

BARCROFT



NEIGHBORHOOD CONSERVATION PLAN

Arlington, Virginia

July 11, 1990

BARCROFT

NEIGHBORHOOD CONSERVATION PLAN

Cover and Text
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**Cover:
The
Barcroft
Mill**

The mill, a symbol of Barcroft Neighborhood, was built by Dr. John Wolverton Barcroft after the Civil War on the foundations of the former Arlington Mill. Located on Columbia Pike at Four Mile Run, the Barcroft Mill burned in 1926, set afire by hot cinders from a steam locomotive passing up Four Mile Run on the W&OD Railroad. The mill site is now occupied by two automotive repair shops at 4961 and 4969 10th Street South.

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To the Citizens of Arlington County:

It is with considerable pride that the County Board publishes the Barcroft Neighborhood Conservation Plan, the twenty-fourth publication since the inception of the Neighborhood Conservation Program in 1964. This Plan was adopted in general principle by the County Board on July 11, 1990.

The Plan reflects an extensive community effort to preserve and enhance the quality of life in the Barcroft neighborhood. The Plan exemplifies the neighborhood's strategies to preserve the small town character of the community through effective land use and traffic management; open space and park enhancement; revitalization of the commercial corridor along Columbia Pike; and recognition of trees and historic features as valued resources.

Arlington will continue to flourish with communities working together to improve the conditions within their neighborhoods. The County Board commends the Barcroft citizens for their commitment, hard work and dedication.

Sincerely,

William T. Newman, Jr.
Chairman

SUMMARY

Background

The Barcroft School and Civic League (BSCL) began this Plan in 1987. All Barcroft residents were asked to participate by completing a neighborhood questionnaire which included 64 multiple part questions covering land use, streets, sidewalks, lighting, traffic, transportation, parks, recreation, beautification and County services. Over 1200 surveys were distributed among 830 single family homes and 400 apartments. The survey return rate was greater than 50% for the single-family residences, but less than 1% for the apartment residences. All responses and comments from the questionnaires were entered on a computer and tabulated. Block captains completed a physical survey and inventory of the neighborhood in 1988.

Using the results of the questionnaire and inventory, working committees prepared drafts on each area of neighborhood concern. The sections were consolidated into a single draft under the supervision of the committee chairs. After consulting with County staff and revising early drafts in 1989, the BSCL provided a copy of the draft Plan to each Barcroft resident and all non-resident property owners in December, 1989. Many Barcrofters gave comments on the draft Plan. On March 1, 1990, attendees at a community wide BSCL meeting made final revisions and approved the draft.

The preparation of the Plan began shortly after an historic landmark farmhouse in Barcroft was destroyed and replaced by a cluster townhouse development. At the same time, Federal agencies announced redevelopment of the Arlington Hall site. Barcroft's residents realized that a concerned citizenry must make its views clear in a systematic way to preserve and enhance neighborhood conditions. In the course of preparing this Plan many diverse viewpoints were carefully evaluated and worked into the final consensus document. Preparation of this Plan has enhanced neighborhood identity, strengthened the sense of commitment to civic activism, and revitalized the Barcroft School and Civic League as a representative of the community.

The Plan Has Ten Sections

A History of Barcroft

The Plan opens with a History of Barcroft, tracing the development of the neighborhood from its 19th century mill and homes to the first subdivision over 100 years ago, and then to its current mix of single-family homes with a border of apartments, townhouses and business properties.

Neighborhood Goals

The Plan lists 11 worthy goals beginning with preserving the neighborhood's essential character as an area of single-family homes and ending with encouraging neighborhood spirit and the open, friendly relations between neighbors that make Barcroft a fine place to live.

Land Use and Zoning

This section highlights Barcroft's determination to maintain the core area of the neighborhood as detached single-family housing and to discourage infill development. The most important element of this Plan is the statement that the neighborhood strongly prefers to maintain its current housing density and preserve the atmosphere of space and greenery it now enjoys. Barcroft actively supports neighborhood use of parkland on the Arlington Hall site. The Plan asks the County to designate unopened street rights-of-way along Four Mile Run (through Glencarlyn Park) as trails.

Transportation

This section is primarily devoted to Barcroft's traffic problems. The Plan recommends that cut-through traffic be contained on major arterials by facilitating free-flowing traffic movement on those main streets rather than by restricting the neighborhood's own internal movements. It details problems of speeding and cut-through traffic and requests the County's help in dealing with them, including better enforcement of speed limits. It recommends modifications to a number of intersections to improve pedestrian and vehicular safety, but rejects the use of nubs, speed bumps and street narrowing. The Plan notes that Barcroft needs good access to and across the major arterial streets that border the neighborhood. It requests installation of an off-ramp from westbound Arlington Boulevard at North Henderson Road, and better enforcement of parking regulations. It recommends widening 8th Street South between South Stafford Street and South Taylor Street. The neighborhood requests improvement of safety at the intersection of Columbia Pike and South Buchanan Street. Barcroft residents need and want to preserve convenient access to Arlington Forest Shopping Center. The neighborhood is concerned about the new Arlington Hall traffic patterns. Barcroft asks that the Paratransit Plan be implemented and that good metrobus service to metrorail stations be maintained.

Capital Improvements

The Plan recommends that curbs, gutters and sidewalks be constructed where missing, particularly on the County property along South Pershing Drive and on several streets used by school children. It identifies 18 locations where sidewalk repairs are now needed, and recommends that

the County provide more frequent routine sidewalk maintenance. The Plan supports the installation of curb ramps for wheelchairs. It identifies drainage problems and areas where street lighting is inadequate. It recommends that lighting be installed on the Washington and Old Dominion (W&OD) Trail along Four Mile Run.

Parks and Recreation

The Plan outlines recommendations for parkland within the Arlington Hall redevelopment, including a neighborhood park and a usable bicycle trail to the Thomas Jefferson Community Center. The Plan recommends that the County purchase a vacant site from Virginia Power, improve neglected County property on South Pershing Drive and improve Barcroft's pedestrian access to Glencarlyn Park along Four Mile Run. It recommends that the W&OD Trail along Four Mile Run be widened.

Community Services

This section welcomes the renovation of Barcroft School. The Plan recommends adding several streets to the snow removal plan. It calls for support of rehabilitation of affordable housing at the Buchanan Gardens Apartments, and asks for removal of trash on County property on South Pershing Drive.

Beautification

The Plan recommends that two County properties on South Pershing Drive and Columbia Pike be attractively landscaped, and that the appearance of the Arlington Hall site be improved as soon as possible. It asks that the County consider some type of ordinance or program to protect Arlington's more notable trees from destruction by developers. The Plan notes that placing utilities underground would be the single most effective measure to beautify the neighborhood. Barcroft requests neighborhood signs in two locations and asks the County to control erosion along Columbia Pike.

Commercial Development

The neighborhood welcomes the extension of Columbia Pike revitalization plans to Barcroft. It recommends encouragement of low-density redevelopment with a better mix of needed services and retail establishments. The neighborhood would oppose conversion of commercial areas on the Pike to residential use.

Historic Preservation

This section notes the possible eligibility of all or part of the neighborhood for designation as a Neighborhood Historic District, but concludes that Barcroft needs to explore this subject further. The Plan recommends that individual homeowners with eligible houses seek Historic District designation. It notes that the Barcroft Community House may be eligible for designation as a State landmark and for placement on the National Register of Historic Sites.

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We also wish to acknowledge the Arlington County Staff members who have helped with this Plan, particularly Lori Hirshfield, Laura McGrath, Elizabeth Hagg, Jewel Griffin and Jeff Sikes, as well as Anne Noll, a Barcroft resident who inspired many of us to be involved.

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Neighborhood Conservation Plan

Map No.
1



INTRODUCTION

Barcroft is a quiet neighborhood bordered on the north by Arlington Boulevard, on the east by South George Mason Drive, on the south by Columbia Pike, and on the west by Four Mile Run and Glencarlyn Park (see Map 1).

Most of Barcroft is occupied by single-family detached homes, with some townhouses on the fringes of the neighborhood and a strip of higher density apartment and commercial development on Columbia Pike at the neighborhood's southern edge. The essential character of the neighborhood is its blend of older homes on large lots, well kept greenery, mature trees, quiet streets and relaxed, unpretentious atmosphere. Barcroft has about 2,700 residents and 1,254 housing units, of which about 830 are single-family homes. The neighborhood has a strong sense of community.

Land values in Arlington increased rapidly in the 1980's, resulting in pressure for redevelopment of the County's close-in areas. Barcroft's large lots and modest older homes make it a potential target for higher density development which is opposed by the neighborhood. Barcroft's residents have undertaken this Plan to maintain the neighborhood's character and to formulate our goals for long range improvements.

NEIGHBORHOOD HISTORY

The Barcroft community traces its history to the time of George Washington, who surveyed the land and may have built a gristmill here. George Washington Parke Custis later built the Arlington Mill on Four Mile Run near Columbia Pike. Custis' mill was destroyed during the Civil War.

Barcroft neighborhood owes its name to Dr. John Wolverton Barcroft, who built and operated a mill after the Civil War on the foundations of the Arlington Mill. It was said to have the largest mill wheel on the east coast. Dr. Barcroft, a physician and inventor, had also owned a mill further west on Columbia Pike beyond Baileys Crossroads, for which Lake Barcroft is named.

The earliest homes in the neighborhood were built near Columbia Pike beginning about 1892 as the subdivision of Corbett. This area was resubdivided under the "Barcroft" name in 1903. The community grew to the north and east, and homes gradually filled in the area of the current Barcroft neighborhood. From 1918 through the 1950's, builder Walter O'Hara and his son Robert built several hundred Barcroft homes in a variety of styles. The neighborhood also has at least one Sears home and one Lustron enameled steel home. Today the central part of Barcroft has a mix of homes built between the 1880's and the 1980's, most of them more than 30 years old. Beginning in the 1960's, townhouses and apartment buildings were built on the edges of the neighborhood along Columbia Pike, South George Mason Drive and Arlington Boulevard.

The neighborhood's first retail establishment was a country store built about 1885 and owned by Oscar Haring. It was located on Columbia Pike at Four Mile Run. Oscar Haring's

store gave way to the Barcroft Shopping Center in 1949, and other retail establishments now line Columbia Pike.

In the early years of the twentieth century, many Barcroft families commuted to Washington on the railroad along Four Mile Run now known as the Washington and Old Dominion (W&OD). The first rail line was built in 1850, with the stop at Columbia Pike handling passengers, grain for the mill and live animals. The rail connection was important until paved roads offered more convenience for motorized vehicles. A bus service began in 1919, and gradually the rail service was withdrawn, ending in 1968. Although the Barcroft Station was demolished in 1974, most of Barcroft's workers still commute to employment in the District of Columbia by automobile, bus, metro-rail and bicycle.

Barcroft's neighborhood civic association, originally known as the Barcroft Citizens Association, has been in continuous operation since 1908. The name was changed that same year to The Barcroft School and Civic League (BSCL) when the Barcroft School moved into the newly constructed Barcroft Community House at 8th Street South and South Buchanan Street. The school moved to its present location on South Wakefield Street in 1925. The Barcroft Community House has now been designated as a local Historic District, and is the neighborhood's most important landmark.

The community's first newspaper, a tiny but well written neighborhood newsletter, was published for a time in 1903. Publication resumed in later years, and the *Barcroft News* still chronicles neighborhood events.

Throughout its history as a neighborhood, Barcroft has been a quiet residential area whose residents prize its tranquility, ease of access to the District of Columbia, and friendly neighbors.

NEIGHBORHOOD GOALS

Responses on the Neighborhood Conservation questionnaire confirm that Barcroft's residents are most concerned about preserving and enhancing the quality of life in their neighborhood. Their most important goals are to:

1. Preserve the neighborhood's essential character as an area of single-family homes.
2. Preserve the open, uncrowded nature of the neighborhood by discouraging infill and pipestem development.
3. Ensure that the redevelopment of the Arlington Hall site by Federal Government agencies provides additional park space, improves public access to the site, improves the appearance of the site, provides for a usable bicycle trail to the Thomas Jefferson Community Center and does not have adverse traffic, parking or pollution impacts on Barcroft.
4. Protect the core area of the neighborhood from cut-through traffic and speeding, while maintaining convenient access to and across major arterial streets and to adjacent retail centers.
5. Promote pedestrian safety by completing the neighborhood's sidewalks, curbs and gutters; improving the maintenance of the sidewalks now in place; and improving street lighting where it is inadequate.
6. Improve access to parks and recreation facilities.
7. Support the renovation of Barcroft School to serve neighborhood needs.
8. Improve the appearance of Columbia Pike businesses and encourage them to provide the mix of services and retail stores which the neighborhood needs, without increasing scale or density.
9. Improve the appearance of Barcroft's streetscape at specific locations with additional landscaping or street improvements.
10. Promote broader recognition of Barcroft's name with appropriate signs at entrances to the neighborhood.
11. Encourage a neighborhood spirit which will preserve the friendly, open relations between neighbors which make Barcroft a fine place to live.

LAND USE AND ZONING



Barcroft's land use pattern is predominantly single-family detached homes with strips of commercial, townhouse, and apartment development along the borders of the neighborhood (see Map 2). There are also three active churches and the Barcroft Elementary School.

Zoning

Barcroft's core is zoned "R-6" (One Family Dwelling), with small areas of "S-3A" (Special District) zoning for the Barcroft School and for two sections of Glencarlyn Park along Four Mile Run. The strip along Columbia Pike is zoned "C-2" (Service Commercial-Community Business District) and "RA8-18" or "RA14-26" (Apartment Dwelling). There is one small area of "R-10T" (One Family Residential-Townhouse) on Arlington Boulevard and one on South George Mason Drive. The final zoning category in the neighborhood is for the Barcroft Community House, which is designated an Historic District ("H-D"). Within the area of the neighborhood zoned "R-6" there is one cluster townhouse development at Pershing Court. This departure from Barcroft's pattern of detached single-family homes was accomplished with a Site Plan approval under "R-6" zoning regulations, and therefore is not shown separately on zoning maps (see Map 3).

Land use and zoning issues were a major part of the Neighborhood Conservation questionnaire. Near unanimity and strongly worded comments on the questionnaire demonstrate that Barcroft's residents are concerned that the single-family residential portion of the neighborhood

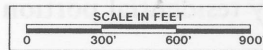
BARCROFT

Neighborhood Conservation Plan

Map No.
2



General Land Use Plan



might be the target for developers seeking new sites for denser housing or other inappropriate development. On several occasions in the past few years, attempts have been made to develop higher density housing in the neighborhood; as noted above the County approved one Site Plan that permitted clustered townhouses to be built in a portion of the neighborhood composed of single-family detached homes. Residents are concerned that other Site Plans for cluster townhouse development will be proposed by developers.

Recommendation #1

Preservation of Single-Family Housing ¹

Barcroft's residents strongly recommend that any new housing built in the core of the neighborhood be limited to detached single-family homes. Neither Site Plan approval for clustered dwelling units nor use permits for two-family units should be permitted. The County should adhere without exception to the following policy:

New housing within the portion of Barcroft Neighborhood presently zoned "R-6" should be limited to single-family detached homes.

Barcroft's large lots raise questions about subdividing lots and infill development. Residents are resigned to the division of some large lots as a by-right prerogative of the owner, but want to preserve the uncrowded atmosphere of the neighborhood as much as possible. Residents are concerned about possible efforts by developers to consolidate residential lots for higher-density development. In some other areas, and recently in Barcroft, developers are beginning to build oversized houses on infill lots. Barcroft residents believe that such buildings are entirely inappropriate in our neighborhood setting.

Infill Development and Oversize Houses

Recommendation #2

Preservation of Minimum Lot Sizes ²

A. The Board of Zoning Appeals should not grant variances to permit construction on undersized or otherwise non-con-

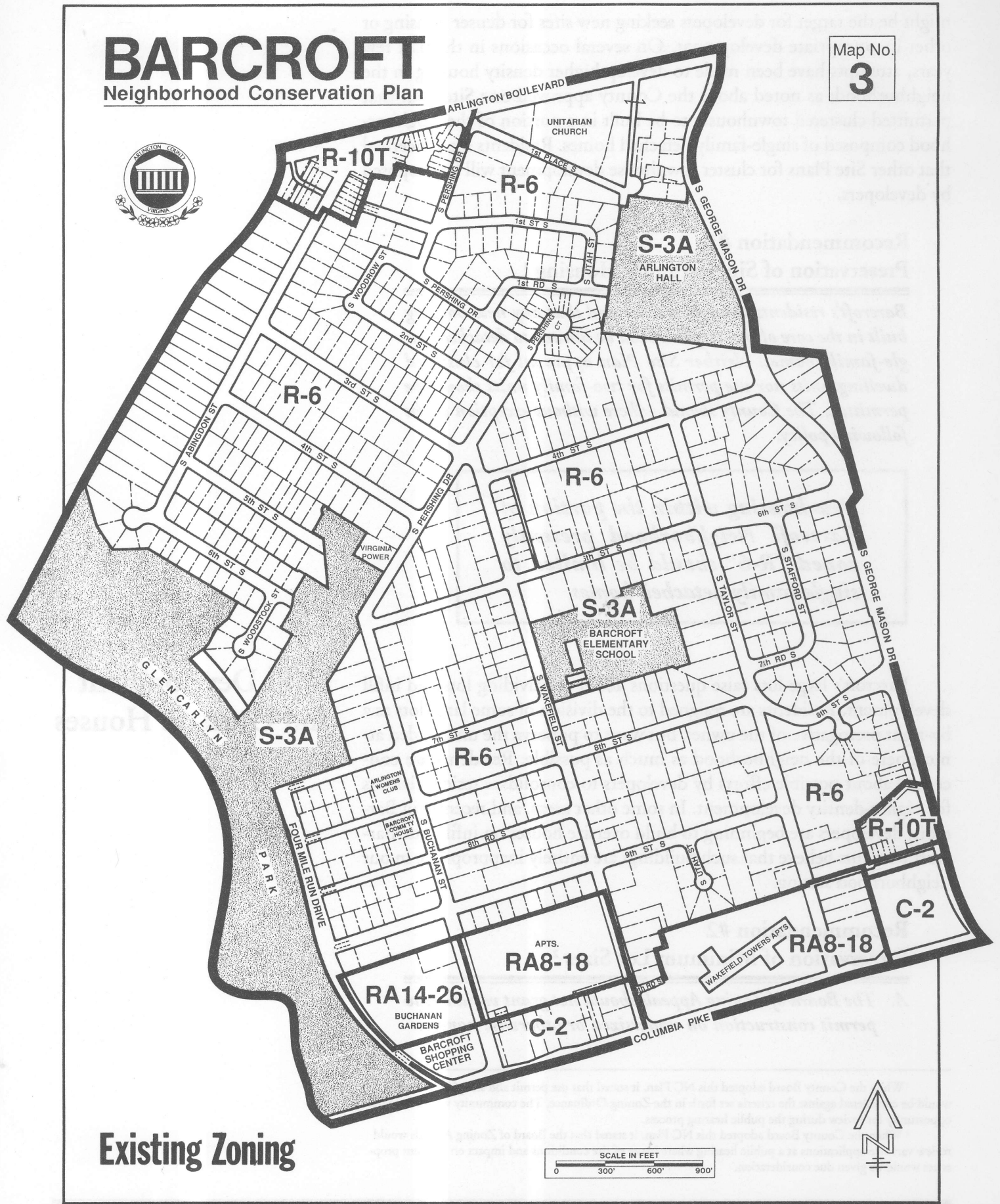
¹ When the County Board adopted this NC Plan, it stated that use permit and site plan proposals would be considered against the criteria set forth in the Zoning Ordinance. The community would have the opportunity for review during the public hearing process.

² When the County Board adopted this NC Plan, it stated that the Board of Zoning Appeals would review variance applications at a public hearing where issues of site conditions and impact on adjacent properties would be given due consideration.

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Neighborhood Conservation Plan

Map No.
3



Existing Zoning

forming lots, including "pipestem" lots and others where minimum street footage or other requirements for subdividing are not met.

- B. The Board of Zoning Appeals should not grant variances to setback, density and height requirements that would permit the construction of oversize homes on Barcroft lots. This applies equally to variances requested after a home is constructed and the developer "discovers" that it is nonconforming.*
- C. The neighborhood opposes the consolidation of individually owned residential lots for block sale to developers.*

Barcroft residents are keenly interested in the plans for future use of Arlington Hall, the 87 acre site owned by the Federal Government that borders the neighborhood on the east. Most of the site will be used by the Department of State as a campus for its National Foreign Affairs Training Center, with 15 acres being used for administrative offices of the Army National Guard Bureau.

Federal and local officials have involved neighborhood representatives in the planning process for the site since 1985. Barcroft has provided suggestions and recommendations, many of which have been incorporated into the Site Plan. The BSCL will continue to monitor the planning process to ensure that the redevelopment of the site is consistent with the interests of Barcroft neighborhood and the promises of Federal Government representatives. Although the planning process requires flexibility to accommodate conflicting interests, the neighborhood believes that the following principles should be followed in the redevelopment of Arlington Hall.

Arlington Hall

Recommendation #3 Arlington Hall

- A. Facilities built on the Arlington Hall site should be low-rise, architecturally distinguished, and compatible with the surrounding neighborhood. The Federal Government should revise its funding restrictions to permit the State Department to fully fund all appropriate site perimeter improvements, such as undergrounding utilities and installing and upgrading sidewalks, street lighting and traffic signals where needed.*
- B. Planning for the facilities should include measures to minimize adverse noise, traffic and other impacts on the surrounding neighborhoods both during construction and after.*
- C. Plans for the facilities should include sufficient on-site parking for all uses to prevent the use of neighborhood streets for parking generated from the site. Use of mass transit by employees still should be encouraged by providing shuttles to the Ballston Metrorail station and coordinating bus sched-*

ules to provide convenient bus service to other federal facilities. Shuttle bus service should be controlled so that Arlington Hall is never used as a parking lot for other federal facilities.

- D. North-south and east-west public pedestrian and bicycle access through the site should be provided. Security fencing should be used sparingly for legitimate security concerns and to screen the site from adjoining private properties.*
- E. The Federal Government should honor its commitment to devote the entire parcel on the west side of South George Mason Drive, and a substantial portion of the site on the east side, to public neighborhood parks and open space. The site should be fully landscaped and, where possible, existing trees and green space should be preserved.*

Additional comments on the use of parkland within the site are in the Parks and Recreation section below.

Zoning Along Columbia Pike

Barcroft residents are concerned that the present "C-2" zoning for many of the parcels along Columbia Pike that are in or near the neighborhood may permit redevelopment that is more dense than is appropriate. This could undermine or destroy the neighborhood commercial character of these areas. Otherwise, residents are generally satisfied with the mix of commercial and residential zoning now on the Pike, and are concerned that some commercial properties are shown on the General Land Use Plan as residential. The preservation of lower building densities and the commercial character of these areas should be a high priority for the County in the event that any redevelopment of the area is proposed.

Recommendation #4

Zoning and Land Use Along Columbia Pike

- A. The neighborhood opposes redevelopment of any of the sites of commercial properties along Columbia Pike for residential use if it would result in a loss of neighborhood commercial services. The General Land Use Plan should be updated to reflect the actual zoning along the Pike between South Taylor Street and Four Mile Run.*
- B. Barcroft favors the current General Land Use Plan designation of low-density commercial development along Columbia Pike to retain its neighborhood-oriented business mix rather than large, high-density projects which would be better located along Arlington's metro corridors.*

Land Use and Zoning in the Four Mile Run Area

The County has undeveloped rights-of-way for Arlington Mill Drive and Four Mile Run Drive between Columbia Pike and Arlington Boulevard. There is also one area of County park property zoned "RA14-26" (Apartment) in Glencarlyn Park below South Woodstock Street and just outside the Barcroft Neighborhood Conservation Area west boundary. These designations are obsolete. Barcroft residents are strongly committed to preservation of the existing parks and would oppose use of the land for streets or apartments.

Recommendation #5 Obsolete Rights-of-Way and Zoning Change along Four Mile Run

- A. *The County should remove the unopened rights-of-way for Arlington Mill Drive and Four Mile Run Drive, between Columbia Pike and Arlington Boulevard, from the Master Transportation Plan's list of designated streets, and put them on the list of designated trails. Legal and planning documents should be revised to reflect this change.*
- B. *The County should rezone the "RA14-26" (Apartment) area below South Woodstock Street to "S-3A" (Special District).*



TRANSPORTATION

Barcroft is a community of quiet residential streets bordered by major arterials which carry heavy traffic. The original Barcroft subdivision was built with a grid of straight streets based on Columbia Pike. When the street network was later extended, some of the newer streets were aligned with Arlington Boulevard or South Pershing Drive. Most of the neighborhood's street alignment problems result from this evolution. Today Barcroft is characterized by quiet east-west interior streets that carry local traffic, and longer north-south streets carrying faster moving cross-neighborhood traffic, including cut-through traffic attempting to avoid delays at intersections on the major boulevards.

A primary concern of Barcroft residents has been safety problems associated with speeding of cut-through traffic between the major arterials (see Map 4). This problem is most visible on South Pershing Drive, South Abingdon Street and South Buchanan Street. It is addressed under "Speeding" below. Barcroft would prefer to deal with this problem through better traffic flow on the major external arteries, making them more attractive to motorists, and thus keeping the traffic on the roads which are equipped to handle it. Only as a last resort would the neighborhood want to hamper and restrict its own movements to discourage cut-through traffic. Some Barcroft residents believe, however, that the speeding problem and related cut-through traffic warrant much stronger measures to control speed and discourage cut-throughs.

Another primary neighborhood concern has been to maintain safe access to and across the major arterials for pedestrians, bicyclists, drivers of private vehicles, and users of public transit or paratransit. Speeding on the arterials compounds this access problem.

Barcroft residents consider wide streets a blessing, and generally reject the use of nubs, speed bumps and other blocking devices at intersections as artificial hazards for our own neighborhood cars, bicycles, runners and pedestrians. In the one case where a nub was considered we have decided to request a wider street instead, to provide more room for normal driving. Should the County find that speed control through enforcement is impossible, the neighborhood might consider the use of pavement stripes of the type currently being used to narrow Lorcum Lane and South

Street Configuration

Pershing Drive between Glebe Road and Washington Boulevard. In some places stripes or markings may be needed to address a specific problem such as school crossings. The neighborhood has not identified exact locations.

Barcroft does not yet feel the need for a traffic management plan, but will propose one as an amendment to this Plan if it should become necessary.

Recommendation #6

Street Configuration for Safety and Convenience

- A. The County should not use nubs to narrow intersections in Barcroft, nor install speed bumps. Speeding should be addressed in more constructive ways which do not add hazards for Barcroft residents using the streets.*
- B. The County should use striping and street markings where necessary in the neighborhood for safety. In particular the "banana" stripe at the bend of South Pershing Drive at Pershing Court must be renewed regularly.*

Arlington Boulevard

One of Barcroft's priorities is to maintain direct access to and across Arlington Boulevard, a highway which provides a vital east-west link for the County. Arlington's 1986 Master Transportation Plan (MTP) provides that neighborhood consultation and measures to minimize neighborhood impact will be part of any future planning process to make Arlington Boulevard a more controlled access road. In addition the MTP states that traffic management techniques will be employed first before using further access controls.

Left turns from westbound Arlington Boulevard onto South Abingdon Street are difficult and dangerous at present. Barcroft residents who live near this intersection increasingly are using George Mason Drive instead, placing a greater traffic load on narrow, residential 4th Street South as they enter Barcroft there to reach the northern part of the neighborhood. Pedestrian crossings also are difficult at this intersection, where pedestrians have been hit by cars on Arlington Boulevard that run the light. Seniors and other slower-moving pedestrians are afraid to cross here. Periodically the timing of this light seems to vary. It sometimes leaves even swift-footed pedestrians too little time to cross safely, and sometimes makes cars crossing Arlington Boulevard wait for very long periods.

Recommendation #7

Arlington Boulevard Safety Enhancements

- A. The County should work with the State to install a westbound off-ramp from Arlington Boulevard to the service road between North Henderson Road and North George*

Mason Drive as a safety measure for exiting Arlington Boulevard. A left turning lane would be an acceptable alternative. Extension of the median to bar north-south crossing of Arlington Boulevard at South Abingdon Street would not be acceptable. It is essential to retain all turning movements at this key intersection.

- B. The County should work with the State to add more effective signs to warn westbound Arlington Boulevard traffic of the upcoming South Abingdon Street/North Henderson Road intersection.*
- C. The County should periodically check to ensure that there is sufficient time for pedestrians to cross Arlington Boulevard at this intersection.*
- D. In accordance with the Master Transportation Plan, the County should consult with the community prior to any design changes at this intersection.*

There is restricted sight distance at the intersection of South Pershing Drive with the Arlington Boulevard Service Road. Due to the complication of 1st Place South entering at the intersection, the County has not placed a stop bar anywhere on the pavement. As a result, many cars do not stop for the stop sign, or stop part way into the service road. In addition, many drivers are not aware that the Service Road carries two-way traffic from the Unitarian Church parking lot to South Pershing Drive, and do not check for traffic from that direction, including pedestrians and bicyclists using the sidewalk from South George Mason Drive.

Arlington Boulevard Service Drive/South Pershing Drive

Recommendation #8 Arlington Boulevard/South Pershing Drive Improvements

- A. The County should add a stop bar at the intersection of South Pershing Drive and the Arlington Boulevard Service Road.*
- B. The County should change the two way traffic on the Arlington Boulevard Service Drive between South Pershing Drive and George Mason Drive to one-way eastbound.³*
- C. The County should add a sign directing drivers to check for pedestrians and bicyclists coming from the right before entering the Service Road.*

³The County Board did not support this recommendation when the NC Plan was adopted.

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Neighborhood Conservation Plan



Map No.
5



Columbia Pike at Four Mile Run



The Arlington Forest Shopping Center on Arlington Boulevard is important to Barcroft as a local retail and service center. Since this site is particularly useful for residents of the northwestern part of the neighborhood, convenient access to it is important.

Arlington Forest Access

Recommendation #9

Access to Arlington Forest Shopping Center

- A. *The County should ensure that the timing of traffic lights on Arlington Boulevard at South Abingdon Street does not discourage Barcroft pedestrians and cars from reaching the Arlington Forest Shopping Center and other destinations north of Arlington Boulevard.*
- B. *The County should maintain direct north-south access across Arlington Boulevard at South Abingdon Street/North Henderson Road.*⁴

The misalignment of Four Mile Run Drive and South Buchanan Street causes conflicts of turning movements at this intersection. Realignment could be accomplished by changes in the Goodwill Store site if it is eventually redeveloped (see Map 5). Left turns from eastbound Columbia Pike are difficult. Barcroft residents would like to make this intersection safer for left turns from eastbound Columbia Pike without increasing cut-through traffic to Arlington Boulevard. The timing of the light at this intersection sometimes changes to give pedestrians too little time to cross Columbia Pike.

Four Mile Run Drive, South Buchanan Street and Columbia Pike

Recommendation #10 Columbia Pike Improvements at Four Mile Run Drive⁵

- A. *The County should realign the eastern side of Four Mile Run Drive to meet Columbia Pike directly opposite South Buchanan Street.*
- B. *The County should improve the safety of turns from eastbound Columbia Pike to South Buchanan Street, keeping in mind the neighborhood's unwillingness to increase cut-through traffic to Arlington Boulevard.*
- C. *The County should periodically check to ensure that the traffic signal at this intersection gives pedestrians enough time to cross Columbia Pike.*

⁴ When the County Board adopted this NC Plan, it reaffirmed the Master Transportation Plan's (MTP-adopted 1986) objective to pursue appropriate transportation management techniques prior to consideration of additional elements of a controlled access facility, and to include recommendations for alternate local connections to and across the road (see page 79, lines 3-12 of the MTP).

⁵ Since implementation of this recommendation would require acquisition of a substantial portion of the Goodwill store parking lot, the County only would pursue this recommendation if the Goodwill store site redevelops.

Columbia Pike and George Mason Drive

Barcroft residents have identified the intersection of Columbia Pike and George Mason Drive as a dangerous one. The County has begun studying the situation. The neighborhood awaits measures to upgrade safety at this intersection.

Recommendation #11 Columbia Pike Improvements at George Mason Drive

The County should take measures to improve the safety of the intersection of George Mason Drive and Columbia Pike.

South Pershing Drive/South Wakefield Street/3rd Street South

This intersection was identified on the neighborhood questionnaire as a problem for both cars and pedestrians. The main difficulty for pedestrians is crossing South Wakefield Street, while cars find it difficult to cross speeding traffic on South Pershing Drive. Some motorists traveling northbound on South Wakefield Street and turning right onto South Pershing Drive do not obey the stop sign.

Recommendation #12 Intersection Improvements

- A. *The County should enlarge and raise the island at South Pershing Drive/South Wakefield Street/3rd Street South to improve alignment and pedestrian safety.*
- B. *The County should install the stop sign requested in Recommendation #16 below and take additional pedestrian safety measures as needed, including highly visible crosswalk markings and adding the words "School Crossing" to the graphic signs on Pershing Drive.*

South George Mason Drive Entry to the Proposed National Guard Bureau and to the Foreign Service Institute Parking Lot

The neighborhood is not sure what to expect when these new entrances to the Arlington Hall property are opened. Traffic management measures, such as protected turning lanes, are needed for safe access. Traffic signals may be needed at least for peak periods.

Recommendation #13 Arlington Hall Entrances ⁶

The County and Federal agencies should take appropriate traffic management measures, including left turn lanes and traffic signals where necessary, to ensure safe traffic flow on South George Mason Drive at the new entrances to State Department and National Guard properties. The County should insist that both agencies be prepared to spend additional funds if unanticipated safety measures are found to be necessary after opening the entrances.

⁶Current State Department redevelopment plans do not include a left turn lane at its entrance.

Eighth Street South/ South Taylor Street

Sightlines are poor at this badly-aligned intersection, where 8th Street South narrows as it mounts a hill, such that crossing South Taylor Street can be hazardous. Speeding also is a problem on this section of 8th Street South. Another problem is that 8th Street South is an on-street bicycle route with considerable bicycle traffic to Four Mile Run, and this section is too narrow to permit the passing of two cars and a bicycle.

Recommendation #14 Street Improvement ⁷

The County should improve the sight distance at 8th Street South and South Taylor Street by (1) widening the pavement of 8th Street South between South Taylor Street and South Stafford Street to standard width and adding gutters in that block; (2) removing any shrubs in the right-of-way; and (3) re-grading South Taylor Street at the intersection.

Residents of 8th Street South at the dead-end section west of South Buchanan Street complain that many cars enter their block because there is no sign at South Buchanan Street warning that the block has no outlet. These cars turn around to exit, creating a nuisance to residents.

Dead-end Sign on 8th Street South at South Buchanan Street

Recommendation #15 Missing Sign

The County should install "No Outlet" signs at the northwest corner of 8th Street South and South Buchanan Street.

Barcroft residents perceive two types of speeding problems. They are particularly concerned about speeding traffic on the most frequently used neighborhood principal streets: South Pershing Drive, South Buchanan Street, South Wakefield Street and South Taylor Street. This problem is generally associated with cut-through traffic, although residents of the neighborhood also may be speeding. It gives rise to considerable opinion within the neighborhood that stronger measures are necessary to control speeding. Some residents believe that eliminating cut-through traffic would assist in achieving this goal, and are opposed to making access to the neighborhood from Columbia Pike and Arlington Boulevard easier.

Speeding

Most of the recommendations below focus on intersection changes to improve vehicular and pedestrian safety. Pedestrian safety is a special problem on streets crossed by school children walking to and from Barcroft Elementary School, particularly at the corner of South Wakefield Street, South Buchanan Street and 3rd Street South. Despite a posted low speed limit, speeding continues to be a problem on South Pershing Drive at the three curves within the neighborhood. Two of these turns are full

⁷When the County Board adopted this NC Plan, it emphasized the importance of developing a design supported by adjacent property owners, the neighborhood and staff.

ninety degree corners, and all three can be a sudden shock for first-time users.

The second type of speeding problem identified is along the major arterials which surround the neighborhood. Cars turning into the neighborhood at various locations are threatened by speeders approaching from the front or rear as they make their turns. Right turns onto 4th Street South from southbound George Mason Drive are an example of this problem, since cars following behind the turning car tend to be speeding or following too closely.

Recommendation #16 Speed Limit Enforcement

- A. *The County should use prominent signs to warn drivers of the severity of the turns on South Pershing Drive at South Woodrow Street, Pershing Court and 6th Street South. The signs should indicate more emphatically the need for sharply reduced speed.*
- B. *The County should install a four way stop sign at the intersection of South Pershing Drive, South Wakefield Street and 3rd Street South, and evaluate resulting changes in traffic patterns to determine if further measures are needed.⁸*
- C. *The County should conduct a traffic study of South Wakefield, South Buchanan and South Taylor Streets to determine if additional stop signs or other traffic measures on any of these three streets would offer a solution to Barcroft's speeding problems.*
- D. *Within the neighborhood the County should routinely enforce the speed limit on South Pershing Drive, South Buchanan, South Taylor, and South Wakefield Streets, particularly during rush hours when cut-through traffic uses those streets.*
- E. *On major access roads bordering Barcroft neighborhood the County should undertake routine speed limit enforcement to ensure the safety of pedestrian crossings and vehicles making turns.*
- F. *The County should install another speed limit sign on southbound South George Mason Drive between 4th Street South and Columbia Pike, and improve the maintenance of the southbound speed control light on South George Mason Drive near 4th Street South.*

⁸When the County Board adopted this Plan, it did not support this recommendation.

Parking

The neighborhood has few parking problems, but there are two which should be addressed. In the past, cars double parked on the Arlington Boulevard Service Road outside the recessed spaces provided for parking posed a hazard to the two-way traffic. The neighborhood recognizes the adjacent residents' desire for convenient parking on this street, but believes the street width does not support parking outside the recessed spaces. This problem has been alleviated through the cooperative efforts of the adjacent property owners. Secondly, there are parking restrictions on some blocks of 4th Street South, South Taylor Street and 6th Street South installed during the period when Arlington Hall employees parked in Barcroft to avoid Federal parking fees. The problem was eliminated years ago, but residents are reluctant to remove the restrictions unless they are sure that the problem will not return. Any development, including parks, should have adequate on-site parking.

Recommendation #17 Parking⁹

- A. *If congested parking problems resurface on the Arlington Boulevard Service Road between South Abingdon Street and South Pershing Drive, the County should install signs to limit parking to the recessed spaces.*
- B. *The County should consult with the involved residents on South Taylor Street, 4th Street South and 6th Street South, to determine if the current parking restrictions should be removed.*

Barcroft residents consider public transit one of the most powerful traffic control measures, and are keenly interested in transit routes to and within the neighborhood. A substantial number of residents surveyed responded that they would use public transit more frequently if (1) bus and rail fares were lowered (the questionnaire predated County action on this in 1989); if (2) bus service were more frequent and convenient; and if (3) there were more parking at the Ballston Metrorail Station. Others have noted that the bus stops on Columbia Pike are not well maintained, and that there is no shelter for bus riders on the north side of Columbia Pike at South Buchanan Street.

Access to the Ballston Metrorail Station is a continuing priority. The Ballston-Shirlington shuttle is a valued part of that access, although few Barcrofters now use the service, and many are not even aware that it exists. Some would prefer a minibuss to taxi service. Additional paratransit, such as that recently included in the Master Transportation Plan's Paratransit Plan for the South George Mason Drive Corridor, is needed to pro-

Public Transit

⁹When the County Board adopted this NC Plan, it supported development of other options which address the neighborhood's safety concerns and the adjacent property owners' parking concerns.

vide convenient, frequent and well marked access to Ballston and other activity centers. Bus riders to the Pentagon Metro Station are devoted to preserving our neighborhood bus link, the 16X rush hour line through Barcroft.

Recommendation #18 Public Transit

- A. The County should implement the suggestion of the Paratransit Plan to provide minibus service to Ballston for metrorail connections and shopping. It should also undertake additional publicity for the Ballston-Shirlington shuttle and consider use of a minibus instead of taxis.¹⁰*
- B. The County should urge Metro to provide better maintenance of the bus stops along Columbia Pike, and to install a shelter for bus riders on the north side of Columbia Pike at South Buchanan Street.*
- C. The County should urge Metro to continue to provide convenient bus service between Barcroft and the metrorail stations at Ballston, Rosslyn and the Pentagon. This requires that the 16X route through Barcroft during rush hour be continued.*

¹⁰ The County does not plan to pursue this proposal in the near future.

CAPITAL IMPROVEMENTS

Most of Barcroft's streets have curbs, gutters and sidewalks, with some having no sidewalks and some having no curbs and gutters. Curbs and gutters are lacking in four locations. Sidewalks are lacking on at least part of 15 blocks, and nine blocks have no sidewalk on either side of the street. We do not know which blocks have sufficient County right-of-way for sidewalk construction.

Curbs, Gutters and Sidewalks

In some locations the lack of sidewalks poses a safety problem for pedestrians. The most difficult problem is on South Pershing Drive between 4th and 6th Streets South. This stretch includes the curve where South Pershing Drive becomes South Buchanan Street. This curve is extremely hazardous for pedestrians, and sidewalks are needed here to prevent injuries, particularly along the County property and the former Virginia Power substation.

Another point where linking sidewalks are needed is the west side of South Pershing Drive between 1st Place South and South Woodrow Street. The narrowness of South Pershing Drive at this point is also a safety problem for cars, and pedestrians are forced to cross South Pershing Drive to avoid the stretch of missing sidewalk.

The neighborhood has identified safety problems for school children walking to and from Barcroft Elementary School, particularly along 7th and 8th Streets South between South Wakefield and South Buchanan Streets. School enrollment records show that 65 children live in the 800 and 900 blocks of South Buchanan Street, and would normally use 7th and 8th Streets South to walk to school. Since 7th and 8th Streets South are narrow with no sidewalks, school children are forced to walk in the one center lane left between parked cars. If sidewalks cannot be constructed here in a reasonable time it will be necessary to consider limiting parking to one side of the street. In addition, the safety of school children can be improved by better marking the crossing at 8th Street South and South Buchanan Street.

Barcroft residents are divided on the subject of completing the sidewalk network. Most strongly support sidewalks everywhere for pedestrian safety. Others oppose losing a portion of what they perceive to be their front lawns, sometimes including desirable trees and shrubbery, or paying the assessment for sidewalks. The Barcroft community as a whole clearly favors completing the sidewalk system where there is no conflict with

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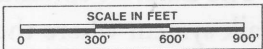
Neighborhood Conservation Plan

Map No.
6



Curbs, Gutters and Sidewalks

- LEGEND:**
- No Sidewalks
 - No Curbs and Gutters
 - Sidewalk Maintenance Problem



property owners, particularly on the County property along South Pershing Drive. In other situations the neighborhood is unable to impose a general solution for the conflict between pedestrian safety and the reluctant property owner. Under the County's NC process, the decision must be made street-by-street, with the property owners petitioning the County for sidewalks if they desire them. The neighborhood as a whole looks to its property owners to act responsibly based on the common good achieved when sidewalks are available for pedestrians, particularly where pedestrian traffic is highest from schools, Metro and shopping along Columbia Pike. This position does not impose curbs, gutters and sidewalks on those who do not want them, but supports those who wish to petition the County for their installation under regular County procedures.

Property owners wanting sidewalks will be pleased to find that when this NC Plan has been approved, the County will assume half of the cost of assessments for installation of new curbs, gutters and sidewalks under the Neighborhood Conservation Program. Where there is a strong public need for sidewalks, the County should consider funding them without an assessment to the property owner.

There is unanimity on the need for maintenance for the sidewalks now installed. Well maintained sidewalks reduce pedestrian injuries. Map #6 identifies 18 locations where residents asked on their questionnaires for sidewalk repairs, indicating a widespread maintenance problem. Barcroft is scheduled for sidewalk maintenance in 1991, which will provide temporary relief for this problem. Under the current County schedule, this will be the last regular sidewalk maintenance performed in the neighborhood in this century. Any additional regular maintenance only can be performed with part or all of the cost being paid by the adjacent property owner.

There is support for additional curb cuts to make more of Barcroft accessible to wheelchairs. There are few such ramps now in the neighborhood, and they are keenly missed by Barcroft's active wheelchair users. The County has a program to construct ramps where requested.

Recommendation #19

Curbs, Gutters and Sidewalks

- A. *Barcroft recognizes the benefits to pedestrian safety provided by sidewalks and supports the efforts of any homeowner to have curbs, gutters and sidewalks installed.*
- B. *The County should immediately construct the missing sidewalks on County property along the west side of South Pershing Drive between 4th and 6th Streets South.*
- C. *The County should consider ways to improve the safety of school children walking to and from Barcroft School along 7th and 8th Streets South between South Wakefield and South Buchanan Streets. The County should consider con-*

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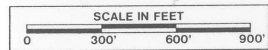
Neighborhood Conservation Plan

Map No.
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Storm Drainage

- LEGEND:
- ◇ Storm Drains
 - ◆ Drainage Problems



*structing sidewalks on at least one side of both blocks to fill in the missing links needed for safety. It also should consider filling in the gap in sidewalks on South Pershing Drive, between 1st Place South and South Woodrow Street, as a missing link project. In both locations the County should consider waiving its normal assessment in light of the benefit for public safety.*¹¹

- D. The County should review the 18 points where sidewalk maintenance needs were identified on the neighborhood questionnaire and are shown on Map #6 for possible emergency repairs. These problems should be corrected in 1991 within the normal maintenance cycle if they cannot be repaired immediately.*
- E. The County should review its policy on sidewalk maintenance once again to determine if there might be some way to provide more frequent nonemergency maintenance at County expense.*
- F. The County should install ramps for wheelchair users, similar to the one installed at the corner near the Barcroft Community House. The Barcroft School and Civic League will assemble a list of corners frequently used by the neighborhood's current wheelchair users and request the County to construct ramps there.*

Some drainage problems are identified on Map #7, and are spread mostly through back yards. In one case a County drainage ditch may have been improperly filled in. In a few cases drainage problems occur in streets or on sidewalks, which can be hazardous in winter during freezing conditions. Water accumulates and freezes in the roadway at the intersection of South Taylor Street and 6th Street South, and along 8th Street South between South Wakefield and South Buchanan streets.

Drainage

Recommendation #20 Drainage

The County should investigate the drainage problems indicated on Map #7 and correct them where possible. The Barcroft School and Civic League will provide additional detail to assist in identifying each problem.

Street lighting in Barcroft is generally good, but residents still consider it inadequate in some places. Map 8 shows locations where Barcroft residents stated on their neighborhood questionnaire that more street

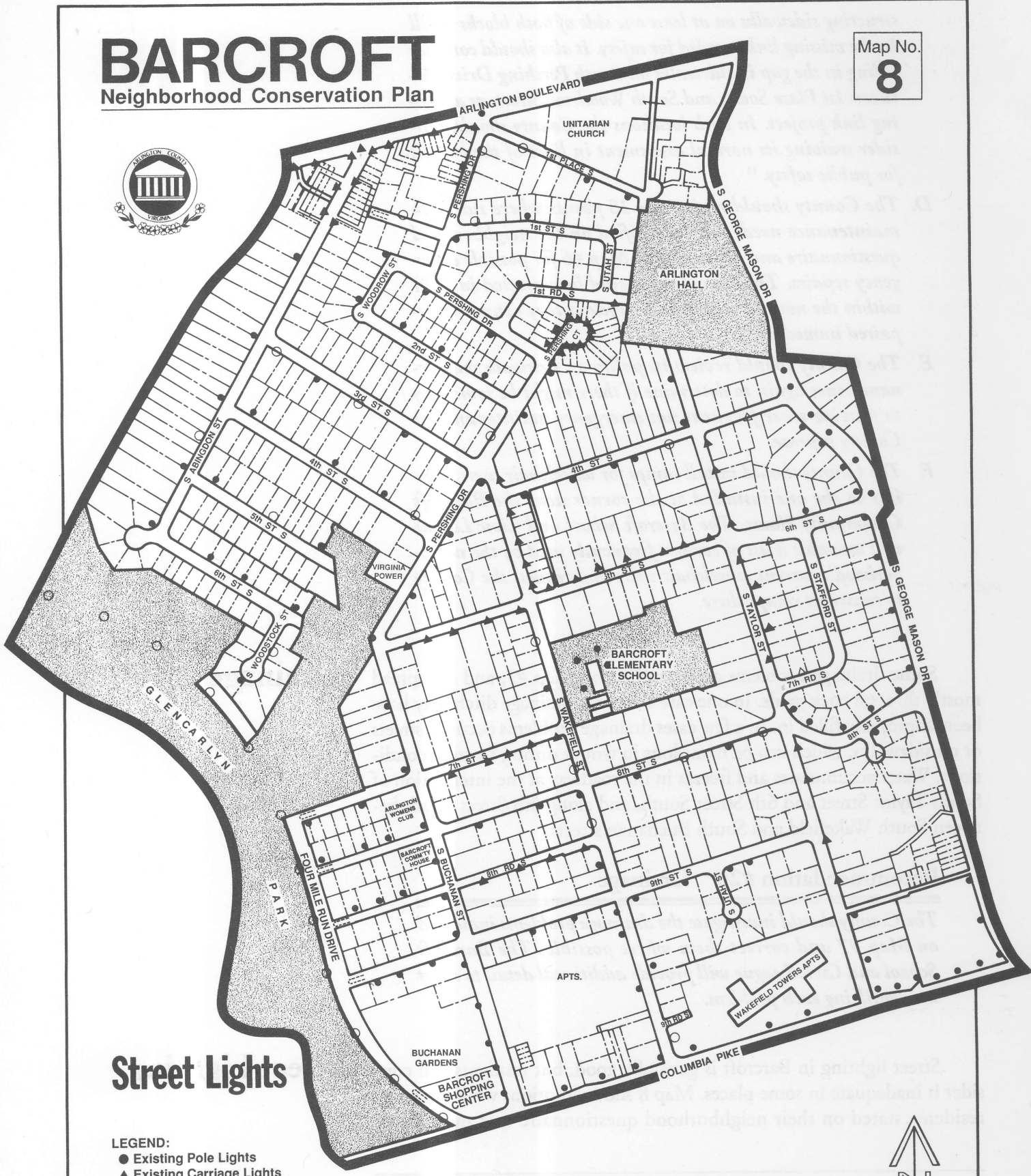
Street Lighting

¹¹ The County Board did not support the waiving of the assessment when this NC Plan was adopted.

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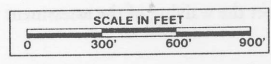
Neighborhood Conservation Plan

Map No.
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Street Lights

- LEGEND:**
- Existing Pole Lights
 - ▲ Existing Carriage Lights
 - Recommended Pole Lights
 - △ Recommended Carriage Lights



lights are needed. After review of the recommendations, the neighborhood supports additional lights in those locations. The neighborhood supports increased lighting on main internal arteries, including South Pershing Drive, 4th Street South and South Wakefield Street. The residents of some streets may want to petition the County for the new carriage lights, which now provide good lighting along 6th Street South and one block of South Wakefield Street. Such petitions may involve charges to the property owner, and the choice should be up to the individuals involved. In some cases residents who are bothered by higher lighting levels may request that their homes be shielded from the direct glare of new lights to be installed.

In addition to Barcroft's streets, the neighborhood supports the installation of lights along the W&OD Trail. Hikers, joggers and bicyclists using the trail from Barcroft for exercise find that winter darkness cuts off their access to this facility. Darkness also raises security concerns along the trail that would be alleviated in part by lighting.

Recommendation #21 Street Lighting

- A. The County should add street lights at the locations marked on Map #8 where homeowners perceive a need for them. Improved lighting is particularly necessary on South Wakefield Street and South Pershing Drive.*
- B. The County or the Northern Virginia Regional Park Authority should install lights along the Four Mile Run trail.*

Few potholes were identified on the Neighborhood Conservation questionnaire, probably because the County has made a determined and effective assault on potholes in recent years. Some residents are not pleased by the County's use of the slurry-seal topwash to seal asphalt surfaces. Although slurry-seal has lower initial costs, the long term economics of this method may not compare favorably with repaving with asphalt. The resultant surface has ridges, is rough and is much less attractive than well laid asphalt. The appearance of the neighborhood is directly affected by the quality of its street surfaces, which of course dominate the streetscape. A better surfacing technique may be more economic and would improve Barcroft's appearance.

Recommendation #22 Street Surfaces

The County should investigate better surface sealing or repaving materials than the slurry-seal used at present. Alternately it might find a better way of applying the material to produce smoother results.

Street Surfacing

PARKS AND RECREATION

Neighborhood Park

Within Barcroft's boundaries, the only usable public park and recreation area at the present time is the playground and field at Barcroft School. As a school facility it is unavailable to the public during the school day, Extended Day, and other program hours, usually from 7:00 a.m. until after 6:00 p.m. on school days. The school playground is undersized, with fewer square feet per pupil than the current Virginia standard, and inadequately equipped.

Adjoining Parks

Two parks adjoin the Barcroft neighborhood. To the east and across South George Mason Drive is Alcova Heights Park, which has a ballfield and picnic, playground and basketball areas. To the west of the neighborhood is Glencarlyn Park along Four Mile Run, which connects by way of the W&OD Trail and other trails with a number of Arlington park facilities. These parks provide a wide variety of recreational opportunities for Barcroft residents.

Access to Parks

Access to both adjoining parks from Barcroft is difficult. To reach Alcova Heights Park, residents must cross busy South George Mason Drive. This crossing is hazardous for young children and senior citizens. It has only one traffic light, located at 8th Street South, with a very short walk cycle which does not accommodate senior citizens or parents with children. The Alcova facility is also nearly a mile walk from the northern parts of the neighborhood. Although Four Mile Run's Glencarlyn Park extends along the entire western edge of the neighborhood, the only improved access from Barcroft is at 9th Street South. Access at other points is by unimproved and often muddy footpaths. Once in the park at the 9th Street South access, there is a three-quarter mile walk to such facilities as the playground and picnic area, a long walk with small children.

Access to Four Mile Run is poor from the northwestern portion of Barcroft, including South Abingdon Street, South Woodstock Street and parts of 3rd, 4th, 5th and 6th Streets South. Residents of these streets are now forced to use entrances at South Park Drive (in Arlington Forest), or to use South Pershing Drive to 9th Street South. There is a connection to South Park Drive on a narrow path from South Abingdon Street but it is poorly maintained. A modest investment by the County at a few of these

locations would dramatically improve Barcroft's access to Four Mile Run and to the impressive collection of park amenities accessible from the W&OD Trail.

The largest parcel of County-owned parkland within the neighborhood is a wooded stream bed with steep sides between Four Mile Run and South Pershing Drive. Although the County has not made any improvements to this land, there is a footpath along the bottom of the stream bed that provides a beautiful forested walkway in the midst of the neighborhood. Unfortunately the unimproved trailheads at both ends of the path are steep and often muddy. The County also appears to perform no inspection or maintenance of any sort on this parcel, as indicated by the trash and debris (including abandoned appliances) in parts of the parcel, and the substantial erosion at the South Pershing Drive corner. This parcel has no sidewalks along South Pershing Drive, and each summer it is overgrown with brush which hangs over the guard rails into the street. The area could provide an excellent route for a trail to improve access from the northwestern part of Barcroft (along South Abingdon Street) to Four Mile Run. A level connection for pedestrians from the end of 5th Street South to South Pershing Drive could be achieved with a small bridge.

There are two paths which link the ends of 8th Street South and 7th Street South with Four Mile Run. Unfortunately 7th Street South emerges at South Buchanan Street in a dip where sightlines for pedestrians, bicycles and cars entering or crossing South Buchanan Street are poor. Both entrances to the park could be paved, but due to the poor sightlines at South Buchanan Street the 7th Street South connection would not be safe for general use by bicycles or pedestrians.

Recommendation #23

Access to Four Mile Run and Glencarlyn Park.

- A. *The County should improve the trailheads at both ends of the path through the South Pershing Drive to Four Mile Run streambed to allow for easier use of this wilderness-like walkway that connects the neighborhood with the W&OD Trail. Improvements at the South Pershing Drive trailhead also should connect by a small bridge to 6th Street South and 5th Street South, creating a pedestrian link with the northwestern parts of the neighborhood.*
- B. *The County should fulfill its responsibility to periodically inspect and remove accumulated trash from this parcel and landscape the section along South Pershing Drive.*¹²
- C. *Virginia Power and the County should improve the path that begins at 500 South Abingdon Street, and maintain the connecting bridge.*

¹² The County Board questioned the need for landscaping when this NC Plan was adopted.

Trail Improvements in Four Mile Run

Numerous respondents on the NC questionnaire noted that they were not comfortable walking on the W&OD Trail in Four Mile Run due to the fast bicycle traffic there. Wider trails with center stripes have been found to be the best way to reduce conflicts between trail users, as on the County's new Bluemont Trail.

The old Four Mile Run Trail, below and parallel to the W&OD Trail on the west side, provides a good place for dogwalkers, children, seniors and others who appreciate a less traveled trail to walk along the stream. Two bridges on this trail just south of Arlington Boulevard and close to John Carlin's springs have been damaged, and a section of the trail closed. The closing of this section of the trail forces users of this more leisurely trail onto the main W&OD Trail.

Recommendation #24 Trail Improvements

- A. *The County should work with the Northern Virginia Regional Park Authority to widen the W&OD Trail along Four Mile Run to the County's standard width of 12 feet.*
- B. *The County should repair the two damaged bridges on the Four Mile Run Trail at Carlin's springs and reopen the section of trail now closed. The County should maintain the parallel trails in this area.*
- C. *The County should take steps to control erosion of the pathways at the foot of 7th Street South, 8th Street South and 8th Road South where they end at Four Mile Run.*

Arlington Hall

The Arlington Hall site is currently under redevelopment by the Federal Government. Our neighborhood enthusiastically supports the commitment by Federal and local officials to devote portions of the Federal land on the east side of South George Mason Drive to expand and improve Alcova Heights Park (bordering on Barcroft), and to devote the entire portion of the site west of South George Mason Drive (and within Barcroft) to a neighborhood park. Barcroft's suggested plan for the Barcroft side of the site is shown on Map #9.

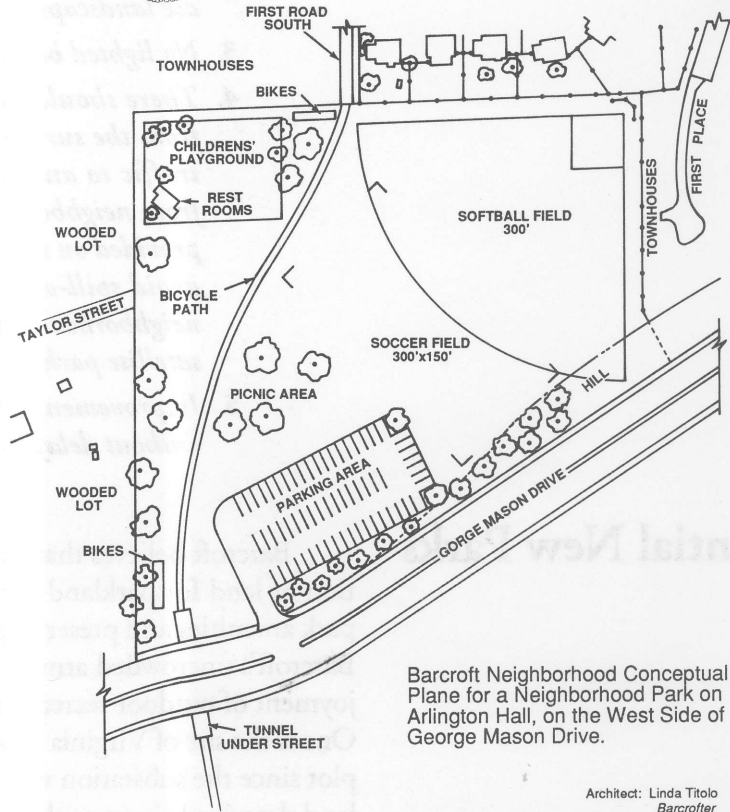
Barcroft has taken a keen interest in the plans for park and open space development on the Arlington Hall site. As the planning process continues, the commitments made by Federal Government officials to devote portions of the site to park and recreation uses must be made binding by a formal agreement with Arlington County. While it does not appear that the property can be transferred to County ownership, the agreement should secure the portions of the site for exclusively park and recreation uses by the public for the longest possible term.

Planned improvements to park portions of the site were shown on the Arlington Hall Site Plan approved by the National Capital Planning Commission in the Spring of 1989. On the east side of South George Mason Drive, this includes landscaping to extend Alcova Heights Park

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Neighborhood Conservation Plan

Map No.
9



north, a bicycle and pedestrian trail using the pedestrian underpass under South George Mason Drive to reach Glebe Road on the east, and removal of unsightly perimeter fencing along South George Mason Drive. On the west (Barcroft) side, the neighborhood has proposed a park plan incorporating a playground, picnic area, unlighted softball field, bicycle and pedestrian trail, and other improvements. This plan is shown on Map #9.

Recommendation #25 Arlington Hall Parkland

- A. In accordance with the commitments made by Federal and County officials, the two governments should cooperate to devote the entire portion of the Arlington Hall site west of South George Mason Drive to use as a neighborhood park. The Barcroft School and Civic League and adjoining residents want to be consulted on the final plans for improvements to the site.*

B. The design of the neighborhood park should follow these principles:

- 1. All improvements to the site should be consistent with its use as a neighborhood park.*
- 2. Existing mature trees should be preserved and appropriate landscaping should be added.*
- 3. No lighted ballfields of any kind should be permitted.*
- 4. There should be easy nonvehicular access to the park from the surrounding areas of the neighborhood. Auto traffic to and from the park should be directed away from neighborhood streets. Adequate parking should be provided on site for park use and steps should be taken to avoid spill-over parking on neighborhood streets. The neighborhood recommends that the park not be used for satellite parking for other Arlington Hall facilities.*
- 5. Improvements should be fully funded and undertaken without delay as soon as the site becomes available.*

Potential New Parks

Barcroft believes that the County should actively pursue the acquisition of land for parkland within the neighborhood as a means of adding park amenities and preserving green space. Both are important to preserve Barcroft's uncrowded atmosphere of open greenery and the residents' enjoyment of outdoor recreation. There are two possibilities for acquisition. One is the site of Virginia Power's former Barcroft substation, now a vacant plot since the substation was removed. This site adjoins the County parkland described above at the head of the streambed trail, and would be appropriate for use as a neighborhood playground. It would permit better access to the trail requested in Recommendation #23 above.

A second possibility for increasing the neighborhood's parkland is the acquisition of individual lots as "mini-parks", or "tot lots" as some of Barcroft's large lots are split. Although an expensive alternative which the County does not currently use, early action to preserve such areas would be valuable before the pressure for infill development in the neighborhood drives land values even higher.

Recommendation #26 New Park Sites

- A. The County should seek to acquire the site of the former Virginia Power substation on South Pershing Drive as a neighborhood park.*
- B. The County should consider devoting funds for the future acquisition of green space within the neighborhood or sites which could be used as "vest-pocket" or "tot-lot" parks.¹³*

¹³ The County Board questioned the appropriateness and viability of vest pocket parks or tot-lots when this NC Plan was adopted.

COMMUNITY SERVICES

Barcroft Elementary School

Barcroft School is an integral part of the neighborhood. Close liaison with the school is provided by overlapping membership of the Barcroft School and Civic League and the Barcroft PTA. The building badly needs updating and the County plans to undertake major reconstruction at the school. The neighborhood welcomes this program, which may permit the school to attract more Barcroft students now attending schools elsewhere because of the run-down condition of our own neighborhood school. Barcroft residents also have noted that the landscaping at the school needs improvement.

Recommendation #27 Barcroft School

- A. *The County should plan the renovation of Barcroft School with neighborhood input. The renovation should preserve the original 1925 facade of the school, should include landscaping improvements, and should be compatible with the surrounding neighborhood. Construction should be carried on with minimal disruption of available facilities and minimal impact on surrounding homes.*
- B. *The County should provide adequate funding for playground improvements at Barcroft School, including the maximum amount which can be funded under the Park and Recreation Commission's Small Parks Grant Program.*



Snow Routes

Arlington Boulevard and Columbia Pike, which border the neighborhood, are snow removal routes maintained by the State and normally are cleared after snowfalls. During some snowfalls the State has failed to plow the Arlington Boulevard Service Road between South Abingdon Street and South George Mason Drive, a main access to Barcroft. South George Mason Drive is a first priority route for the County.

Within Barcroft, South Buchanan Street, South Pershing Drive, and South Wakefield Street are second priority routes. The County has added 8th Street South from South George Mason Drive to South Wakefield Street as a second priority based on volume as well as the need for an east-west connection to South George Mason Drive. In addition, South Abingdon Street, between the Arlington Boulevard Access Road and 6th Street South, is needed as a second priority street to connect the neighborhood to Arlington Boulevard. This section of South Abingdon Street is one of the most heavily traveled streets in the neighborhood and there is no alternative route beyond 4th Street South.

Important to Barcroft, but beyond its boundaries, is a missing link on North Henderson Road from 2nd Street North to Arlington Boulevard. Many Barcroft residents use this route during snowy days.

Recommendation #28 Snow Routes

- A. *The County should work with the State to assure that it routinely plows the Arlington Boulevard Service Road from South Abingdon Street to South George Mason Drive.*
- B. *The County should add South Abingdon Street, between the Arlington Boulevard Access Road and 6th Street South, as a second priority street to connect this section of the neighborhood to Arlington Boulevard.*¹⁴
- C. *The County should extend the existing second priority section of North Henderson Road, from 2nd Street North to Arlington Boulevard, where it would connect across Arlington Boulevard with South Abingdon Street.*¹⁴

Buchanan Gardens

The deterioration of Buchanan Gardens apartments, located on South Buchanan Street near Columbia Pike, has been a source of concern to Barcroft residents in recent years. While recognizing the need for affordable housing in this area, the residents of Barcroft have recommended that the County explore with the owner means of encouraging the necessary rehabilitation work to bring these buildings up to County standards. Over the past year, the County's Housing Division staff has worked with the owner to secure State and Federal Rental Rehabilitation assistance to rehabilitate the apartments and provide associated site amenities such as sidewalks, curbs and gutters. At this time, it does not appear that the cur-

¹⁴ The County Board did not support this recommendation when the NC Plan was adopted.

rent owner will proceed with this rehabilitation project. The neighborhood would welcome a continuing effort by the owner to provide good maintenance at Buchanan Gardens to ensure that it meets building code requirements while continuing to provide affordable housing.

Recommendation #29 Buchanan Gardens Rehabilitation

The County should continue to work with the current and future owners of Buchanan Gardens to enhance the quality of the affordable housing provided there.

County Assistance in Housing Upkeep and Rehabilitation

Most Barcroft residents are conscientious regarding the upkeep of their houses and are keenly aware of the condition of the houses around them. The County has various programs which offer financial or other assistance to encourage preservation of homes. It has other programs to assist the elderly on fixed incomes to have burdensome property taxes deferred or forgiven, but the availability of these programs has not been well publicized within the neighborhood. Volunteer efforts by individuals to help others maintain their homes or yards have been encouraged by the Barcroft School and Civic League. The County also supports the Christmas in April volunteer program to provide home maintenance assistance. At least one Barcroft resident already has benefitted from this program.

Recommendation #30 Tax Assistance Programs for Seniors

The County should publicize more effectively the availability of home maintenance assistance, and its tax deferral program for senior citizens. It should continue to support and publicize housing programs which assist in housing upkeep and rehabilitation.

Junk cars and trash have been identified as blots on the Barcroft streetscape in nine locations noted on Map #10. The cars are subject to the County's Junk Car Ordinance. Many Barcroft residents consider the shopping center at South George Mason Drive and Columbia Pike a disgrace, with trash in the parking lot and particularly poor conditions behind the buildings, where rats breed in the rubbish.

Junk Cars and Trash

Recommendation #31 Junk Cars and Trash

- A. *The County should enforce more stringently its Junk Car Ordinance throughout the neighborhood.*
- B. *The County should enforce more stringently its regulations on health and safety hazards to encourage the owners of the businesses in the shopping center at South George Mason*

BARCROFT

Neighborhood Conservation Plan

Map No.
10



Neighborhood Conditions

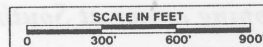
LEGEND:



Trash



Junk Cars



Drive and Columbia Pike to clean up their parking lot and the area behind the stores.

Trash on County Property

Responses on the Neighborhood Conservation questionnaire showed that Barcroft residents are concerned about trash on three County properties. One area is County parkland on South Pershing Drive, where trash accumulates near the roadway. The second area is the Barcroft School grounds, where trash accumulates in the narrow strip of wooded parkland around the edge of the playground. The third area is on Columbia Pike at Four Mile Run. It is addressed under the Beautification section below.

Recommendation #32 Trash on County Property

The County should make a determined effort to prevent trash from accumulating on County parkland, along South Pershing Drive at 6th Street South, and in the narrow strip of wooded parkland around the edge of the Barcroft School playground.

BEAUTIFICATION

Arlington Hall

There is ugly barbed wire and high chain link fencing on the Arlington Hall property along South George Mason Drive. The State Department and National Guard have promised that the fences will be removed or replaced with more attractive landscaping. A County ordinance prohibits barbed wire in Arlington. Further, Arlington's Master Transportation Plan envisages a parkway-like treatment of South George Mason Drive in this section, which clearly is not possible with high chain link fences. Barcroft residents would like further assurances that the barbed wire and chain link fencing will be removed as soon as possible.

Recommendation #33 Arlington Hall Streetscape

The County should negotiate with the Federal Government agencies occupying the Arlington Hall site for the immediate removal of the barbed wire from the Arlington Hall fences along South George Mason Drive, as well as landscaping to be incorporated in the new building plans to achieve the parkway effect called for in the Master Transportation Plan.

Columbia Pike

The County property at Four Mile Run and Columbia Pike is an eyesore and is badly in need of landscaping. The practice of letting weeds and brush grow on the site wastes a prime opportunity for beautification of the Pike. Formal landscaping of this spot would emphasize the crossing of the W&OD Trail and Four Mile Run Park, the County's most popular recreational asset. It would help to inhibit deposition of trash and debris, which have been a constant problem in that area. It also could provide a much more appropriate site for the Barcroft and Arlington Mill historical markers, which currently are located on the south side of the Pike where they are seldom seen or read.

Barcroft residents generally approve of the County's streetscape improvements on Columbia Pike in the area originally defined in the draft Columbia Pike Revitalization Plan. The Pike could be beautified and tied together by extending improved streetscape treatment westward through Barcroft to the County line.

Recommendation #34 Columbia Pike Improvements

- A. *The County should develop a landscaping plan for the entrance to Glencarlyn Park on the north side of Columbia Pike, including appropriate shrubbery to replace the weeds now growing there, relocating or screening the paper recycling bin, and relocating the Barcroft and Arlington Mill historical markers, now placed south of the Pike, if historically appropriate.*
- B. *The County should extend the streetscape treatment on Columbia Pike, including wider curb lanes and sidewalks, from Walter Reed Drive westward to the County line.*

Two places on Barcroft streets needed new landscaping when we began work on this Plan. One of them already has been landscaped and is being beautifully maintained by a cooperative effort of the residents at the intersection of South Abingdon Street and the Arlington Boulevard Service Road. The second location is at the intersection of South Pershing Drive, 3rd Street South and South Wakefield Street.

Most of Barcroft's other landscaping problems involve excessive brush or shrubbery, primarily at intersections. The BSCL periodically reminds residents of this problem in the Barcroft News, but questionnaire responses indicated that sidewalks or driver sightlines often are blocked by vegetation at 72 locations throughout the neighborhood. These are marked on Map #4, although they do change over time.

In the past, tall grass on the median strip between Arlington Boulevard and the Access Road has prevented eastbound drivers on the Access Road trying to reach South George Mason Drive from seeing traffic exiting from Arlington Boulevard. In 1989 the State improved its maintenance of this median strip.

Landscaping

Recommendation #35 Landscaping on Streets

- A. *The County should landscape the raised island in the intersection of South Pershing Drive, South Wakefield Street and 3rd Street South, in cooperation with the Beautification Committee of the Parks and Recreation Commission.*
- B. *The County should enforce its shrubbery trimming regulations in Barcroft.*
- C. *The County should inform State road crews when trimming along Arlington Boulevard is neglected.*

Erosion Control

On the north side of Columbia Pike, between South Taylor Street and South George Mason Drive, a steep embankment erodes constantly, dumping mud onto the sidewalk below. Senior citizens living in the three apartment buildings to the west must cross this area to reach the shopping center at South George Mason Drive and Columbia Pike, and have complained that the mud is a hazard for them.

Recommendation #36 Erosion Control

The County should provide erosion control for the embankment along Columbia Pike between South Taylor Street and South George Mason Drive.

Utility Lines

Barcroft has above-ground utility lines supported by an extensive network of unsightly poles located between sidewalk and curb. The neighborhood would prefer underground utilities, but understands that this change would be very expensive. Should new technology lower the cost of moving utilities underground in the future we would support the change. Removing the utility lines and poles would contribute more to Barcroft's streetscape than any other single improvement.

Recommendation #37 Undergrounding of Utilities

The County, Virginia Power and C&P Telephone should continue to investigate ways of lowering the cost of placing utilities underground, and move Barcroft's utility lines underground as soon as it becomes economically feasible.

Neighborhood Identity Signs

Barcroft residents are justifiably proud of their neighborhood and are interested in defining the identity of the community in which they live. "Barcroft" signs at entrances to the neighborhood would help others identify our community.

Recommendation #38 Barcroft Neighborhood Signs

The County should erect Barcroft neighborhood signs at South Abingdon Street at Arlington Boulevard, and at 8th Street South at South George Mason Drive. If an appropriate design for a sign not requiring a large site is developed for County use, the neighborhood may consider recommending they be placed on South Taylor, South Wakefield and South Buchanan Streets at 9th Street South. A Barcroft School and Civic League Sign Committee will choose appropriate designs.

Tree Ordinance

Barcroft residents place a high value on the mature trees which help to give the neighborhood charm and natural beauty. Destruction of mature trees by builders has been a problem in past years in Barcroft. Despite concerted efforts, the neighborhood feels that existing regulations do not give Arlington County the ability to effectively defend even the most exceptional trees. Barcroft now has the County's survey of trees on public rights-of-way as a basis for eventually producing a neighborhood tree survey.

Recommendation #39 Tree Protection

- A. *The County should adopt a tree ordinance protecting mature trees when new construction is undertaken. The ordinance should not, however, restrict the right of the owner of an existing private home to take any desired action regarding trees on private property.*
- B. *The neighborhood supports the County's adoption of an Urban Forestry Program to protect and nurture the County's trees.*



COMMERCIAL DEVELOPMENT

Columbia Pike

Columbia Pike is Barcroft's main commercial corridor. Barcroft residents want the commercial establishments along the Pike to provide convenient and useful services in a pleasant setting close to the neighborhood. Residents also want the section of the Pike adjoining Barcroft to benefit from the Columbia Pike Revitalization Organization's efforts to upgrade the environment along that major arterial, including the enhancement of the streetscape and efforts to attract more neighborhood-oriented businesses. The neighborhood looks to the County's Business Conservation and Small Business Assistance Programs to provide aid to small businesses in the area.

Some complaints about Columbia Pike surfaced on the Neighborhood Conservation questionnaire. Reports of crime on the Pike discourage some residents from shopping there, or from using the automatic teller machine at the bank. Residents do not approve of the use of Columbia Pike's sidewalks for vendors. Some of the older shopping sites have limited parking. Access to the Safeway store and other shopping across Four Mile Run is hampered by the narrow sidewalks on the Columbia Pike bridge over Four Mile Run.

Recommendation #40 Columbia Pike

- A. *The County should support the efforts of the Columbia Pike Revitalization Organization to bring stronger neighborhood-oriented business to the Barcroft section of Pike. Use permits should take into account the limited parking provided on some sites.*
- B. *The County should actively use its Business Conservation and Small Business Assistance Programs to encourage neighborhood-oriented businesses, to maintain the existing scale and density of businesses on Columbia Pike, and to extend the Columbia Pike streetscape design to Barcroft.*
- C. *The County should strictly enforce regulations regarding sidewalk vendors in the Columbia Pike area.*
- D. *The County should make a stronger effort to reduce crime in the Columbia Pike area.*
- E. *The County should work with the State to widen the sidewalks on the Columbia Pike bridge across Four Mile Run, even if this must wait until the next time the bridge is rebuilt.*

HISTORIC PRESERVATION

Barcroft residents are keenly interested in historic preservation. Until 1985, Barcroft had two major historic sites: the Barcroft Community House and "Woodmeade" (later known as the Payne House). Woodmeade, a two story 1893 frame "farmhouse" style home in a beautiful setting of huge oaks, along with a stone springhouse (which may have been the last of its kind in Arlington), was destroyed by developers in 1985 to build a cluster home development on South Pershing Drive. To the dismay of the community, the developer also destroyed the huge oak trees on the property. Site Plan requirements and determined County efforts to prevent the destruction of the trees were ineffective.

The Barcroft Community House remains both an historic building and the focus of community spirit. It is located at the corner of 8th Street South and South Buchanan Streets, and is owned by the BSCL. It was originally built during the summer of 1908 by church members to house the Methodist Episcopal Church of Barcroft. It served as the school for the neighborhood from 1908 to 1925. The building was designated as an Arlington Historic District in 1984. The community house is still in active use for the monthly meetings of the BSCL and for a wide range of neighborhood activities. In 1989 the BSCL formed a Restoration Committee to assess the need for refurbishment of the building's interior and exterior. No changes can be made to the building's exterior without approval of Arlington's Historic Affairs and Landmark Review Board.

At present the Barcroft Community House is rented to St. Georges Bulgarian Eastern Orthodox Church. The Church holds its regular Sunday services in the building, and its icons and other religious relics are prominent among the interior decorations. Revenue from the rent is used by the BSCL for upkeep of the building and grounds. Since BSCL meetings are rarely held on Sundays, this usage of the building is fully compatible with its status as the Barcroft Community House. The BSCL intends to preserve the Community House in a well kept state as the focal point of community spirit in the neighborhood. It is interested in exploring the possibilities of designation of the building as a State landmark and placing it on the National Register, particularly to qualify for maintenance grants.



Recommendation #41 Barcroft Community House

- A. *In keeping with the Historic District protection, the County should not permit any inappropriate or encroaching development in the section of the neighborhood adjoining the Barcroft Community House. The Barcroft School and Civic League requests that it be consulted whenever a zoning variance, zoning change or use permit is considered in the area surrounding the building.*
- B. *The BSCL requests the County to assist in exploring the designation of the Barcroft Community House as a State landmark and the possibility of placing it on the National Register.*

Historic Home Preservation

In addition to the Community House, Barcroft has a number of frame farmhouse-style homes built in the vicinity of Columbia Pike in the late 1800's which are clearly candidates for historic status. The neighborhood also has at least one Sears home and a Lustron enameled steel home. The neighborhood as a whole may qualify for designation by Arlington County as a Neighborhood Historic District.

A survey of Barcroft's housing was begun some years ago by a group interested in the historic aspects of Barcroft's homes. Responses on the neighborhood questionnaire indicate that although some individual property owners are interested in the protections such a designation could provide, others would strongly oppose designation as an historic neighborhood because they do not want limitations on their discretion to make changes to the exterior of their homes. For this reason, this NC Plan does not attempt to address the question of eventual designation as a Neighborhood Historic District.



Recommendation #42 Historic Home Preservation

Individual owners of historic homes in Barcroft should learn about the County's Historic District Program and decide if they wish to pursue designation of their home.