

Lyon Village

NEIGHBORHOOD CONSERVATION PLAN



Approved in Principle by Arlington County Board
March 4, 1978





ARLINGTON COUNTY, VIRGINIA
OFFICE OF THE COUNTY BOARD

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May 25, 1978

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To the Citizens of Arlington County:

It is with considerable pride that the County Board publishes this Lyon Village Neighborhood Conservation Plan, the eleventh such publication in Arlington's thirteen years of encouraging the upgrading of older single-family areas. The Plan was accepted in general principle by the County Board on March 4, 1978.

The Plan has demanded creative efforts by the community. It is an innovative program which seeks new solutions to unique neighborhood needs, but it is also deeply rooted in the neighborhood conservation tradition of self-determination in developing plans to maintain and improve neighborhoods. Arlington will continue to flourish so long as neighbors work together to improve our living and working areas.

The County Board commends the Lyon Village citizens for their good work.

John W. Purdy, Chairman
Arlington County Board

A FEW WORDS ABOUT ARLINGTON COUNTY

Arlington County, Virginia is a suburban residential community across the Potomac River from the District of Columbia. From 1789 until 1846 Arlington was a part of the District of Columbia and then was retroceded to Virginia to become known as Alexandria County. In 1920 the name of the County was changed to end the confusion between the City of Alexandria and Alexandria County. "Arlington" was chosen because Arlington was the historical name of the home of the Custis and Lee Families, and was the home of General Robert E. Lee before his decision to lead the Southern forces in the War Between the States. Arlington House is located within Arlington County on the grounds of the Arlington National Cemetery.

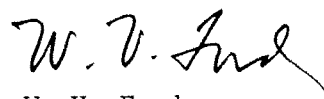
Arlington County is one of the Nation's smallest counties: 25.5 square miles. The Federal Government owns 4.6 square miles, or 18 percent of the County's land area. The population of Arlington is estimated at 156,000. Between 1930 and 1950 Arlington was the fastest growing county in the United States. Rapid growth changed the complexion of Arlington from farmland and summer homes to highly developed residential and commercial areas.

There are no incorporated cities or towns within Arlington; the County serves as the local government. The County legislative and policy-making body is the County Board, composed of five members elected at large. The County Board appoints the County Manager who is chief executive of the County. The Manager is responsible for carrying out the policies of the County Board.

A five-member School Board is appointed by the County Board. The School Board determines school policy and appoints the Superintendent of Schools, who is the administrative officer for the school system. A single tax rate, including taxes for schools, is set each year by the County Board.

Community planning began before the 1930 Zoning Ordinance. In 1961, the County Board completed adoption of a master plan to serve as a guide for the County. This plan set out goals for land use, water distribution, sanitary sewerage service, storm water drainage, and transportation.

In 1963 the Arlington County Planning Commission created a special committee to study the problem of conserving values found in residential neighborhoods. As a result of this study and numerous conferences between the County Board, the Planning Commission and interested neighborhood groups, the County Board established a program for neighborhood conservation.


W. V. Ford
County Manager

LYON VILLAGE NEIGHBORHOOD CONSERVATION PLAN

Approved by the Lyon Village
Citizens Association
May 9, 1977

Lyon Village Neighborhood Conservation Committee:

Ray Anderson, Co-Chairman for preparing and editing the Plan
Bill Erdahl, Co-Chairman for monitoring Clarendon redevelopment
Joseph Peter Kigin, President, Lyon Village Citizens Association
Libby Howze, former Chairman, Lyon Village Conservation Committee
Mary Jane Lloyd, former Chairman, Lyon Village Conservation Committee
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I. The Committee and the Preparation of the Plan

The first Lyon Village Neighborhood Conservation Committee, formed in 1970 under the able and energetic leadership of Nora Fairman, and later of Mary Jane Lloyd, enlisted a massive citizen involvement, with block-by-block surveys, traffic counts, and studies of neighborhood needs. The resulting fifty page plan had as its major emphasis a traffic control plan. At that time the expectation of the County staff and the County Board was that neighborhood conservation focused primarily on upgrading curbs, gutters and sidewalks. The plan encountered strong staff reservations about its new view of neighborhood conservation, and about its emphasis on traffic control. The citizens became discouraged when staff attitudes did not change, and the plan became stale-mated. The committee was reformed in 1974 by Libby Howze; it experienced the same reaction and again disbanded.

In 1976 a third group of Lyon Villagers began the process again. In the years since 1970 Arlington County had become fully aware of its status as an "inner suburb" and the problems resultant from that location. Citizens, staff and Board were all now attuned to the new realities, and were working in concert to solve neighborhood preservation problems.

The final stages of the process began in January, 1977, when a continuous dialogue between citizens, staff and Board developed in reaction to the proposals, reactions and counter-proposals of the Committee. The March, April and May 1977 Citizens Association meetings were devoted in part or in whole to consideration of these proposals. Before each meeting material to be considered was incorporated in the Lyon Village Bulletin, which was distributed door-to-door throughout the conservation area. In addition, over half of the houses in Lyon Village were visited personally by members of the Committee in order to solicit opinions and requests.

At the same time the Committee, which had been meeting every other week since January, collected the information from the community, discussed alternatives, and developed new proposals. At the final Citizens Association meeting in May, attended by over eighty people, a fifteen page document was given to each person summarizing the plan. A five page capsule summary had been included in the Bulletin delivered throughout the neighborhood prior to the meeting. Over two hours of detailed discussion, including several motions to amend from the floor, preceded the final vote to approve the plan. The long months of discussion throughout Lyon Village left most residents with a strong feeling of participation and true attention to their concerns. The community viewed the future with hope, and a sense of control over events, due to the comprehensive planning that had taken place.

II. History of Lyon Village

Lyon Village was farmland on the outskirts of the Nation's Capital until all of Arlington was returned to Virginia in 1846. Beginning at the turn of the century the first residential building took place along the Wilson Boulevard trolley line. These first houses, near 13th Street and Veitch Street are predated only by the Civil War era Cruitt farmhouse on Highland Street.



Cruitt House

In the 1920's the major portion of Lyon Village east of Highland Street was subdivided and built in attractive frame houses. Most of this housing is well-kept and is currently being purchased as soon as available by younger families and individuals attracted by the small town atmosphere and the individually styled homes.



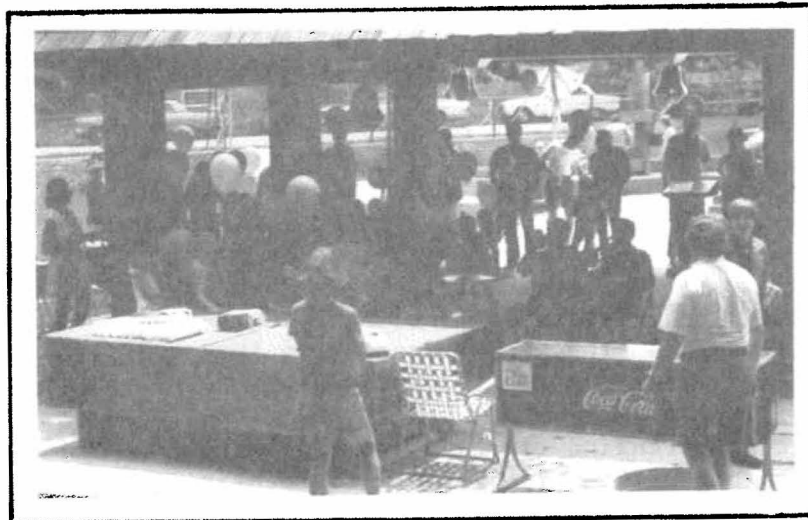
1920's Frame Houses

In the 1930's and 40's most of the area of Lyon Village west of Highland Street was built in a most attractive brick style. Many of these homes are still occupied by the original purchasers. Houses in this area of Lyon Village are also considered very attractive and sell soon after coming on the market.



Brick Houses of 1930's and 40's

The Lyon Village Citizens Association celebrated its 50 Anniversary on February 24, 1976. From its beginning the Citizens Association provided leadership to the County, including the era when Arlington streets were renamed in alphabetical order.



Lyon Village Citizens Association celebrates its 50th Anniversary.

And The Band Played On . . .



III. Current Assessment of Community Needs

Lyon Village today has many unique characteristics which must be recognized in order to evaluate its needs. The physical condition of the neighborhood is its most vital asset. It consists of predominately older single family detached houses with curving tree lined streets, established lawns and gardens, and a rolling topography which together provide an unusually varied and pleasant neighborhood. It is now however, just another quiet suburb tucked neatly away in the Virginia countryside. Its geographic proximity to Washington offers its residents ready access to the cultural advantages of urban life yet place it squarely in the path of an expanding metropolitan region.

Bounded by Lee Highway and Wilson Boulevard the recurring flow of commuter traffic pose a constant threat to Lyon Village through noise, pollution, and an increasing amount of secondary traffic through the neighborhood. Commercial shopping along Wilson Boulevard and particularly Clarendon is readily available.

However, changes in regional shopping patterns and Metro construction have caused a significant decline in the quality of retail shops in the area. The advent of two Metro stations within walking distance of Lyon Villagers will bring with it additional mixed blessings. Regional transportation via rapid rail will become available, yet it is expected to generate a rise in both residential and commercial development along neighborhood borders and to increase commuter parking problems.

Lyon Village must therefore be seen as a neighborhood faced with many difficult decisions which qualitatively will affect its future. It is recognized that if these changes are allowed to haphazardly occur with little or no input from or appreciation of adjoining neighborhoods a process of slow deterioration will occur. Our primary need and the essence of this plan is the careful preservation of Lyon Village while seeking constructive and responsible solutions to the inevitable change which we face. The following sections of this plan demonstrate how the residents of Lyon Village feel this can best be accomplished.

IV. Traffic Control

A. Eastbound commuter traffic during the morning rush hour.

According to the Transportation Division of the Public Works Department, forty-two percent of the traffic on Key Boulevard during the morning rush hour is non-Arlington resident traffic. Presumably much of the Arlington resident traffic originates from outside of Lyon Village and is cutting through our neighborhood on residential streets.

The heaviest flow comes eastbound on Washington Boulevard, crosses Kirkwood Road, veers left onto 13th Street, turns left on Highland, turns right on Key Boulevard, and follows Key to Veitch or Rhodes before turning left or right back onto a major arterial street. Thus Lyon Village streets are being used in preference to Lee Highway or Wilson Boulevard. A secondary flow comes eastbound on Lee Highway, crosses Kirkwood, turns right on Highland, Danville or Cleveland and then either continues across Key Boulevard onto Custis Road or turns left onto Key and continues to Veitch or Rhodes.

Recommendations: (numbers are keyed to the Traffic and Transportation Plan)

1. "Do Not Enter 7 - 9:30 A.M." signs on 16th Street at Adams Street. This protects Key School students being unloaded on 16th Street.
2. "No Left Turn 7 - 9 A.M." signs onto Highland and Hancock northward from 13th Street. This eliminates the single worst entry point for morning commuter traffic into Lyon Village.
3. If there is a significant deflection of Hancock and Highland Street traffic onto Ivy, Irving, Herndon and Hartford Streets, then "NO LEFT TURN 7 - 9 A.M." signs should be erected at these four streets as well.
4. "No Left Turn 7 - 9 A.M." onto Edgewood and Fillmore from southbound Highland Street. This discourages heavy commuter traffic moving through Lyon Village to Clarendon and Route 50.
5. If Public Works Department monitoring of the signal light at Kirkwood and Washington Boulevard shows that delays of eastbound traffic on Washington Blvd. deters left turns onto Kirkwood, then the signal pattern should be revised.

- (8) Narrow eastbound Key Boulevard from about thirty feet west of Veitch to discourage through traffic. Thus, the remaining portion of the block can be safely used for dropping off school children and for parking.

B. Westbound commuter traffic during the evening rush hour

In the evening a similar but reversed-direction traffic flow occurs in Lyon Village. Entering either Key Boulevard at Veitch, or Custis Road at Wilson, traffic then continues through Lyon Village, exiting onto Lee Highway or Washington Boulevard.

Recommendations:

6. Close Custis Road at Adams and 16th Street and extend sidewalk and curb across intersection. This is the second worst entry point for evening commuter traffic. See Appendix 7.
7. Make Custis one-way toward Wilson from Key Boulevard to 16th Street. This completes the elimination of evening rush hour traffic on Custis and also improves the dangerous intersection of Custis and Key.
8. "Do Not Enter 4 - 7 P.M." onto Key Boulevard from Veitch. This street carries the burden of evening commuter traffic. If close monitoring by the Public Works Department shows that traffic is being deflected to 16th and 18th Streets, these streets should also be signed "Do Not Enter 4 - 7 P.M."

C. Currently Dangerous Intersections

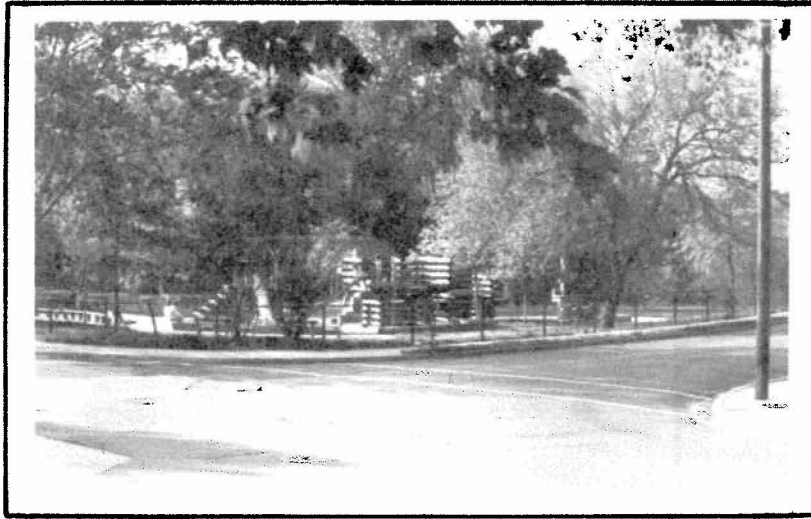
When rush hour traffic moves through Lyon Village it often intersects itself, and thus creates a double traffic hazard. The worst of these points are (1) Highland and Key; (2) Key and Edgewood; (3) Custis and Key; and (4) Highland and Edgewood. The latter also illustrates a second category of dangerous intersection -- that next to a heavily used community facility (Lyon Village Park). Another such intersection is that of 16th Street and Adams.

An additional problem is that several of these and other intersections are currently in need of re-design to eliminate extremely dangerous traffic patterns. They are Key and Highland; Key and Jackson; Key and Custis; Edgewood and Franklin; and Franklin and Danville.

Recommendations:

9. Install a 4-way stop sign at Highland and Edgewood. Access to our neighborhood park from the east side of Highland is very difficult and dangerous at present. The pedestrian-activated traffic light suggested by the Public Works Department is highly unpopular with those people living near the intersection - to some it represents a "commercial" intrusion into Lyon Village. Requiring all cars to stop at the intersection is the best means acceptable to Lyon Village to protect our

neighbors crossing Highland to use the park. A secondary benefit will be the control created on the high speed traffic now found on Highland.



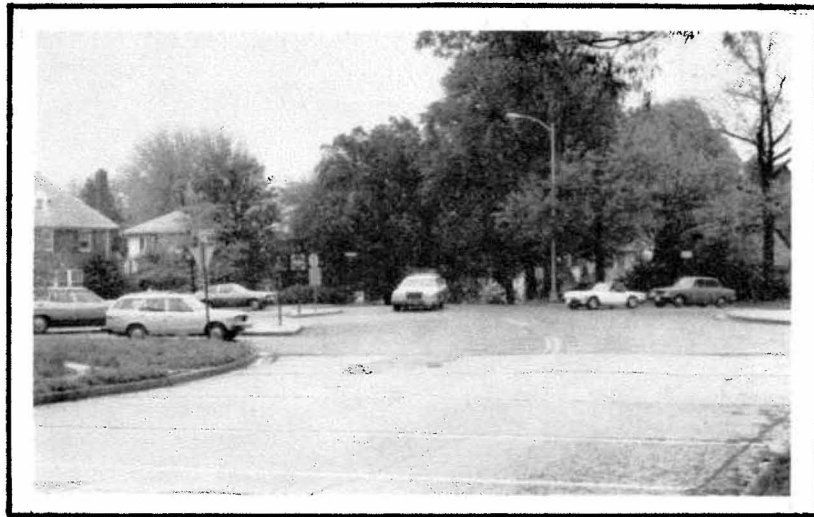
Lyon Village Playground at Highland and Edgewood

10. Install curb-extending "nubs" at the Key and Edgewood, Key and Cleveland, and Key and Adams intersections (see Appendix 19). This narrowing of the street to two lanes as each of the three intersections is approached should discourage speeding through the intersections and make crossing Key Boulevard safer for pedestrians. As an added benefit to the community it may also deter motorists who now use Key instead of Lee Highway or Wilson Boulevard. Grass and/or low juniper bushes should be planted in the new curb areas.

A complementary recommendation would be to paint a continuous double yellow line from Highland Street to Veitch Street along Key Boulevard, with parallel single white side lines about 7 feet from each curb to create a parking area (see Appendix 19). Thus the "line" system reinforces the "nub" system and should act to regulate and control the traffic flow.

11. Improve the Jackson-Key intersection by converting it to a "T" and install a single stop sign for westbound Key Boulevard traffic. Presently the northbound traffic on Jackson veers around the corner onto Key at very high speeds. (See Appendix 2).

12. Extend all curbs at Key and Highland to merge with the existing islands and install 4-way stop signs at the intersection. Narrow Franklin Road where it enters Highland and make it one-way out of the intersection. Narrow 17th Street where it enters Highland and make it one-way out of the intersection. In both instances indicate "No Thru Street" at Garfield and Harvard Streets respectively. After this work is completed, four (rather than six) roads will enter the intersection, and all traffic will stop before proceeding. This proposal is considered most preferable by the residents near the intersection. (See Appendix 3).



Key and Highland Traffic Congestion

13. Eliminate the extra-wide portion of Key Boulevard between Cleveland and Bryan by narrowing the curb line to that on adjacent portions of Key. Close Custis Road between Key and Cleveland by blocking it at Key; narrow Custis on the south side of Key and make it one-way southbound from Key to 16th Street. (See Appendix 4).

14. Extend the triangle at Franklin and Edgewood, thus diverting Franklin and creating a mini-park on this side of Lyon Village using County owned right-of-way. A second choice is to cul-de-sac Edgewood just north of Wilson Boulevard, and close Fillmore between Wilson and Franklin, thus reducing the heavy traffic on Edgewood and Fillmore through to Sears. (See Appendix 5).



Edgewood looking to cross with Franklin

15. Cul-de-sac Danville at Franklin/Bryan. Provide a "hammerhead" for Cooper-Trent and retain entry from Wilson to the alley behind the Cooper-Trent building. Block Franklin westbound at Danville, thus allowing only a right turn onto Bryan. Block Danville southbound at Franklin, allowing only a right turn onto Franklin. Danville currently carries an inappropriate traffic flow, that should be curtailed. (See Appendix 6).
16. The intersection of 17th Street and Hartford Street should be redesigned. The stop sign on Hartford should be moved to 17th Street, a pedestrian cross-walk should be painted on the street, and the plantings should be trimmed to improve visibility.

D. North-South traffic into Clarendon, and between Lee Highway and Route 50.

While we make no immediate recommendations for this traffic, we expect that once the Clarendon Metro station opens in June, 1979, a comprehensive plan to deal with the anticipated new traffic will be necessary. Thus we ask that our plan be authorized for "revision as needed" in 1979.

E. General problems caused by excessive automobile and truck traffic through Lyon Village.

1. Excessive traffic on neighborhood, residential streets which lessens the quality of life and the sense of community within Lyon Village.
2. Increased air and noise pollution.
3. High vehicle speeds which endanger pedestrian, car and bicycle traffic. This traffic is particularly severe on Highland Street and Key Boulevard. On Highland Street very high speeds endanger residents of the street and visitors to the Lyon Village Park. It is essential that this traffic be curtailed. Appendices 8 and 9 contain a comprehensive plan for Highland Street. For Key Boulevard additional measures should be considered if this plan is not successful in reducing the current volume and speed of traffic.
4. Dangerous intersections carrying more cars than that for which designed.
5. Excessive traffic and high vehicle speeds adjacent to our neighborhood park and school.

V. Parking (see Appendix 10)

Two definite problems have been identified in connection with parking:

1. Overflow from surrounding areas and uses. Inadequate provision for employee parking in the Clarendon commercial areas has created a condition of blocked driveways, crowded streets and reduced visibility, increased noise, and a difficulty for residential usage of the affected streets. Park-and-ride commuters are using space that is often the only parking a dwelling unit may have. Lee Highway apartment dwellers often cause crowding and inconvenience in the areas of single family dwellings.

When Metro comes to Clarendon in 1979 these problems will intensify enormously. The parking map identifies the areas currently most heavily impacted.

2. Parking on both sides of narrow streets. As many of the neighborhood streets are both narrow and curving, there has been much concern expressed over access for emergency vehicles. In addition, parking on both sides of the street often decreases visibility at intersections which already have only marginal visibility.

Recommendations:

We recommend that each block petition the Transportation Department for those parking regulations and restrictions appropriate to their situation. Residents may ask for any of the following parking regulations to be established for their block. In addition, Lyon Village may choose to participate in the Board's program of area parking permits now that the courts appear to be sustaining the ordinance.

1. No Parking Anytime (can be used for just one house, or for one or both sides of a street).
2. No Parking 10 - 11 A.M. (used in conjunction, #2 and #3 can eliminate).
3. No Parking 2 - 3 P.M. (all-day commuter parking on both sides of a street).
4. No Parking 9 - 5 (similar to #2 and #3 but also more difficult for day time visitors to find parking).

The County staff will conduct a survey of residents on a block after being contacted by a resident of the block. A petition speeds up the process, because it expresses an already-existing consensus. Only residents of the street to be regulated may participate in the survey. Once the Transportation Department is satisfied that a general agreement exists, the signs will be installed.

Once Metro opens the Clarendon and Court House stations the parking portion of the plan will have to be revised to cope with the expected influx of commuter parking on Lyon Village streets.

VI. Curbs, Gutters and Sidewalks (See Appendix 11)

Once the primary focus of neighborhood conservation, the improvement of curbs, gutters and sidewalks in Lyon Village is still an important facet of our plan, particularly to those residents with deficient facilities in front of their properties.

Recommendations:

Our maps show all Lyon Village properties which are deficient in curbs, gutters and/or sidewalks. The Committee believes that the current condition of Johnson Street should remain unchanged. Each property owner or group of owners on a street (both sides of the block) should petition the County for inclusion of their properties in a program of street improvements to be financed mainly with neighborhood conservation funds. Through this participation the cost of curbs, gutters and sidewalk will be divided equally between the property owners and the County. Other street construction costs such as paving, realignment, storm drainage, street lighting, etc., will be absorbed by the County through neighborhood conservation funds.

All new construction should be of permanent concrete meeting County specifications. However, attractive alternatives should be considered where preferred by the property owner such as a brick sidewalk or granite curb. Costs

in excess of conventional concrete curbs, gutters and sidewalks will be assessed to the homeowner.

VII. Street Lighting and Crime Prevention (See Appendix 12)

The survey of Lyon Village revealed that half the community is well-lit and the other half is in the dark. The latter is particularly true on Key Boulevard between Highland and Adams, 21st Street, 20th Street, 19th Street between Harvard and Hancock, 18th Street between Herndon and Jackson, 17th Street between Highland and Hartford, Harvard Street between 19th and 20th Streets, and Barton Street between Lee Highway and Franklin Street.

Two additional problems are:

1. The older light fixtures (bell-shaped hoods) are very dim and the radius of light that is shed is extremely small.
2. During the green months, branches overgrow the lights and obscure most of the illumination.

Frequently these problems occur simultaneously.

The recent installation of Colonial style lamps and posts on portions of Fillmore, Edgewood, Franklin and Garfield Streets has been enthusiastically received. The general consensus is for additional lamps of the same variety; but residents will accept on a temporary basis wood pole-mounted lamps to provide more immediately for street lighting needs.

Recommendations:

1. The older light fixtures should be replaced with colonial style lights; but sodium vapor bulbs should be avoided.
2. Additional street lights should be installed as needs are indicated in Appendix 11, with a goal of a light fixture approximately every 150 feet (in closer proximity, however, where unusually dark conditions deem prudent). A possible exception would be where the residents have continuous curb-side lighting.
3. Tree branches near street lights should be kept well trimmed. Street lights should be located fairly low, so that they shine under the branches, and not in second floor windows.
4. In the interest of safety, crime prevention, and community use we recommend bright, vandal-proof lights for the playground area of Lyon Village Park and for the playfield at Key School. These areas are used, regardless of lighting, and it is felt to be in everyone's best interest to have them well-lit.

VIII. Parks and Beautification (See Appendix 13)

Lyon Village takes pride in the generally well-tended public and private areas of the community. There are several areas which now, and in the future, will need attention if other recommendations in this plan are carried out.

Recommendations:

1. Intersection of Key Boulevard and Highland Street. The addition of County land created by the narrowing of the streets should be attractively landscaped. The areas now maintained by the County are well-tended; the new area being converted from pavement to earth should be similarly well-maintained. One or more park benches should be installed for the convenience of pedestrians and local residents.
2. Intersection of Edgewood Street and Franklin Road. At present the plot is unlandscaped and the surrounding residents enjoy its "wild" nature. The County should purchase this island, close Franklin Road north of the island, purchase the vacant lot on the northwest corner of the intersection, and create a new park out of the island, street, and vacant lot. Money for the purchase of the island and lot should be included in the Neighborhood Conservation Program capital budget.
3. Intersection of Danville and Franklin. After the re-design and closing of Danville at Cooper-Trent, this new area should be landscaped.
4. The intersection of 17th Street and Hartford Street should be landscaped to make it more attractive.
5. Intersection of Custis Road and Key Boulevard; Custis Road and Wilson Boulevard. In the sections that are closed to traffic according to this plan there should be attractive paths and appropriate landscaping. By covering the macadam the area will be more attractive, more usable as parkland by residents and obviate any impression motorists might have that a thoroughfare still exists.
6. The Community House is the focal point of the citizens association and much community activity. A survey should be conducted of the current plantings and additional landscaping provided by the community, if deemed necessary.
7. An attractive sign, "Welcome to Lyon Village", in the style of the sign at the Community House, should be erected near the Highland Street intersections with 14th Street and Lee Highway.
8. The Lyon Village Park should be maintained and improved. The County should keep the park tidy, never build restroom facilities in the park, and install "keep dogs out" signs on the fence.
9. Missing sidewalks are needed on the east side of Kirkwood Road near the telephone building.
10. Trees are important as noise barriers, sun screens and last, but not least, as beautifiers. When trees must be cut because of age or disease, Villagers would like replacements. If these are not on County land, seedlings that could be purchased at low-cost from the County would be welcomed. Areas noted as currently needing County tree planting are: Highland Street, Key Boulevard, Franklin Road, Lee Highway and Veitch Street.

11. For years Lyon Village has been attempting to have an eroding hillside overlooking Kirkwood Place stabilized. The hillside should be stabilized at County expense, either in the manner shown in the attached plan (Appendix 14) or by some other effective means.

VI. Community Services

Stratford Junior High and Page Elementary Schools have been closed in the last year. The remaining schools serving Lyon Village should not be closed, to preserve the stability in the student population necessary for a successful education. Parkland should be properly maintained, including the new acquisitions recommended in the plan. Increased police monitoring of traffic violations on Highland Street and Key Boulevard is necessary, particularly because of speeding.

VII. Clarendon Redevelopment, The Coming of Metro and Zoning

Lyon Village residents conducted an extensive analysis of their residential community and the adjacent Clarendon commercial area as part of the Rosslyn-Ballston land use study of 1975-77. Particularly at the end of 1976 and the beginning of 1977, we made hard choices about the preservation of our residential area and the redevelopment of Clarendon. Several basic principles emerged from our study and are embodied in the recommendations below. Each of these principles is based upon Lyon Village's self-perception as a uniquely fragile community, bounded as it is by major traffic arteries to the North and South and subjected to development pressures due to its proximity to the Metro corridor. In general, we strongly support the existing General Land Use Plan, and expect to review it in the future as part of the Sector planning process.

Recommendations:

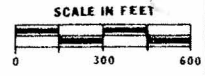
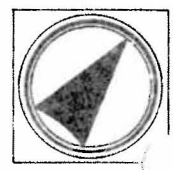
1. We urge that Clarendon's redevelopment be controlled to the extent possible to ensure adequate buffering for surrounding residential areas. We feel that the adopted land use plan for the R-B Corridor recognizes the principle of buffering. Accordingly, we recommend that buffering include:
 - Height and density gradients so that the tallest structures representing the most dense use of land be confined to the area immediately surrounding the Clarendon Metro station, with gradual tapering down to heights compatible with the adjoining residential neighborhood.
 - Some transition in usage so that structures adjacent to residential neighborhoods be either garden-type apartments, private townhouses, or professional offices of townhouse character.

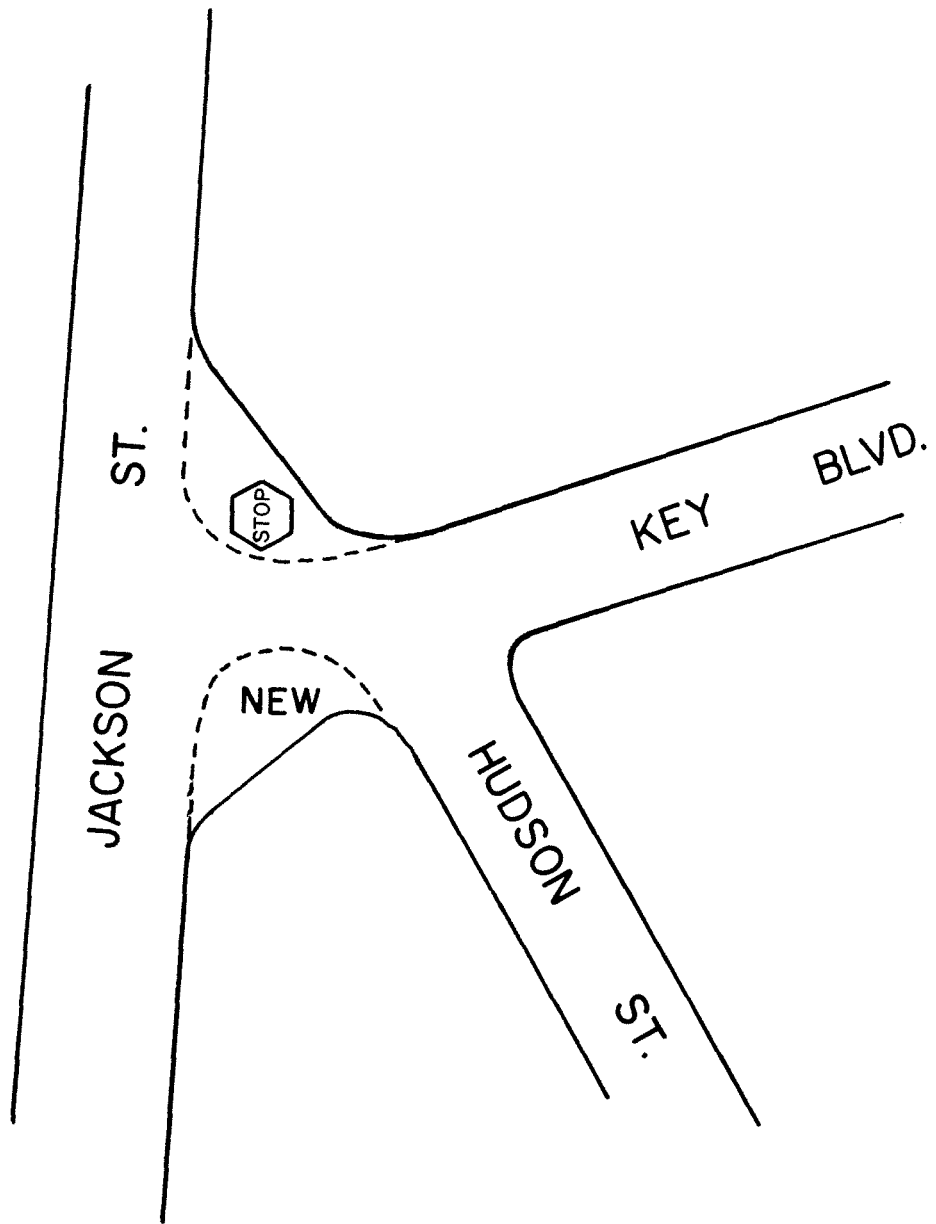
- Visual amenities in the form of adequate setbacks, parkland and attractive plantings of trees. We feel that the key to proper buffering lies in coordinated development and our strongest recommendation is therefore that large areas should be developed as single units whenever possible. We are pleased that the County Board recognized in adopting the R-B Corridor Land Use Plan the desirability of such coordinated development in a key area, the blocks bounded by 13th Street and Wilson Boulevard.
- 2. We strongly endorse those features of the adopted R-B Corridor Land Use Plan which recognize that Clarendon can never be successfully reestablished as Arlington's commercial center. We believe that mixed residential, service-commercial, and office development is a far more practical goal. Residents of new high rise apartment buildings will help to revitalize extant commercial areas, upgrade currently depressed land values, improve Arlington's tax base and maximize Metro's use.
- 3. We enthusiastically endorse that portion of the R-B Corridor Land Use Plan which incorporates the existing clear demarcation between commercial and residential zones along Wilson Boulevard. Further, we support the low density townhouse designation for the strip along the north side of 13th Street because such usage reinforces this current demarcation at a crucial point along Lyon Village's southern border. To further strengthen this demarcation we recommend that:
 - a. No commercial uses and/or rezoning be permitted along this line, except after careful study on a case-by-case basis, and after careful consideration of the Lyon Village Citizen's Association position.
 - b. The County make, in so far as possible, every effort to preserve those older homes vulnerable to speculation and redevelopment in the Village's eastern end, now zoned "R-6".
 - c. In-fill single-family housing be encouraged.
 - d. The current dividing line between commercial and residential zoning north of Wilson Boulevard from Highland to Veitch be maintained without significant variation.
- 4. As previously noted, the extension of Metro in 1979 can be expected to drastically exacerbate traffic and parking problems in Lyon Village in ways as yet unforeseen. We therefore realize that specific recommendations on these matters cannot be made at this time. Our plan will consequently require County reconsideration as these problems develop in future years.



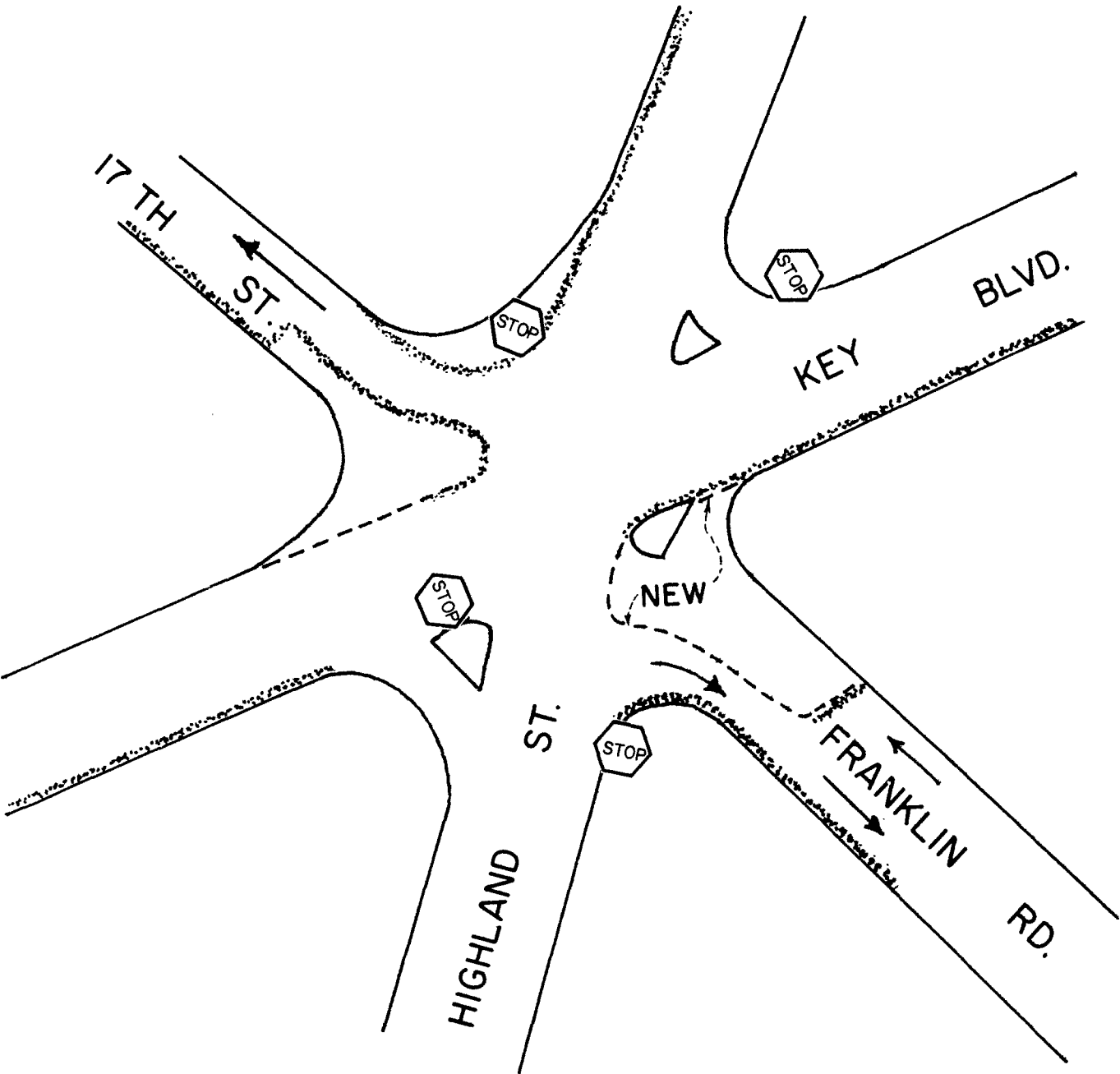
LYON VILLAGE NEIGHBORHOOD CONSERVATION AREA

TRAFFIC & TRANSPORTATION PLAN

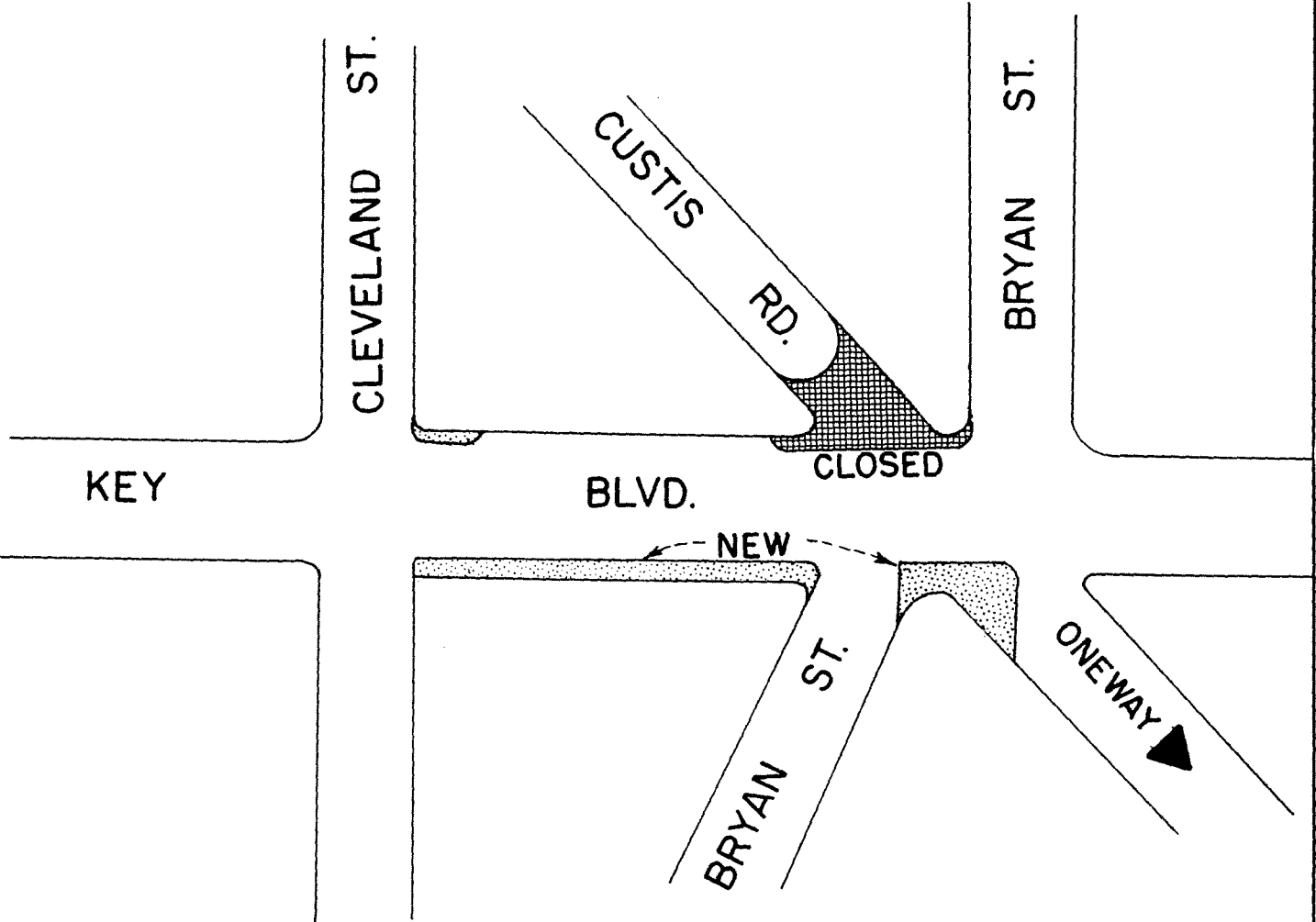




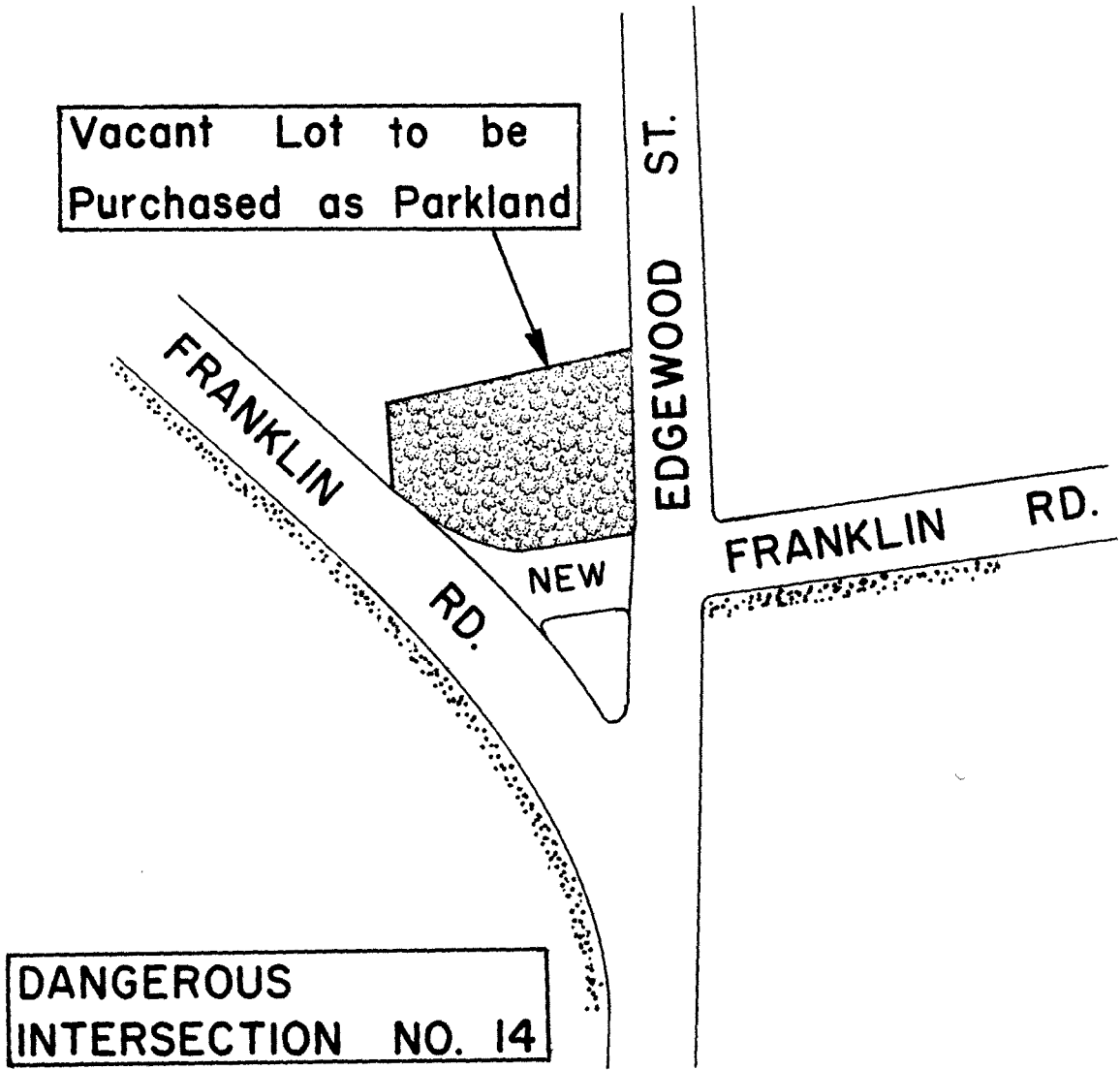
DANGEROUS INTERSECTION -NO.II

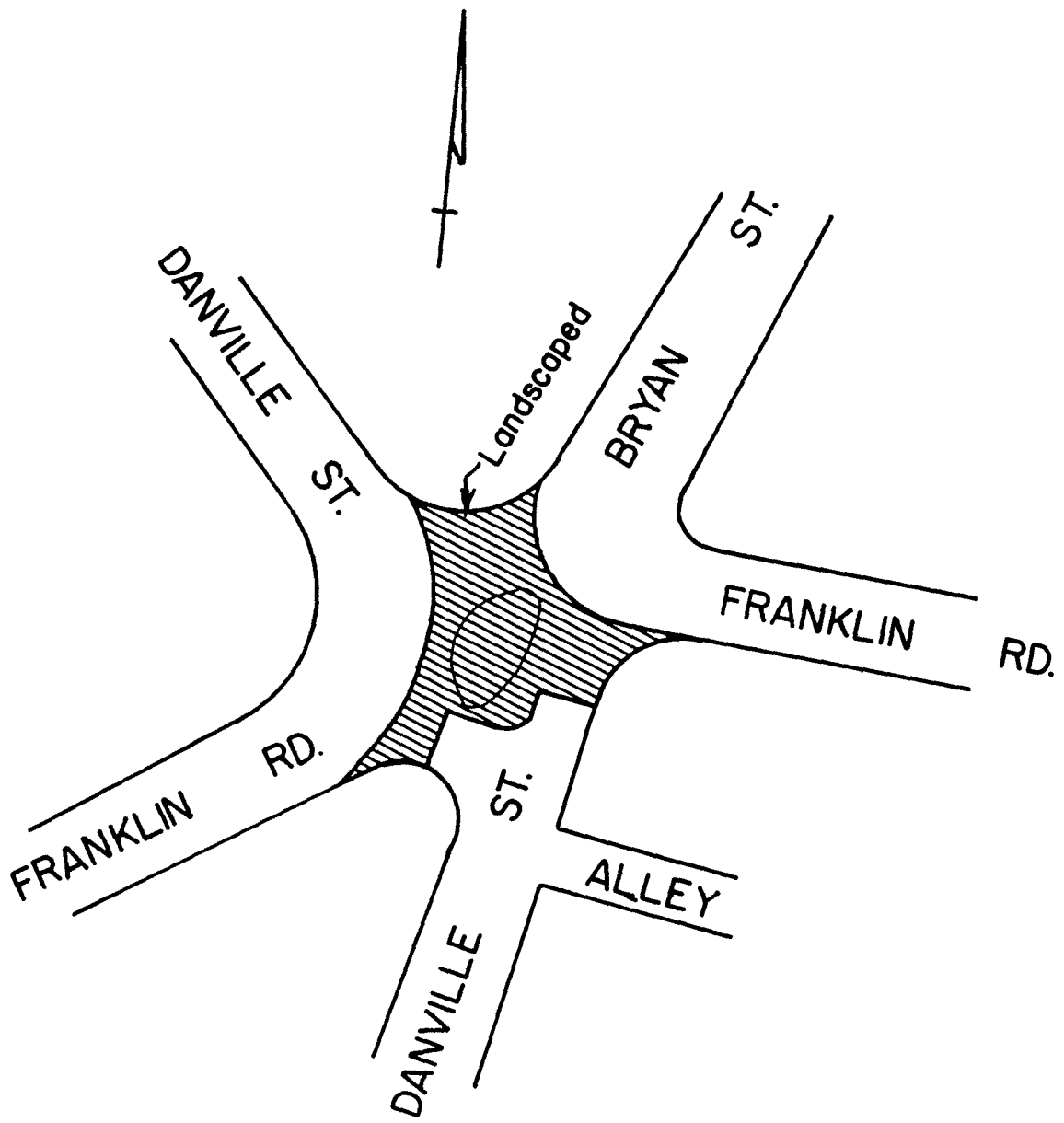


DANGEROUS INTERSECTION NO.12

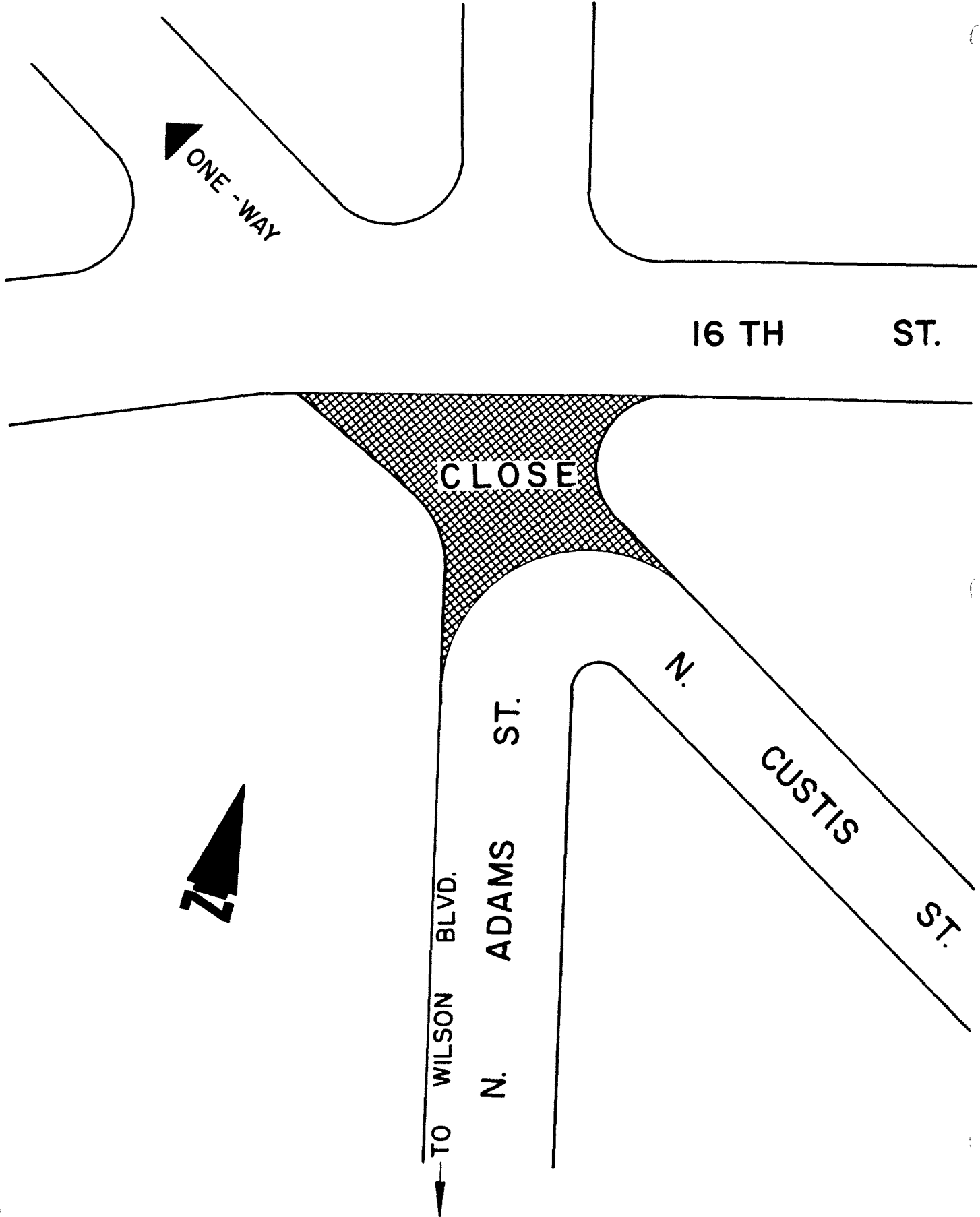


DANGEROUS INTERSECTION
NO. 13



















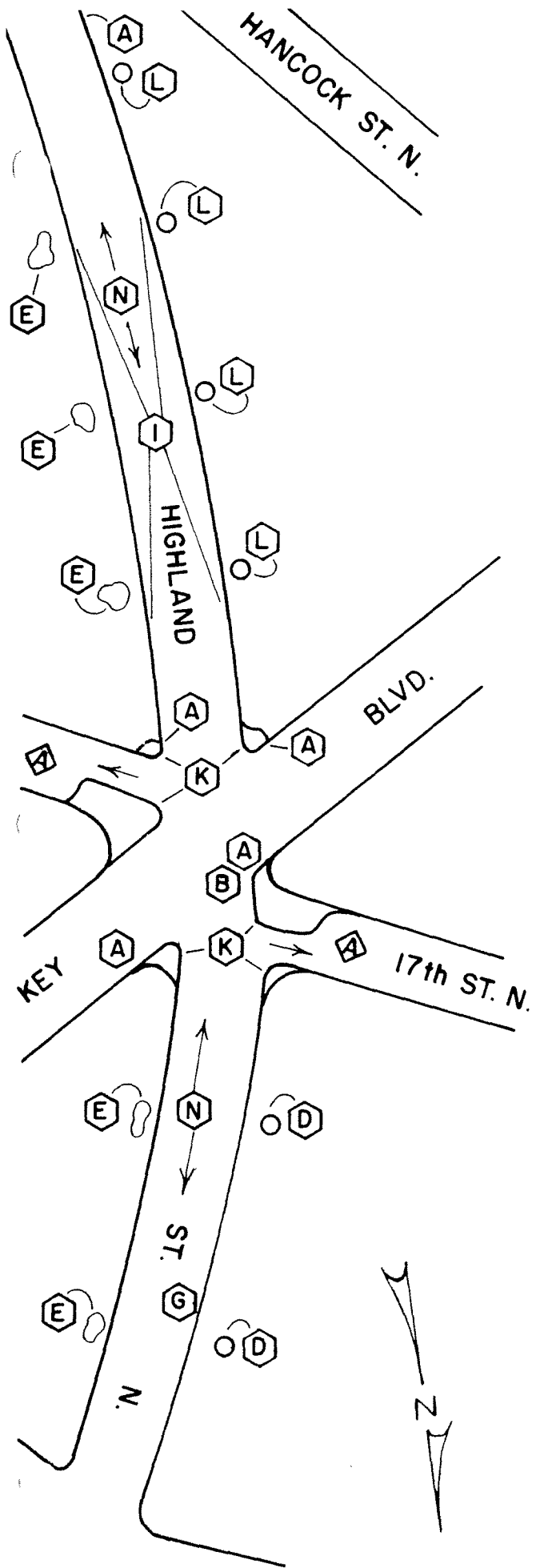
DANGEROUS INTERSECTION NO. 15



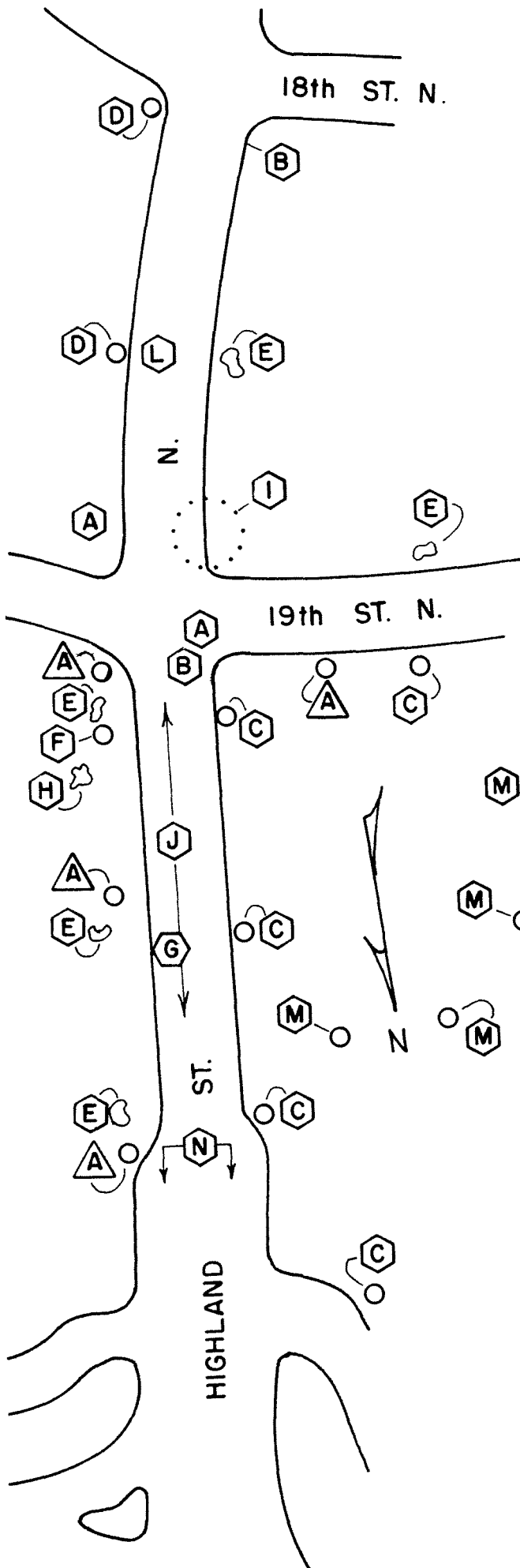
APPENDIX 8

KEY TO SYMBOLS

-  - Remove existing wood poles.
-  - Change street to one way, away from Highland St.
-  - Install STOP sign.
-  - Install colonial vapor lamps illuminating 360°.
-  - Install colonial vapor lamps with blackout panel facing houses.
-  - Plant trees to shield homes from vapor lamps.
-  - Install new fire hydrant.
-  - Install curb and gutter.
-  - Replace concrete with asphalt around tree roots.
-  - Repair deteriorating sidewalks, curbs and gutters
-  - Regrade street to provide even flow of runoff rain to both sides. (Elevate east side)
-  - Extend curbs to islands to assist in correcting hazardous intersection.
-  - Change existing Highway vapor lamps to colonial vapor lamps with blackout panel facing homes.
-  - Restrict parking to alternate sides of the street from 9:00 A.M. to 4:00 P.M.



APPENDIX 9
KEY TO SYMBOLS

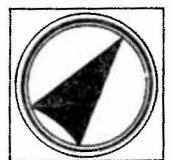


- A** - Remove existing wood poles.
- B** - Install STOP sign.
- C** - Install colonial vapor lamps illuminating 360°.
- D** - Install colonial vapor lamps with blackout panel facing houses.
- E** - Plant trees to shield homes from vapor lamps.
- F** - Install new fire hydrant.
- G** - Install curb and gutter.
- H** - Replace concrete with asphalt around tree roots.
- I** - Repair deteriorating sidewalks, curbs and gutters.
- J** - Regrade street to provide even flow of runoff rain to both sides. (Elevate east side)
- K** - Extend curbs to islands to assist in correcting hazardous intersection.
- L** - Change existing Highway vapor lamps to colonial vapor lamps with blackout panel facing homes.
- M** - Install colonial light fixtures with lexan panels on existing poles in the park.
- N** - Restrict parking to alternate sides of the street from 9 A.M. to 4 P.M.



LYON VILLAGE NEIGHBORHOOD CONSERVATION AREA

PARKING PROBLEMS



SCALE IN FEET

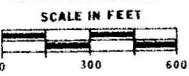
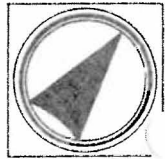


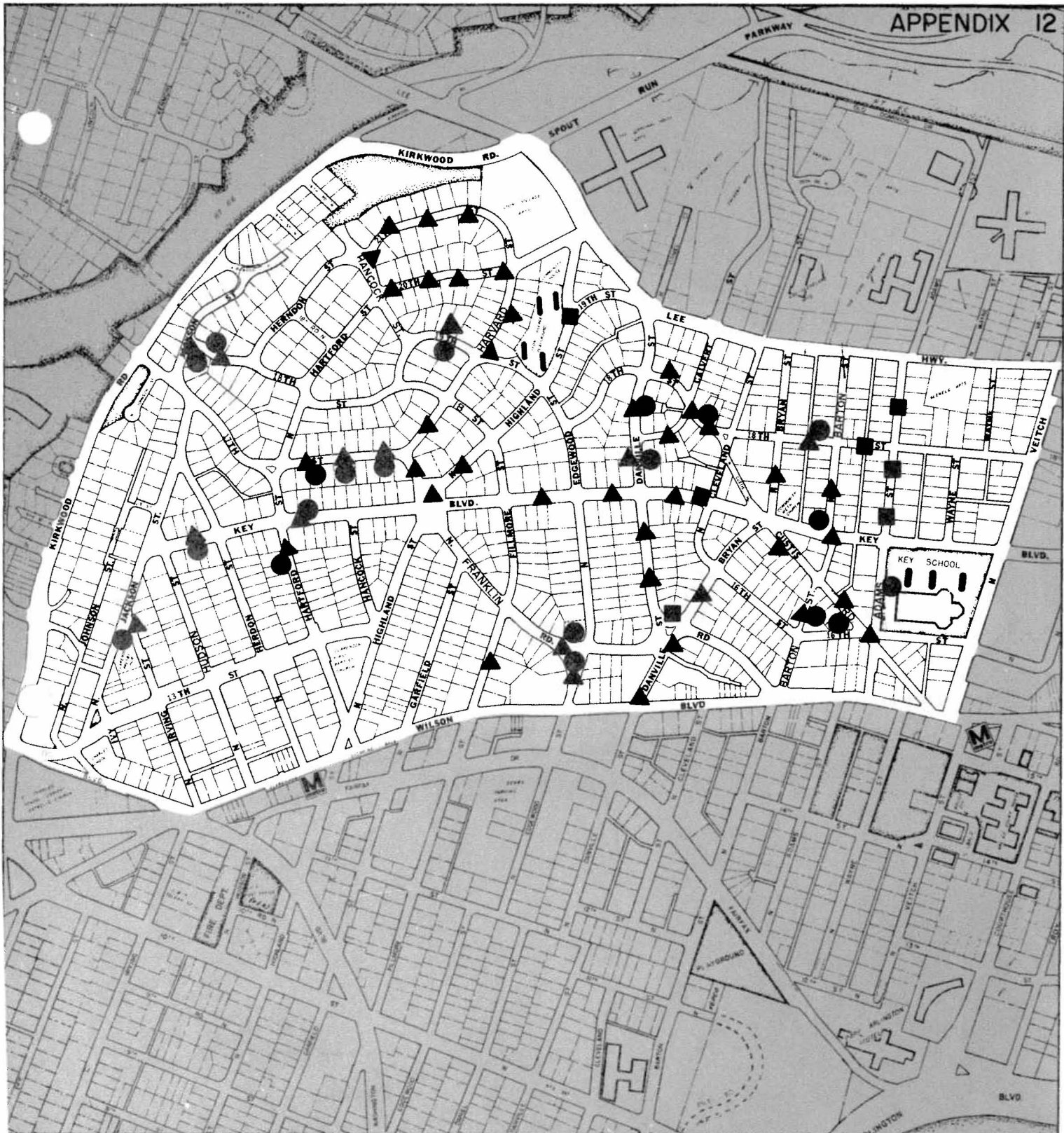


LYON VILLAGE NEIGHBORHOOD CONSERVATION AREA

LEGEND

- CURB & GUTTER NEEDED
- ~~~~~ SIDEWALK NEEDED
- oooooo CURB, GUTTER & SIDEWALK NEEDED

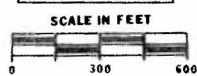


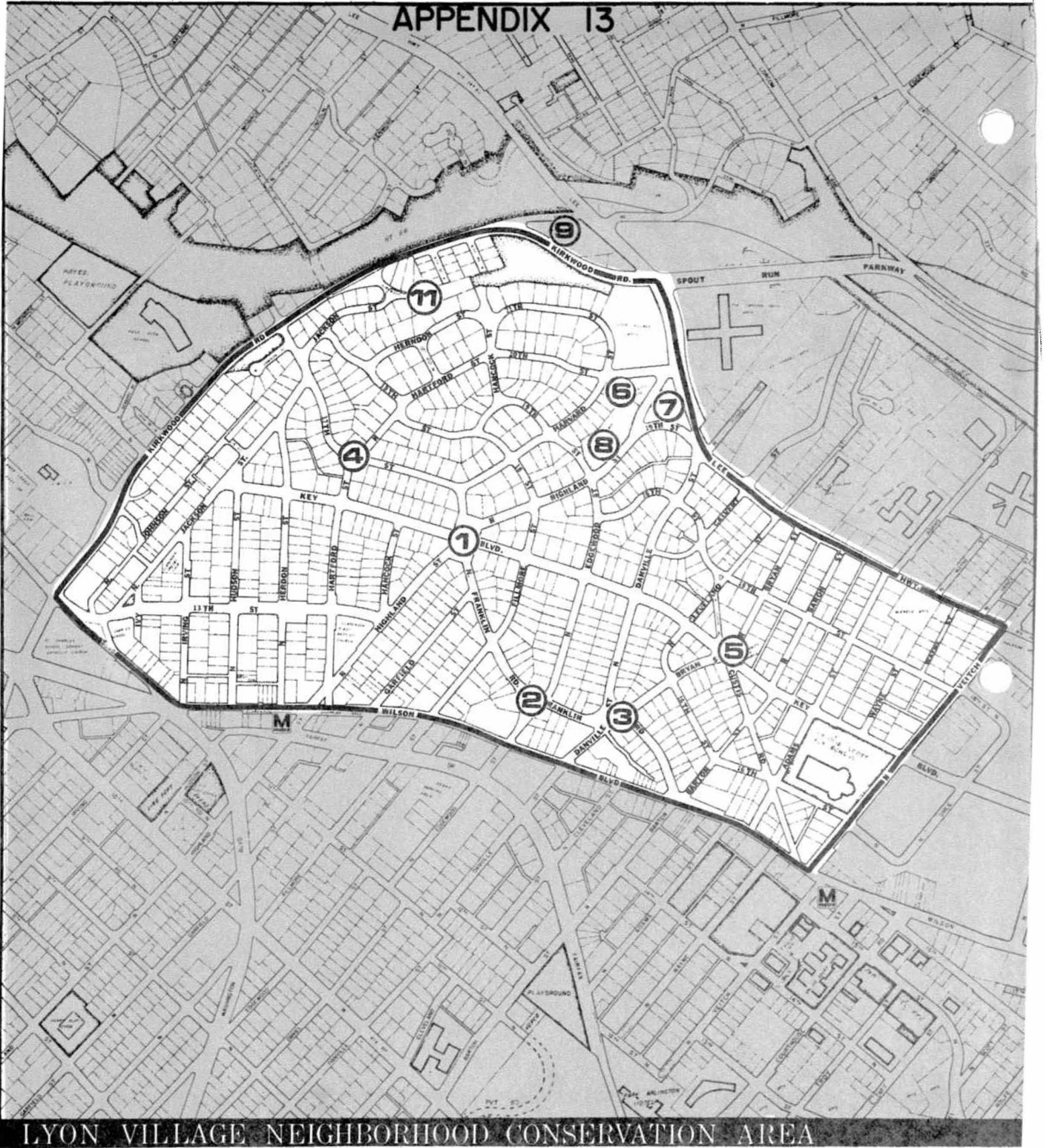


LYON VILLAGE NEIGHBORHOOD CONSERVATION AREA

LEGEND

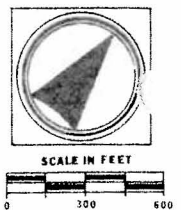
- ▲ STREET LIGHTS
- ▮ PLAYGROUND LIGHTS NEEDED
- EXISTING LIGHTS DIM
- EXISTING UTILITY POLES



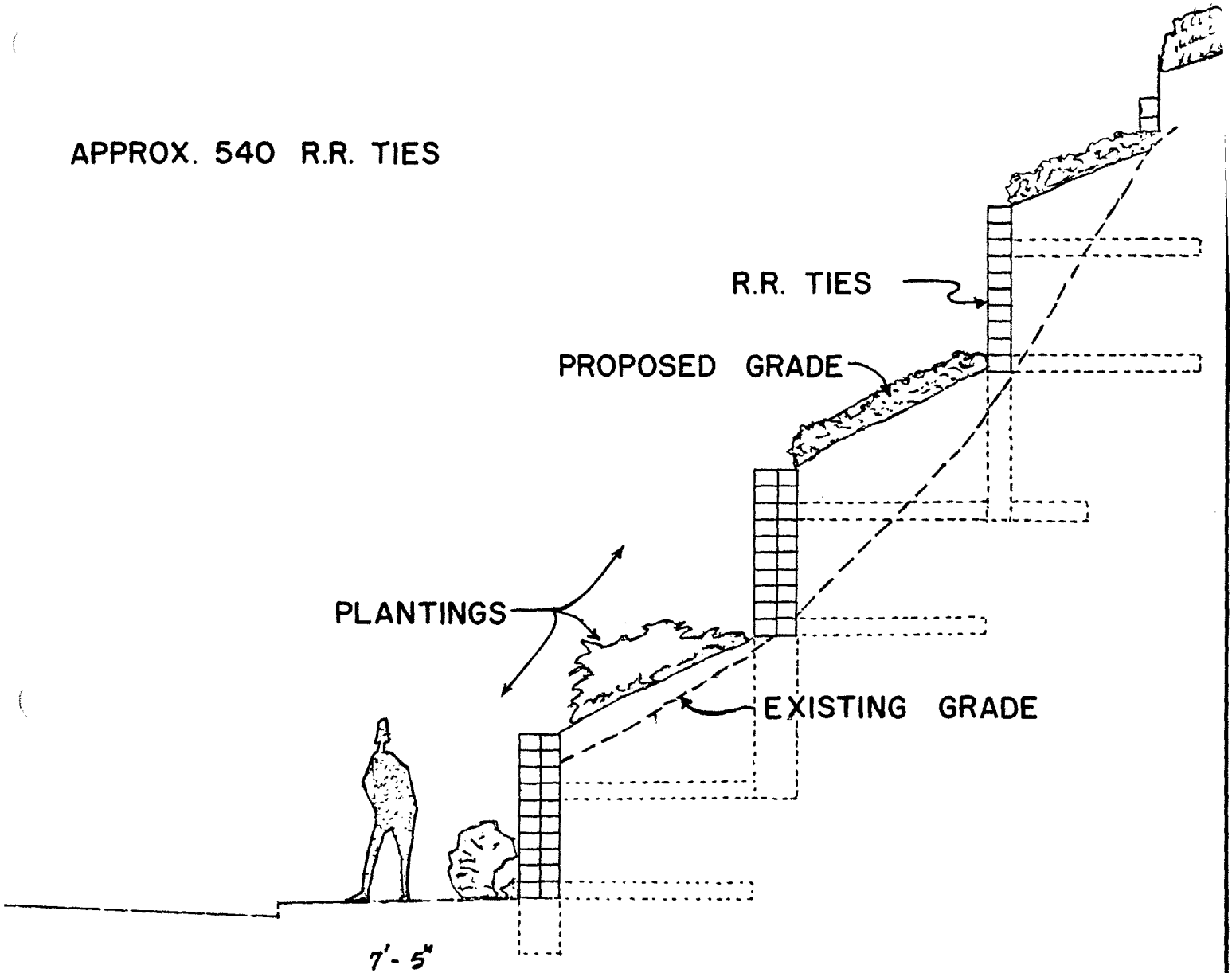


LYON VILLAGE NEIGHBORHOOD CONSERVATION AREA

PARKS AND BEAUTIFICATIONS
(Keyed to Report Sections)



APPROX. 540 R.R. TIES



SECTION AT STATION 3 + 50

SCALE 1" = 5'-0"

KIRKWOOD PLACE RETAINING WALL SCHEME I

Landscape Architect G. Pellettieri 10-16-75

Arlington County Parks Division



LYON VILLAGE NEIGHBORHOOD CONSERVATION AREA

GENERAL LAND USE

LEGEND

RESIDENTIAL	
	DENSITY
	LOW 1-10 units per acre
	LOW 11-15 units per acre
	LOW MEDIUM 16-30 units per acre
	HIGH MEDIUM 73-90 units per acre Apt. 72-135 units per acre Hotel

COMMERCIAL and INDUSTRIAL	
	SERVICE COMMERCIAL: Personal and business services. Generally one to three stories. Maximum 1.0 F.A.R.
	GENERAL COMMERCIAL: Shopper goods and other major mixed commercial uses, including offices. Generally a maximum of seven stories.

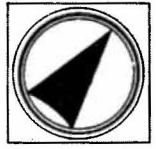
PUBLIC and SEMI-PUBLIC	
	PUBLIC: Parks (local, regional and federal). Schools (public). Parkways, major unpaved rights-of-way. Libraries and cultural facilities.
	GOVERNMENT and COMMUNITY FACILITIES: County, state and federal administration and service facilities (police, fire, property yard, etc.). Hospitals, nursing home and institutional housing. Utilities, military reservations, airports, etc.





LYON VILLAGE NEIGHBORHOOD CONSERVATION AREA

ZONING



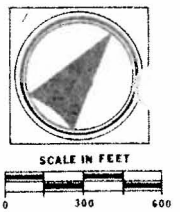


LYON VILLAGE NEIGHBORHOOD CONSERVATION AREA

LEGEND

- | | |
|-------------------------------------|-----------------------------------|
| RESIDENTIAL | COMMERCIAL and INDUSTRIAL |
| LOW - LOW MEDIUM | SERVICE COMMERCIAL |
| MEDIUM | GENERAL COMMERCIAL |
| PUBLIC AND SEMI-PUBLIC | OFFICE - APARTMENT - HOTEL |
| PUBLIC | LOW |
| SEMI-PUBLIC | |
| GOVERNMENT and COMMUNITY FACILITIES | |

EXISTING LAND USE



Appendix 18: Costs of Plan Implementation

I. Traffic Recommendations: (First Priority)

1. Signing (16th and Adams)	\$ 100
2. Signing (Highland, Hancock at 13th)	100
3. Signing (Ivy, Irving, Herndon, Hartford at 13th)	300
4. Signing (Edgewood, Fillmore at Highland)	150
5. Signal phasing (Washington Blvd. & Kirkwood)	100
(8). Narrow street (Key: Wayne to Veitch)	2,000
6. Extend curb (16th across Adams, Custis)	7,500
7. Signing (Custis: Key to 16th)	150
8. Signing (Key, 16th, 18th at Veitch)	350
9. Signing (Highland and Edgewood)	100
10. Redesign intersections (Key at Edgewood, Adams)	12,000
11. Redesign intersection (Key and Jackson)	10,000
12. Redesign intersection (Key and Highland)	9,000
13. Narrow Street (Key: Cleveland to Bryan)	18,000
14. Redesign intersection (Franklin & Edgewood)	17,000
15. Redesign intersection (Danville, Franklin, Bryan)	30,000
16. Signing, pavement marking (17th and Hartford)	100
	<u>\$106,950</u>

II. Parks Recommendations: (Second Priority)

1. Landscaping and benches	\$ 1,500
2. Mini-park	50,000
3. Mini-park	10,000
4. Landscaping	1,000
5. Landscaping	3,000
6. Landscaping (Private funding = \$1,000)	- - - -
7. Community sign	500
8. County park improvement	100
9. Temporary sidewalks	1,000
10. Tree planting on street-lawns	5,000
11. Hill-side stabilization	20,000
	<u>\$ 92,100</u>

III. Street Lighting (Third Priority) \$ 46,000

IV. Parking Recommendation (Fourth Priority) \$ 1,500

V. Curbs, Gutters and Sidewalks (Fifth Priority) \$650,000

GRAND TOTAL \$896,550

APPENDIX 19

