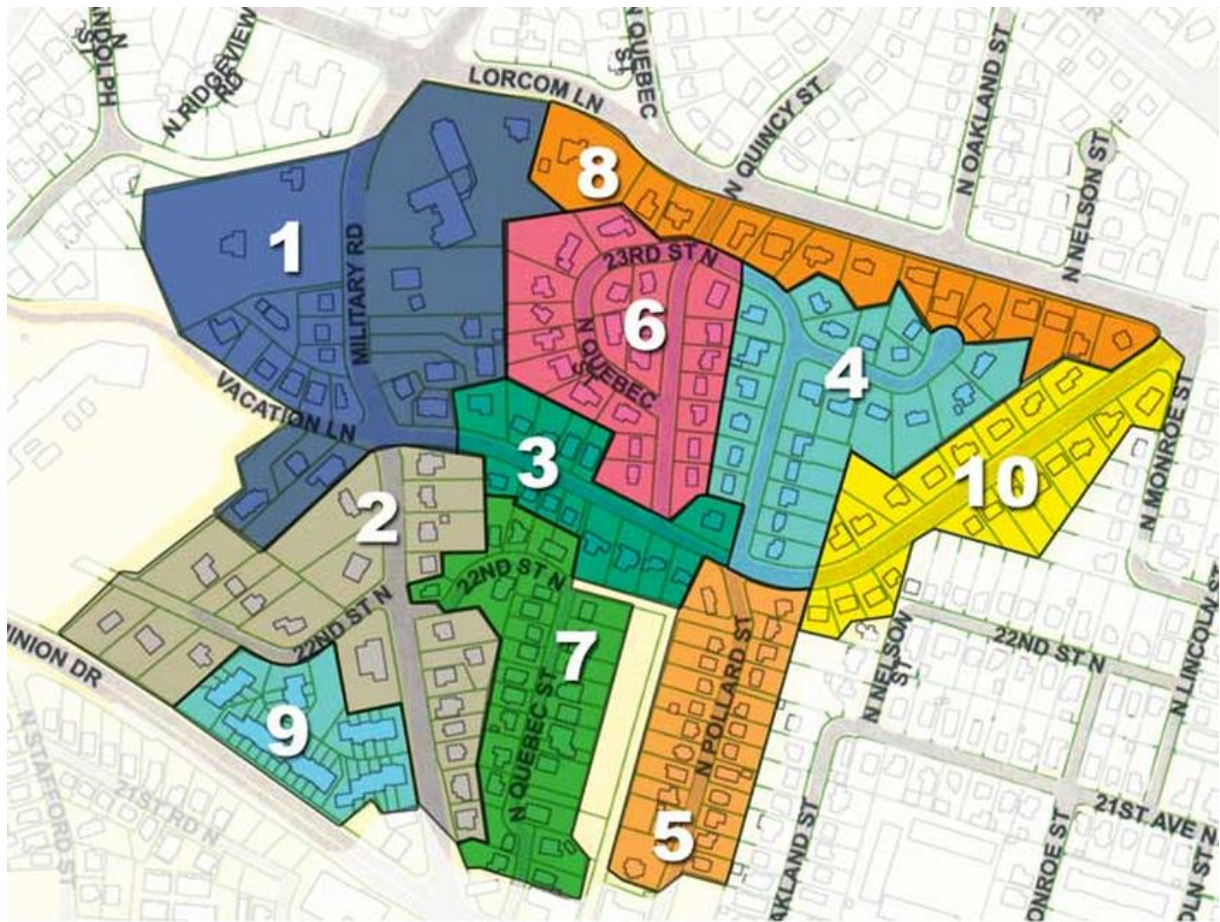
0 0.04 0.09 0.18 0.27 0.36 Miles

Prepared by CPHD - Planning Division  
Planning Research and Analysis Team  
June 2013

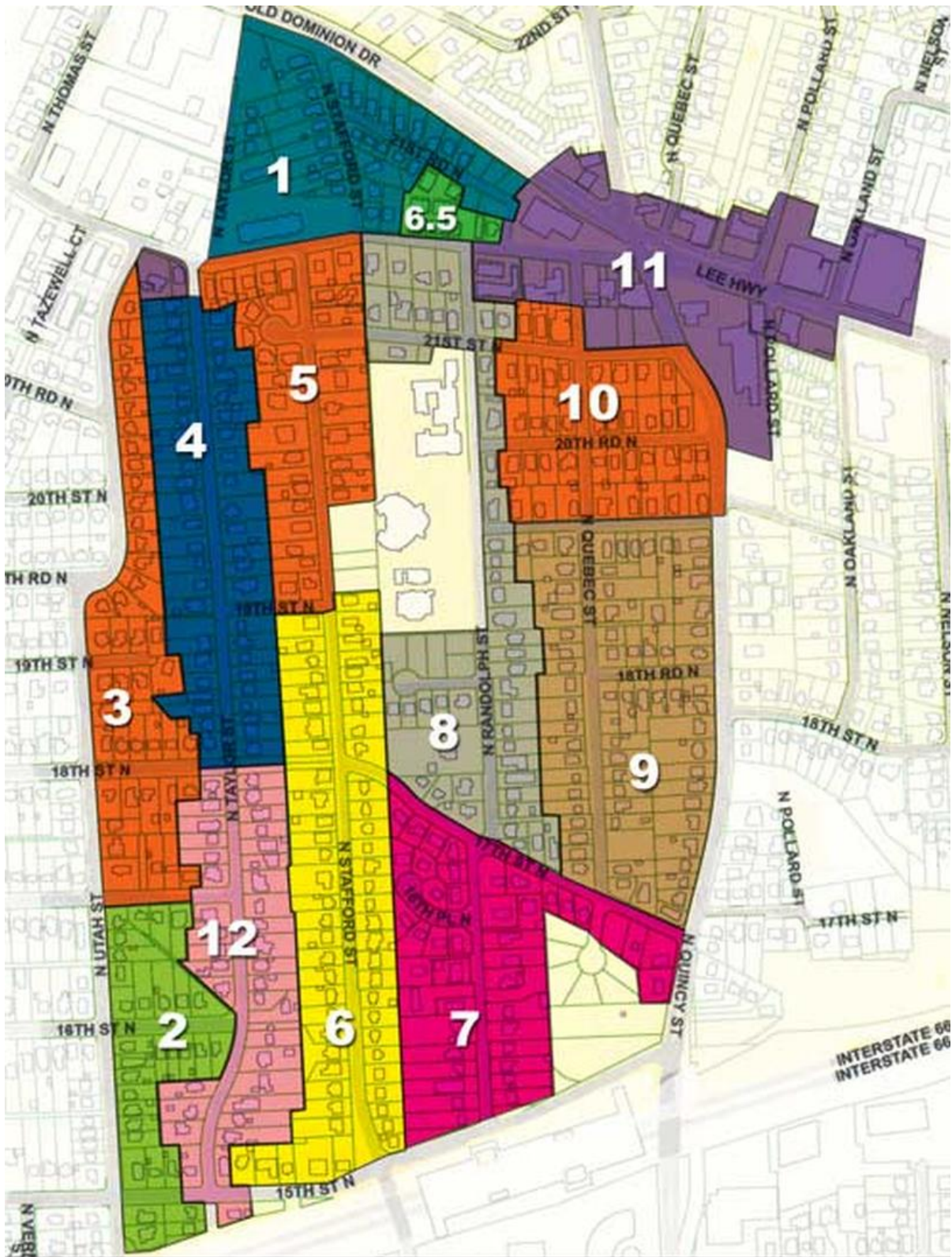


Clearer version found on [www.cherrydale.net/sweet--sour-news-distribution-map.html](http://www.cherrydale.net/sweet--sour-news-distribution-map.html)





North Cherrydale



West Cherrydale





## - Cherrydale Demographics- 2010 Census

Prepared by: CPHD - Planning Division: Planning Research and Analysis Team

08/24/2011

### Cherrydale

2010 Census (Summary File 1)

	Cherrydale		Arlington	
	Number	Percent	Number	Percent
<b>TOTAL POPULATION</b>	<b>3,169</b>	<b>100.0%</b>	<b>207,627</b>	<b>100.0%</b>
<b>Total Non-Hispanic or Latino</b>	<b>2,932</b>	<b>92.5%</b>	<b>176,245</b>	<b>84.9%</b>
White alone	2,472	78.0%	132,961	64.0%
Black or African-American alone	152	4.8%	17,068	8.2%
American Indian or Alaska Native alone	3	0.1%	394	0.2%
Asian alone	208	6.6%	19,762	9.5%
Native Hawaiian or Pacific Islander Alone	1	0.0%	133	0.1%
Some other Race alone	5	0.2%	611	0.3%
Two or more Races	91	2.9%	5,296	2.6%
<b>Total Hispanic or Latino</b>	<b>237</b>	<b>7.5%</b>	<b>31,382</b>	<b>15.1%</b>
<b>Age Distribution</b>				
Under 5 years	214	6.8%	11,782	5.7%
5 to 17 years	436	13.8%	20,844	10.0%
18 to 24 years	239	7.5%	20,315	9.8%
25 to 34 years	496	15.7%	57,402	27.6%
35 to 44 years	499	15.7%	32,868	15.8%
45 to 54 years	428	13.5%	25,717	12.4%
55 to 64 years	397	12.5%	20,645	9.9%
65 to 74 years	235	7.4%	10,086	4.9%
75 to 84 years	142	4.5%	5,153	2.5%
85 years and over	83	2.6%	2,815	1.4%
<b>Sex</b>				
Male	1,590	50.2%	103,501	49.8%
Female	1,579	49.8%	104,126	50.2%
<b>TOTAL HOUSEHOLDS</b>	<b>1,178</b>	<b>100.0%</b>	<b>98,050</b>	<b>100.0%</b>
<b>Household Type</b>				
Family households:	672	57.0%	41,607	42.4%
Husband-wife family	587	49.8%	33,218	33.9%
Other family:	85	7.2%	8,389	8.6%
Male householder, no wife present	33	2.8%	2,623	2.7%
Female householder, no husband present	52	4.4%	5,766	5.9%
Nonfamily households:	506	43.0%	56,443	57.6%
Householder living alone	321	27.2%	40,516	41.3%
Householder not living alone	185	15.7%	15,927	16.2%
<b>Household Size</b>				
1-person household	321	27.2%	40,516	41.3%
2-person household	358	30.4%	31,738	32.4%
3-person household	195	16.6%	11,633	11.9%
4-person household	218	18.5%	8,793	9.0%
5-person household	61	5.2%	3,286	3.4%
6-person household	17	1.4%	1,203	1.2%
7-or-more-person household	8	0.7%	881	0.9%
<b>TOTAL HOUSING UNITS</b>	<b>1,225</b>	<b>100.0%</b>	<b>105,404</b>	<b>100.0%</b>
Occupied Housing Units	1,178	96.2%	98,050	93.0%
Owner-Occupied	834	68.1%	42,457	40.3%
Renter-Occupied	344	28.1%	55,593	52.7%
Vacant Housing Units	47	3.8%	7,354	7.0%

Notes: Civic association boundaries may not align to 2010 Census Block boundaries. This may cause the inclusion of additional population, households, and housing units for than represented by the civic association boundary.



## CHERRYDALE CIVIC ASSOCIATION

### **MISSING LINKS REPORT**

At the request of Maureen Ross and in conjunction with the work of Erik Meyers and Ron Kampeas in the recent utility pole survey, I conducted a field review of missing sidewalk sections in Cherrydale to ascertain if any such sections would be eligible for completion through the county's Missing Links Program. My work consisted of a windshield survey, during the week of February 20th, 2012, of every street in the boundary of Cherrydale except for dead end streets which, as I understand it, are excluded from consideration according to county guidelines.

The key guidelines for the program as stated in the county's application are:

*"This program is intended for the quick installation of curb, gutter, and sidewalk in front of 3 or less properties for the connection of existing sidewalks. Civic Association approval is required for each application.*

*Removal of small trees (up to 4" caliper) is allowed and small coping walls are permitted.*

*Applications that will be considered will have No utility relocation, NO streetlight installation involved, and NO easement purchase."*

The field survey resulted in the identification of six potential locations that I thought may meet the county's criteria. The locations of the six sites are:

1. 4246 15<sup>th</sup> Street to Utah St. corner (3 houses, south side)
2. 4225 N. 19<sup>th</sup> Street (2 houses, north side)
3. 20<sup>th</sup> Street side of 1915 N. Randolph St. (1 house, south side)
4. 3900 block of Vacation Lane (1 house facing Pollard St., north side)
5. 4003 Vacation Lane (1 house, north side)
6. 1809 to 1823 N. Monroe Street (3 houses, east side)

Following the field review I contacted Tim McIntosh of the county Neighborhood Conservation Program. Tim is the lead person for the Missing Links Program and he agreed to conduct a field review of the locations noted above. During that review we identified a seventh potential missing link at:

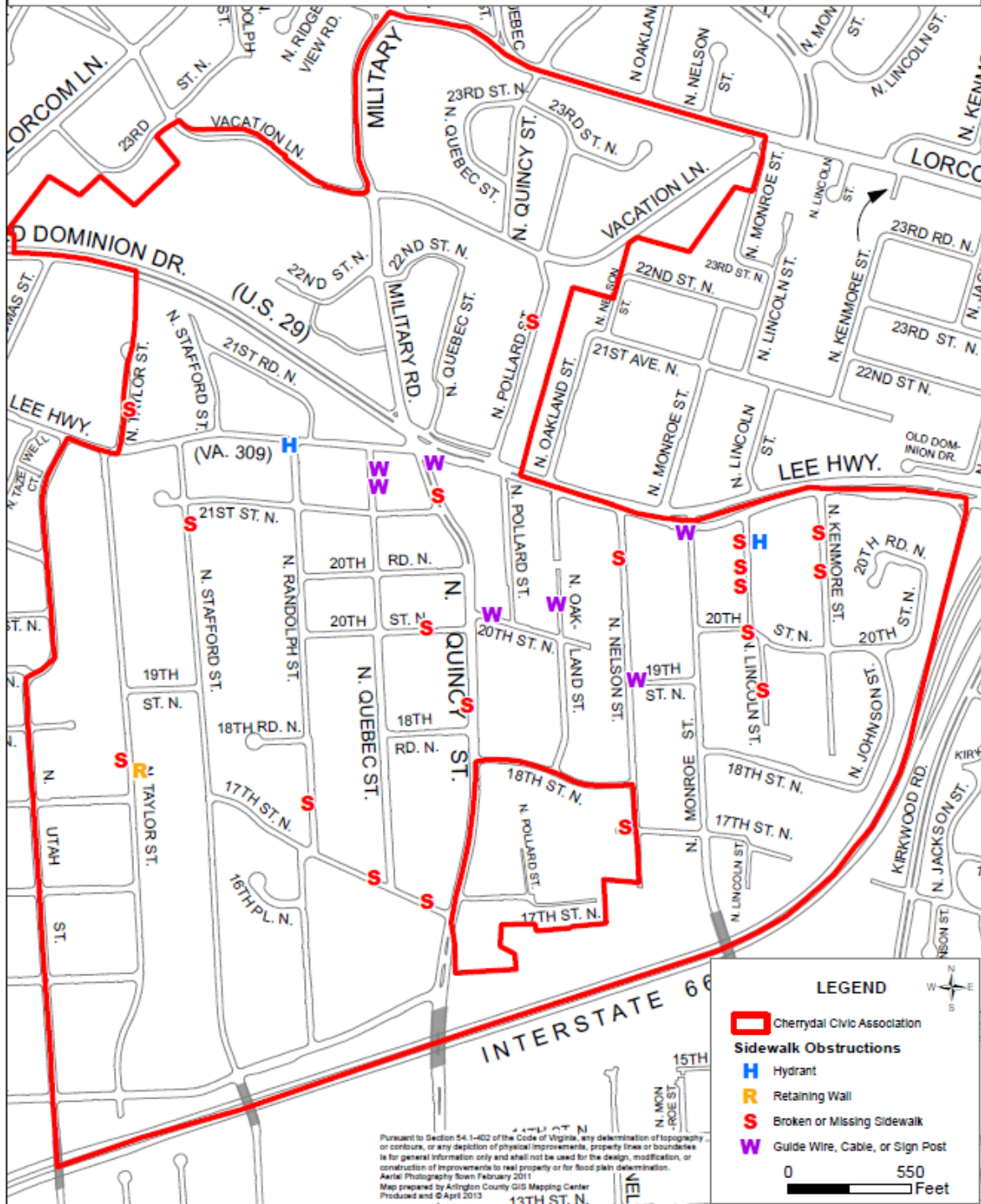
7. 1600 block of N. Taylor St., adjacent to 4300 N. 17<sup>th</sup> St. (1 house, west side)

Each of the seven locations is shown on the following map and briefly discussed and illustrated below along with recommendations for filing applications for Missing Links Program funding for two of the

# Arlington County, Virginia

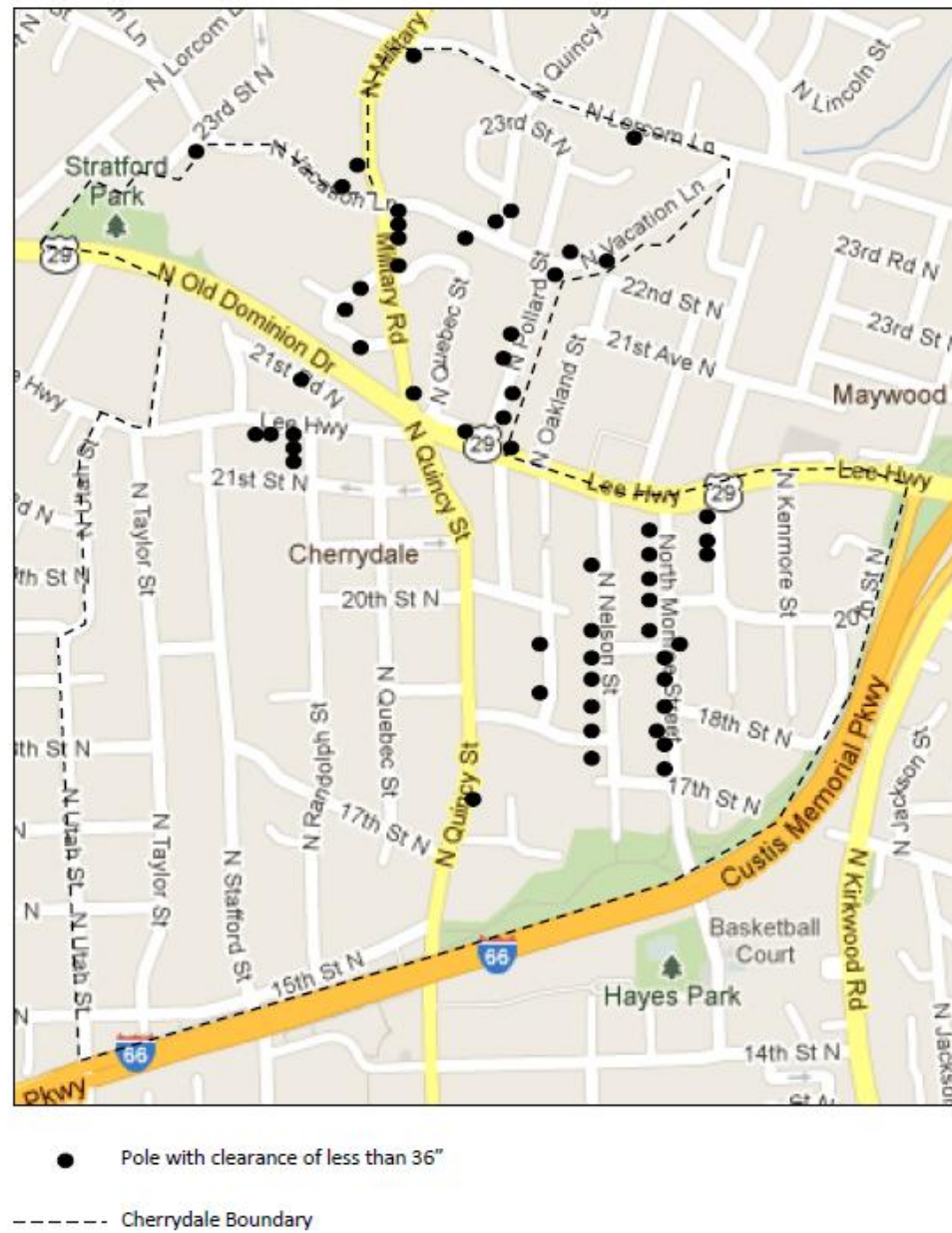
## Cherrydale Utility Survey 2011-2012

### Location of Sidewalk Obstructions



This work accomplished by the dream team of Bill Novak, Ron Kampeas and Erik Meyers. Wonderful men who worked hard to document this important issue.

Cherrydale Utility Pole Survey  
LOCATION OF POLES WITH INADEQUATE CLEARANCE



Again thanks to Bill Novak, Ron Kampeas and Erik Meyers.

## **Cherrydale Rehabilitation Center Interview**

Conducted by Sara Cruley with Stephanie Heldreth, Director of Discharge Planning,

July 2013

**How many patients?** About 220

**How many of those patients are mobile and leave the center regularly for exercise or shopping?**

About 20 long term residents and 10-20 short term residents (this number changes). Most who cross the street use wheelchairs or walkers.

**And how many go out with staff taking them, and how many with visitors taking them?** Most residents go by themselves.

**What, if any, streets are difficult for them?** Most sidewalks next to the Cherrydale Rehabilitation Center are not wide enough. Power chairs are not compatible with joggers/walkers with dogs, etc. that want to pass. There really aren't any streets that aren't difficult.

**What is their experience of crossing Lee Hwy?** Crossing Lee Highway is difficult and the patients/staff would like a crosswalk so that they can cross to Safeway safely.

**Where do their patients shop?** Safeway, 7-11. Sidewalks near 7-11 are also "horrible".

**Is the median cross walk wide enough?** Yes.

**Would they prefer the crosswalk to be where the worn path is instead?** The location is not as important to them as a crosswalk with a traffic light so that traffic must come to a stop before the cross.

**Are the lights long enough?** The one by Dunkin Donuts is, the one by fire department is not.

**Are there enough night time street lights?** They discourage patients from going out at night. Even if the night time lights were brighter, they would still discourage it.



## Attachment 21 Lessons Learned from Major Project Planning and Delays

*Official Correspondence 5/1/13 Lee Hwy Punch List, from Maureen Ross, president CCA to Michael Collins(Chief County Engineer); Abe Bibizadeh; Arlington Engineer Robert Froh (RFroh@arlingtonva.us); Dominion Power (fredParry@dom.com); mknight@winfogroup.com:*

First, let me say I am hopeful that this tour was beneficial for both County and CCA. Thank you Robert, Abe, Fred. I think we have some lessons learned and I felt a sense of cooperation which makes me happy and hopeful. DINGS on Verizon for not attending! They have a punch list too. Abe can you copy them?

The PUNCH LIST is listed on the website with photos: Cherrydale.net, Projects. Link is below. But do take time to look at the photos /punch list from the winter tour too.

Mike, can you and Robert go thru the punch list and give us expected dates of correction?

Shannon, Mary, there are some really useful lessons learned. The most important of which are:

1. Always have the citizens association involved in the planning of where the utility boxes and poles will go. This was of course the biggest failure in this project (Lincoln St, Bono Films being the best examples of objectionable placement). Planning with us could have prevented these obstacles.
2. The county sub-contractors need to be better supervised. They don't clean up, they leave rubble where good soil should be, wires, trash, etc. Some of the endless examples of this are seen in the photos from the tour. We can solve this with cooperation. Are County engineers too busy to inspect work sites daily? Call and ask the citizens association to check out a completed site – we can tell you if rubble is left behind, we can tell you if there are dangling wires. Rather than adversaries, we can be partners in getting our money's worth from contractors!
3. Definitely have a walk thru mid-project and at the end of projects. We discovered a significant punch list that would NEVER have been noticed if we didn't all walk thru it together.
4. Easement issues – again, don't assume the association can't help. Sometimes (and I feel sure this time) we could have made headway with Bono films. Also we did make head way with the Masonic Lodge and Mr. Cloud for the utility switch on Lincoln St. By the way, I think County needs to contact the Masonic Lodge about perhaps getting an 18 inch easement around at least one of the phone poles on Lincoln St to make that walkable. Just 18 inches in a semi circle around the poles would allow the sidewalk to be passable.

More later, but let's start with County's response to the punch list.

Thanks

Newsletter deadline this Friday.

Maureen

**Attachment 23**  
**Preface to**  
**Cherrydale Parks and Common Spaces**  
**Vision and Plans 2004**

***As an outgrowth of the Cherrydale Neighborhood Conservation Plan process, the parks committee was convened with the following charge:***

- ⌘ *To itemize what's good and what's not in each park, (do refer to our NC PLAN 2004)*
- ⌘ *Review options for improvements/ work with county,*
- ⌘ *Develop a master plan for each park, and a guiding plan for future parks and adopted lots. Think 3 years, 5 years, 10 years, and 20 years ahead.*
- ⌘ *The plan will be able to serve over the next 2-20 years, so that we consistently act to enhance, improve, and fully utilize the parks in ways that create community, enjoyment, opportunity to exercise and appreciation of nature.*

**Cherrydale Parks and Common Spaces**  
**Vision and Plans**  
**with Current Assessments, As understood by the Parks Committee**  
**updated June 2006**

**CONTENTS:**

	Scope	page 2
I	Assessments	page 3
II	Vision	page 6

**SCOPE**

The scope of the Parks Plan includes the County/community spaces:

- **Parks:** [1]Oak Grove Park, [2]Cherry Valley Nature Area, and [3]Cherrydale Park
- **Mini parks:** [1] by the new fire station at 21<sup>st</sup> Road; [2]at the Bromptons
- **Adopted lots:** [1] Stafford and 21<sup>st</sup> ; [2] on South side of 15<sup>th</sup> at Stafford (bike path side)
- **Common ground:** [1] Land on NW corner of 15<sup>th</sup> and Stafford; [2] Quincy Street and 20<sup>th</sup> Road- NW corner; [3] Land on South side Lee Hwy near I-66(at eastern edge of Cherrydale) and in front of Bono Films

- **Medians:** [1] Lee Highway median; [2] Quincy medians; [3] Utah Street islands; [4] Oakland island
- Land outside brick wall surrounding Power Station at N. Monroe and Lee
- House at Oak Grove Park (1612 N Quincy)
- Stratford Park/Cherrydale Playground at 4321 Old Dominion Drive
- Cherrydale Library grounds
- **Streetscapes** where sufficient County rights exist at the sides; e.g. Old Lee Hwy and Taylor, old Lee Hwy and Stafford; Quincy at 15<sup>th</sup>, east side of street abutting I-66 bridge; 3200 Lee Highway to the Lee Highway - I-66 intersection.
- Bike path

This document reflects information from the neighborhood survey as well as further ideas gathered by the committee.

## **I. ASSESSMENTS**

### **A. OVERALL**

Cherrydale loves our parks. A quote from the Cherrydale Neighborhood Conservation survey reveals, “If deciding between in-fill development or park choose park.” Nonetheless, our parks should be cleaner and better maintained. Each park can be more accessible and more identifiable in some way. Parks do not yet have the elements for all-age appeal and community focus. Invasive species and low brush need control. The parks are under utilized. Common spaces and streetscapes need appropriate maintenance and new plantings.

### **B. PARKS**

#### **Cherry Valley Nature Area**

This is our largest park. It is also our most popular spot for sledding. This park has a pleasant character with a variety of vistas. It should flow into the bike path area, although true flow is lacking. The park is disconnected; some areas are not very accessible. Invasive plant species and poison ivy have seriously encroached on other plant life and detract from the appeal as well as the viability of trees and shrubs. It needs control. The pond on the inner side of the bike path is hidden by virtue of being choked with vines, bramble and stagnation. The duck pond on the outer side of the bike path is a hit, even in winter when it can be a skating pond. However, ponds grow a little murkier each year. [See Attachment A, History of the Ponds- Spout Run.]

#### **Cherrydale Park**

This park is an awkwardly shaped area. It is isolated and not readily detectible, as one entrance is in the middle of commercial parking and the other looks like a private driveway. Although neighbors once did a thorough “recapture” of overgrown park space, subsequent low maintenance of the area has resulted in ever larger portions being unmown and subject to invasive plants each successive year. Some residents are currently attempting to maintain the planting beds, without adequate support from the county (e.g. mulch). The park is not consistently clean, even the tot play area sometimes has dangerous debris. The play equipment is wearing out. There is a recurring graffiti problem.

## **Oak Grove Park**

Oak Grove Park lacks a major inviting entrance, especially for wheeled access. This park gets used but has much greater potential than it is realizing. Debris is usually on the ground as well as in trash cans. There is messy brush and poison ivy. Overall it is under planted. Areas are far too muddy; more and better paths are needed. It is sometimes used as a dog park without full respect for the people who will come along. The undersized soccer field does not appear to be well maintained. The tot lot is nice but too small. In rainy times, water dumps into the tot lot from a watershed hill near the soccer field. The apparent remoteness of the park from the neighborhood makes it easier to be used in ways that are undesirable and detracting from a comfortable and safe community. The house at the corner of 17<sup>th</sup> and Quincy (1612 Quincy) is a beautiful historic kit house; Cherrydale has consistently called for its preservation.

## **21<sup>st</sup> ROAD MINI-PARK**

The “21<sup>st</sup> Rd mini-park” is to be located on the southern portion of the soon-to-be former Koons Toyota parking area. It will be bounded by the Barrington II town homes (Barrington II) to the south, the to-be-built Koons parking garage to the east, and 21<sup>st</sup> Road to the north. The park will be directly across the street from the (rear of the) new Arlington Fire Station #3.

## **C. OTHER COMMON SPACES**

### **All**

Mowing and trimming—common maintenance—are infrequent, inconsistent and often not according to plan.

### **Streetscapes and Islands**



These are sometimes neglected, even after a planting. County contractors often use poor soil and inadequate watering techniques. The islands offer an opportunity for improvement. There is also room to clarify the players and responsibilities involved, including the Cherrydale Tree Monitors.

### **Quincy at 20<sup>th</sup> Road - NW corner**

The three ancient oak trees are beautiful and need to be nominated for preservation. The area does not announce itself as community space.

### **NW corner Stafford and 15<sup>th</sup>**

This land is unknown to even near neighbors as community space. It is marshy land with a redbud, a cottonwood and a third tree close to the sidewalk and usually reaching over it. The invasive vines are currently under control. While it was recently mown at this writing, the grass had been a foot tall and gone to seed.

### **Bike Path**

The bike path is in pretty good shape. Entrance for bikes and pedestrians by Quincy is difficult; Quincy traffic is often hostile to bike and pedestrian crossers. Undergrowth (brambles) along the trail and ivy growing up trees have become a problem. Mowing and planting areas could be redefined and redesigned.

### **Cherrydale Library Grounds**

While they are lovely today, the Cherrydale Library grounds have been troublesome. We've had floods at the library ground floor entrance in recent years, in part due to conditions that were fixed in emergency repairs, but in part due to the topography of the site.

## **II. Vision and Implementation Plans**

### **A. OVERALL**

**Vision:** We envision all Cherrydale common spaces as safe and inviting places of respite, recreation, reflection and comfortable gathering. The parks in particular we see as focal points for the neighborhood, with elements attractive to all ages, enhancing our sense of community.

## **Implementation Guidelines:**

### ***Parks***

- Answer the question: how can this park be a better neighbor to nearby residents?
- Answer the question: how can our community make better use of this park?
- Keep parks clean and well maintained
- People friendliness is the overarching guidance
- Vistas of mown grass, flowers, and more trees
- Control invasive species and underbrush
- Create paths that are stroller friendly and small bike friendly
- Benches and picnic tables for enjoyment and sufficient trash baskets to encourage good stewardship
- Routine emptying of trash baskets
- Install/maintain play equipment for toddlers and for older children.
- Install/maintain play equipment for teens and adults: e.g., basketball hoop, volleyball.
- Acknowledge dog use but be sure the parks stay clean for people.
- Better mosquito combating program for bike path (pools of water), parks and residential areas
- A cherry orchard in a well-lit spot
- Improve pond habitat areas

### ***Other Common Spaces***

- Well maintained
- Increased shaded streetscapes
- Trees added where appropriate
- Flowers and grasses
- Neighborhood monitoring of county/contractor maintenance
- Establish Cherrydale Volunteer Tree Monitor program [see attachment]
- Be vigilant about bogs and runoff areas
- Access should be safe
- Support owner preservation of fine old trees

## **B. PARKS**

### **CHERRY VALLEY NATURE AREA**

**Vision:** A park that is a nature area in a human environment with lovely vistas, treed areas, and cleared trails guiding pedestrians and uniting the sections of the park. We see thriving pond habitat areas with richly varied wildlife. Its ponds, plantings and wildlife exist for human delight as well as for their natural value.

### **Implementation Plans:**

- ⇒ Announce the park better by bike path (15<sup>th</sup> and Quincy), East end of 17<sup>th</sup> Street and the end of Nelson Street
- ⇒ Create a boardwalk around Hidden Pond
- ⇒ Create new trails (railroad ties and mulch) that unite the park and allow passage
- ⇒ Create walking trails, some benches, and a fire pit
- ⇒ Control invasive species
- ⇒ Remove poison ivy anywhere near paths
- ⇒ Increase vigilance and maintenance to keep the growth under control
- ⇒ Clean up the ponds and environs for better enjoyment of the water and the wildlife
- ⇒ Add bubblers in the ponds to keep water fresh and discourage nuisance weeds
- ⇒ Entertain using the terraced area for a demonstration garden
- ⇒ Redefine mowing and planting areas
- ⇒ Plant a cherry orchard in the open area on the outside of the bike path
- ⇒ Consider a picnic table and a volleyball court for that area as well

## **CHERRYDALE PARK**

**Vision:** A well-marked park that is easy to enter, is kept clean and encourages visitors to respect it. Continued multi-age usage of the park, with attention given to appropriate placement of elements and flow.

### **Implementation Plans:**

- ⇒ Provide a prominent sign with subtle down lighting placed at the Lee Hwy entrance, perhaps closer to the street
- ⇒ Every spring County should deliver sufficient mulch to maintain the planting beds in good condition
- ⇒ Improve and expand the playground; include swings
- ⇒ Consider moving the playground closer to the Lee Highway entrance
- ⇒ Consider moving the volleyball area further back and establishing it as a sand court
- ⇒ Mowing and trimming maintenance

## **OAK GROVE PARK**

**Vision:** A neighborhood gathering place with appeal to many age levels. This park should pull neighbors into it with an enlarged and well-developed entrance on 17<sup>th</sup> Street. The park's multiple uses continue and find coherence in design. Preserve the yellow house (1612 N Quincy).

### **Implementation Plans:**

- ⇒ 1612 N. Quincy St. --its RPC is 06014083—is in sound structural shape, and would require little work to be made habitable again. We urge the County to sell the yellow house, on a reduced lot, to a private owner with restrictions on exterior changes to preserve the house as an example of Cherrydale construction
- ⇒ The County could use the sale proceeds from 1612 N Quincy in its parks budget for needed improvements to other parks and public areas in Cherrydale.
- ⇒ Redefine the boundaries of the corner lot. Incorporate all County land adjacent to Oak Grove Park, and not a street right-of-way, into the park itself.
- ⇒ Take down or move the garage to create space for the park entrance at the street
- ⇒ Provide much better signage for the park at 17th Street
- ⇒ Provide a well-placed picnic area and benches to encourage more of both group and individual use
- ⇒ Expand the play equipment area
- ⇒ Increase stroller accessibility and bike accessibility for older children with more paths that are wider and paved, notably around the soccer field
- ⇒ Consider moving the play equipment
- ⇒ Scrub brush should be cleared
- ⇒ Perennials and more trees should be planted
- ⇒ Better maintain the soccer field
- ⇒ Keep the area clean
- ⇒ Pave Quebec Street entrance from 17<sup>th</sup> Street

## **21<sup>st</sup> ROAD MINI-PARK**

**Vision:** The “21<sup>st</sup> Rd mini-park” will be directly across the street from the (rear of the) new Arlington Fire Station #3. This mini-park serves dual purposes:

- 1) To act as a permanent buffer zone between the commercial Koons Toyota and Fire Station #3 and the residential Barrington II. This buffer replaces the tree canopy that acted as a natural buffer, but must be torn down for construction of the Koons garage and re-routing of 21<sup>st</sup> Road.
- 2) To give residents of this part of Cherrydale a nature setting refuge.

This park shall be configured so that a variety of deciduous and evergreen trees line the perimeter. The inner-perimeter will have a denser trees canopy and will serve as the main buffer between Barrington II and it's commercial surroundings. The outer-perimeter will have two Armstrong street trees acting as the park's sole gateway.

The main recreational area will be an approximately 15' by 18' grass area, possibly with benches. (Originally the county said they would not cover the cost of benches, however, benches are in the official landscaping plan.)



See Attachment B, Landscaping Plan for exact details

**Implementation Plans:**

- Name park in honor of Cherrydale Volunteer Fire Department
- Monitor county's construction of this new park and confirm all elements are completed in accordance with the county's landscaping plan for this site (Attached).
- Ensure County maintains site as promised, including periodic lawn mowing and tree trimming, when needed.
- Monitor newly planted trees and have county replace failed trees and vegetation.

## **C. OTHER COMMON SPACES**

### **STREETSCAPES AND ISLANDS**

**Vision:** The streets of Cherrydale must be seen as part of our common open space and park system. Every County-owned piece of right-of-way, traffic circle and median is an opportunity for a green canopy or embellishment of our built environment

**Implementation Plans:**

- ⇒ Plant trees wherever possible
- ⇒ Newly planted trees should be well-maintained—water, weeding and mulch for at least 3 years
- ⇒ Engage in private partnerships for maintenance—with businesses and with residents
- ⇒ See 2006 Cherrydale Tree Planting plan [Attachment C]
- ⇒ Establish agreements with County on expectations for maintenance by County and by residents
- ⇒ Cherrydale Volunteer Tree Monitor program has been established to provide feedback to the County about Contractor and County maintenance of our trees, especially newly planted ones, 3 years and younger, and report regularly to the county (add phone number here) and the CCA [see Attachment D, Charter of Cherrydale Volunteer Tree Monitor program]

### **QUINCY AT 20<sup>TH</sup> STREET - NW corner**

**Vision:** These grand oaks continue here until natural causes take them, the land becomes known as the community space it is.

**Implementation Plans:**

- ⇒ Nominate the oak trees to the County for preservation.

- ⇒ Install something here that announces it is community space and invites use, such as a circular bench.

## **NW CORNER STAFFORD and 15<sup>th</sup>**

**Vision:** This can be a neighborhood area with enjoyable plantings that do not crowd over the pedestrian sidewalk.

### **Implementation Plans:**

- ⇒ Prune and maintain the trees that abut the sidewalk
- ⇒ Mow regularly
- ⇒ Consider mitigation measures for the marshiness
- ⇒ Flowers would be lovely (perennials)

## **BIKE PATH**

**Vision:** We see an even more gracious, friendlier bike path area, with increased casual transportation use of bicycles and walking for all people.

### **Implementation Plans:**

- ⇒ Increase amenities such as a water fountain by the park garage and bike racks by the ponds and the parking garage, emergency phones, better lighting and more signs
- ⇒ Exercise/fitness stations
- ⇒ More plants and trees as barriers from sound and pollution of I-66
- ⇒ Add a water agitating device to the pond (see Cherry Valley Nature Area) to keep water fresh and clear of nuisance weeds
- ⇒ Increase pedestrian safety at the 15<sup>th</sup> Street crossing of Quincy: e.g., move the crosswalk to a spot north of 15<sup>th</sup> Street where there is an island for mid journey safety, install a pedestrian regulated traffic light, or other mitigation measure.

## **CHERRYDALE LIBRARY GROUNDS**

**Vision:** Lovely grounds that invite visitors to curl up with a good book under a welcoming tree.

### **Implementation Plans:**

- ⇒ Do a site check for flooding potential
- ⇒ Accomplish recommended mitigation and landscaping, ideally in conjunction with the major renovations that the library needs

# **Cherrydale Presentation of Concerns to Civic Federation for 2014 and on:**

**January 2014**

By Maureen Ross, president Cherrydale Citizens Association

**Preserve single family homes and current density.** We do not want to be Virginia Squared, Colombia Piked, or Courthoused. 2-4 stories along Lee hwy is our max allowed with more 1-2 than 3-4. Westover would be a preferred model for development.

## **Beware of Cookie Cutter Approaches – Make policies flexible to fit the neighborhood.**

e.g. Sidewalks - 5 foot wide sidewalks are great, but should not be REQUIRED in older historic neighborhoods. NC projects have been voted DOWN after years of work on them because the county changed the rules from 3 ft sidewalks to 5 foot. That additional 2 feet would have taken away on-street parking. It means some of our streets will never have sidewalks. Please allow 3 ft sidewalks on older more narrow streets, if this is preferred by the association.

Handicap Ramps where there is no sidewalk. The current rule that whenever street construction is being done, at least 2 corners must have handicap ramps EVEN IF THERE IS NO SIDEWALK is not merely stupid, and a waste of money, but it destroys mature trees and gardens. The Cherrydale NC plan for 20<sup>th</sup> and Kenmore is an example. On the NW corner of Lincoln and 20<sup>th</sup> the county insists on cutting down a tree and installing a handicap ramp though there is no sidewalk. The engineers are doing this all over county. We need to stop this wasteful policy. Another example is the south end of N Nelson as it enters the park. County added a very wide handicap ramp and severely narrowed the park entrance, limiting parking again, and the ramp doesn't reach the park anyway..

Traffic Calming – County allowed Site Plan Dominion Heights to add 50 new units, each with cars, but refused to allow speed humps on N Monroe even when developer said he'd pay for it. County to this day refuses to allow stop sign despite CCA and Maywood support and the 30% increase in density due to siteplan.

## **Beware of County FADS**

Reducing retail parking - The current County fad is to require less parking, forcing people to use alternative transportation. But this is bad for retail. The Cherrydale businesses which that are doing well are ONLY those with full parking.

Narrowing Streets – There is no evidence this is safer, but it is more inconvenient. County fad to narrow streets means more parked cars have their mirrors knocked off, more hit and runs. Yet 20 years ago County insisted on widening N Quebec, to neighbors objections. *How about just listen to what the neighborhood wants?*

County decided to widen historic 20<sup>th</sup> between Monroe and Lincoln, as part of our NC Project. This project was about to destroy property values of 2 homes by significantly widening the street, and hence removing all off-street parking for houses that came within a few feet of county land.. NO NC Project should ever lower anyone's property value. It took intense work to preserve some of that parking. It pit neighbor against neighbor. *Listen to the community.*

## **SITE PLANS – failure to listen to the community**

County approved 2 which Cherrydale would not approve, both with insufficient parking for retail (Bromptons and Hunters Park). Their businesses are not doing well, just as we warned the County, due to lack of parking. Yet, despite Cherrydale fighting for Dominion Heights Site Plan County turned it down the first time, in part because it was fully parked. It took 4 years to get it approved, by then missing the market and construction prices rose. This increase in cost raised the price of retail lease making it hard to fill.

## **Failure of Oversight and Planning - Lee HWY Lessons and Recommendations**

In repeated discussions with the County, the CCA emphasized certain important hard lessons and asked the County to incorporate a few new policies based on 4 tours of Lee Hwy with County engineers and representatives of the Manager's office.

1. The first was to have DES actually show the CCA exactly where it plans to put utilities, specifically so we can avoid the oft-repeated excuse, "O it's too late we spent all this money planing it here so now we can't change it". *See photo Lincoln St Poles, utility boxes at I 66 on ramp corner.*
2. Second, we asked for onsite walk thru of projects BEFORE starting, in the middle and at completion, so we are all assured of adequate planning and clean up. *See Photos jagged metal from removed sign, bricks out of place, bus top glass left on ground for years.*
3. Third - we asked that DES inspect contractor work at the end of each day. This way clean up can be assured, damage assigned (e.g. when construction trucks gash hwy trees), and mistakes caught promptly. We even volunteered Cherrydale residents to act as inspectors, if they just give us a heads up. If we know when work is being done we can send officers or neighbors out to examine the work. *See photos construction related damage; Empty rusted utility boxes left hanging.*
4. We asked that jerryrigging in the field be vetted by a senior county representative and better yet, by the CCA. While we understand engineers want to finish a day's work quickly, we now have 2 very expensive examples of how "on the spot extemporaneous corrections" have been ruinous. The new walk-light on Pollard and Lee is one example (pole placed in middle of narrow walk) but the more notorious is the 3 large utility boxes placed on the corner of the property by the I66 on-ramp. Here engineers found an underground water sewer, so they created a 3 foot hill over it and then placed the 3-5 foot utility boxes on top. This created an eye sore at the entrance to Cherrydale, a scary place to walk by (too easy for thieves and attackers to hide behind the units just a foot from the sidewalk). It reduced the visibility of the down hill bike path as it connects to the sidewalk. And finally, it permanently blocked the CCA from planting shade trees here on the longest unshaded block in Cherrydale. It is an eyesore and discourages walking on this side of the street. *A one day delay in order to plan collaboratively would have saved thousands of dollars and improved the project rather than leave less safe eyesores.*
5. Lee Hwy Trees – have been planted and replanted 3 times in 15 years. They keep dying, due to poor choice, poor soil, incorrect planting, lack of water and construction damage. We need



our trees to thrive. County is now finally incorporating some recommendations. We shall see. *See photos.*

6. Our final recommendation had been to have engineers walk their projects while wheeling strollers and or using wheelchairs. Seriously anyone trying either or both actions will have a more appreciative concept of the struggles and the needs of all pedestrians. *See photos, wheelchairs, strollers unable to use sidewalk due to utilities. See most recent utility pole again blocking a sidewalk, placed 12/2014*

## **Lessons Learned on Writing Survey Questions**

### **11/16/14**

It is time for Arlington County to consider using a standard but adaptable survey or surveys, which neighborhoods can choose to use rather than rewrite their own every 10 years. This would save probably 4-5 months of meetings and writing by citizen volunteers. One could also then compare survey results throughout Arlington, and provide a fairly good “satisfaction “ survey about the County as well as pick up on important trends and issues

1. When creating a survey, keep the number of questions less than 100.
2. We set up our survey for respondents to be anonymous. There are pros and cons to this. The disadvantage is the lost opportunity to contact the neighbors indicating interest in play groups, foster care, volunteering etc. Also the lost opportunity to compare where people live, with problems like noise and parking. Think carefully about whether the survey should be anonymous.
3. When working with a group, watch out for redundant questions.
4. Each member should review a variety of printed versions of previous, good NC plans before starting.
5. Have at least one person on the committee that is an agreed upon project manager-a task master to set deadlines and change assignments if deadlines are missed. Keep it moving.
6. Long breaks in work are more work in the long run.
7. The size of our committee (6) was good. If 6 people are committed and able to do this, it's a sufficient size to have diversity of thought but not so big that you're slowed down by too many opinions.
8. Review the necessary technologies you'll use at the beginning. If members are not familiar, be sure someone gets them up to speed so that everyone is comfortable with the way you decide to share documents and edit documents.
9. Be very careful not to have more than 1 version of a draft circulating, so you don't have different edits on different versions! Easier said than done.
10. Make sure you are really asking the question you think you are asking. Test it on several others not present when the question is created.

### **Examples of questions that did not work:**

**87. If you answered yes to the previous question, does this negatively affect how safe you feel?** (156 respondents; 107 skipped)

39% (60/156) said no, 37% (58/156) said yes; and 24% (38/156) responded N/A. What does N/A mean? N/A as an answer should rarely be used. It fails to inform,

**No 118. Is there a problem with traffic volume or speed on your street...? Note instructions stated “leave blank if there is no real problem at any time.”** 97 skipped this question vs the 75 who skipped the previous question and 77 who skipped the following. So

*this was an unfortunately worded question. One cannot guess what percent who skipped this question skipped it as an actual response. **Do not use skip logic as a “vote” or “response”.***

**No 123. Most people (223) answered the question “Would you support a bus rapid transit along Lee Hwy (a bus system with dedicated lanes and limited stops to ensure faster more reliable service)”. 35% (79/223) said no, BUT, 26% (57/223) said YES and 39% (87/223) were not sure. Unfortunately, it is difficult to translate from “support” to actual use. The wording should have been preceded by a skip logic question, “Do you use any of the bus systems in Arlington”. If no the next question could be, “Would you use (rather than “support”) a bus rapid transit” etc.”**

**135. How often do members of your household use the following forms of transportation to go to work or university? (choose all that apply)** 215 responded, 48 skipped  
Driving alone came first, and walking second, but one can walk to bus or metro, or walk from home to work so we cannot tell by response if walking is the primary mode or the minor mode in same day combination with bus or metro. Sometimes these “choose all that apply” questions are more difficult to parse.

**136. If you commute to work (or university) by other than Metro Rail, what discourages you from using the Metro Rail? (Choose all that apply)** 150 responded, 113 skipped  
Many respondents did not indicate what discourages them from commuting via Metro Rail, but of those that did 59% (88/150) indicated it takes longer to get to the destination by Metro Rail than driving. Cost and crowding were issues for about 20% of us. If we could re-ask this question we might ask for the main reason metro is not used, period, forcing a choice between crowding, cost, and convenience. This would also work better as a skip logic question resulting from an earlier question about primary mode of transportation to work,

**168. If you avoid walking to Cherrydale Retail, it is because of the condition off Lee Hwy and/or its sidewalks?** This was a skip logic question. But for some reason we allowed 3 response options, 2 being essentially no responses. The goal of the question was to see if the condition of Lee Hwy was a reason not to walk along it.

**181. In each of the specified areas of the Cherrydale Commercial District (see map, above), WHAT IS THE MAXIMUM HEIGHT (IN # OF STORIES) that you support for the new development? Choose one for each section with the understanding that above 1 story, there would be commercial on street level with residential above.**

For all areas the majority of respondents favor a maximum height of 3 (+/-1) stories. This was a difficult table to present:

**A better worded question would ask, “What is your preferred height”, not “maximum height”. In a sense we asked the “worst case scenario” question without asking the preference of the respondent. The 2 questions are not necessarily the same.**

Finally, we should have asked a few questions about our schools, including Science Focus and HB Woodlawn, just blocks away from most neighbors but our children have little chance to attend (only by lottery).



## Cherrydale 2013 Community Survey Responses

for the full Survey Monkey response see: [www.surveymonkey.cca](http://www.surveymonkey.cca).

### WHO WE ARE, WHAT WE VALUE

A quick view at results from Questions 1-3 looks like this:

- 95% live in single-family houses they own (245/257)
- 4% rent (house or condo) (10/257)-
- Cherrydale is fairly stable, with 43% here more than 15 years (109/253)
- Another 18% (45/253) have lived here between 10 and 15 years
- 20% percent of respondents said they plan to live in Cherrydale for ten to fifteen more years (52/252)
- 23% answered more than 15 years (58/252)
- Over 25% indicated they would stay in the neighborhood until “they take me out feet first.” (64/252)

In Cherrydale, most respondents live with a relative, usually another adult and often at least one child as detailed in questions 4-7.

Question 4: Almost 90 percent of respondents said they didn't live alone (224/251).

Question 5: 89 percent indicated that they did not have “non-relatives” living in their homes (219/246). I.e. not many group homes.

Question 6: Almost 80 percent of respondents said that two adults live in their residences (198/251), 14% reported only 1 adult (34/251), and 8% (17 households ) reported 3 or more adults living in the same residence.

Question 7- 56% of respondents (140/249) have 1 or more children under age 21 living at home, 28% have 2 children, 19% just 1 child, 8% have 3 and just 1 % have 4 children at home. To summarize another way, a slight majority of respondents have kids under age 21 living w them (56% ie. 140/245). It should be noted larger families are slightly underrepresented in our survey compared with the census.

Question 8: 73% (179/245) do not have stay at home parents, 27% (66/245) do, and 14 skipped this question. But by cross referencing, we find that of the 139 respondents who said they had kids under 21 living with them and answered Question 8, 46% have a stay at home parent, (64/139). This statistic matches the average in Virginia among low- and moderate-income married parent families (2010 America Community Survey Data)

Question 9: 92% said that they had no children OVER the age of 21 living with them (229/249) but 17 families had 1 adult children living at home (7%) and 3 families have 2 or more living at home.

Question 10: When asked to describe themselves, over 94 percent (210/222) would not put themselves into any of the three following categories: “single parent,” “divorced parent,” “married, spouse deployed out of state.” That’s only 12 families responding yes to one of those choices (5%). But we did find out 2 households have a spouse deployed in military service out of state. There does not seem to be a need for a support group for single parents.

Questions 11-12: Only two households said they had or have foster children, and 73% would not be interested in fostering (176/240). But 25 respondents (10%) said they might be interested in fostering in the future (plus 4 definites) and another 35 (15%) stated they were unsure. That is a total of 64 families with at least potential interest in fostering children in need! This is significant untapped service opportunity. Our neighborhood could potentially resolve the shortage of foster homes for all of Arlington County.

Questions 16– Most were not sure if we have enough day care facilities in or near Cherrydale, 65% (160/246). But 20% (50) said we do not have enough. Of the 50 respondents who think we don’t have enough day care in Cherrydale 35 actually have children under age 21.

### **Seniors and Retirement**

Question 17: Over 82 percent of respondents (204/248) said they or their spouses were under the age of 65; just under 18 percent (44/248) noted that they or their spouses were at or over the age of 65. When asked if they had a parent aged 65 or older living with them (Question 18), almost 98 percent (241/249) said no.

When asked about where we plan to retire (Question 19), 31% (77/247) did not know, 22% (55/247) probably won’t retire here, 22% (53/247) hope to retire and stay in Cherrydale, and 17% (43/247) are already retired and plan to stay here. So 39% basically are planning to stay here in retirement (53+43/247).

Don’t know	31%	77
Probably not here	22%	55
<b>Hope to retire/stay</b>	<b>22%</b>	<b>53</b>
<b>Already retired/ stay</b>	<b>17%</b>	<b>43 ie 96 (39%) at least hope to retire here</b>

We cross referenced the 44 responding they or spouse were 65 and older with the retirement plan question (Question 19) and found that 74% (32/44) were already retired and planned to stay here, another 4 households hoped to retire and stay here, and only 4 were likely to move away. Remember these are not necessarily individuals, they are households, often implying couples.

Using skip logic:

Question 20 asked only those who do not plan to retire here why. 136 responded, 127 skipped:

- 29% (40) had reasons other than listed,
- 27% (36) just wanted to move elsewhere,
- 20% (27) said it was not be affordable to stay,
- 13% (18) still hoped to live here, and

- 10% (14/) just would move to be near other family. Only one respondent answered, “not enough services for seniors to keep me in my home.”

However there is likely an under representation bias in the survey, in that seniors who need help now are the least likely to fill out surveys. Officers assisted 2 neighbors in their 80s to fill out the survey, who would otherwise not have done so. We know of neighbors who went to a nursing home for the same reason but lack data on this for all of Cherrydale. *Note also 20% thought it would be unaffordable to stay here in retirement.*

Question 21: 35% of all respondents (87/247) said they are either now (5) or in the future (82) interested in Aging in Place services while another 20% (49/247) said “maybe”. There is a strong minority interest in “Aging In Place” services in the future here in Cherrydale.

Of note, 27 people said they do not plan to retire in Cherrydale because it was not affordable, and 26 of these respondents were younger than 65. “Not affordable” was the reason for not retiring here for 20% of those who aren’t planning to retire here.

Questions 22: 65% of respondents were aware of the Elders Discussion Group organized by Andy Murphy (160/246). This group’s meetings are posted regularly on the list serve and in the newsletter and is highly valued.

## **Disabled**

Questions 23 -25: When asked if they or members of their households were physically disabled and needed assistance walking, over 98 percent (241/245) answered no. Four said yes and they each noted problems traversing our sidewalks and noted examples. We must also keep in mind that the Cherrydale Health and Rehabilitation Center did not participate in the survey. They have 240 patients, all disabled, and staff routinely takes them outside and around the neighborhood, and some patients drive motorized chairs to Safeway etc. One of their patients was hit by a car on Lee Hwy at the NE intersection with Oakland Street. In addition we have Hunters Park with 71 senior residents (if fully occupied) none to our knowledge responded to the survey. There is at least one neighbor in Stoneridge Knoll who requires the motorized shopping cart at Safeway.

Question 23 used skip logic for Question 24, so 251 people skipped the question “Is your ability to travel along Cherrydale sidewalks inhibited by the state of the sidewalks?”. Theoretically there should have been only 4 responders self-identified as disabled, but there were 12, of which 7 said, “sometimes”, 2 said yes and 3 said no. Six streets were named. We have 9 disabled neighbors reporting their ability to travel along Cherrydale sidewalks is inhibited by the state of the walks and we will follow up on those reports. (A majority of abled respondents also reported complaints about sidewalks; see No 109 and 110.) *The list is on survey monkey/cca.*

Particularly problematic blocks include: Old Lee Hwy, Quincy to Stafford (brush, landscape wall,); Quebec St (no sidewalk), 17<sup>th</sup> St between Randolph and Quincy, north side, (must cross over to stay on a walk); Monroe St (utility poles from Lee Hwy to 19th St), and corner Lee Hwy and N Oakland, nursing home side, (sidewalk dips).

Question 24- If a respondent skipped question 23 (about disability), they would progress to the next question on sidewalks. Hence we have 12 responses despite only 4 respondents noting physical disability. Only one of the 12 respondents said the lack of an elevator kept them from attending a CCA meeting at the CVFD, but that one said they wouldn't attend even if there were an elevator. So the CVFD as our prime meeting site is not at this moment an obstacle to any known Cherrydale disabled resident. However, at some point, adding an elevator would make this site wheelchair accessible and for that reason it is worth considering fund raising for such a purpose, if the CVFD was interested.

Questions 26 and 27: There is a strong minority interest in a community on-line jobs board 45% (112/251) with 30% (76/251) no interest and another 25% (63/251) unsure. There was a slightly lower interest in a skills bartering system 39% (97/249) yes, vs. 32% maybe and 29% no.

## **Work**

Question 28: When asked where they worked, 79% work outside the home (198/251) but 37 percent (93/251) work from home (14% self-employed, 12% as parent, 11% telecommuting.)

### **Where we work:**

- 30 percent (75/251) District of Columbia,
- 20 percent (51/251) Arlington
- 13 percent (32/251) Fairfax County.
- 25% work from home for themselves (28) or for employers (35) =62/251
- 12% (30/251) stay-at-home parents.
- Just 16% (40/251) retired

That means 37% of responding households have an adult at home during the day, which probably adds a sense of security to the neighborhood. Just 16% (40/251) percent noted that they were retired. Only one resident was looking for work.

Questions 29-35: Only 58 percent (130/226) of the 226 respondents commute to work during rush hour "most of the time". Just under 43 percent (96/226) said that they don't commute during rush hour "most of the time". A whopping 46% (110/241) telecommute at least sometimes. The survey asked respondents if the other adults in the household commuted during the "traditional" rush hours. Over 70 percent (145/205) answered "yes, most of the time." Nearly half of the respondents who answered the question (110/241) indicated that someone in the family telecommuted. Of those who said there was someone in the family telecommuting, over 23 percent (27/116) said that the telecommuter worked most days from home, and almost 40 percent (46/116) answered that the telecommuter (or telecommuters) in the family worked "at least weekly" from home.

Questions 34-35: There is little interest in setting up a daytime neighborhood watch. Though we have a large number of adults working from home, only 27% (31/116) are aware of a "safe haven" for children to go to outside their own home in an emergency. This is a potential deficit to be addressed.



Question 26: 79% (199/251) said “yes” there is an adult at home on their block during most days of the week.

### **Why Cherrydale**

The survey also explored why respondents chose to live in Cherrydale. The 2004 Neighborhood Conservation survey of Cherrydale residents came up with 19 “attributes” of Cherrydale that appealed to respondents. The same list of 19 “attributes” was used in the 2013 survey, and respondents were asked which of the 19 were most important to them.

Questions 37- 249 respondents answered this question, and they rated as “very important” the following “attributes” in rank order:

- Neighborhood safety (174),
- Proximity of their homes to the District of Columbia (144),
- Proximity to their work (142),
- Cherrydale home values (138),
- “Walkability” (134),
- Tree canopy (120),
- Proximity to metro (119),
- Arlington Schools (117),
- “Small town feel” (94).

If you combine the **Very Important and Important**, the top qualities chosen by over 70% of respondents were:

- |  |   |
|--|---|
| 6. Safety (97% from 241/249),          | 6. “Small town feel”  |
| 7. Home value,                         | 7. Retail (74% from 185/249)  |
| 8. Walkability,                        | 8. Olderhomes (183/249 =74%)  |
| 9. Proximity to DC, to work and Metro, | 9. The “Cherrydale community” 70%(175/249).                               |
| 10. Parks                              | 10. Arlington schools 69%(171) important or very important “votes” (69%). |

Question 38: The survey tried to narrow the focus on the **“good” or “most important” attributes** of Cherrydale by asking respondents to pick the five most important ones out of 17. 244 responded. The attributes chosen number 1 most often were: the safety of the neighborhood, the fact that a home in Cherrydale was (and is) a good investment, the public schools, the proximity of a Cherrydale home to work, and “small town feel”. Of 17 qualities, the ones making the top 5 list most often were safety (156 times), value (128), schools (99), work (95), walkability (92), nearness to DC (89) and small town feel (84). *(Note, for questions 38, the attribute church /synagogue was removed and “eclectic” and Older” homes combined hence only 17 rather than 19 attributes.)*

Question 39: The survey drew on the 2004 Neighborhood Conservation survey to present respondents to the 2013 survey with a second list of 11 Cherrydale “attributes” to rank from **“Like a lot” to “Dislike”**. 246 responded. Parks (128) won the most “Like a lot” followed by our listserve (127), then “small town feel” 110, Cherrydale stores along Lee Hwy (93), the newsletter (84), our library (82), citizen activism (70), CVFD (58) and historic designation (56).

Combining Like a lot and Like, the top five were again parks (213), Small town feel (197), and Lee Hwy stores (193), followed by our listserve (184) and newsletter (182). There were no attributes disliked by more than 28 people and those surprisingly were the Capitol Bike Share (18+10= 28) and our historic designation, which has NO enforcement or down side requirements (11+14=25).

Question 40: When asked which of 12 “attributes” respondents would **most like to change**, the most often ranked number 1 attributes were: traffic (53), the kind of retail business here (49), new house sizes tendency to be too large (37), lack of sidewalks (33) and state of sidewalks (23). When looking for what problems most often make the top 5 priorities, they were retail (170), state of our sidewalks (158), traffic (147), lack of sidewalk (142), new house size (127), and parks amenities (95). Overdevelopment/ too much density made the top 5 for 77 respondents (6<sup>th</sup> in line). Interestingly, difficulty parking for retail made the top 5 list 69 times and “difficulty parking on my street” made it 53 times.

### **Taxes**

Question 41: 72% believe our 2013 real estate assessments were just about right (175/244), and 24% thought too high (59/244). However the majority 52% thought the 2013 Arlington County Real Estate tax rate was too high (127/243) while 47% thought it was just about right (114/243). Note this question was answered before the tax rate went up.

### **Recreation**

Question 43: The survey also asked respondents “what types of recreational activities” they participated in “within Cherrydale.” 243 respondents answered:

Walk	98% (237 of 243)
Garden	66% (160 of 243)
Bike	64% (156 of 243)
Visit park/playground	60% (146 of 243)
Run or jog	49% (120 of 243)
Observe wildlife	48% (117/243)
Play Tennis	22% (54 of 243)
Play basketball	14 % (35/243)

## **PARKS, PUBLIC SPACES AND NEIGHBORHOOD BEAUTIFICATION**

**43. Please rank the frequency with which you use the public spaces within our neighborhood in good weather.** Note: *This question was asked in chart form allowing for multiple answers; as such, data here is interpreted by option -- daily, weekly, monthly, etc.* (243 respondents; 20 skipped)

- Overall, the most used public spaces in our neighborhood appear to be the I-66 multi-use trail/bike path, followed by Cherry Valley Nature area, and Oak Grove Park.
- The public space receiving the highest daily use response was the I-66 multi-use trail/bike path with 35% using it (28/80), the second highest response in this category was Cherry Valley Nature area at 20% (16/80).
- Similarly, the public space receiving the highest weekly use response was also the I-66 multi-use trail/bike path with 42% (76/180) using it, followed by Cherry Valley Nature area with 17% (30/180) then Oak Grove (28/80).
- Again, the I-66 multi-use trail/bike path had the highest response rate for monthly usage at 30% (44/146), followed again by Cherry Valley Nature Area with 16% (23/146), Oak Grove and Cherrydale Park (each 20/80).
- In the "A few times a year" category, Cherry Valley Nature Area and Oak Grove Park tied at 21% (56/267 and 57/267) respectively followed by I-66 multi-use trail/bike path (38/267).
- In the "Rarely or Never" category, the highest response rate (meaning the area is *used the least* by respondents) was for the Brompton's Open Space on Pollard and the new Mini Park across from the new fire station on 21<sup>st</sup> Rd. (24%); followed by the 21<sup>st</sup> St. & Stafford Adopt-a-lot (20% ); and the HB Woodlawn fields (17%). The lowest number of responses in this category was for the I-66 multi-use trail/bike path at 4% rarely used.

**44. Do you think any of our parks need to be improved?** (245 respondents; 18 skipped)  
A majority (56% or 138/245) indicated that there is room for improvements in our parks.

**45. You indicated that our parks could possibly be improved, what would you like to see improved?** Note: *This question was asked in chart form and asked respondents whether five local parks could use any of ten potential improvements (i.e. tree coverage, trash cans, handicap accessibility, etc.) Respondents were allowed to check as many options as they like.* (151 respondents; 112 skipped)

Overall, 267 responses were given for Oak Grove Park, 170 for the I-66 multi-use trail/bike path, 139 for Cherry Valley Nature Area, 136 for Cherrydale Park, and 75 for H-B Woodlawn playing fields. This seems to indicate that the majority of respondents see the highest need for a variety of improvements at Oak Grove Park. As in other questions with charts/multiple data options, the percentages were calculated by column (which, in this case, means by park).

For **Oak Grove Park**, the top three improvements indicated were: benches (20% or 53/267), water fountains that include a lower spigot for filling buckets and water dishes for dogs (16% or 43/267), and trash cans (12% 31/267).

For **Open spaces along the I-66 multi-use trail/bike path**, the top three improvements indicated were: emergency phones (22% or 37/170), water fountains including an additional lower spigot (18% or 30/170), and shields from noise and pollution (15% or 25/170).

For **Cherry Valley Nature Area**, the top three improvements indicated were: benches (25% or 35/139), trashcans (13% or 20/139), and emergency phones: (13% or 18/139).

For **Cherrydale Park**, the top three improvements indicated were: Benches: (19% or 26/136), trashcans (12% or 16/136), and tree coverage (12% or 16/136).

For **H-B Woodlawn playing fields**, the top three improvements indicated were: water fountains with an extra lower spigot (21% or 16/75), bathroom facilities (13% or 10/75), tree coverage (12% or 9/75) and benches (12% or 9/75).

**46. Do you believe that additional playgrounds should be built in Cherrydale? (242 respondents; 21 skipped)**

43% (105/242) felt we have enough playgrounds; 29% (69/242) said we could use more playgrounds, and 28% (68/242) were not sure.

There is a minority desire for more playgrounds, with an emphasis on improving the playgrounds we have. This minority fits with the demographics of respondents who have children in the neighborhood.

**47. You indicated that Cherrydale could possibly use additional playgrounds. What would you like to see?** (92 respondents; 171 skipped) *Note: The data was collected in table form, with respondents being able to choose as many options as they desired; each denominator represents the number of responses received per park.*

- For **Oak Grove Park**, top 3 requested additions/improvements were: an older child playground (14% or 39/276), a tot playground (12% or 34/276), and improve existing fields (9% or 26/276).
- For **Cherrydale Park**, top 3 requested additions/improvements were: a tot playground (17% or 24/140), an older child playground (15% or 21/140), and benches (10% or 14/140).
- For **Cherrydale Valley Nature Area**, top 3 requested additions/ improvements were: a tot playground (12% or 12/91), an older child playground (12% or 11/91), and benches (12% or 11/91).
- For **Open space near N. Nelson Street**, top 3 requested additions/ improvements were: fitness stations (16% or 16/101), an older child playground (15% or 15/101), and a tot playground (11% or 11/101).

**48. What types of recreational activities do you participate in within Cherrydale? Check all that apply.** *Note: Again, this question allowed respondents to check as many of the options as they chose, so there were more total responses (1162) than respondents to the survey. The*



*following percentages reflect the percent of the total response, as calculated by Survey Monkey, the survey software. (243 respondents; 20 skipped)*

The top four recreational activities in which respondents participate are: walking (98% or 237/243); gardening (66% or 156/243); bicycling (65% or 160/243); and visiting playgrounds and parks (60% or 146/243).

**49. Are there sufficient facilities/spaces in Cherrydale for the type of recreation that you enjoy?** (245 respondents; 18 skipped)

A strong majority (78% or 192/245) believe that there are sufficient recreation facilities in Cherrydale.

**50. You indicated that you'd like to see MORE recreation facilities in Cherrydale. What recreation facilities do you most want added? Note: Respondents could choose up to 3, again creating a situation where the total responses were greater than respondents. Percentages are calculated using the total response column count (123) divided by the total responses given. (50 respondents; 213 skipped)**

The top three facilities receiving the most interest from respondents were playgrounds (29% or 36/123), fitness stations (20% or 25/123), and tennis courts (16% or 20/123). Other responses garnering over 10% of support were: tennis back board (13% or 16/123), and basketball courts (11% or 13/123).

**51. Would you be interested in a community garden or community cherry orchard being added to Cherrydale?** (241 respondents; 22 skipped)

A majority (57% or 137/241) favor a community garden or cherry orchard being added to Cherrydale.

**52. You've indicated you'd like to have a community garden or community cherry orchard here. Would you be willing to help maintain one?** (138 respondents answered; 125 skipped).

A majority (70% or 97/138) indicated they would be willing to help maintain a community garden or cherry orchard. **See Recommendations.**

**53. Please rate the following ideas, some of which came from the 2004 survey.**

*Note: Respondents were able to give a letter grade to each of these ideas. (237 respondents; 26 skipped. The results are placed in order of ranking.*

<b>Idea</b>	<b>Grade</b>	<b>A+ B</b>	<b>C+D</b>
* Let's have easier vehicle access to the Potomac for canoeing.		146 64%	33
* I would like a community garden plot here in Cherrydale.		116 52%	31
* I say let's have a Potomac Ferry Passage to interesting river destinations.		109 49%	58
* It would be nice to be able to swim in the Potomac in a safe.		97 43%	89

- The idea that received the most "A/Excellent" and "B/Good" ratings was *"Let's have easier vehicle access to the Potomac for canoeing."* 64% (146/228).
- Then 52% gave A/B grade for a community garden plot here in Cherrydale.
- A large minority, 49% (109/222) liked the idea of a Potomac Ferry passage.

- A not insignificant number, 43% (97/225), liked the idea of being able to swim in the Potomac. *We can dream...*

Here are the full numbers:

	Grade	A	B	C	D	F
* Potomac Ferry Passage to interesting river destinations.		59	50	55	28	30
* Vehicle access to the Potomac for canoeing.		85	61	49	19	14
* Swim in the Potomac in a safe.		63	34	39	43	46
* Community garden plot here in Cherrydale.		58	58	75	18	13

**54. Do you know of any unnecessary non-traffic signage that we could remove to improve the look of the neighborhood? List the signs & locations.** (227 respondents; 36 skipped)

91% (206/227) have no problem with existing non-traffic signage. Samples of non-traffic signs respondents identified, along with direct quotes are below.

- \* On Quincy between 20<sup>th</sup> St. and 20<sup>th</sup> Rd. there is a sign announcing water main work that was completed in 2011.
- \* World Auto (?) with the flags, where Morning Glory Farms used to be.
- \* Toyota dealership/used car lots, crappy signage on gas stations.
- \* There are several signs posted on expired road projects. Blue signs.
- \* Every time a new sign goes up, we get another pole. More visual blight and more physical barriers.
- \* Please do not remove Civitan Garage Sale signs
- \* Too many signs for the Civitans.

**55. Do you think that the County is maintaining its parks sufficiently?** (242 respondents; 21 skipped). A majority (71% or 171/242) think that the County is maintaining its parks sufficiently. *However, it is quite possible that many residents are unaware of the substantial volunteer efforts undertaken by CCA, including 4 Eagle Scout projects, to remove invasive vines, keep paths passable, remove poison ivy, and the like. All projects were in keeping with the Cherrydale Master Plan for Parks and Open Spaces.*

**56. You've indicated that you think the County could better maintain its parks. Which one(s) specifically? Choose all that apply.** *Note: Again, respondents could choose more than one response, so the percentages below add up to over 100%.* (69 respondents; 194 skipped) Of the 71 respondents who answered #55 in the negative, only 69 followed up here. In order, here are the parks the respondents think the County could better maintain:

- \* Oak Grove Park (65% or 45/69)
- \* Cherrydale Park (39% or 27/69)
- \* Cherry Valley Nature Area (36% or 25/69)
- \* 21<sup>st</sup> ST. & Stafford "Adopt-a-Lot" (9% or 6/69)
- \* New mini park across from the new fire station on 21<sup>st</sup> Rd. (3% or 2/69)

**57. Do you think that the County is maintaining its medians/sidewalks/tree aisles sufficiently?** (247 respondents; 16 skipped)

A majority (58% or 144/247) do not think the County is upholding its responsibilities in this area.

**58. You've indicated that the County could do a better job maintaining its medians/sidewalks/tree aisles. Where specifically? Choose all that apply. Note:**

Respondents were able to choose from seven options, and could select multiple locations as answers. (132 respondents; 131 skipped)

The locations receiving responses above 50% include:

- \* Lee Hwy sidewalk tree aisles (80% or 106/132)
- \* Lee Hwy median (Kenmore to Monroe) (61% or 81/132)
- \* Median at 5 Points intersection (58% or 77/132)
- \* Median by Safeway (56% or 74/132)

**59. Would you be willing to volunteer your time to maintain, add to, or remove landscaping in our neighborhood parks and medians/sidewalks/tree aisles? (240 respondents; 23 skipped)**

A majority (70% or 169/240) is NOT willing to volunteer their time for these activities, while 30% would and we are grateful to them. *Comment - this points to the burden on the few volunteers, vs. the taxes paid for the County to provide this sort of maintenance.*

**60. Do you think that the County is doing a good job of maintaining the trees they have planted on Lee Hwy, Quincy St, and elsewhere in Cherrydale? (228 respondents; 35 skipped)**

A majority (52% or 118/228) do NOT think the County is doing a good job of maintaining the trees they have planted on Lee Hwy, Quincy St., and elsewhere in Cherrydale.

**61. Do you want more trees in any of these locations? Check all that apply. Note: There were five (5) options, and respondents could choose as many as they wanted. (175 respondents; 88 skipped)**

The three locations with response rates above 50% as indicated by Survey Monkey were:

- \* Along Lee Hwy (in the "Downtown" Cherrydale area) (82% or 144/175)
- \* Along Lee Hwy in front of 7-11 (74% or 130/175)
- \* In median strips on Quincy (60% or 105/175)

**62. Is there a particularly old tree in your area that might qualify for the County's Notable Tree Program? (Give list of the trees mentioned by respondents) (222 respondents; 41 skipped).** A majority 94% (208/222) are not aware of any trees that qualify. However there were trees identified as possibly eligible for Notable Tree Program:

- 3930 Vacation Lane. An old Cherry tree.
- There are several in our yard 1713 N. Quebec St.
- 14<sup>th</sup> and N. Lincoln/Monroe
- \* There are several. Since I am the tree steward who measures notable trees for the County and ABC, I will nominate them when appropriate.
- \* 2100 block of N. Stafford
- \* Not Cherrydale, but north 16<sup>th</sup> St. on north side, about a block east of Glebe Rd.
- \* On my property – a magnolia over 100 years old! (3816 N. 17<sup>th</sup> St.)

\* South side of Cherry Valley Park, Quincy St. entrance, big oak in Wagner's yard. Also big tree in oak triage (sic) (grove?) park, south end of youth soccer field. The evergreen, Cryptomeria japonica, in the back of 2156 Military Rd. backing to the Cherrydale library. The owners get a lot of folks stopping by to inquire about the type of tree it is and comment on its beauty.

\* The three big trees that turn a gorgeous deep red every fall at the Horizons apartment building.

\* We have an American Elm tree in our yard at 4001 20<sup>th</sup> St. N. Most American Elm trees were destroyed by Dutch Elms disease. It is probably one of the few or only American Elm trees left in Cherrydale.

**63. Would you support a neighborhood tree canopy program in Cherrydale by planting at least one specimen-type tree in your yard?** (242 respondents; 21 skipped)

43% (104/242) of respondents indicated that they are interested in planting a specimen-type tree in their yard in the future. 24% (58/242) already have done so in the past and those trees are still alive.

**64. You indicated you'd be willing to support your neighborhood tree canopy program by planting a specimen-type tree on your property. Which of the following would you be willing to do? Check all that apply.** (153 respondents; 110 skipped)

A substantial majority (85% or 130/153) indicated they would plant a flowering tree if offered free to the neighborhood by the County.

**65. Do you think the County should require developers to make greater efforts to save mature trees when building new houses or expanding existing ones?** (246 respondents; 17 skipped)

83% (203/246) support requiring greater efforts; 17% (43/246) do not.

**66. Would you support a County program to help homeowners maintain, rather than remove, large mature trees?** (243 respondents; 20 skipped)

More than four in five respondents (83% or 204/243) support such a program; the remaining 17% (42/204) said no.

**67. Would you like to see the ponds along I-66 Multi-use trail/bike path (Hidden Pond and Duck Pond) stocked with fish for catch and release fishing?** (233 respondents; 30 skipped)

Respondents were almost evenly split, with 51% (118/233) saying no to stocking the ponds, and 49% (115/233) saying yes.

**68. Would you like to see Hidden Pond renamed?** (243 responded; 20 skipped)

45% (110/243) of respondents said no, 45% (110/243) said "don't know" and only 10% answered yes.

## **HISTORIC PRESERVATION**

**69. Should developers of new commercial projects in Cherrydale be required to make financial contributions to fund any of the following?** Check all you support. (202 R; 61 skipped)



- 70% (142/202) want developers required to contribute to walk/bike infrastructure;
- 51% (103/202) support contributions for parks in Cherrydale;
- 42% (84/202) want required contributions to create attractive visual entries (gateways) to Cherrydale;
- 33% (67/202) support required financial contributions for affordable housing in Cherrydale; and,
- 32% (65/202) and 30% (59/202) voiced support for requiring developers to make financial contributions to fund public transport and public schools generally.

**70. Do you favor preserving the Mason's building, which currently houses Cherrydale Hardware?** (240 respondents; 23 skipped)

90% (215/240) answered yes; 10% (25/240) answered no.

**71. Should historic buildings along the Cherrydale Commercial District (such as Cherrydale Hardware, the Philippine Grocery) be preserved in order to retain a link to our neighborhood's history and character?** (244 respondents; 19 skipped)

- 57% (139/244) answered yes;
- 35% (86/244) said in certain circumstances;
- 8% (19/244) answered no.

**72. If entire historic buildings cannot be preserved, should developers be required to preserve their facades and incorporate them into new buildings?** (243 respondents; 20 skipped)

- 46% (112/243) answered yes;
- 40% (98/243) said in certain circumstances;
- 14% (33/243) answered no.

**73. If historic buildings cannot be preserved, should developers be required to make financial contribution to a historic preservation fund that could be used in Cherrydale?** (241 respondents; 22 skipped)

- 46% (110/241) said yes;
- 29% (69/241) said in certain circumstances;
- 26% (62/241) said no.

**74. Are you aware that there is a possible Historic Preservation Tax Credit from Virginia for home renovations in Cherrydale because we are on the National Register of Historic Places?** (240 respondents; skipped 23)

62% (148/240) answered no; 38% (92/240) said yes.

**75. Would you be interested in learning more about the Historic Preservation Tax Credit for home renovations?** (237 respondents; 26 skipped)

59% (140/237) said no; 41% (97/237) said yes.

**76. Would you support the formation of an Arlington Tax Credit program for home owners to preserve their qualified older homes and restore/update them in a historically sensitive and approved manner? This would include energy tax credits for improving energy savings.** (236 respondents; 27 skipped)

70% (166/236) said yes; 30% (70/236) said no.

**77. Would you like there to be more cherry trees in the Cherrydale neighborhood?** (243 respondents; 20 skipped)

70% (171/243) said yes; 26% (63/243) were indifferent; 4% (9/243) said no.

## COMMUNITY SERVICES

**78. In the last year, which non-Cherrydale Arlington libraries did you visit and with what frequency?** (243 respondents; 20 skipped)

- Respondents noted which branch libraries they visited other than Cherrydale and the frequency for each one.
- 50% (122/243) of respondents use the Central Library at least 10 times per year (and many more frequently than that.)
- Westover & Shirlington branch libraries were the next most visited by Cherrydale.
- 69%-95% of respondents reported no visit to a non-Cherrydale branch library in the past year (range varies with branch.)
- 31% (76/243) of respondents access library services online at least 10 times per year (and many more frequently than that).

Answer Options	zero	1-3 times	4-6 times	7-9 times	10-13 times	14 or more times	Response Count
Central Library (Quincy St)	27	33	34	26	44	78	242
Aurora Hills Branch	168	5	1	1	1	1	177
Columbia Pike Branch	160	15	3	0	0	0	178
Glencarlyn Branch	169	8	0	2	0	0	179
Plaza Branch	168	2	3	0	1	0	174
Shirlington Branch	142	36	4	1	0	0	183
Westover Branch	127	43	12	2	1	1	186
Use on-line service at home	62	25	24	11	14	62	198

**79. Which services did you use at those non-Cherrydale libraries?** (211Resp; 52 skipped)

- 87% (183/211) to borrow a book/DVD/CD;
- 29% (62/211) to study/read;
- 16% (33/211) to attend lectures;
- 15% (32/211) to attend meetings;
- 14% (29/211) to use a computer;
- 10% (21/211) to participate in Children's Reading Group;
- 8% (17/211) for other purposes.

**80. In the last 12 months, have you visited the Cherrydale Branch Library?** (245 respondents; 18 skipped)

60% (146/245) answered yes, while 40% (99/245) said no.

Thus, a majority of respondents take advantage of the neighborhood library.

**81. In the last 12 months, how did you use the Cherrydale Branch Library?** (204 respondents; 59 skipped) Rank created by subtracting the zero response from the overall response rate per activity.

125 Check out books DVD, Magazines; 45 sit and read, 44 visit an art exhibit, 34 attend a kids group, 22 use computer , 11 attend a book club.

**82. What other services would you like to see and use at the Cherrydale Branch Library?** (113 respondents; 150 skipped)

54% (61/113) would like a comfortable reading area;  
54% (61/113) would like an outdoor garden reading area;  
37% (42/113) would like coffee service;  
37% (42/113) would like a coffee lounge; and 27% (30/113) would like a meeting room.

**83. Would you support creation of a Cherrydale/Maywood historic section at the Cherrydale Branch Library, where unlike in the Virginia reading room in the Central Library, neighbors can actually check out certain items like extra Cherrydale Neighborhood Conservation Plans, Cherrydale Lee Hwy Revitalization Plans and other documents citizens often need to review but do not want to keep at home?** (237 respondents; 26 skipped)

49% (116/237) were indifferent; 42% (99/237) said yes; and 9% (22/237) said no.  
There is a strong minority support, with little opposition, to make use of such a Cherrydale/Maywood historic section.

**84. What age specific services could you see yourself using at the Cherrydale Branch Library in the next 10 years?** (132 respondents; 131 skipped) Respondents could choose the best times, by age categories, and choose as many as they liked.

*Summarizing, there is strongest interest for preschool services on weekday afternoons. Seniors are interested in weekday morning and weekday afternoons. School age, high school age and adults are interested in services on weekend afternoons. It is of note that the best usage is spread out nicely and does not often overlap. This would lead to a vibrant, well utilized library by many different age groups.*

**85. Do you ever feel unsafe in Cherrydale during the following areas and times of day?** (155 respondents; 108 skipped)

Respondents were asked to identify various locations where they feel unsafe either during the day, in the evening, or at night. In the 2005 NC Plan survey, 96% of respondents felt safe. Today, there is significant concern especially during the evenings and nights. (70%) 108 /155 responses concerned the bike path east of W&L; 105 about Custis Trail under I-66; 96 concerned about I66 parking garage; 83 for Custis Trail east of Monroe St towards lee; 50 for Cherrydale Park; 50 for Oak Grove and 37 for Cherry Valley Nature Area.

**86. Are you aware of a homeless person(s) often living on the street (in parked cars) or in one of the parks near you?** (242 respondents; 21 skipped)

57% (139/242) said no; 43% (103/242) said yes. It is not clear from survey whether the 103 people who answered yes are all referring to the same person/people.

**87. If you answered yes to the previous question, does this negatively affect how safe you feel?** (156 respondents; 107 skipped)

39% (60/156) said no, 37% (58/156) said yes; and 24% (38/156) responded N/A.

There is no consensus on how a homeless person/people affects one's perception of safety. Again, it is possible that the 103 yes are referring to the same person/people. Still of note one third of respondents were concerned.

**88. Have you had an item stolen from your property by a stranger (as far as you know) here in Cherrydale?** (244 respondents; 19 skipped)

85% (197/244) have not had an item stolen from their property in the past year, while 15% (36/244) reported they had. Asked about the preceding five years, 76% (172/244) said they had not had an item stolen from their property, while 22% (53/244) said they had. Property theft is a small problem in Cherrydale.

**89. Have you had any property vandalized here in Cherrydale (including having things gone through, even if nothing was taken)?** (241 respondents; 22 skipped)

84% (188 /241) have not experienced property vandalism in the past year, 15% (37/241) answered yes they had. Asked about the preceding 5 years, 77% (172/241) said no and 21% (51/241) said yes. Vandalism is a small problem in Cherrydale.

**90. Do you live within 4 blocks of the I-66 Overpass Parking Garage?** (238 respondents; 25 skipped)

52% (123/238) said no, while 48% (115/238) said yes.

**91. Are you aware of and impacted by the following events/services held at the I-66 Overpass Parking Garage?** (228 respondents; 35 skipped)

The majority of respondents answered they are aware but not impacted by the Civitan flea market, remote parking for the County Fair, commuter parking and teacher/student parking. The majority of respondents are unaware of the roller blade classes. There is minimal negative impact by the events at the garage by residents unless they live within a block of the garage.

**92. What services would you like added to the garage?** (165 respondents; 98 skipped)

93% (153/165) said farmers market;  
25% (41/165) said craft vendors;  
13% (21/165) said bike training;  
8% (13/165) said walk to school safety training; 6% (10/165) had other suggestions.  
**There is strong support for a farmers market in Cherrydale.**

**93. At this point we have only 2 regularly held Cherrydale events, the Cherrydale Parade and the Annual Cherrydale Yard Sale. What other events, if held, do you think you would be likely to attend?** (194 respondents; 69 skipped)

50% (97/194) said they are most likely to attend a July 4<sup>th</sup> picnic 97;  
49% (94/194) said they would most likely attend a House and Garden Tour.

**94. We'd like to see more people attend the annual parade. If you have not attended it recently, what is the reason?** (223 respondents; 40 skipped)



33% (77/223) said they do attend. Of those who do not:  
31% (70/223) said they miss it because it is held on a busy Saturday morning;  
18% (40/223) said they don't come because they're not interested;  
15% (33/223) said they usually forget, otherwise they'd attend; and  
12% (26/223) gave other reasons including too early a start time, conflicts with sports schedule, being out of town, or the like.

**95. What are the best opportunities, time-wise, for your household to attend a CCA event?** (190 respondents; 73 skipped)

The best time for respondents is weekday evenings 7:30pm-9:00pm and Sundays from 2pm-4pm or 4pm-6pm.

### **HOUSING AND RESIDENTIAL ZONING**

**96. Apart from the commercial corridor along Lee Highway, do you believe that Cherrydale should remain primarily a neighborhood of single-family residences?** (237 respondents, 26 skipped).

An overwhelming 95% (225/237) of respondents think Cherrydale should remain primarily single-family residences.

**97. Apart from the commercial corridor along Lee Highway, should any parts of Cherrydale be REZONED to allow townhouses to replace single-family homes?** (236 respondents, 27 skipped).

84% (199/236) of respondents do not think any part of Cherrydale should be rezoned to allow townhouses to replace single-family houses.

**98. Do you think that single-family homes that border the commercial corridor along Lee Highway should be allowed to be REZONED commercial?** (236 respondents, 26 skipped).  
67% (158/236) of respondents do not think that homes that border the commercial corridor on Lee Hwy should be rezoned commercial.

**99. Do you think that single-family homes that border the commercial corridor along Lee Highway should be allowed to be rezoned to allow greater residential density (townhouses, apartments, duplexes) replacing single family homes?** (232 respondents, 32 skipped).

68% (155/231) of respondents do not think that homes that border the commercial corridor should be rezoned to allow greater density.

**100. Do you think that new houses built in Cherrydale are tending to be too tall and have too large a footprint on the lot?** (231 respondents, 32 skipped).

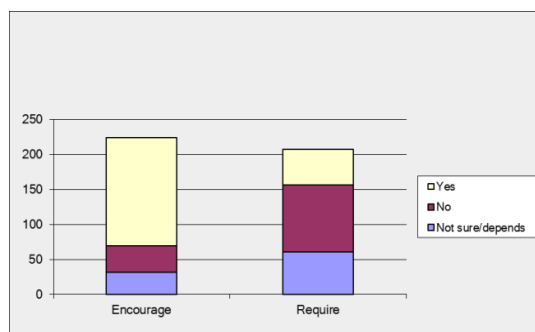
67 % of respondents think new houses are either too large or too tall, or both. 51% (82) think new houses are too large and too tall. 35% disagree and think they are neither too large nor too tall. 14% think they are too large. 1% think they are too tall.

**101. Do you support changes to County zoning ordinances to further limit either the height or footprint of single-family homes?** (236 respondents, 27 skipped).

43%(101/236) of respondents think the County should change zoning ordinances. 34% think that changes to zoning to limit house size may be appropriate under certain circumstances. 18% think there should be no zoning changes, and 5%aren't sure.

**102. Do you believe that new houses should be encouraged or required to adopt architectural styles, features (such as front porches), and proportions that fit in with surrounding neighborhood structures?**

Most respondents believe it should be encouraged, but not required to adopt architectural styles, features and proportions that fit in with surrounding structures. 60% (155/224) think new houses should be encouraged to adopt them while 46% (95/207) do not think they should be required.



Encouraged: 224 respondents. 69% of respondents think new houses should be encouraged to adopt certain architectural styles, features and proportions to fit in with surrounding structures.

Required: 207 respondents. 46% of respondents do not think these styles, features, and proportions should be required, 29% were unsure, 25% were for requirement.

**103. Do you know of a group home (more than four unrelated adults) near you, and, if so, it is a problem?** (234 respondents, 29 skipped). **There were 45 citations.**

46%(108/234) of respondents do know of a group home near them. 35% (did but say it's not a problem. 19% identified a problematic group home. Of those who identified a problematic home, respondents complained primarily of too many cars parked in front. There were additional complaints that group homes frequently host parties, cause noise, have unfriendly tenants, don't shovel sidewalks, aren't subject to code enforcement, and have unkempt yards. Several respondents singled-out the group home on Military near Cherrydale Library as having all of the above problems.

**104. Are you aware of any structures, vacant lots, abandoned or inoperable vehicles, or other rubbish in Cherrydale that you consider eyesores or hazards?** (229 respondents, 34 skipped). There were 50 complaints listed. **50 citations.**

78% of respondents were not aware of any problems (179/229). 22% had concerns (50/229).

Of the respondents that had concerns, they identified: County property along Lee Hwy, the eastbound side of Old Dominion, the woods bordering H-B Woodlawn, 15<sup>th</sup> St. along Oak Grove Park, litter in Cherry Valley Park and Cherrydale Park, and the entrance to Cherry Valley Park

on Nelson St. Respondents also identified problems on private properties including abandoned construction projects at 4015 20<sup>th</sup> Rd. N. and 2120 N. Quebec Sts., construction materials at the large house on Pollard & 17 St., the abandoned house on Randolph and 18<sup>th</sup> St., an illegal plywood garage on Taylor & 15<sup>th</sup> St., the abandoned Koon building on Lee Hwy & Lincoln St., the abandoned store on Quebec St. near Old Lee Hwy, the north side of Old Lee Hwy across from La Union, an abandoned house at 1522 N. Taylor, the abandoned tall building on Old Lee Hwy near Tazwell, unregistered vans on 1909 N. Oakland St. that are driven at night, cars and trucks parked long term on 15<sup>th</sup> between Quincy and Randolph, and hoarding at the log cabin on Monroe St. Respondent identified three new houses on Nelson & 19<sup>th</sup> St., Cherrydale Auto Parts, and vans parked at St. Agnes.

**105. Is there a problem with noise on your street? Check all that apply. Use the comment box to elaborate.** (225 respondents, 38 skipped). **There were 68 complaints about noise.** 51% (115/225) do not have a problem with noise. Of those who do, 26% (58/225) complained of traffic noise, 12% complained about barking dogs, 10% complained about sirens, 10% complained about airplanes noise, 8% complained about noise from other residents. Of those complaining about noise, respondents specifically identified Honda as using car alarms to find cars, the trash containers at Cherrydale Rehab, church services on Quebec & 21<sup>st</sup> St., parrots at 1909 N. Oakland St. put out during the day, and rush hour traffic on their streets.

**106. Is there an occupied accessory dwelling ON YOUR BLOCK? (Accessory buildings include additional dwellings built on residential lots that might house in-laws or caregivers, for example, but are often rented out.) (Background: On July 19, 2008, the Arlington County Board approved amendments to the Zoning Ordinance that will allow accessory dwellings in single-family homes and non-relatives to live in family/caregiver suites in single-family homes... The Board also enacted strict requirements for accessory dwellings.)** (232 respondents, 31 skipped).

The majority were not aware of an occupied accessory dwelling on their block (53%, 123/232). 34% (79/232) were unsure if there was an unoccupied dwelling, 10% (24/232) said there was but that it was not a problem and 3% (6/232) said there were occupied accessory dwellings that were inconvenient.

**107. Are you aware of other zoning violations in Cherrydale (e.g., excessive height of fence or retaining wall, setback violations, ILLEGAL accessory dwelling etc.)?** (230 respondents, 33 skipped). There were 23 complaints.

87% (199/230) of respondents were not aware of zoning violations. 9% were unsure if there was a zoning violation. 5% were aware of zoning violations. Respondents complaining of zoning violations specifically identified a house on 3400 block of 17<sup>th</sup> St. N that has been split into five apartments, a staircase at 1701 N. Nelson touching a neighbor's fence, fences on County property at Stafford and 17<sup>th</sup> Sts., and a garage at 2028 N. Taylor St.

## **SIDEWALKS, CURBS, GUTTERS AND STREETLIGHTS**

### **108. Do you believe that there should be a sidewalk in the public right of way on at least one side of every street in Cherrydale, as recommended in the County's Master Plan?**

236 respondents, 27 skipped.

The majority, 54% (127/236) said there should be a sidewalk on at least one side of every street. 29% (68/236) clarified that there should be a sidewalk on at least one side of every street, but not on dead-end streets. Only 17% (41/236) said we don't need any more sidewalks in Cherrydale.

### **109. Are you aware of any problems with sidewalks, curbs, or gutters, or paths in Cherrydale? Choose all that apply.** 216 respondents, 47 skipped. **69 sites noted.**

- 95 respondents were not aware of problems with sidewalks, curbs, or gutters.
- 80 respondents complained of utility poles or utility boots that impeded sidewalks that they walk.
- 50 respondents said there was no sidewalk, curb, or gutter on streets that they walk on.
- 25 respondents said that sidewalks were just too narrow.

Respondents specifically identified a lack of sidewalks on N. Quebec St. and Lincoln St.; incomplete sidewalks on 19<sup>th</sup> St. b/t Monroe & Nelson Sts. and on Vacation Ln., 15<sup>th</sup> St. b/t Quincy & Stafford Sts.; 17<sup>th</sup> St. b/t Monroe & Nelson Sts.; narrow sidewalks on Stafford St. and in front of the old fire station, and on Lee Hwy in front of National Pawnbrokers; problems with utility poles on Monroe St., Nelson St., and Vacation Ln.; and uneven slabs on N. Nelson St. b/t 17<sup>th</sup> and 18<sup>th</sup> Sts. Respondents also identified standing water due to a lack of gutter at 3405 N. 18<sup>th</sup> St. and complained of lacks of gutters on Kenmore St. south of 20<sup>th</sup> St. One respondent complained about the new sidewalk on 18<sup>th</sup> St. b/t Nelson & Quincy Sts., saying it impeded traffic.

### **110. Are you aware of problems in Cherrydale with severely cracked or damaged sidewalks or bike paths, vegetation, utility poles, transformer boxes, or other obstacles that obstruct pedestrians or limit visibility for cars and bikers? (Choose all that apply)**

210 respondents, 53 skipped. **72 complaints/sites!**

- 47% (98/210) were not aware of problems with damaged sidewalks, bike paths, etc.
- 34% 72 respondents reported problems with damaged sidewalks.
- 29% 60 respondents identified problems with utilities that obstruct sidewalks.
- 21% 45 respondents reported problems with vegetation on sidewalks.

Respondents specifically identified problems with utility poles impeding the sidewalk on N Monroe St., on Lee Hwy. near Liberty Gas, on Pollard near Lee Hwy., and Vacation Lane near Military; with trees growing under the sidewalk in the 2000 block of N. Stafford St.; with missing bricks in the brick crosswalks on Lee Hwy.; with damage along the north side of Lee Hwy. near 7-11, on N Oakland St near Lee Hwy. Respondents reported trash along both sides of Old Dominion. Respondents reported excess vegetation on the northeast corner of Monroe & 17<sup>th</sup> St., on 18<sup>th</sup> St. next of 3405 N. 18<sup>th</sup> St., and along N. Quincy St. Respondents also reported visibility problems with the Custis Trail near 20<sup>th</sup> St. and asked for a mirror, and noted the garbage can on the Custis Trail near 20<sup>th</sup> St. needs to be repaired.



**111. Are you aware of lighting problems in Cherrydale on the streets on multi-use bike trail/Custis trail? ( 215 respondents, 48 skipped). Noted 43 specific complaints.**

- 66% (142/215), were not aware of problems.
- 29% 56 respondents reported that it is too dark because there are not enough streetlights or the lights are burned out.
- 8% 17 respondents stated that new LED streetlights were too bright.

Respondents specifically reported problems with lack of lighting along the Custis Trail, the 2200 block of N. Taylor St., Lincoln St., 15<sup>th</sup> and Utah, and Nelson & 19<sup>th</sup> St. Respondents reported a streetlight that goes on and off on Pollard St. near Vacation Lane. Respondents reported a damaged streetlight on N. Monroe St. that is tangled in a tree, and streetlights out on Vacation b/t Lorcam Ln. & Pollard St. Quincy near 18<sup>th</sup> St., and 18<sup>th</sup> St. & N. Oakland St. Respondents reported

## **TRANSPORTATION- PARKING AND TRAFFIC**

**Questions 112-114: Do you live in North, South or East Cherrydale?**

- 60 respondents said they live in N Cherrydale, (See Map).
- 95 reported living in West Cherrydale and 68 in East Cherrydale. According to our own newsletter distribution map, we note 224 residences in N Cherrydale, 754 in West and 380 in East.

<b>Area</b>	<b># respondents</b>	<b># households according to our maps</b>
North	60	224
East	68	380
West	95	754

### **Parking**

**No 115. Do you or your visitors have a problem parking on your street near your home and at what times?** (Choose all that apply) 186 people skipped this question, 77 answered. For the time period of work/school day, 24 neighbors reported a problem parking more often than just “rarely” (ie. sometimes, often or always), 24 reported never a problem and 20 said it was rare. That ratio of response continued for the weekday evenings, with 28 reporting difficulty parking more often than rarely, 22 rarely and 22 never. For weekends, 23 reported a problem more often than rarely, 23 said rarely, and 16 said never.

It did appear that the most likely time to have a problem parking was the weekends followed by evenings. This indicates fewer commuter- related parking problems than one would anticipate given listserve comments. Parking is apparently a problem for a minority of neighbor respondents, about 10% (average 24 out of 257). Proximity to group home, and retail was a good predictor of complaints.

**No 116 What Street do you live on?** Only 64 answered what block they lived on.

Of those who did record a street, 8 were from Nelson and 8 from Oakland, 7 each were from Monroe and 18<sup>th</sup> St each, 6 were from Lincoln and Quincy each, 5 from 20<sup>th</sup>, 3 from 17<sup>th</sup>, 2 each

from Pollard and Randolph, and 1 each from Stafford and Taylor. *Comparing these responses with those reporting a problem parking it appears those responding tended to be near retail or the high school.*

**No. 117 – Would you want zoned parking on your block?** Mostly No.

68% (51/75 with 188 skipping) do not want zoned parking, 13% (10/75) were not sure, 12% (9/75) wanted it, and another 7% (5) said they had it and it did not help.

**Traffic**

**No 118. Is there a problem with traffic volume or speed on your street....** *Note instructions stated “leave blank if there is no real problem at any time.” 97 skipped this question vs the 75 who skipped the previous question and 77 who skipped the following. So this was an unfortunately worded question. One cannot guess what percent who skipped this question skipped it as an actual vote.*

- Most respondents reported a problem with traffic volume or speed on their street during work/school rush hours ie. 84% (144 out of 166, with 97 skipping the question).
- 61% (102/166) reported a problem during weekday evenings.
- 55% (92) reported it during weekends,
- 48% (80) reported it all day.
- “Failure to comply with the law” was reported 33/166 during work/school rush hour, 24 for “all day”, 19 for during evenings, 18 during weekends and 4 just during special events.

**No 119. To address traffic problems, which of these measures, if any, would you support using on your street or generally on the residential streets of Cherrydale?**

186 respondents reviewed 19 options. In order of most frequently chosen:

- Speed Humps tied with Pedestrian crossing signs, (68 each),
- No traffic calming tools (59),
- Painted midblock pedestrian crossings (58),
- \$200 Speed Warning Sign (54),
- Raised crosswalks at intersections (56).

Fortunately several of these options can be installed by a simple county administrative process (Speed warning sign, and pedestrian crossing.)

**No 120. When asked “Which if any streets do you think need traffic calming in Cherrydale, and rank them in priority” (eliminating arterial streets Lee Hwy, Old Dominion, Military and Quincy),** respondents chose Stafford St most frequently (40 ranked it no 1, 64 ranked it in the top 4 priority-wise.). The street next closest in ranking was Randolph St (14 chose it number 1) and 38 chose it for top 4). Followed by Quebec (16 for top 4), and Nelson (15).

**No 121. Rank the 5 least safe streets in Cherrydale. “These would be the streets we ask County to focus on for traffic safety improvement in the next 10 years.”**

The 5-points intersection was listed number 1 by 143 of 191 respondents. It was in the top 5 ranking 162 times. After that, **Lee Hwy between I-66 and 5 Points** (89 people put it in the top

5) followed by N **Quincy** (80), **Old Lee Hwy** from 5 Points heading west to Lee Heights, and N **Stafford St** (52 ranked it in top 5).

**No. 122. We asked about our arterial streets: Lee Hwy, Old Dominion, Military and Quincy** (*only the last is controlled by County, the others by VDOT*). Again Lee Hwy had the most complaints (74/150 respondents) followed by Quincy St. The complaint was most often too much volume followed by speed, too few crosswalks, traffic light too short (Old Lee Hwy) and too few crosswalks with traffic lights and inadequate enforcement of the laws (38/150).

#### **Buses**

**No 123. Most people (223) answered the question “Would you support a bus rapid transit along Lee hwy (a bus system with dedicated lanes and limited stops to ensure faster more reliable service)”.** 35% (79/223) said no, BUT, 26% (57/223) said YES and 39% (87/223) were not sure. *Unfortunately, it is difficult to translate from “support” to actual use.*

#### **Street car**

**No 124. 68% (154/225) would not support a street car along Lee Hwy .** 18% (40/225) were not sure and 14% (31/225) would support one.

#### **Speed Limits**

**No. 125** The majority (61% or 129/212) think the speed limit on Lee Hwy between I66 and Koons Toyota should remain at 35MPH. A few (23%) suggest 30 MPH

#### **Improvements on Quincy**

**No 126. How would you rate the recent installation of bump-outs and other pedestrian-friendly infrastructure on Quincy?**

The County’s attempts at improving N Quincy by using bump-outs and other pedestrian friendly infrastructure had a lukewarm rating: 32% (70/217) didn’t know, 26% rated it better, 19% rated it no difference and 14% mixed impact, with 9% rating it worse after County intervention.

#### **Road Conditions**

**Questions 127- How satisfied are you with the road conditions (repair and maintenance) on residential streets?**

40% of respondents were satisfied with road conditions (repair and maintenance) on residential streets (88/223). But 32% (71/223) were neither satisfied nor dissatisfied, and 25% (56/223) were dissatisfied.

**N 128 Are there enough directional “wayfinding” signs to find your way in Cherrydale?** Most thought there were enough directional “wayfinding” signs (62% 136/218).

**No. 129 Are there enough signs to find the multi-use bike trail/Custis Trail along I66 in Cherrydale?** A similar majority (63%) thought there were enough signs to find the multi-use bike trail. 23% (49/218) not sure, and only 14% (31/218) said no.

**No 130 Are there places in Cherrydale where vegetation limits drivers ability to see?** Most of us 77% (151/197) did not know of places where vegetation limits driver’s ability to see. But for those who did, most noted the problem was on private property (11%), 7% *noted it on*

both commercial and private property, 3% commercial, and 2.5% unsure who owns the problem property. Yet we have 30 sightings to follow up on from this question. We will copy Code Enforcement.

### **Rating County on Safety**

#### **No 131. Has the County made pedestrian safety better at the following sites, as Cherrydale recommended in the 2004 survey? 117 responses**

Out of 192 responses, only 24 thought the county had made 5-Points better, 25 said worse, 40 said no change, 49 said mixed results and 54 didn't know. County got a better approval for Quincy St – 63 didn't know, 53 said better, 29 said mixed, 21 no change, and 11 said worse. For Military, 98 didn't know, 25 said no change, 21 said mixed, 15 said better and 11 said worse (out of 177 responses). Finally for Stafford St, 101 didn't know, 27 said no change, 19 said mixed, 15 said better and 5 said worse (out of 167 response).

<b>Site</b>	<b>better</b>	<b>no change</b>	<b>mixed</b>	<b>worse</b>	<b>don't know.</b>
5-Points	24	40	<b>49</b>	25	54
Quincy	<b>53</b>	21	29	11	63
Military	15	<b>25</b>	21	11	98
Stafford	15	<b>27</b>	19	5	101

*Comment -With the County spending millions of dollars to improve pedestrian safety, it is a concern that perception of improvement is so low, 30% said Quincy improved, only 12% thought 5-Point improved and only 9% thought Military and Stafford improved. More people thought 5-Points was actually worse than thought County improved it. The number one answer by far for all 4 roadways was "Don't Know". "Mixed Results" came in 2nd for 5-Points and 3rd for Quincy, Military and Stafford.*

*It would be useful to have accident counts for these streets.....*

### **Traffic Calming Projects**

#### **No. 132 On N Utah St did the traffic circles reduce speed and improve safety?**

71% (71/100) thought the circles reduced speed, but only 42% (42/100) thought they improved safety, and 31% thought they reduced safety. Only 7 of the 100 respondents said they live on Utah St.

#### **No 133. Vacation Lane reshaping of road and connection:**

62% (39/63) thought the work had reduced speed, 54% (34/63) thought it improved safety, and 18% (11/63) thought it reduced safety. 10% (12) live on Vacation lane.

#### **No 134. Monroe St Speed Humps:**

79% (82/181) said they reduced speed, 48% (39/82) thought they improved safety, and 12% (10/82) thought they reduced safety. 15% (12) who responded live on N Monroe.

<b>Projec</b>	<b>reduced speed</b>	<b>improved safety,</b>	<b>reduced safety</b>
Traffic Island	71%	42%	31%
Reshape	62	54	18
Speed Hump	79	48	12



## TRANSPORTATION- HOW WE TRAVEL

**135. How often do members of your household use the following forms of transportation to go to work or university? (choose all that apply)** 215 responded, 48 skipped

Answer Options	Daily	At least once a week	A few times per week	A few times per month	Rarely	Never	Response Count
Walking	47	11	16	7	18	47	146
Cycling	10	10	7	14	26	67	134
Drive alone	131	8	13	10	6	11	179
Car or van pool	15	5	3	5	10	78	116
Metro	27	6	9	36	38	37	153
Bus (ART, Metro, Other)	18	8	7	17	30	64	144
Work from home	40	23	14	20	21	27	145
N/A	15	0	0	0	1	20	36

When asked how members of the household commute, respondents indicated that many households have at least one member that has a daily commute routine. 73% (131/179) indicated that at least one member of their household drives alone as part of their commute on a daily basis. Interestingly, second to driving alone, the next most common DAILY form of transportation is walking

**136. If you commute to work (or university) by other than Metro Rail, what discourages you from using the Metro Rail? (choose all that apply)** 150 responded, 113 skipped  
Many respondents did not indicate what discourages them from commuting via Metro Rail, but of those that did 59% (88/150) indicated it takes longer to get to the destination by Metro Rail than driving. Cost and crowding were issues for about 20% of us. If we could re-ask this question we might ask for the main reason metro is not used, period, forcing a choice between crowding, cost, and convenience.

Answer Options	Response Percent	Response Count
Crowding - sometimes can't get on	20.7%	31
Crowding - can't get a seat	10.0%	15
Cost of travel, it's more expensive all things considered	18.7%	28
It's not convenient to my destination.	41.3%	62
It takes longer to get to my destination than driving	58.7%	88
It's not convenient to my home (then you have the whole walk, bike, drive to metro parking question.....)	39.3%	59
<i>answered question</i>		<b>150</b>
<i>skipped question</i>		<b>113</b>

**137. How often do members of your household use the following forms of transportation for trips other than commuting?** 216 responded, 47 skipped

Answer Options	Daily	At least once a week	A few times per month	Rarely	Never	Response Count
Walk	104	55	30	6	5	200
Bike	8	35	48	36	45	172
Drive alone	142	50	8	4	1	205
Car or van pool	12	12	12	20	87	143
Metro	9	12	82	60	17	180
Bus (Art, Metro or other)	1	7	27	47	80	162
Taxi	1	6	49	94	25	175

The majority of respondents 66% (142/216) indicated they drive alone daily. But many others walk daily as part of their commute 48% (104/216). 38% metro at least once a month, 16% bike at least once a week.

**138. Why do you not use Metro Rail more often for trips that aren't commuting? (choose all that apply)** 189 responded, 74 skipped

54% (102/189) said that it takes longer to use Metro Rail than it takes to drive. 51% (96/189) said that Metro Rail is not convenient to their destination.

**139. Why do you not use the bus more often for trips that aren't commuting? (choose all that apply)** 175 responded, 88 skipped

As with use of Metro Rail, the majority say it takes longer to get to their destination using the bus than driving (65%, 114/175) and or that the bus is not convenient to their destination (53%, 93/175).

**140. There are 2 "Taxi Only" stands on the service lane across from 7/11. Should these 2 parking spaces remain reserved for Taxis or opened to the public?** 221 responded, 42 skipped

There was no strong consensus on this issue. While more people thought it should be reserved for taxis (40%, 87/221) than people who thought it should be open to the public (24%, 53/221), 37% (81/221) were unsure.

**141. Do you support efforts to widen I-66 inside the Beltway?** 223 responded, 40 skipped  
54% (120/223) do not support efforts to widen I-66. 29% (65/223) support it and 17% (38/223) were unsure.

**142. Would you support construction of a new, North Arlington Metrorail line, which would go down the middle of I-66? (Note that this is not an active plan.)** 222 responded, 41 skipped

There is no consensus on this issue. 37% are unsure (81/222). 27% said no, 18% said maybe and 18% said yes.

**143. Would you support construction of a new, North Arlington Metrorail line, which would go under Lee Hwy? (Note that this is not an active plan.)** 223 responded, 40 skipped

There is no consensus on this issue. Similar numbers of respondents indicated they are Not Sure (31%, 68/223), No (27%, 61/223), Yes (22%, 49/223) and Maybe (20%, 45/223).

**144. If a subway line was built, would you support construction of Metro stops in Cherrydale?** 221 responded, 42 skipped

59% (130/221) of respondents would support construction of Metro stops in Cherrydale. 20% (46/221) were unsure, and 20% (45/221) said no.

**145. If a new line was constructed, what do you think should happen to the areas immediately surrounding the new stations here in Cherrydale?** 205 responded, 58 skipped

57% (117/205) of respondents indicated that, if a Metro Rail line were constructed, Cherrydale should be protected as primarily a single-family neighborhood.

**146. Are you aware of a safety problem with the location of a school bus stop? 222**

responded, 41 skipped

77% (171/222) are not aware of a safety problem with a school bus stop.

**147. You've indicated there is a safety problem with the location of a school bus stop. Please indicate what the problem is with this location (choose all that apply) and tell us where the school bus stop is located. 19 responded, 244 skipped. 14 citations.**

Of the few who responded, 11 said too much vehicular traffic, 9 said unsafe intersection and 8 said lack of sidewalk. See survey for list.

**148. Are you aware of pedestrian safety issues, including routes which children take to get to/from bus stops or schools? 22 responded, 241 skipped. 8 citations.**

Most people did not choose to answer this, but of the 22 who did, 55% (12/22) are aware of pedestrian safety issues and 45% (10/22) are not aware.

**149. Do you think that, in general, County public school policy should place priority on students being able to walk to school rather than bus and therefore schools should be assigned by nearness and walkability rather than other divisions? 224 responded, 39 skipped**

A strong majority (70%, 156/224) feel County should place priority on students walking to school.

**150. To address the recent problem of who gets school buses, would you support a special pass for school children to use the public buses (for free) to get to school? 221 responded, 42 skipped.**

A majority (55%, 121/224) are in favor of special passes for school children to use public buses. 28% responded Maybe and only 18% responded No.

**151. How often do your school age children go to school using the following forms of transportation to get to school? (skip if you don't have any school age children) 89 responded, 174 skipped**

46% use the bus daily (41/89); 31% are driven by parents daily (28/89); 22% walk or walk with a parent (20/89) daily. 51% are driven at least a few times a month.

**152. Would you use the bus more often if (choose all that apply). 180 responded, 83 skipped (not a school bus)**

Many respondents skipped this question. Of those that answered it, 58% (105/180) indicated they would NEVER take the bus more often. Of the 42%(75/180) who would consider using the bus more often, the top motivator would be if there was more frequent bus service on weekends (21%, 37/180) and if there was more frequent bus service on weekdays (19%, 35/180). *If every neighborhood had 75 people more likely to use the bus, this could justify more buses and routes.*

**153. Do you ever take your bike on the bus or Metro?** 209 responded, 54 skipped.  
86% have never taken a bike on the bus or Metro.

**154. The following are Metro bus stops located in Cherrydale. Check each bus stop that you or someone in your household (or someone who works in your home) uses.** 168 responded, 95 skipped  
54% don't ride the bus. The most frequently used bus stops reported are: Heading east to DC – Lee Hwy by Honda (28); Heading west from DC by Safeway (19); Heading east Old Lee Hwy by Stafford (17); Cherrydale Rehab/Nursing Home(16); see survey

**155. For each of these bus stops, which improvement would be your TOP PRIORITY? (choose one for each stop where you have an opinion; if no opinion, leave blank).** 54 answered, 209 skipped.  
Very few answered this question. Of those who did, there was not a significant enough number in any category for any bus stop. But request for covered bus stop came in number 1 (37) followed by more frequent buses (31).

**156. Do you think members of your household or guests will use the Capital Bike Share program now that it is arriving soon at the Safeway Parking lot area?** 219 responded, 44 skipped  
42% (91/219) said they would not use the Capital Bike Share program. 32% (69/219) were not sure and only 27% (59/219) said they would use it. *Note- the CCA supported this program to bring more cyclists to our retail/restaurant “downtown” area.* Most of us have our own bikes.

**157. Do members of your household prefer to bike on the multi-use bike trail/Custis Trail by I-66 in Cherrydale, bike lanes, or streets (regardless of bike lanes)? Choose all that apply.** 205 responded, 58 skipped  
67% (138/205) prefer to bike on the trail. 37% and 33% use bike lanes and streets, respectively. Interestingly, only 21% (43/205) said there are no cyclists in the household, indicating a large number of households who DO have cyclists.

**158. Is the multi-use bike trail/Custis Trail by I-66 in Cherrydale well-maintained?** 208 responded, 55 skipped  
69% (144/208) think the trail is well maintained.

**159. Do you feel safe on the multi-use bike trail/Custis Trail by I-66 in Cherrydale?** 201 responded, 62 skipped  
55% (111/201) indicated that they feel safe on the Custis Trail; 23% do not, and 21% are unsure.

**160. If you use the Custis trail, where do you take the trail to? (check all that apply)** 163 responded, 100 skipped.



The most popular destination among respondents was “Ballston, W&OD and points west” with 60% (98/163). The next most popular was to Lyon Village, with 41% (67/163), followed by Mount Vernon Trail Roslyn and W&OD.

**161. Do you feel safe riding your bicycle on Cherrydale Streets?** 204 responded, 59 skipped

41% (83/204) only feel safe on low volume roads. 24% all the streets most of the time,

**162. When you are driving, do you find it easy or difficult to share the road with cyclists here in Cherrydale?** 513 responded, 50 skipped

51% (108/213) find it easy to share the road, while 32% (68/213) find it difficult and 17% (37/213) are not sure.

**163. When you are cycling do you find it easy, or difficult to share the road with vehicles here in Cherrydale?** 159 responded, 104 skipped

There was an equal mix among the cyclists. 39% (62/159) find it easy, 34% (54/159) find it difficult and 27% (43/159) are not sure.

**164. Do you think the new bike lanes added to N Quincy and Military road have...** (choose one) 206 responded, 57 skipped.

50% (102/206) of people think the bike lanes have enhanced traffic safety, although half of those think the bike lanes enhanced traffic safety EXCEPT at the 5 Points Intersection. Many respondents (35%, 71/206) didn't know.

**165. Regarding bike lanes in Cherrydale, do you want more, fewer or about the same bike lanes?** 208 responded, 55 skipped

38% (78/208) want more bike lanes. However, this is not an issue with a lot of support, as 27% (57/208) want the same and 25% (52/208) have no opinion.

**166. Do members of your household prefer walking on Cherrydale sidewalks or the multi-use bike trail/Custis Trail by I-66, and why? (choose all that apply)** 202 responded, 61 skipped.

Respondents chose sidewalks over the trail. The main reason (134/198) is based on convenience. In comments, respondents noted both the beauty of the trail and the unpleasantness of the proximity to I-66.

**167. Do you walk to Cherrydale Retail?** 224 responded, 39 skipped

49% (110/224) walk sometimes and 34% (77/224) walk often. Nearly all of the responses indicate that people walk. Only 3% (6/224) said never.

**168. If you avoid walking to Cherrydale Retail, is it because of the condition of Lee Hwy and/or its sidewalks?** 192 responded, 71 skipped. 54% (104/192) do not avoid walking. 13% (24) do avoid walking Lee hwy bc of conditions, 33% (64) avoid it for other reasons.

**169. Do you walk to Lyon Shopping Center?** 220 responded, 43 skipped

The responses were split. 51% (112/220) said Yes. 49% (108/220) said No.

**170. Do you believe existing alleyways in Cherrydale should be kept open for public access?** 217 responded, 46 skipped

57% (123/217) said Yes, while 35% (76/217) don't know and only 8% (18/217) said No. Most think they should be kept open.

### **LEE HIGHWAY/CHERRYDALE COMMERCIAL DISTRICT**

**171. Which of the following types of businesses would you support ENCOURAGING in the Cherrydale Commercial District? (choose all that apply)** 222 respondents answered this question, 41 skipped.

The 222 people who responded were able to choose multiple answers to this question.

"Farmer's Market" was the option receiving the most votes (85.1% or 189 votes), followed by "outdoor cafes" (77.9% or 173 votes), "neighborhood pub" (64.0% or 142 votes) and "Bookstore" (57.7% or 128 votes). The options receiving the lowest number of votes (other than Auto Repair and Dealership) were "Retirement Services" and "Day Care – Special Needs or Senior" with 14.0 and 14.4% (31 and 32 votes) respectively. Auto Repair and Dealership received 6.8% or 15 votes.

**172. What 3 things would you like the Cherrydale Commercial District to be KNOWN for? (choose 3 only, in no particular order)** 212 respondents answered this question, 51 skipped.

*Because the options were not weighted* (the question said order of choice didn't matter), the responses were combined such that if a selection was chosen as option 1, 2, or 3, all those numbers were added together for a total and that is the number that designated the percentage and number of votes. Because the option to choose more than one response was given, the percentages will total more than 100% as they demonstrate for each option the number of respondents who (combined) chose that option. Given that, the top three things residents would like the Cherrydale Commercial District to be known for are restaurants 84% (179/212); independent retailers 60% (129/212) and outdoor markets 51% (108/212)

**173. Do you want the Cherrydale neighborhood to be: (choose all that apply)** 219 respondents answered this question, 44 skipped.

They could select up to three options; bike friendly, pedestrian friendly, and/or car friendly. The option with the highest response was pedestrian friendly with 94% (208/219) of respondents selecting this option. Bicycle friendly was second with 65% of respondents (143/219) selecting this option. Car friendly was third of the three options with 51% (111/219). It would appear that ensuring Cherrydale becomes/stays easily accessed and navigated for pedestrian, bicycle and automobile access is important to a majority of respondents of the survey.

**174. Should any of the current commercial offices or car lots along Cherrydale Commercial District be replaced?** 213 respondents answered this question, 50 skipped.

There were three options: yes, no, or “in certain circumstances.” 48% of respondents (103/213) said “yes.” 39% (83/213) said “in certain circumstances.” With a clear minority, 13% (27/213), choosing “no.”

**175. How often do you bike or walk along the Cherrydale Commercial District, weather permitting?** 218 respondents answered, 45 skipped.

The largest group of respondents, 36% (78/218), ride their bike or walk along the Cherrydale Commercial District (CCD) weekly.

**176. Would you like to be able to walk or bike along the Cherrydale Commercial District more often?** 209 respondents answered this question, 54 skipped.

A majority of respondents, 67% (140/209), would like to be able to walk or bike along the CCD more often.

**177. Which of the following would encourage you to walk or bike along the Cherrydale Commercial District more often? Choose all that apply.** 169 respondents answered this question, 94 skipped.

In order to make respondents feel more comfortable walking or bicycling along the CCD, the top three changes to be made are:

- safer crosswalks (50%; 84/169)
- more shade from trees (47%, 80/169)
- more crosswalks with traffic signals (38%, 64/169)

**178. Would you like to see any of the following green space and tree canopy improvements in the Cherrydale Commercial District? (choose all that apply)** 191 respondents answered this question, 72 skipped.

The top three improvements selected by respondents were:

- continuous tree canopy along Lee Hwy” with 79% (150/191)
- attractive pedestrian connection to Lyon Village” with 59% (113/191)
- larger green space with trees along service road in front of the 7-11” with 56% (107/191)

**179. In the space along the entrance to Cherrydale Park (near 7-11), would you support... (choose all that apply)**

206 respondents answered this question while 57 skipped it. The option that garnered the most support was “hosting a farmer’s market” with 75% (155/206 – meaning 155 of the 206 respondents chose this option, however, 119 respondents chose the next highest option, “developing green space”).

**180. When the undergrounding of utilities is complete on Lee Hwy, the extra area of green beyond the sidewalk and tree aisles in front of the Brompton’s Lofts will revert to approximately 5 metered parking spaces and a bike lane. If allowed, would you prefer keeping the extra green area, losing the 5 parking spaces? Choose one option only.** 203 respondents answered the question, 60 skipped.

A majority of 62% (125/203) of respondents to this question preferred getting the 5 or so parking spaces and bike lane, as planned. (*Note- however it turns out the sidewalk and curbs were*

*created in such a way that VDOT disallowed 2 parking spaces closest to Oakland as obstructions to viewing on-coming traffic turning on to Lee from Oakland.)*

**181. In each of the specified areas of the Cherrydale Commercial District (see map, above), WHAT IS THE MAXIMUM HEIGHT (IN # OF STORIES) that you support for the new development? Choose one for each section with the understanding that above 1 story, there would be commercial on street level with residential above.**

177 respondents answered this question and 86 skipped it (though in each of the sections the highest total response is 175). For all areas the majority of respondents favor a maximum height of 3 (+/-1) stories. This is a difficult table to present:

	1 story commercial only	2	3	4	5	6	7	8-10	Rating Count
<b>Five Points</b>	19.7% (34)	<b>25.4%</b> <b>(44)</b>	23.1% (40)	13.9% (24)	6.4% (11)	5.2% (9)	0.0% (0)	6.4% (11)	173
<b>Safeway site</b>	7.5% (13)	21.3% (37)	<b>24.1%</b> <b>(42)</b>	<b>24.1%</b> <b>(42)</b>	9.2% (16)	6.3% (11)	1.1% (2)	6.3% (11)	174
<b>North side of Lee from Liberty to Cherrydale Hardware</b>	10.9% (19)	<b>29.1%</b> <b>(51)</b>	25.1% (44)	15.4% (27)	9.7% (17)	5.7% (10)	0.0% (0)	4.0% (7)	175
<b>North side of Lee from Monroe to I-66</b>	8.0% (14)	20.6% (36)	<b>26.3%</b> <b>(46)</b>	24.6% (43)	9.7% (17)	4.6% (8)	0.0% (0)	6.3% (11)	175
<b>South side of Lee from Kenmore to I-66</b>	6.9% (12)	23.4% (41)	23.4% (41)	<b>24.6%</b> <b>(43)</b>	10.3% (18)	4.6% (8)	0.6% (1)	6.3% (11)	175

Another way to look at this table is the following:

Section 1: Five points: 68% (118/173) chose 1, 2 or 3 stories

Section 2: Safeway site: 53% (92/174) chose 1, 2, or 3 stories

Section 3: North side of Lee from Liberty to Cherrydale: 65% (114/175) chose 1,2 or 3 stories

Section 4: North side of Lee from Monroe to I-66: 55% (96/175) “ “ “ “

Section 5: South side of Lee from Kenmore to I-66: 54% (94/175) “ “ “



**Discussion on above data:**

70% favored a maximum height of  $3 \pm 1$  stories and only 7% favored a maximum of 1 story. Statistically, 37, 42, and 42 are essentially the same number of people saying 2, 3 or 4 maximum, so the best representation of the same data, best reflecting the total data, is the middle/average one: three stories, maximum. For every person wanting 2 stories, another wants 4 stories, so again, the same answer and the best answer from the data: 3 stories. A small fraction (7.5%) of those who filled out the survey thought this should be a maximum 1-story community.

Section 5 results are virtually the same. 41 41 and 43 are almost equal, so the middle/average again is  $3 \pm 1$  so the preference of those taking the pole is unambiguously a maximum of 3 stories. Again those wanting maximum of 2 and those wanting a maximum of 4 balance each other out.

**182. Should any of the commercial areas be re-zoned to allow construction of buildings higher than 45 feet (about 4 stories)?** 205 respondents answered this question, 58 skipped. A majority of respondents, 62% (126/205) do not want any commercial areas re-zoned to allow construction higher than 45 feet.

**183. If you would consider allowing any buildings in the commercial areas to be more than 4 stories, what is the maximum number of stories you would want to see?** 185 respondents answered this question, 78 skipped.

The majority, 64% (118/185), of respondents opted for the choice- "I already voted above (in the last question)". None of the remaining answers garnered support above 14%.

**184. Would you like bike lanes on both sides of Lee Highway?** 207 respondents answered this question, 56 skipped. 44% (91/207) think there should be bike lanes on both sides of Lee Highway. 31% (65/207) said Not Sure while 25% (51/207) said No.

**185. What would you like the Cherrydale Commercial District to be called? Choose all that apply.** 204 survey respondents answered this question, 60 skipped. 43% (88/203) selected "Cherrydale" with the second highest response of 36% (73/203) selecting "Cherrydale Village."

**186. Can you suggest facilities you've seen elsewhere that you would like to see on Lee Hwy? Other thoughts on Lee Hwy?** 36 people supplied suggestions, 227 skipped. Of the 36 responses, several suggestions were made for businesses such as restaurants/outdoor cafes/pubs/breakfast & lunch options; children's or teens' clothing shop/hobby shop/sports shop; a gym or County athletic space; a CVS and additional or alternative grocery stores to the local Safeway such as Wegman's Trader Joe's, Giant, and Harris Teeter. Another trend in the responses was an opposition to having more fast food and more stores like the Mattress store. In comments relating to other thoughts on Lee Hwy, respondents indicated a desire to maintain a historic feel to the commercial district, and a desire

for the existing businesses to “spruce up” their facades and outdoor areas. Additionally, the hope that a “family friendly” feel or an environment to encourage neighborhood & repeated use of the area was expressed. Suggestions along this line included adding a water feature/fountain and outdoor seating. Concerns about parking, pedestrian safety, and traffic were also included in these responses.

**187. How often does a member of your household visit the Lyon Village Shopping Center (at Lee Hwy and Spout Run)?**

212 respondents answered this question and 51 skipped it. The majority of respondents, 58% (123/212) said they frequent the Lyon Village Shopping Center weekly.

**188. How do members of your household get to the Lyon Village Shopping Center?**

**Check all that apply.** 213 respondents answered this question and 50 skipped it.

The overwhelming majority of respondents, 98% (209/213), report driving to the shopping center on their weekly trips.

**189. Would you use the bus more often to get to Lyon Village Shopping Center if...(check all that apply).** 36 people answered this question and 227 skipped this question.

Frequency of buses appears to be the factor in why the small number of respondents who answered the question are not using them more. Increased frequency both on weekdays and weekends earned the largest number of responses with 53% (19/36) and 69% (25/36) respectively. Comfort of the bus and convenience of routes did not appear to influence respondents’ use of the bus.

**190. Would you walk or bike more often to get to Lyon Village Shopping Center if...(check all that apply).** 92 respondents answered this question and 171 skipped it.

The option that garnered the most responses was increasing the attractiveness of the pedestrian connection along Lee Highway- 80% (74/92) of the respondents.

**191. How often does a member of your household visit the Lee Heights Shopping Center (at “Old” Lee Hwy and Woodstock Street)?** 213 people answered and 50 people skipped.

The largest # of respondents, 42% (90/213), visit the Lee Heights Shopping Center weekly.

**192. How do members of your household get to the Lee Heights Shopping Center?**

**(Check all that apply.)** 209 respondents answered this question and 54 skipped it.

Again, the majority of respondents, 91% (190/209), drive to this shopping center. 57% of respondents (119/209) walk there as well.

**193. Would you use the bus more often to get to Lee Heights Shopping Center if...(check all that apply).** 33 respondents answered this question and 230 skipped it.

Of the limited number of respondents who answered this question, 79% of them (26/33) would use the bus to get to this destination if it had more frequent service on the weekends.

**194. Would you walk or bike more often to get to Lee Heights Shopping Center if...(check all that apply).** 73 respondents answered this question and 190 skipped it.

The level of attractiveness of the pedestrian connection is also a significant factor in why respondents don't currently walk or bike to Lee Heights as evidenced by 75% (55/73) of respondents selecting this option on the survey. The other responses suggest that more respondents would walk along "Old" Lee Highway than Old Dominion to reach Lee Heights Shopping Center.