



DOUGLAS PARK CIVIC ASSOCIATION

2021 Neighborhood Conservation Plan





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DPCA MAP AND BOUNDARIES



Legend

Civic Association - Boundaries

Names

Columbia Heights

County Boundary

Open Space Zoning

S-3A, SD, PS

Buildings

Facility

- Post Office
- Swimming Pool
- Recycling Center
- Metro Station
- Fire Station
- Nature Center

Block Numbers on Numbered Streets

200	Ball	2000	Taft	3700	Nelson	5400	Harrison
300	Clark	2100	Uhle	3800	Oakland	5500	Illinois
400	Dale	2200	Veitch	3900	Polard	5600	Jefferson
500	Eads	2300	Wayne	4000	Quincy	5700	Kensington
600	Fern	2400	Adams	4100	Randolph	5800	Lexington
700	Grant	2500	Barton	4200	Stafford	5900	Madison
800	Hayes	2600	Cleveland	4300	Taylor	6000	Nottingham
900	Ives	2700	Danville	4400	Utah	6100	Ohio
1000	Joyce	2800	Edgewood	4500	Vermont	6200	Powhatan
1100	Kent	2900	Filmore	4600	Wakefield	6300	Quantico
1200	Lynn	3000	Garfield	4700	Abingdon	6400	Roosevelt
1300	Meade	3100	Highland	4800	Buchanan	6500	Sycamore
1400	Nash	3200	Irving	4900	Columbus	6600	Tuckahoe
1500	Oak	3300	Jackson	5000	Elmwood	6700	Underwood
1600	Pierce	3400	Kemmore	5100	Edison	6800	Van Buren
1700	Queen	3500	Lincoln	5200	Frederick	6900	Westmoreland
1800	Rolle	3600	Monroe	5300	Greenbrier	7000	Arizona
1900	Scott						

South and West Sides are Even Address Numbers

EXECUTIVE SUMMARY

As the only civic association that stretches from the eastern to the western parts of Columbia Pike, Douglas Park is in the heart of South Arlington. Douglas Park is a diverse neighborhood that embodies all the qualities and amenities that make Arlington County a world-class community.



With the transient nature of the Greater Washington area, it can be challenging at times for residents to establish a sense of community and belonging. In Douglas Park, the neighborhood benefits from a diverse mix of long and short-term residents, owners and renters, families with children and those without, and a variety of backgrounds and experiences.

These characteristics have enabled Douglas Park to provide new residents

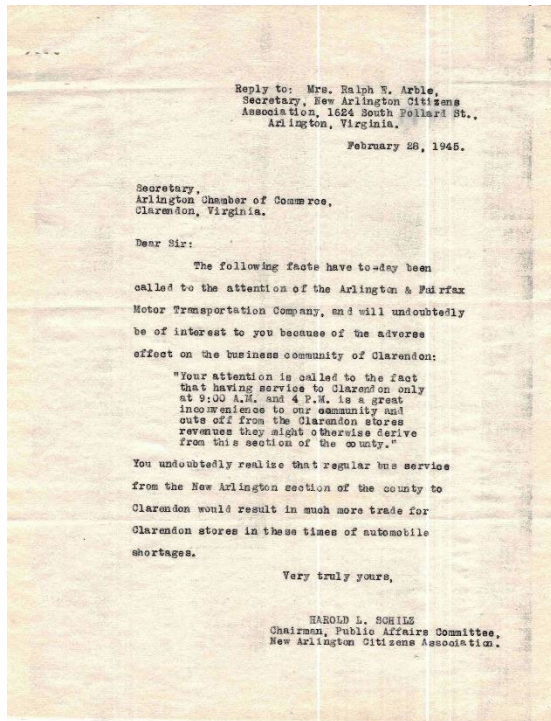
with the sense that those of all backgrounds are welcome, and even for those who may need to leave for duty obligations, that a welcoming community will be waiting for them once they return.



For its part, DPCA organizes and supports efforts to foster this sense of community, including but not limited to the annual July 4th parade and picnic, the Douglas Park Trail of Terror every late October, the annual Election Day bake sale at Randolph Elementary School, and other formal and informal events.

Douglas Park has a long and storied history of effectively collaborating with

and advocating to the county on issues important to residents. In an undated flier discovered (likely from the 1940s or 1950s) from the New Arlington Citizens Association, a predecessor civic association to the Douglas Park Civic Association, the neighborhood informed residents that it has obtained the following improvements for residents: improved street lighting; construction of Randolph (now Elementary) School; improved bus routes and service; zoning for additional residential development; and construction of sidewalks on South Quincy Street and 16th Street for the purpose of assisting children walking to the Randolph School.



Letter from New Arlington Civic Association to Arlington Chamber of Commerce, February 28, 1945

The flier additionally notes, “If you become a member of the New Arlington Citizens Association you have an active voice in the government

of your community, a voice that may be listened to by county officials.”

The Douglas Park Civic Association (DPCA) and its residents continue to uphold this proud tradition of civic involvement today, collectively, and individually. Over the years, the neighborhood has been an influential voice in the redevelopment of the Columbia Pike corridor. Douglas Park has also been fortunate to have residents serve on many county commissions and advisory groups that shape county-wide decision-making. Douglas Park has been home to numerous elected officials, including former Chairs of the Arlington County Board and Arlington Public Schools, and constitutional officers such as the Commissioner of Revenue.

In modern times, the process for updating Douglas Park’s Neighborhood Conservation Plan started in March 2018, and formally began on June 19, 2018, with a kick-off celebration at Fire Station No. 9. At the kick-off event, residents enjoyed pizza and started a conversation about their concerns and desires for the neighborhood for the next decade or so. Among the initial feedback was the following statement, which elegantly summarizes residents’ general views, “Preserve what we like, with an eye towards the future!”

With that eye towards the future, the Neighborhood Conservation Plan Update Committee worked with residents, the DPCA Executive Committee, and county staff to conduct an inventory of neighborhood conditions and a questionnaire for the

neighborhood, which was distributed by email (to the neighborhood listserv) and with DPCA's newsletter starting on February 15, 2019. The questionnaire was open until March 8, 2019, and 257 residents submitted responses.



In reviewing the questionnaire results, this is clear – Douglas Park residents want to continue the progress of the last Neighborhood Conservation Plan to enhance the qualities that make Douglas Park such a desired neighborhood for residents and families of every size and background. Specifically, residents want the county to take additional steps to promote walkability and pedestrian safety, and to build upon traffic-calming measures implemented in the last several years. Additional lighting was added near Randolph Elementary School pursuant

to the previous Neighborhood Conservation Plan, and residents would like to see additional lighting installed within the neighborhood to encourage greater safety for pedestrians and drivers. Also, many residents expressed a desire for the county to update playground equipment in neighborhood parks, especially Douglas Park itself. Respondents discussed walkability and pedestrian-friendly streets as a priority. Residents also discussed frustrations with blight and long-delayed construction jobs in the neighborhood. In short, residents ask that the county work with the neighborhood to continue progress made together and to build upon the strengths that make Douglas Park such a desirable place to live in Arlington County.

In the same active civic spirit as those who came from the New Arlington and Douglas Park neighborhoods, Douglas Park looks forward to continuing to work with county staff and elected officials on fulfilling many of the goals and recommendations in this updated Neighborhood Conservation Plan.

Neighborhood Goals

1. The neighborhood enjoys using its parks and trails and recommends that the county develop long-range plans for these facilities to guide immediate and long-range improvements.
2. To the extent that Douglas Park continues to grow, the neighborhood wants to continue to work with the county to manage growth in a way that maintains Douglas Park's sense of community in the heart of the Columbia Pike corridor.
3. DPCA should continue to be consulted and included in county decision-making related to development on Columbia Pike and its impact on Douglas Park.
4. Foster a family-friendly environment in our neighborhood and support Randolph Elementary School as our neighborhood school.
5. Expand and improve the neighborhood's sidewalk network and improve street lighting where it is inadequate.
6. Improve the appearance of Douglas Park's streetscape with additional landscaping, street improvements, sidewalks, curbs, and gutters.
7. Improve pedestrian safety and protect the neighborhood from cut-through traffic, speeding, and other traffic safety hazards by immediately initiating the County's Residential Traffic Management process.
8. Encourage the revitalization of Columbia Pike and its businesses and promote a blend of services and retail stores that the neighborhood needs, with a scale and density compatible with community desires.
9. Protect, improve, and expand our neighborhood's natural assets--its parks and open spaces.
10. Ensure community infrastructure like water mains, streets, and sewage lines are safe and properly maintained.

Summary of Recommendations

Land Use and Zoning

1. DPCA should continue to be consulted and included in county decision-making related to development on Columbia Pike that has an impact on Douglas Park.
2. DPCA will continue to encourage the County to support the development of commercial businesses that meet the needs of the residents, and operate in a clean and safe manner, respectful of residents.
3. All commercial development, large apartment complexes, and schools should continue to be located on the periphery of the neighborhood.
4. Renovations and any infill development should be consistent with the existing architecture and scale of nearby housing.
5. The county should continue programs to promote home ownership and the rehabilitation of homes in disrepair.
6. County ordinances relating to the maintenance of property should be strictly enforced. This is particularly important in cases of absentee landlords/owners for both residential and commercial properties.
7. The county should investigate and provide a report to DPCA about the above-referenced code enforcement issues identified during the drafting of this updated Neighborhood Conservation Plan.
8. For those owners who cannot maintain their homes for physical or financial reasons, the county should work to develop programs that will make it possible to bring their property into compliance with community standards.
9. Residents support property tax relief programs for those on fixed incomes. Such programs increase the likelihood that residents on fixed incomes will be able to maintain their homes.
10. In addition to official County government efforts, DPCA supports voluntary, community-based efforts to assist neighbors with housing repairs and cosmetic improvements.

Transportation

- 11.DPCA requests that county staff closely communicate any possible plans for a project to expand 12th Street South.
- 12.DPCA requests that county staff continue to communicate developments in the regulation of shared bicycles and scooters (and other similar transportation options if and/or when they become available) to DPCA.
- 13.DPCA requests that the county considers additional pedestrian crossing measures, including but not limited to a flashing signal (like that on Columbia Pike at South Oakland Street) or a stop light (like that on Columbia Pike at South Scott Street).
- 14.DPCA requests that the county keep it updated on the progress of the study and its deliberations and not take action to remove or modify any existing permitted areas without providing DPCA with an opportunity to provide substantial input.
- 15.DPCA requests that the county continues to keep it updated on any possible modifications to bus routes in the neighborhood.
- 16.DPCA requests that the county delivers upon its commitment to enhanced bus service along Columbia Pike, including but not limited to new and additional bus stops and shelters, possible modifications to traffic signaling, and possible modifications to the on-boarding process.
- 17.DPCA encourages the county to investigate traffic calming measures on Four Mile Run (minor) between Walter Reed Drive and South George Mason Drive, including traffic humps.
- 18.DPCA requests that the county take the following measures: increasing enforcement of the speed limit; installing caution signs to alert drivers to children on the 16th Street South hill and dangerous intersections; reducing the unbroken length of the road by installing stop signs and/or traffic circles at several intersections; installing nubs at additional intersections, including, but not limited to at South Stafford Street; and installing “No Through Trucks” signs along the length of 16th Street South.
- 19.DPCA requests that the county takes the following additional measures: increasing enforcement of the speed limit; installing nubs along all intersections of the street which currently allow parking, especially but not limited to the intersections at 18th Street South and 13th Street South; installing a “No Through

Trucks” signs along the South Monroe Street; and installing a stop sign at the intersection of South Monroe Street and South 17th Street.

- 20.DPCA requests the county install an above-street warning light alerting traffic to the blind approach to the South Monroe Street and South 13th Street intersection and require all traffic to stop at 13th Street South by installing either a traffic signal or three-way stop signs.
- 21.DPCA requests the county take the following measures: install nubs, traffic circles, and traffic humps at appropriate locations and intersections along South Quincy Street; install 3-way stop signs at the intersections of South Quincy and South 14th Street and South Quincy and 13th Street South to protect Randolph students and to make South Quincy Street less attractive to cut-through traffic; install several school caution lights near the school on South Quincy Street; install signs that alert traffic to areas of low visibility in on South Quincy Street; plant trees between the sidewalks and curbs along South Quincy Street to create a physical buffer from traffic for the children; install "You Are Speeding" signals for both northbound and southbound traffic near Randolph Elementary School on South Quincy Street; install "No Through Trucks" signs along South Quincy Street; monitor and study traffic congestion resulting from the student drop-off lane at Randolph Elementary School, and devise solutions to ensure smooth and safe traffic flow during peak times; and install four-way stop signs at 18th Street South and 19th Street South.
- 22.DPCA requests that the county takes the following measures: install caution signs alerting drivers about children and cross traffic at the south entrance of South Highland Street; install nubs at 12th Street South; and reduce the uninterrupted unbroken length of South Highland Street by installing at least one stop sign.
- 23.DPCA requests the following measures: install additional humps, traffic circles, or other traffic calming measures as appropriate; and consider installing four-way stops between South Monroe Street and South Quincy Street.
- 24.DPCA request the following measures: install signs alerting South Nelson traffic to the poor visibility at this intersection; and install a crosswalk on 19th Street South as far to the west of this intersection as possible.

Infrastructure

- 25.DPCA urges the county to both retain the Neighborhood Conservation process and distinguish the types of efforts most appropriate for the Neighborhood Conservation process, as opposed to those capital improvement decisions best left to county planning and environmental services staff.

- 26.DPCA encourages the county to enforce regulations to address storm water drainage when new homes or multi-family buildings are constructed.
- 27.DPCA also requests that the county engage the DPCA related to any new development near areas in designated flood zones, especially in the Four Mile Run Valley.
- 28.DPCA recommends that the county, in concert with telephone, cable, and power providers, research approaches to moving utility lines underground.
- 29.DPCA recommends that the county mandate that all new residential and commercial development within DPCA include underground utilities.
- 30.DPCA urges the county to adhere to the language of DPCA's September 9, 2017, agreement with the DES regarding the Fort Barnard Operational Area site.
- 31.DPCA recommends that the county consider new trash containers on heavily trafficked roads, such as Four Mile Run, Walter Reed Drive, George Mason Drive, and South Glebe Road.
- 32.DPCA believes that county staff should evaluate sidewalk installation projects outside of the Neighborhood Conservation process based upon projected use and necessity. DPCA urges the county to provide the neighborhood with sidewalks on at least one side of the street, especially on: (a) 15th Street South (between Walter Reed and Glebe) (no sidewalk except for 3114 and 3120 15th Street South); (b) 11th Street South (3000 block); (c) 12th Street South (3100-3200 blocks); (d) 13th Road South (3500 block); (e) 18th Street South (3700-3900 blocks); (f) South Irving Street (1200 block); (g) South Lowell Street (1700 block); (h) South Nelson Street (1400-1700 blocks); (i) South Oakland Street (1600-1700 blocks); (j) South Pollard Street (1300 block); and (k) South Randolph Street (1300-1600 blocks). DPCA recommends that County staff continue the commitment to install sidewalks on at least one side of every street in the county and prioritize such projects by determining the areas of greatest need.
- 33.DPCA requests that the county continues to install and/or replace curbs and gutters for the areas in greatest need.
- 34.DPCA recommends that the County consider installing additional mid-block signals, especially on South Glebe Road (between 13th Street South and South Walter Reed Drive) and on South George Mason Drive (between South Four Mile Run Drive and Columbia Pike).
- 35.DPCA requests that the county explore additional lighting in the following areas: (a) South Pollard Street (1300 block); (b) 12th Street South (3000-3200 blocks); (c) 13th Street South (3000-3200 blocks); South Nelson Street (1600-1700 blocks);

Four Mile Run (between Walter Reed Drive and Columbia Pike); and South George Mason Drive (1200-1400 block between Four Mile Run and Columbia Pike); 16th Street South (between South Taylor Street and Four Mile Run); South Highland Street (1000-1300 blocks); South Randolph Street (1900-2100 blocks).

- 36.DPCA recommends that the county include the neighborhood signs in any plans for maintenance of county property, as they could use a fresh coat of paint and have been subjected to vandalism.
- 37.DPCA encourages the county to consider negative impacts upon the neighborhood's tree canopy when evaluating proposals for new development and evaluating ways that any loss could be mitigated or prevented.
- 38.DPCA requests that the county includes DPCA in any discussions regarding the future of Fire Station No. 9.
- 39.DPCA recommends that any discussion involving the future of the Post Office, and 12th Street (between South Monroe Street and Glebe Road) should include the DPCA.
- 40.DCPA requests the County to provide regular preventive maintenance and inspect water main lines delivering fresh water to the neighborhood to ensure harmful unsafe disasters like water main breaks do not happen in the neighborhood.
- 41.DCPA requests the County to examine sewage and stormwater drainage along Four Mile Run to prevent instances of unsafe unsanitary discharge in the water.

Parks and Recreation

- 42.DPCA encourages the County to consider developing a long-range plan for Douglas Park, Monroe Park, Doctor's Run Park, and Barcroft Park. The goal of this plan would be to guide immediate and long-term improvements, including safety, improvements to stormwater runoff, updating playground equipment, sports usage, maintenance and trash control, invasive plant control, maintenance of paths and bridges, erosion control, and stream cleanup.
- 43.DPCA requests the County regularly inspect the playgrounds and equipment to make sure that they meet current safety standards and are structurally sound.
- 44.DPCA requests to be consulted regarding equipment that is added to or removed from the parks.
- 45.DPCA applauds the inclusion of recycling containers in the park.

NEIGHBORHOOD HISTORY

The Nacotchtank of Arlington

Various Native Americans lived in the vicinity of the Douglas Park and the greater Arlington area prior to the Seventeenth Century, but one of the first well-documented groups were the Nacotchtank, who predominately resided on the shoreline of the Potomac near what is now Roosevelt Island. In 1608, Captain John Smith sailed up the Potomac River on an exploration voyage placing the name of Nameroughquena on the local Native American population which derived from the Delaware dialect of the Algonquin speech meaning “where the fish are caught.”¹ Politically, the Native Americans of Arlington at this time were once thought to be members of the Powhattan Confederacy, but this membership had likely ceased prior to the arrival of Captain Smith’s expedition.

The Nacotchtank were only one of the many tribes who have lived around the Chesapeake. Like many of their peers, they were farmers, but their reputation includes special associations with crafting stone and trading.² The eventual fate of the Nacotchtank is still an unknown. There are no accurate or specific reports placing the Nacotchtank or any other group on Analostan Island during or prior to most of the 17th Century, but multiple accounts indicate that the Nacotchtank retreated there in 1668, after they were greatly depopulated by Eurasian diseases, to which they had no immunity.³ It is more likely that the Nacotchtank and other Anacostan tribes merged with larger groups such as the Piscataway in the region.⁴

¹ Rose, C.B. Jr. Arlington County, Virginia, A History, Arlington Historical Society, 1976. pp. 14 11 – 17.

² Lione, Armand, “Why Did the Anacostan Indians Choose to Live on Capitol Hill?”, [Once As It Once Was map of Washington, DC \(onceasitwasdc.org\)](https://www.onceasitwasdc.org/), February 10, 2018. Accessed April 15, 2021.

³ [Early Indian Life on Analostan Island](https://www.si.edu/early-indian-life-on-analostan-island), Smithsonian National Post Office. Accessed April 15, 2021.

⁴ [A Native American tribe once called D.C. home. It’s had no living members for centuries](https://www.washingtonpost.com/news/indian-tribes/a-native-american-tribe-once-called-d.c.-home-it-s-had-no-living-members-for-centuries/), Washington Post, November 22, 2018. Accessed April 15, 2021.

Early European Settlements⁵

The earliest land ownership in Arlington County by Europeans can be traced to the turbulent period of Charles II, The Virginia Company, Oliver Cromwell and the English Commonwealth, Thomas Lord Culpepper, and the first Lord Fairfax in America. According to a land ownership map of 1669 - 1796, researched by Donald A. Wise in 1976, the major portion of New Arlington - Douglas Park was part of a 1,215-acre estate granted in 1719 and owned by John Todd and Evan Thomas. The approximate northeastern corner of today's civic association was among property owned by James Robertson granted in 1730.⁶

In the middle 1800's, New Englanders were attracted to Arlington and Fairfax Counties by a combination of better climate and inexpensive land temporarily worn out by tobacco farming. Among the new settlers were several the Corbett family from New York State, who began arriving in 1849. Sewell B. Corbett, who owned property north and south of Columbia Pike and west of Glebe Road, was among these migrants.⁷ Another prominent landowner was Miles Cleveland Munson, whose family-owned land within the boundaries of the present Civic Association, and other families such as Travers, Whitehead, Berry, and Grey.⁸ Arlington was, of course, agricultural in nature at that time. After the disruption and devastation of the Civil War, what is now Arlington County recovered slowly and remained essentially an agricultural community until 1900.⁹

The Civil War

Few localities were as completely disrupted by the war as was the Arlington area of then Alexandria County and few areas suffered as long.¹⁰ To defend the city of Washington from attack, a series of 68 forts and batteries were erected to surround the city. Forts and artillery sites were connected by trenches, roads, and depots. The needs of the Army destroyed Arlington's woodlands and agricultural economy. Many landowners, who had voted against the Virginia Ordinance of Secession, left Arlington for the safety of Washington and occupied Alexandria.¹¹

⁵Arlington County, VA: A History, C.B. Rose, Jr. 1976. This history, available at the Arlington Historical Society, is recommended for those interested in a legal study of land ownership in what is now Arlington County.

⁶Arlington County in Virginia. A Pictorial History, Nan and Rose Netherton, Donning Co., Norfolk, VA. 1987, p. 21.

⁷Arlington Heritage, Eleanor Lee Templeman, 1959, p. 82.

⁸G.M. Hopkins Atlas, 1878, pp. 66-67.

⁹Netherton, p. 80.

¹⁰Ibid, p. 62.

¹¹Rose, p. 97.

A chain of defensive forts was constructed in present day Arlington County. One such fort was Fort Berry, located near the site of the pre-war Berry house then occupied by S.B. Corbett.¹² Fort Berry's earthworks were located at what is now the intersection of 16th Street South and South Monroe Street,¹³ although today no part of the fort remains above ground. Fort Berry was one of a series of earthen forts built as the outer perimeter of the Washington defensive line. "The outer perimeter of the Arlington Line formed a line of works west of the 'Proper Defenses of Washington' and started with Fort Barnard (south of Walter Reed Drive) and ended with Fort C.F. Smith" in north Arlington.¹⁴ Fort Berry was named for Major General Hiram G. Berry of the 4th Maine Infantry Regiment killed at Chancellorsville, VA on 2 May 1863. The fort was built in 1863 as an "unflanked work of moderate dimensions and ... a prominent point for attack."¹⁵ Guns at Fort Barnard and Fort Richardson (now on Army-Navy Country Club grounds) were arranged to support the guns of Fort Berry. Fort Berry's perimeter measured 215 yards with provision for 10 guns. Actual guns installed were two 8-inch howitzers and two 4.5-inch Rodman guns. The fort was garrisoned by troops from Connecticut, Ohio, and New York at different times.¹⁶ Officers' quarters, troop billets, and storage facilities were outside the fort. Officers' quarters are said to have been located at the site of present day 3225 17th Street South.¹⁷ A Civil War map shows a cemetery north of the fort along the east side of the present 1300 block of South Monroe Street measuring about 100 x 500 feet.¹⁸ A recent study concludes that the Army laid out a cemetery around the small Travers family cemetery to be used for military burials if necessary.¹⁹ The troop billets and messing facilities lay between the fort and the cemetery.

Historic Houses and Places

Since our community was sparsely settled during the 19th century, few houses remain from that period. While there may be others, the following documented houses are of interest:

¹²Templeman, p. 82.

¹³Mr. Lincoln's Forts: A Guide to the Civil War Defenses of Washington, Cooling and Owen, 1988, p. 81.

¹⁴Ibid, p. 30.

¹⁵Ibid, p. 81.

¹⁶Ibid, p. 81.

¹⁷The Defenses of Washington During the Civil War, David V. Miller, Buffalo, NY, MR Copy, 1976, p. 17.

¹⁸Templeman, p. 82.

¹⁹"Report to Ted Mann Regarding Feasibility of, and Options Available for, Reinterment of the Burials at 1309 S. Monroe St., Arlington, VA." Bruce G. McCoy, December 1988, p. 6.

- The Corbett Plantation overseer's house, also known as the Kallmeyer House, at 1708 South Lincoln Street is believed to have been a part of the Sewell B. Corbett Plantation and reputedly was used as an Army hospital during the Civil War.²⁰
- The house at 4100 18th Street South commands the best view of any in our Civic Association. It is frequently referred to as the Symond's House after an owner at the turn of the 20th century. It is perhaps noteworthy among the neighborhood of recently built homes because of its location and its construction, estimated at 1888 or before.²¹
- There is considerable local interest in Sears, Roebuck Company mail-order houses. Examples are common in Arlington. The house at 1216 South Monroe Street, built in 1930, is an example of one of the many styles offered by Sears. There may be many more in the community. The Arlington County Historic Preservation Program has completed a Historic Resource Survey for the area through 1936. Several other Sears houses were documented.

Cemeteries constitute places of special historical interest. One marked family cemetery remains in the community. The Travers Cemetery at 1307-1309 South Monroe Street contains between 13 and 23 graves from burials dating from 1830 to 1927.²² It is one of three known family cemeteries in DPCA and has been declared a historic district. There are two other known family cemeteries in the community dating back to the 19th century that may still contain graves, but which are no longer marked. The Corbett Cemetery runs through the center of the block between 16th and 17th Streets South and South Quincy Street to South Randolph Street. Now part of Douglas Park, the cemetery originally measured 477 feet long and 116 feet wide.²³ According to the Arlington Historical Society, "a nearby resident is said to have destroyed the tombstones about 1957 and used the lot to pasture his horses."²⁴ Until 1958, a third cemetery containing remains of the Berry and Whitehead families could physically be seen at the corner of South Randolph Street and 17th Street South. Only the Travers and Corbett cemeteries are shown on any known maps.²⁵

²⁰ Historic Landmarks Commission Survey Form No. 60-42.

²¹ Arlington Journal, May 6, 1988, p. 29.

²² Report to Ted Mann Regarding Feasibility of, and Options Available for, Reinterment of the Burials at 1309 S. Monroe St., Arlington, VA. Bruce G. McCoy, Dec. 1988.

²³ Templeman, p. 82.

²⁴ The Arlington Historical Magazine, vol 8, no. 2, Oct 1986, p. 35.

²⁵ Map of Alexandria County, VA. G. M. Hopkins' Atlas of Fifteen Miles Around Washington, DC, 1878, pp. 66-67. Map prepared from original surveys in The Engineer Department (U.S. Army), sheet no. 8, 1862. Intensive

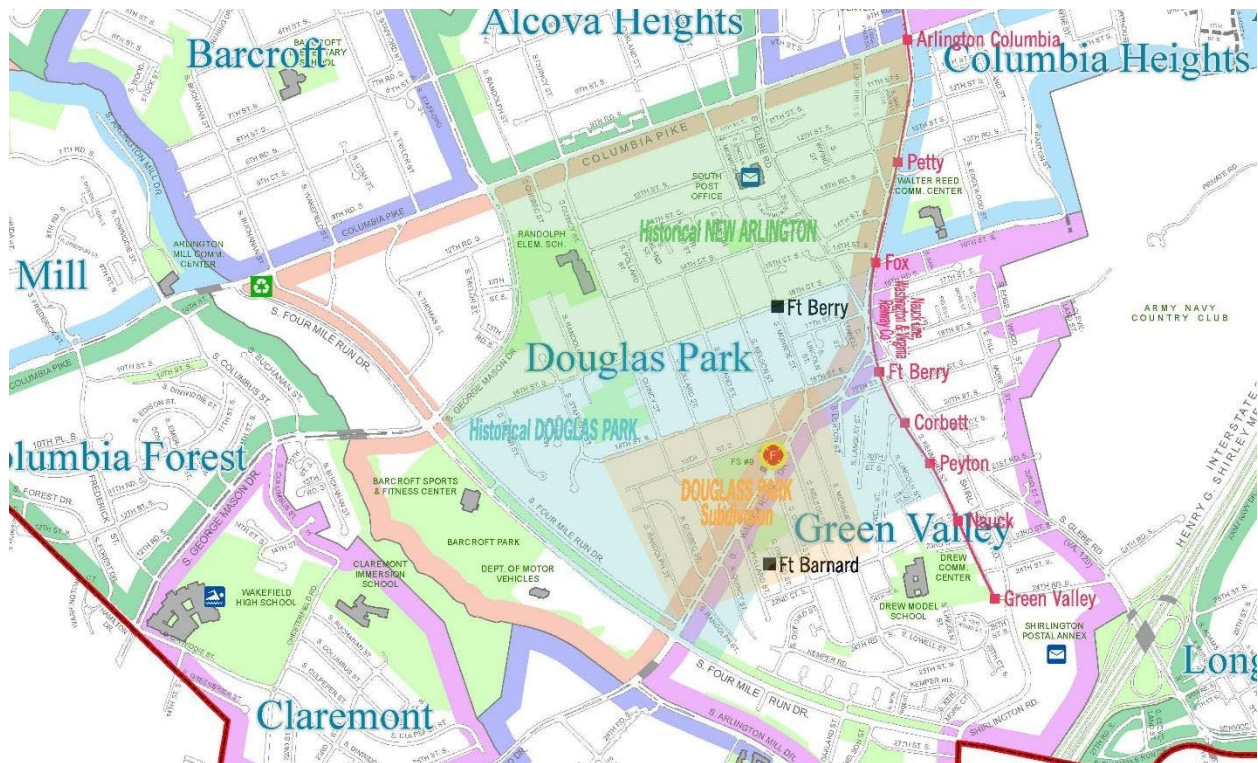
New Arlington and Douglas Park Early Residential Developments

DPCA takes its name from two separate housing developments of the same names. A map study of 20th century Arlington shows no urban development in our community in 1925.²⁶ In 1928, the Douglas Park housing development appears on maps north and south of present-day Walter Reed Drive. While laid out, there is no detail showing actual construction. By 1938, the map shows Douglas Park and New Arlington running together. In 1938, Douglas Park temporarily took on the spelling of 'Douglass Park.' Maps from 1938 show New Arlington expanded by Hunter's addition from 17th to 19th Streets South and from South Monroe Street on the east to South Quincy Street on the west. At that time, the entire New Arlington development was only lightly built. Douglass Park to the south was even more lightly populated from 17th Street South to a point above 22nd Street South and on the west from South Randolph Street and the Washington & Old Dominion Railway to the community of West Nauck on its east. Most of Douglass Park of that day is now included in the Green Valley (once known as Nauck) Civic Association. Other later tracts now included in our community between South Monroe Street and Walter Reed Drive are the Corbett tract, John Travers's addition, subdivision of Joel Whitehead's estate, C.B. Munson's 3d addition, Munson's 2d addition, the A.E. Dye Plan, and the R.R. Dye Plan Subdivision. West of South Monroe Street were farms belonging to the Hall, Corbett, and Nicholson families north of 12th Street and south of Columbia Pike; and the Luther Wise addition and the farms of Edward Chewning and Lydia J. Warner South of 12th Street.

The 'Douglass Park' spelling appears on maps from 1938 to 1952 after which the original spelling is resumed. Research has yet to determine the namesake of the neighborhood.

²⁶research in Arlington County fails to disclose any evidence that the Corbett graves were disinterred.

Arlington County, VA map compiled in Engineer's Office, Arlington County, August 1935, Sheet 4.



Boundaries and Street Names

The community lies at a crossroads of early South Arlington settlements. A capsule summary of boundary streets gives an interesting glimpse into the development of this area.

Columbia Pike (State Highway 244) roughly follows the route of the Columbia Turnpike, a toll road begun in 1808 by the Columbia Turnpike Company of the District of Columbia. It was to run from the Potomac River bridge (apparently the railway bridge over the Potomac) in Arlington to Little River Turnpike in present-day Annandale. The portion of the turnpike in present-day Arlington County was completed by 1812.²⁷ A Virginia law of 1817 required the Pike to be “well covered with good gravel or stone...”²⁸ and it remained so until 1926 or 1927 when the U.S. Department of Agriculture added concrete experimental paving from its connection with U.S. Route 1 to South Taylor Street.²⁹ The Pike was continually used by federal forces during the Civil War from Washington to Bailey's Crossroads. At the close of the War in April 1865, Camp Bailey's Crossroads became a large separation station. It was mainly from Bailey's via the Columbia Pike that the great military marches up

²⁷ “Why Do We Call It ...?” Special Publication No. 1, Arlington Historical Society, 1960, p. 3.

²⁸ Ross, p. 77.

²⁹ Two Hundred Years of Transportation; Historic Columbia Pike in 2008, A Preservation Plan. University of Virginia Project Plan 830, Spring 1988.

Pennsylvania Avenue originated as the Army paraded past the White House in Washington.³⁰

Four Mile Run Drive follows the course of the stream of that name and marks the southern boundary of part of our community. George Washington bought timber land along Four Mile Run from James and George Mercer in 1774 at the suggestion of George Mason. Washington himself visited the tract beginning in 1774 and returned after service in the Revolutionary War to personally lead survey parties in 1785.³¹ These lands passed to George Washington Parke Custis, grandson of Martha Washington and builder of Arlington House.³² The Washington and Old Dominion Railway tracks formerly followed Four Mile Run from Falls Church to Alexandria.³³ The railway ended service on 27 August 1968 and its roadbed was converted to the present W & O D Regional Park Trail in 1969.³⁴

Walter Reed Drive is a principal arterial road marking our community's eastern boundary. The name honors Major Walter Reed, the Army surgeon whose research and resulting death conquered yellow fever.³⁵ In our community, Walter Reed Drive roughly follows the route of the Washington, Arlington and Falls Church Railway which ran streetcars from Rosslyn to Green Valley from 1901 until approximately 1941.³⁶

George Mason Drive is one of Arlington's major north-south urban highways. It is named for the Virginian responsible for drafting the Virginia Bill of Rights.

Early Arlington grew as separate unincorporated communities and housing developments such as New Arlington and Douglas Park. Each had its own set of street names, many of which duplicated names in other communities. Arlington County rationalized the street name and number pattern in 1934.³⁷ Since then, named streets in New Arlington - Douglas Park run north-south beginning alphabetically in the two-syllable series from Highland Street on the east through Wakefield Street on the west. Numbered streets run east-west starting with 11th Street South on the north through 19th Street South.

³⁰ Elephants and Quaker Guns; Northern Virginia: Crossroads of History, Jane Chapman Whitt. 1966. p. 65.

³¹ George Washington's Four Mile Run Tract, Donald A. Wise, Arlington Historical Magazine, vol 5, no 3, October 1975.

³² Netherton, p. 47.

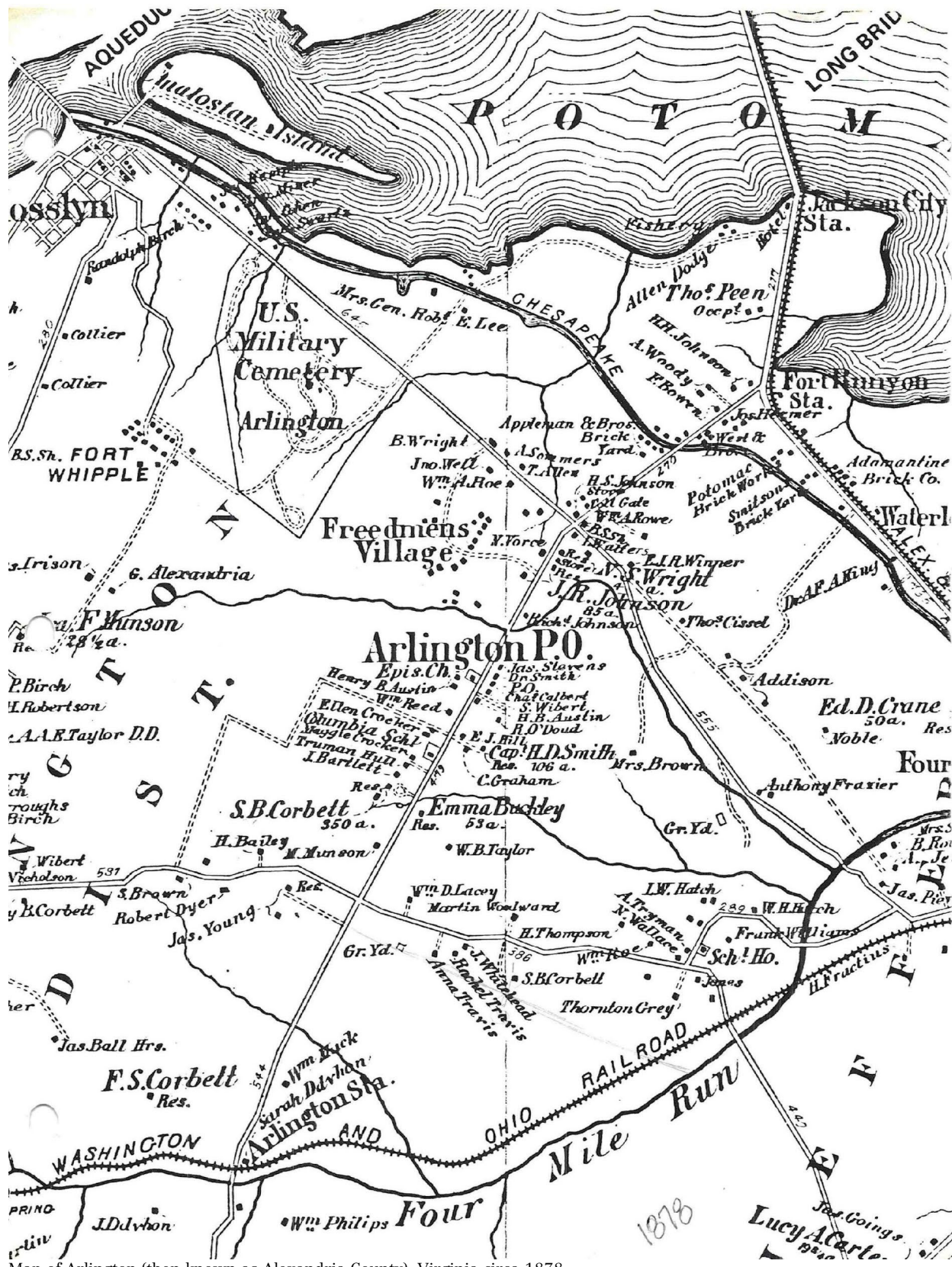
³³ Ibid, p. 81.

³⁴ Ibid, p. 59.

³⁵ Pamphlet. Arlington County Street-Naming System, Arlington County Department of Public Works, September 1984.

³⁶ Old Dominion Trolley Too, A History of the Mt. Vernon Line, John E. Merriken, Published by Leroy O. King, Jr., Dallas, Tx, 1987, p. 33.

³⁷ Op Cit. (Pamphlet has no page numbers.)



Map of Arlington (then known as Alexandria County), Virginia circa 1878

NEIGHBORHOOD CHARACTERISTICS

Douglas Park is a diverse neighborhood with residents of varying ages, family sizes, and backgrounds. According to the 2010 Census, Douglas Park has a greater number of residents who identify as Hispanic/Latino and Black than Arlington as a whole. Whereas Arlington's total population is 64 percent White, Douglas Park's population is 33 percent White. Thirty-five percent and 17 percent of Douglas Park residents identify as Hispanic/Latino and Black, respectively, compared to 15 percent and 8 percent of Arlington's total population, respectively. Six percent of the Arlington County's school-aged children (5-17 years old) live in Douglas Park.

Douglas Park is known for being a welcoming place for families, which is represented by the fact that most households (56 percent) consist of families, compared to 42 percent of the households in the county. Forty-four percent of Douglas Park's households are not family based and those households consist primarily of the householder living alone (73 percent). Despite a relatively large percent of households with a single occupant, Douglas Park has a smaller percentage of single-occupant households (32 percent) than Arlington as a whole (41

percent). Sixty-five percent of all occupied housing units are occupied by renters as opposed to owners, many of which who reside in multi-family buildings on the north (Columbia Pike), west (George Mason Drive) and east (Walter Reed Drive) edges of DPCA.



Float from the 2019 July 4th Parade and Celebration

Neighborhood Sentiment

Residents of Douglas Park have a wide variety of neighborhood features and amenities that draw and keep them here. Douglas Park's quiet, uncrowded streets and welcoming neighbors are routinely cited as reasons residents love the community. The neighborhood's walkability, many public amenities, community activities, and diversity were also high on the list of most liked aspects of Douglas Park.



To foster community discussion and engagement, Douglas Park has long had a regular neighborhood newsletter that is distributed to residents. Douglas Park also relies on email and social media outreach to engage with its large resident population. DPCA supports a listserv (dpca-listserv@groups.io). DPCA also operates a Facebook group ([facebook.com/DouglasParkArlington/](https://www.facebook.com/DouglasParkArlington/)). DPCA also provides residents information through its website, which is located at douglasparkca.org. These forums exist to share recommendations, raise concerns, and update the neighborhood on new events and activities.

Civic Association

The Douglas Park Civic Association (DPCA) is a forum for community engagement, activity, and advocacy. The DPCA hosts bi-monthly meetings at Fire Station Number 9, sponsors the annual 4th of July Parade, and supports neighborhood initiatives such as the Pike West End Food Truck Festival. The DPCA is a member of the Columbia Pike Revitalization Organization (CPRO) and is represented within the Pike Presidents Group (PPG), a group of civic association presidents from neighborhoods abutting the Columbia Pike Corridor. The DPCA and its residents have a long history of civic engagement within Arlington, often boasting leadership within non-profit organizations and County Commissions and often has residents serving on the Arlington County Board and/or the Arlington School Board, as well as the County's constitutional offices.

Commercial Development

Douglas Park is home to numerous commercial developments, primarily along Columbia Pike and Walter Reed Drive. Over 20 businesses count Douglas Park as their home, including the Pike 3400 development at the corner of Columbia Pike and Glebe Road and the Avalon Development at Columbia Pike and Walter Reed Drive. Douglas Park residents can easily walk to businesses such as locally owned bars, restaurants, and retail shops, and can even pay a visit to the

Department of Motor Vehicles (DMV) on Four Mile Run Drive without leaving the neighborhood. Much of the recent development within and near Douglas Park has been shaped by the Columbia Pike Form-Based Code (FBC), which is discussed later in this Plan.

Community Facilities

Douglas Park has a wealth of community focused facilities and institutions. Randolph Elementary School is the main school servicing Douglas Park residents. Some residents living toward the corner of Four Mile Run Drive and Columbia Pike are zoned for Barcroft Elementary and some residents living toward Four Mile Run Drive and Walter Reed Drive and between Glebe Road and Walter Reed are zoned for Drew. Douglas Park residents are predominantly served by Thomas Jefferson Middle School, with some residents living toward Four Mile Run Drive and Columbia Pike being served by Kenmore Middle School. All Douglas Park residents are zoned for Wakefield High School. Douglas Park residents also can enter the Arlington Public School lottery, and many participate in the programs at the Arlington Montessori School and Claremont Immersion School located near Douglas Park.

Douglas Park also boasts two community gardens, one along Four Mile Run Drive and the other along Walter Reed Drive. There is a dog park along Walter Reed Drive. Arlington Fire Department Engine 9 is also located in Douglas Park by a

community garden and the dog park. The titular Douglas Park is located on Quincy Street and includes one of four playgrounds in the neighborhood. Three other playgrounds are located at Doctors Run Park, Monroe Park, and Barcroft Park.



Douglas Park Pride

Residents express their strong pride in the sense of community within Douglas Park, as exemplified by organized and informal activities throughout the year. In the fall, residents, with the support of the DPCA, organize the Trail of Terror. The DPCA also hosts an Election Day Bake Sale, which raises funds for DPCA.

The highlight of the year, however, is the DPCA Fourth of July Parade and Picnic, which draws several hundred participants every year and is regularly attended by local elected officials and other distinguished guests from the community. The festivities begin with a bicycle and float contest and the

naming of Mr. and Mr. Douglas Park, followed by a parade from Monroe Park to Douglas Park. The celebration concludes with a picnic at Douglas Park, complete with music, games, food, and a reading of the Declaration of Independence.

Recommendations

1. DPCA, in partnership with the County, should identify ways to establish greater communication with and a greater connection to multi-family buildings within the neighborhood, especially as additional development and redevelopment is expected along Columbia Pike for the near future.
2. DPCA should identify additional opportunities for community events, and when appropriate, engage with the County for appropriate support.
3. DPCA should consider methods of identifying a new and diverse group of residents to continue its excellent history of robust civic engagement within the community and at the County-level.
4. DPCA should identify opportunities to incorporate public art to highlight the neighborhood's amenities and further beautify Douglas Park.

LAND USE AND ZONING

In many ways, Douglas Park is a microcosm of Arlington County, as it includes both businesses and housing of nearly every type and shape. The neighborhood includes single-family homes, duplexes, apartments, condominiums, townhouses, and everything in-between. The neighborhood is also home to a variety of restaurants, gas stations, convenience stores, retail shops, personal care service providers, a school, and even a fire station. Douglas Park is mostly a residential neighborhood with residences in each major category: mid-rise elevator apartments, garden apartments (rental and condominiums), townhouses, duplexes, and single-family homes. Portions of the neighborhood along Columbia Pike are subject to the Columbia Pike Form Based Code and Columbia Pike Neighborhoods Form Based Code.

Preserving the “neighborhood feel” of the neighborhood and maintaining housing affordability are major challenges for Douglas Park, as the Columbia Pike corridor develops and as the neighborhood’s proximity to Washington D.C. and other business centers receives greater attention. To the extent that Douglas Park continues to grow, along with the county, the neighborhood wants to continue to

work with the county to manage growth in a way that maintains Douglas Park’s sense of community in the heart of the Columbia Pike corridor.



West Village of Shirlington at dusk

Current Zoning

Most of the geographic area of Douglas Park is zoned for Low Density (1-10 or 11-15 units per acre). Accordingly, most of the land area consists of single-family homes on lots between 5000 to 6000 square feet.

Several townhouse communities are in Douglas Park, including along 14th Street, between Walter Reed Drive and South Glebe Road, along 12th Street South between South Monroe Street and South Quincy Street, along South Monroe Street between 11th Street South and 12th Street South, and along Taylor Street. West Village of

Shirlington, in the southeast corner of Douglas Park between Four Mile Run Drive, Walter Reed Drive and Randolph Street, is a 529 condominium community. It was originally built as rental apartments as a Site Plan project, and later converted to condominiums.

Substantial changes to zoning in areas of single-family homes and townhouses are not envisioned or widely supported by the residents, as there is a strong desire among residents of these areas to maintain them in their current forms. That said, many residents also have expressed concern about the growing trend of large expansions of single-family homes within the neighborhood and rapidly rising prices for single-family homes. There are varying views among residents as to the types of policies the county should (or should not) pursue to create and/or maintain housing affordability within Douglas Park. DPCA requests that the county continues to engage with the neighborhood about new developments and housing policy, especially regarding the “Missing Middle” Housing Study that the county initiated in 2020 that is studying and reviewing possible zoning changes within single-family neighborhoods.

In summary:

- The Commercial Form Based Code has created opportunities for new development immediately along Columbia Pike, including new retail businesses that are welcome additions. Except for amendments designed to increase architectural

interest and retail business opportunities, the neighborhood supports keeping the Commercial Form Based Code substantially in its current form.

- The Neighborhoods Form Based Code is designed to avoid displacement of Douglas Park residents by providing incentives to preserve affordable housing now available in the neighborhood. The neighborhood supports continuation of the N-FBC and opposes efforts to undermine its protection of affordable housing, such as the recent county proposal to change income-level thresholds that would incentivize displacement of Douglas Park residents, replacing them with higher income families and individuals.
- Both Form Based Codes are dependent on county investments in supporting infrastructure, particularly transit. The neighborhood is very concerned about the county’s failure, to date, to provide the planned transportation infrastructure.
- “Missing Middle” medium density housing is not missing from Douglas Park, with our thousands of garden apartments and extensive variety of townhouses and duplexes. While Douglas Park is an example of successful integration of medium density and single-family housing, the neighborhood is concerned about adding more density beyond what is already planned, particularly considering

the county's failure to provide supporting infrastructure.

- Code Enforcement remains a substantial concern throughout the neighborhood.

Form Based Code (Commercial)

The [Columbia Pike Form Based Code](#) (FBC) is a zoning ordinance applicable to certain defined areas along Columbia Pike. It was passed in 2003 after extensive community engagement and debate, including charrettes. The original FBC applies only to certain properties that had commercial uses, on or adjacent to Columbia Pike. The goal of the FBC was to encourage re-development of a fading commercial strip but limiting development to levels lower and less dense than areas of the Rosslyn-Ballston Corridor and Crystal City. A walkable, pedestrian friendly, transit oriented "downtown" with convenient businesses and public areas was envisioned. The original FBC applied only to commercial properties as those properties were in the areas adjacent to the major intersections ("nodes") and would thus naturally form the commercial area of Columbia Pike when revitalized. Another reason only the commercial areas were included was the desire to avoid displacement of residents through new development, as has happened in other parts of Arlington and in other cities. Since no one lived in these commercial areas, residents would not be displaced. The policy for residential areas (Columbia Pike Neighborhoods Form Based Code)

was adopted ten years later. (See below.)

The FBC defines build-to lines along Columbia Pike and the intersecting and adjacent streets, and allowable heights of buildings along those frontages. The height restrictions are set for each location, in the context of adjacent buildings and the topography of the area. In general, greater height is allowed directly on Columbia Pike and other major thoroughfares, with less height and massing allowed on the back sides of buildings, to mitigate the effects on the adjacent neighbors. Ground floor retail is mandated on Columbia Pike and other main frontages, to further the goal of an energetic and lively retail street, engaging with pedestrians. Alleys for truck deliveries and circulation around buildings are required, curb cuts (for driveways or garage entrances) are prohibited on Columbia Pike itself and limited in general. No surface parking is allowed, and underground or structured parking at a ratio of 1 and 1/8th space per dwelling unit, plus parking for businesses, is required. Requirements for contiguous open space on the site are generally met with interior courtyards for the residents. However, public open space is mandated in certain locations, and plazas have been built at Penrose Square, Centro (George Mason and Columbia Pike) and Arlington Mill Community Center. Although these spaces are outside the boundaries of Douglas Park, they are available to its residents.

Architectural requirements are intended to avoid monolithic

structures, opaque and unfriendly storefronts and other designs that do not foster a pedestrian friendly atmosphere on the street front.

The FBC allows property owners and developers to re-develop their property compliant with the FBC, without using the Site Plan process. If compliant, the FBC development is by-right. The application process is intended to determine whether the design is compliant. If it is compliant, the application is to be approved, without negotiations that typically occur with Site Plan projects. However, there are many requirements, and an FBC checklist can contain literally hundreds of items. Larger projects also require a special use permit approved by the county board. Thus, although the process is intended to take less time, and provide greater certainty to prospective builders, it can still be lengthy and complicated. Certain elements associated with Site Plan projects are not required under the FBC. For example, within the commercial FBC, there is not a set aside for affordable housing or mandated Affordable Housing Investment Fund contributions. Nonetheless, 378 committed affordable housing units (as of October 2019) have been built in the commercial FBC areas.

The commercial Form Based Code areas in Douglas Park, from west to east as designated in the FBC:

- Neighborhood Center. The triangle bounded by Columbia Pike, Four Mile Run Drive (Minor) and South Thomas Street, part of the Barcroft

Apartments complex. This area allows new building up to four stories along Columbia Pike.

- Village Center. The rectangle bounded by Columbia Pike and George Mason Drive (southeast corner), the border of Doctor's Run Park to the south, and the property line of the Quebec Apartments to the east. This area allows new building up to six stories on Columbia Pike and within 200 feet of Columbia Pike on the George Mason frontage.
- Town Center. The area bounded by Columbia Pike, South Monroe Street between 12th Street South and 11th Street South, and the property line of the Oakland Apartments to the west, behind the businesses on South Monroe Street and Columbia Pike, and Walter Reed Drive at the east. South Glebe Road and South Highland Street intersect this area. The southern boundary between South Glebe Road and South Monroe Street is 12th Street South. Between Glebe Road and Highland Street, the boundary is the back property line of the houses along 12th Street South. East of South Highland Street, the boundary is 12th Street South to Walter Reed Drive. The FBC allows six story buildings in this area along Columbia Pike, South Glebe Road, and Walter Reed Drive, and three and ½ stories along the "back" of the buildings, adjacent to the neighborhood. The building on the corner of Walter Reed Drive and Columbia Pike (Avalon) was granted two

additional stories, per the code, as it preserved the historic Arlington Hardware façade.



A view of the fountain at Oakland Apartments.

Several Form Based Code projects have been built within Douglas Park.

- The Avalon building at the southwest corner of Walter Reed Drive and Columbia Pike is eight stories, using the bonus density available by preserving the Arlington Hardware frontage. This building is home to market-rate rental apartments, several new businesses, the Arlington Free Clinic, and has a floor of public (paid) parking in the garage.
- As of drafting of this updated Neighborhood Conservation Plan in 2021, the Axumite Village project is being finalized on South Highland

Street at 11th Street South. This development will consist of apartments and townhouse apartments, intended to be affordable, but not using financing that would require the units to be committed as affordable.

- Pike 3400, on the site of the former Rosenthal Chevrolet dealership, at the southwest corner of Columbia Pike and South Glebe Road also houses several new businesses, as well as rental apartments, and townhouses sold to individual owners.

Form Based Code Concerns

Over the last several years, residents have voiced concerns as the FBC projects have proceeded, both within and near Douglas Park:

- Architectural design of Form Based Code buildings is often described as boring, and overly like other FBC buildings being built. Efforts have been made with the county and the [Form Based Code Advisory Working Group](#) (citizens who review projects for compliance and also advise on potential changes to the FBC) to remove FBC requirements that tend to require conforming, rather than compelling architecture. These efforts should continue, and efforts should also continue to encourage developers and architects to use the flexibility that exists within the code to produce more interesting buildings.

- Restrictions on use within the FBC (which by its name should regulate form, not usage) are an impediment to businesses trying to open in new buildings on Columbia Pike. Restrictions on types of businesses within the FBC require special use permits, with public hearings, and the associated cost and delay, to get permission to open. General county zoning restrictions on “industrial” uses, which are outdated and overly restrictive, also hamper opening new businesses.
- Parking is tight along Columbia Pike and although the buildings within Douglas Park apparently do not result in substantial overflow parking, proposals to reduce the amount of parking required cause a great deal of concern, as the neighborhood simply does not have enough parking to accommodate vehicles from these buildings.

Neighborhoods Form Based Code

Residential areas were deliberately excluded from the original Form Based Code in recognition of the difficult policy questions related to preservation of affordable housing, as pressures for re-development increase with aging residential buildings and increasing rents in the DC Metro area. The consensus voiced among Pike residents was a desire to avoid displacing residents of Columbia Pike’s market-rate affordable apartment buildings, mostly walk-up garden apartments. These complexes house most Douglas Park residents and are

among the largest affordable locations within Arlington. There is concern that aging buildings, built from the late 1940’s through early 1960’s, will soon reach the end of their useful lives, requiring substantial renovations. By-right options for landowners would include townhouses or other apartments in the same density, or refurbishment of the existing buildings, re-opening with substantially higher rents beyond the reach of current residents. Landowners could also opt for the site plan process, which generally requires affordable housing inclusion or Affordable Housing Investment Fund contributions. However, experience elsewhere in Arlington has shown that such contributions preserve or produce only a small fraction of the number of affordable units removed by redevelopment of a property.

After a multi-year Columbia Pike Housing Study, the [Columbia Pike Neighborhoods Plan](#) was adopted in 2012 and the [Neighborhoods Form Based Code ordinance](#) (NFBC) was adopted in 2013. The Columbia Pike Neighborhoods Plan includes build-to lines and architectural standards identical or like the commercial FBC, with the notable exception of not requiring ground floor retail. Like the commercial FBC, massing of buildings is concentrated on Columbia Pike and major arterial street frontages, with lower heights allowed (generally three and one-half stories) along the sides of buildings facing adjacent neighborhoods.

The Neighborhoods Form Based Code includes incentives for affordable

housing preservation intended to preserve all the 6200 affordable apartments along Columbia Pike as affordable for individuals or families earning in the range of 60% to 80% of the area median income (typical targets for affordable housing projects). The NFBC allows substantial increases in density in the designated areas, provided that the project includes a substantial percentage of committed affordable units, set by formula in the code. The formula may be complicated in application to particular parcels, but in essence, four times the current density is allowed, provided that about 20 to 25 percent of the units are committed as affordable. Thus, roughly the same number of homes now existing as market-rate affordable housing are dedicated as committed affordable housing. This is the most ambitious inclusionary zoning and affordable housing preservation plan in the DC Metro area, and perhaps in the United States.

Other features of the N-FBC include allowances for transfer of “air rights” elsewhere, trading development rights to another property to be redeveloped, and bonus density available in certain areas (not within Douglas Park) in exchange for higher percentages of affordable housing preservation. The development options permitted by the Neighborhoods Form Based Code are optional. Property owners may develop through the NFBC, develop, or renovate by-right using existing zoning, or they may use the Site Plan process. They can also choose to leave the property as is.

Whether the Neighborhoods Form Based Code achieves preservation

goals remains to be seen. Since its adoption, as of this writing in 2020, two developments on Columbia Pike, neither in Douglas Park, have been undertaken pursuant to the new code. The Wellington property on the east end of Columbia Pike is re-developing according to the code, preserving and committing about 100 existing affordable units, while 400 new market rate units are built on the property. (The Columbia Hills project in the Columbia Forest neighborhood was built in the former parking lot of an adjacent committed affordable project owned by the same developer.)

Major developments of market rate affordable homes within Douglas Park include:

- Barcroft Apartments (1318 units), located between Four Mile Run Drive, Columbia Pike and George Mason Drive (with several buildings east of George Mason along Four Mile Run Drive. This is the largest affordable housing complex in Arlington. This property is subject to the NFBC generally, but also has historic preservation requirements that could conflict with the housing preservation goals, as the major density increases contemplated by the NFBC cannot be accomplished if buildings must remain intact. Substantial additional density would be allowed on the Barcroft Apartments property but is placed to use the topography of the site to mitigate the impact of additional height. This property is also designated as a “sending” site for transfer of development rights, such that density allowed for this

property can be transferred to other properties for development.

- Westmont Gardens, on Columbia Pike and bounded by the adjacent Oakland Apartments to the east, South Quincy Street to the west, and 12th Street South to the south, are 249 market rate affordable apartments. The NFBC would allow greater density within the property, and six stories along Columbia Pike. The areas adjacent to 12th Street South would be allowed to three and one-half stories, consistent with the current buildings.
- Oakland Apartments, bounded by Columbia Pike, the Westmont property 12th Street South and the commercial properties on South Monroe Street, contain 245 market rate affordable units. This property is subject to NFBC requirements and allowance like the adjacent Westmont project.
- Quebec Apartments are located along Quebec Street South where it intersects Columbia Pike, bounded by Columbia Pike, South Quincy Street to the east, and Doctors Run Park to the south. This project was converted to a mix of market rate (43) and committed affordable (129) units several years before the passage of the Neighborhoods Plan. It is subject to the same allowances and restrictions as the Westmont and Oakland properties.
- Virginia Gardens (76 units), on South Taylor Street, is outside the NFBC area. It is a committed-affordable property owned by a

non-profit affordable housing developer, as is Taylor Square (44 units), located on 16th Street South at South Taylor Street.

Neighborhoods Form Based Code Concerns

Redevelopment under the Neighborhoods Form Based Code would bring hundreds or thousands of new residents to Douglas Park, as the properties along Columbia Pike use allowed new density for market rate housing, while preserving roughly the same number of affordable homes. Transit, parking, and public facilities, such as schools, must be put in place by the county to mitigate the effect on the existing neighborhoods.

Transit improvements on Columbia Pike have not been built as promised by the county when the Neighborhoods Form Based Code was being studied and adopted. Indeed, promised transit improvements that would make the area more desirable were a prime justification for the affordable housing preservation efforts. The county must improve existing transit options to draw a greater percentage of residents to transit than currently use it. Columbia Pike and our other roads and streets simply cannot handle the increased volume that would come from development if transit is not functioning to make the development “transit oriented” in reality.

Parking is tight in Douglas Park and there is simply not room for overflow parking from new development. This concern is tied directly to transit, as

good transit reduces the need for vehicles, and thus parking for those vehicles. However, protecting the neighborhoods also requires ensuring that required parking ratios in new buildings are sufficient so that parking needed by the residents is on-site.

New development bringing new residents also increases strain on school capacity. While mid-rise market rate apartments generally produce fewer students than the other housing types in Douglas Park, many apartments will produce significant increases in students, even if at a lower rate per dwelling. Arlington Public Schools must be diligent in tracking new development along Columbia Pike for its impact on student populations. Concentration of affordable housing can have a negative influence on a broader community. While the Neighborhoods Plan does not add to the already substantial number of market-rate and committed affordable homes in Douglas Park, the county should not rely on the Neighborhoods Plan or Columbia Pike Community as the sole location for affordable housing in the county or along the Columbia Pike Corridor; such housing should be developed throughout the county.

Code Enforcement

Residents have expressed concerns about possible violations of current zoning and other quality-of-life ordinances in the neighborhood. Allegations include illegal auto repairs and other commercial ventures in strictly residential areas, overcrowded residences, construction noise, storage

of inoperable vehicles, deteriorated structures, and improper storage of trash. Aside from cosmetic concerns, these issues tear at the fabric of a neighborhood, and have the potential in some cases to pose a safety risk. The community wants to work with the County to enforce the zoning laws and ordinances that protect our neighborhood's desirable characteristics. DPCA requests that the county work aggressively with the neighborhood to enforce the zoning ordinance, occupancy code, noise ordinance, care of premises ordinance, building code, regulations and policies governing the exterior appearance of residences, and other quality-of-life ordinances. In conducting an inventory of current conditions for this updated Neighborhood Conservation Plan, DPCA also compiled a list of conditions wherein it requests the county take appropriate action.

Code Enforcement Issues

- 1131 South George Mason Drive: To the right of the 7-11 convenience store, there exists industrial storage of work vehicles, shipping containers, remnants from tree cutting, and fill dirt. DPCA requests that the county look into whether these materials are being stored properly and in compliance with county ordinances and regulations.
- 4301 S. 4 Mile Run: There has existed an exposed large diameter orange conduit for more than a year that is a possible tripping hazard.

- Intersection at South Walter Reed Drive and 11th Street South: The landscaped island to the side of the sidewalk is in poor shape.
- Intersection of South Walter Reed Drive and South Glebe Road: The triangular island is in poor shape (curbs crumbling and mostly weeds and no grass).
- West sidewalk at corner of South Glebe Road and Walter Reed Drive: Landscaping to west of sidewalk overgrown and unkept.
- 1307 South Monroe Street: Graveyard is not kept up well; needs to be cleaned out and landscaped.
- 1210 South Monroe Street (backside of Post Office): Landscaping is in poor condition. Bushes could be replaced with new ones. If mulch is too expensive or difficult to obtain, perhaps a rock garden could be installed.
- South Pollard Street and 19th Street South: County did some landscaping but much of the planting is unmaintained or didn't grow. Some additional planting and maintenance needed
- South George Mason Drive and South Mile Run Drive: Exposed orange conduit. Abandoned for more than a year and possible safety hazard.
- South Four Mile Run between South Thomas Street and South Wakefield Street: Metal fence above the rock wall is in poor condition and could be a serious safety issue due to height/falls.
- 16th Street South and South Four Mile Run Drive: Partially above grade utility box. Abandoned for more than a year. Large diameter conduit is also present.

TRANSPORTATION

When it comes to transportation and traffic, the more things change, the more they seem to stay the same. In the 1998 Neighborhood Conservation Plan, the neighborhood identified traffic management, and specifically challenges with “cut-through” traffic, as major concerns to residents. The document identified speeding, traffic accidents, road infrastructure, and hazards to pedestrians as “quality-of-life” issues for residents. Such concerns remain the same at present.

This is not to say that progress has not been made. The 1998 Neighborhood Conservation Plan called for traffic calming measures, such as curb nubs, traffic circles, and street markings. The county has installed nubs at several intersections in the past several years, including at South 16th Street and South Quincy Street, South 16th Street and South Nelson Street, and South 16th Street and South Monroe Street. Additionally, the County installed a traffic circle on 16th Street South at South Nelson Street in 2016 through a Neighborhood Traffic Calming Program project. These measures have both improved the sense of safety and quality of life for Douglas Park residents.

Douglas Park’s central location on Columbia Pike provides easy access by bus or automobile to major retail and business centers, such as Shirlington, Ballston, Pentagon City and Crystal City, and the District of Columbia. Although Douglas Park

is served by both Metrobus and Arlington Regional Transit (ART) bus routes, it (along with most of the Columbia Pike corridor) remains an automobile-centric neighborhood.



In the questionnaire, over 62 percent of respondents stated that additional traffic control and pedestrian safety measures should be taken in Douglas Park. As a result, traffic and speeding concerns are consistent with those raised in the 1998 Neighborhood Conservation Plan and are among the first topics raised regularly at civic association meetings.

Proposed Connection of South 12th Street between South Monroe Street and South Glebe Road

In 2019, DPCA learned that county staff is exploring connecting South Lincoln Street to 12th Street South and installing a connection of 12th Street South between South Monroe Street and South Glebe Road. In the 1998 Neighborhood Conservation Plan, the neighborhood expressed opposition to any connection of 12th Street South through what also serves as the parking lot for the U.S. Post Office at 1210 South Glebe Road. There remains significant concern that the county may move forward with such an expansion regarding pedestrian safety and increased cut-through traffic from South Glebe Road. DPCA requests that county staff closely communicate any possible plans for such a project with DPCA in the future.

Shared Bicycles and Scooters

When asked in the questionnaire, only 37 percent of respondents were interested in an additional bicycle sharing station in Douglas Park. DPCA is mindful of the rapid changes in the marketplace regarding shared bicycles and scooters, especially considering recent County Board actions to regulate their use. DPCA requests that county staff continue to communicate developments in the regulation of shared bicycles and scooters (and other similar transportation options if and/or when they become available) to DPCA.

Pedestrian Safety

Many respondents to the questionnaire cited the inadequacy of pedestrian crossings as a major concern regarding transportation and traffic issues. Specifically, pedestrian crossings at South Walter Reed Drive (between South Glebe Road and Columbia Pike) and South Glebe Road (between South Walter Reed Drive and Columbia Pike) were identified as especially problematic. DPCA requests that the county considers additional pedestrian crossing measures, including but not limited to a flashing signal (like that on Columbia Pike at South Oakland Street) or a stop light (like that on Columbia Pike at South Scott Street).

Parking

Many residents expressed concern about the availability of parking and the use of public parking in Douglas Park by commercial vehicles. DPCA takes note of the fact that the County is currently undergoing study of its residential parking permit program, of which Douglas Park was an early applicant and participant. DPCA requests that the county keep it updated on the progress of the study and its deliberations and not take action to remove or modify any existing permitted areas without providing DPCA with an opportunity to provide substantial input.

Public Transportation

Several Metrobus routes and ART Bus route 74 serve Douglas Park. These bus

routes operate throughout the day and evening. DPCA requests that the county continues to keep it updated on any possible modifications to bus routes in the neighborhood.

In December 2014, the County Board voted to cancel a proposed streetcar (previously adopted in 2006) for Columbia Pike and moved forward with a plan for enhanced bus service along the corridor. Douglas Park residents had, and many to this day, maintain a diversity of perspectives regarding the merits of such a streetcar line down Columbia Pike. That said, residents have grown frustrated with the slow development of enhanced bus service in the nearly six years since the County Board's action, especially considering increased attention upon transit in adjacent commercial areas such as Ballston (Ballston Quarter) and the presence of Amazon's offices in Pentagon City and Crystal City. Promised improvements to bus transit have not been delivered. As of October 2019, no new transit stations (beyond the prototype at Walter Reed and the Pike) have been constructed. Promised one-seat connections to Crystal City and beyond have not been implemented. DPCA requests that the county delivers upon its commitment to enhanced bus service along Columbia Pike, including but not limited to new and additional bus stops and shelters, possible modifications to traffic signaling, and possible modifications to the on-boarding process.

Traffic

In review of the questionnaire, the 1998 Neighborhood Conservation Plan, and other information provided by county staff, DPCA has identified several intersections as hazardous and requiring specific improvements and/or modifications by the county.

Four Mile Run (minor) and Walter Reed Drive

There is significant concern about pedestrian safety around this intersection. That said, in 2019, the county has taken additional steps to promote greater traffic and pedestrian safety, including the installation of new stoplights and crossing signals and a large "X" painted in this intersection to discourage drivers from "blocking the box." DPCA applauds these efforts and encourages the county to investigate traffic calming measures on Four Mile Run (minor) between Walter Reed Drive and South George Mason Drive, including traffic humps.

16th Street South between Four Mile Run Drive and South Glebe Road

There continues to be significant concern about speeding on 16th Street South, as many drivers use this route to get between Four Mile Run Drive and South Glebe Road. This stretch was cited in the 1998 Neighborhood Conservation Plan, and it was cited by many respondents in the questionnaire for this updated plan as well. It is noted that the county installed a traffic circle

at South Nelson Street and installed nubs at South Quincy Street and South Nelson Street since the issuance of the 1998 NC Plan.

That said, 16th Street remains one of the most-discussed stretches in the neighborhood as it serves as one of the “main streets” of Douglas Park. DPCA urges the county to install additional nubs, traffic circles, traffic humps, and/or other traffic calming measures to slow the speed of automobile traffic. The county previously promised to install an additional traffic circle on 16th Street South. Residents also cited the intersections at South Four Mile Run, South Stafford Street, South Quincy Street, and South Monroe Street as being especially problematic.



16th Street South at sunset

Regarding South Stafford Street specifically, several residents

expressed concern about low visibility to and from 16th Street, especially at night, and are concerned about the safety of turning vehicles and pedestrians (especially because there is no sidewalk entering the south side of South Stafford Street).

DPCA requests that the county take the following measures: increasing enforcement of the speed limit; installing caution signs to alert drivers to children, the 16th Street South hill, and dangerous intersections; reducing the unbroken length of the road by installing stop signs and/or traffic circles at several intersections; installing nubs at additional intersections, including but not limited to at South Stafford Street; and installing “No Through Trucks” signs along the length of 16th Street South.

South Monroe Street between Columbia Pike and South Walter Reed Drive

There exists continued concern about South Monroe Street, which despite being one of the narrowest routes in the neighborhood, is a high-traffic volume route between Columbia Pike and South Walter Reed Drive. South Monroe Street already has speed humps and stop signs at most intersections. Nevertheless, there is significant concern about Douglas Park residents about the speed and sometimes-reckless behavior displayed by drivers on South Monroe Street, especially at the intersection of 18th Street South. It is difficult for drivers to see one another pulling into this intersection, and even though this

intersection now has a four-way stop, drivers often are reported rolling right through the stop sign heading southbound on South Monroe Street through the intersection.

DPCA requests that the county takes the following additional measures: increasing enforcement of the speed limit; installing nubs along all intersections of the street which currently allow parking, especially but not limited to the intersections at 18th Street South and 13th Street South; installing a "No Through Trucks" signs along the South Monroe Street; and installing a stop sign at the intersection of South Monroe Street and South 17th Street.

13th Street South and South Quincy Street

Many residents have raised concerns about this intersection, especially during drop-off and pick-up times across the street at Randolph Elementary School. DPCA requests the county install an above-street warning light alerting traffic to the blind approach to this intersection and require all traffic to stop at 13th Street South by installing either a traffic signal or three-way stop signs.

South Quincy Street between Columbia Pike and South Walter Reed Drive

South Quincy Street, along with 16th Street South, 18th Street South, South Highland Street, and South Monroe Street, serves as one of the main thoroughfares for automobiles through

Douglas Park. It is noted that several years ago, the county installed a three-way stop sign at the intersection of 12th Street South. In addition to the intersection at 13th Street South, many residents have expressed concern about the intersections at 18th and 19th Streets South, specifically the lack of four-way stop signs and lack of visibility due to significant pitch of South Quincy Street between the two intersections. Many residents also cited the high rate of speed of motorists crossing South Quincy Street on 19th Street South to quickly get to South Randolph Street.

DPCA requests the county take the following measures: install nubs, traffic circles, and traffic humps at appropriate locations and intersections along South Quincy Street; install 3-way stop signs at the intersections of South Quincy and South 14th Street and South Quincy and South 13th Street to protect Randolph students and to make South Quincy Street less attractive to cut-through traffic; install several school caution lights near the school on South Quincy Street; install signs that alert traffic to areas of low visibility in on South Quincy Street; plant trees between the sidewalks and curbs along South Quincy Street to create a physical buffer from traffic for the children; install "You Are Speeding" signals for both northbound and southbound traffic near Randolph Elementary School on South Quincy Street; install "No Through Trucks" signs along South Quincy Street; monitor and study traffic congestion resulting from the student drop-off lane at Randolph Elementary School, and devise solutions to ensure smooth

and safe traffic flow during peak times; and install four-way stop signs at 18th Street South and 19th Street South.

South Highland Street from Columbia Pike to Walter Reed Drive

In the “Eastern Triangle” of Douglas Park, South Highland Street serves as a major source of traffic for drivers looking to avoid congestion on Columbia Pike. DPCA requests that the county takes the following measures: install caution signs alerting drivers about children and cross traffic at the south entrance of South Highland Street; install nubs at 12th Street South; and reduce the uninterrupted unbroken length of South Highland Street by installing at least one stop sign.

18th Street South from South Walter Reed Drive to South Quincy Street

DPCA requests the following measures: install additional humps, traffic circles, or other traffic calming measures as appropriate; and consider installing four-way stops between South Monroe Street and South Quincy Street.

19th Street South from Walter Reed Drive to South Quincy Street

DPCA request the following measures: install signs alerting South Nelson traffic to the poor visibility at this intersection; and install a crosswalk on 19th Street South as far to the west of this intersection as possible.

Overall Recommendations

The key issues described above identify critical traffic-related improvements needed for the Douglas Park neighborhood. The proposed solutions, described throughout the traffic plan, seek primarily to reduce traffic volume, and speed on residential streets and thereby improve safety and quality of life in the neighborhood. Much of the cause of the traffic issues is a need for engineering key intersections and roads to mitigate outside traffic from flowing through the neighborhood, and to encourage traffic to use the nearby major arterials and intersections. Additionally, neighborhood streets need to be engineered to reduce their attractiveness to cut-through traffic and to speeding. These modifications will be instrumental to ensuring a high quality of life in the neighborhood.

Summary of Recommendations

1. DPCA requests that county staff closely communicate any possible plans for such a project to expand 12th Street South.
2. DPCA requests that county staff continue to communicate developments in the regulation of shared bicycles and scooters (and other similar transportation options if and/or when they become available) to DPCA.
3. DPCA requests that the county considers additional pedestrian crossing measures, including but not limited to a flashing signal (like that on Columbia Pike at South Oakland Street) or a stop light (like that on Columbia Pike at South Scott Street).
4. DPCA requests that the county keep it updated on the progress of the study and its deliberations and not take action to remove or modify any existing permitted areas without providing DPCA with an opportunity to provide substantial input.
5. DPCA requests that the county continues to keep it updated on any possible modifications to bus routes in the neighborhood.
6. DPCA requests that the county delivers upon its commitment to enhanced bus service along Columbia Pike, including but not limited to new and additional bus stops and shelters, possible modifications to traffic signaling, and possible modifications to the on-boarding process.
7. DPCA applauds these efforts and encourages the county to investigate traffic calming measures on Four Mile Run (minor) between Walter Reed Drive and South George Mason Drive, including traffic humps.

Traffic Measures

1. DPCA requests that the county take the following measures: increasing enforcement of the speed limit; installing caution signs to alert drivers to children, the 16th Street South hill, and dangerous intersections; reducing the unbroken length of the road by installing stop signs and/or traffic circles at several intersections (as previously committed to by the County); installing nubs at additional intersections, including but not limited to at South Stafford Street; and installing “No Through Trucks” signs along the length of 16th Street South.
2. DPCA requests that the county takes the following additional measures: increasing enforcement of the speed limit; installing nubs along all intersections

of the street which currently allow parking, especially but not limited to the intersections at 18th Street South and 13th Street South; installing a “No Through Trucks” signs along the South Monroe Street; and installing a stop sign at the intersection of South Monroe Street and South 17th Street.

3. DPCA requests the county install an above-street warning light alerting traffic to the blind approach to this intersection and require all traffic to stop at 13th Street South by installing either a traffic signal or three-way stop signs.
4. DPCA requests the county take the following measures: install nubs, traffic circles, and traffic humps at appropriate locations and intersections along South Quincy Street; install 3-way stop signs at the intersections of South Quincy and South 14th Street and South Quincy and 13th Street South to protect Randolph students and to make South Quincy Street less attractive to cut-through traffic; install several school caution lights near the school on South Quincy Street; install signs that alert traffic to areas of low visibility in on South Quincy Street; plant trees between the sidewalks and curbs along South Quincy Street to create a physical buffer from traffic for the children; install "You Are Speeding" signals for both northbound and southbound traffic near Randolph Elementary School on South Quincy Street; install "No Through Trucks" signs along South Quincy Street; monitor and study traffic congestion resulting from the student drop-off lane at Randolph Elementary School, and devise solutions to ensure smooth and safe traffic flow during peak times; and install four-way stop signs at 18th Street South and 19th Street South.
5. DPCA requests that the county takes the following measures: install caution signs alerting drivers about children and cross traffic at the south entrance of South Highland Street; install nubs at 12th Street South; and reduce the uninterrupted unbroken length of South Highland Street by installing at least one stop sign.
6. DPCA requests the following measures: install additional humps, traffic circles, or other traffic calming measures as appropriate; and consider installing four-way stops between South Monroe Street and South Quincy Street.
7. DPCA requests the following measures: install signs alerting South Nelson traffic to the poor visibility at this intersection; and install a crosswalk on 19th Street South as far to the west of this intersection as possible.
8. The civic association requests the following measures: change the name of South Four Mile Run Drive (minor) to a different name than South Four Mile Run Drive (major) to reduce confusion and build a sense of community.

INFRASTRUCTURE AND CAPITAL IMPROVEMENT

A common theme identified within the Neighborhood Conservation Questionnaire and during the drafting process was that many residents enjoy living in Douglas Park because of a sense of community and what we have defined as “livability,” which includes features such as walkable streets, a sense of safety and security, and a feeling of community. Integral to the livability of Douglas Park is the maintenance and further build-out of its core infrastructure. With an estimated population of 9,365 (about 5% of the County’s estimated population), and a land area of about 0.7 square miles (3% of the County’s total land area), meeting the infrastructure needs of Douglas Park meets those of much of the Columbia Pike corridor and Arlington County as a whole.

While the neighborhood appreciates the efforts of the county over the last two decades to provide many improvements to its core infrastructure, two general frustrations remain. First, there is great confusion and frustration that DPCA typically needs to go through the Neighborhood Conservation process to fund basic infrastructure needs, such as

sidewalks, especially when the process also pits such needs against the types of projects more appropriate for such a process, such as improvements to public parks or beautification efforts.

This is not a frustration unique to Douglas Park and is likely shared by many civic associations within the county. It is noted that the county is currently reviewing the Neighborhood Conservation process considering such types of concerns, and DPCA urges the county to both retain the Neighborhood Conservation process and distinguish the types of efforts most appropriate for the NC process, as opposed to those best left to planning staff. Second, DPCA is also concerned that the current Neighborhood Conservation process puts Douglas Park at a significant disadvantage, as it must compete with much smaller neighborhoods for a limited amount of funding each year. As a result, DPCA may be competing for sidewalk funds with civic associations with less than half the same amount of core infrastructure needs. Given that this is one county, and that no one street, sidewalk, or public space belongs to one individual or neighborhood, DPCA urges the county to develop a process to better

identify infrastructure needs by priority so that limited capital funds may be expended more efficiently and equitably.

Within this section, DPCA has identified areas of strength and those needing improvement. As with any new potential project, DPCA requests that the County continue to work with DPCA and residents to advance the goals of neighborhood improvements in accordance with this Neighborhood Conservation Plan and applicable county planning policies.

Drainage

Residents and DPCA encourage adequate drainage for all properties within DPCA. While most of the neighborhood's residential areas enjoys adequate drainage, concerns remain in several yards and basements that have drainage challenges. DPCA encourages the county to enforce regulations to address storm water drainage when new homes or multi-family buildings are constructed. DPCA also requests that the county engage the DPCA related to any new development near areas in designated flood zones, especially in the Four Mile Run Valley.

Utility Poles and Lines

Utility poles and lines are an eyesore and a hazard for many residents in Douglas Park. It is not uncommon for large portions of the neighborhood to lose their power and/or phone and internet service during periods of high winds. Additionally, as many streets in

Douglas Park lack a "tree lawn" or strip of land between the sidewalk and curb, utility poles impede access on many sidewalks for residents traveling in wheelchairs, scooters, strollers, and the like. A large majority of DPCA residents would like to see their utilities placed underground, and DPCA would likely support a County-led initiative to do so. DPCA recommends that the county, in concert with telephone, cable, and power providers, research approaches to moving utility lines underground. DPCA recognizes that such an effort poses legal and financial challenges and urges the county mandate that new development within DPCA have undergrounded utilities.

Fort Barnard Site

At the site on the corner of 19th Street South and South Pollard Street sits a vacant lot that is known as the Fort Barnard Operational Area. In the preceding several years before DPCA reached an agreement with the County's Department of Environmental Services in September 2017, county trucks and those of contractors caused a great deal of noise and air pollution with heavy activity on the site, and generally disregarded reasonable concerns raised by nearby residents regarding the nature of the site's use, the hours of its use, and safety precautions to be taken by County staff and contractors.

On September 22, 2017, DPCA reached a memorandum of understanding with DES regarding the use of the site

(attached), which directed the following conditions, among others:

- Onsite activity is to be limited and access will be limited between 8:00 a.m. and 6:00 p.m. Monday through Friday.
- The County is expected to perform appropriate maintenance and housekeeping on the site and to keep DPCA informed of such activities.
- Except for a debris management emergency, operational noise will be limited to ordinary hours of operation.
- Personal parking will be limited to the northeast side of South Pollard Street and commercial parking will be limited to within the fenced-in area, with neither 19th Street South or South Pollard used for staging or other work purposes.
- DES is expected to restore vegetative screening and habitat lost within the site over the last ten or so years.
- The site will be used for activities by-right within zoning district and any effort to change the zoning will be accompanied by notice to DPCA.

Since the effectuation of the agreement, DPCA has maintained a good working relationship with DES and not been informed of any of the major issues that preceded the agreement. DPCA urges the county to continue to adhere to the language of

the September 22, 2017, Memorandum of Understanding.

Sidewalks



Of all the issues and concerns covered in the questionnaire, sidewalks, or specifically the lack thereof, were among the most cited items by Douglas Park residents. In the responses to the questionnaire, 38.7 percent of respondents stated that they had sidewalks missing near their homes, and 31.1 percent stated that they had sidewalks that needed to be repaired.

DPCA believes that sidewalks are essential to promoting a vibrant community and connecting residents of different ages and backgrounds to come together. One of the greater themes identified during the analysis of the questionnaire responses was a

desire of residents for the county to improve upon some items of basic infrastructure so that Douglas Park can build upon its core strength of creating and maintaining a vibrant community along Columbia Pike. DPCA believes that the inclusion of sidewalks in the Neighborhood Conservation process is inappropriate, as they constitute a basic and essential element of a neighborhood. Many residents expressed frustration that DPCA would need to go through a competitive process with much smaller neighborhoods to secure basic infrastructure needs such as installing and/or replacing sidewalks. DPCA believes that county staff should evaluate sidewalk installation projects outside of the Neighborhood Conservation process based upon projected use and necessity. DPCA should not have to compete for scarce NC dollars with much smaller neighborhoods for basic infrastructure needs.

DPCA has many areas where neither side of the street has sidewalks, making them dangerous for pedestrians of all ages. While streets should ideally have sidewalks on both sides, it is essential that residents be able to walk safely down their street on at least one side. While not an exclusive list (and in no particular order), DPCA has identified the following areas in greatest need of sidewalks on at least one side of the street: (a) 15th Street South (between Walter Reed Drive and South Glebe Road) (no sidewalk except for 3114 and 3120 15th Street South); (b) 11th Street South (3000 block); (c) 12th Street South (3100-3200 blocks); (d)

13th Road South (3500 block); (e) 18th Street South (3700-3900 blocks); (f) South Irving Street (1200 block); (g) South Lowell Street (1700 block); (h) South Nelson Street (1400-1700 blocks); (i) South Oakland Street (1600-1700 blocks); (j) South Pollard Street (1300 block); and (k) South Randolph Street (1300-1600 blocks).

Additionally, DPCA has identified the following streets as having some sidewalk coverage, but with neither side complete: (a) 12th Road South (4300 block); (b) 12th Street South (3000 block); (c) 15th Street South (3100 block); (d) 18th Street South (3700 block); (e) 19th Street South (4026 block); (f) 19th Street (3900 block); (g) South Nelson Street (1400 block); (h) South Oakland Street (1300 block); and (i) South Stafford Street (1600 block). DPCA has also identified the following sidewalks in need of repair:

- a. 12th Street South Walter Reed to Highland (the cobblestone sidewalk is in very poor condition);
- b. 3228 13th Road South (sidewalk dug up for utility work and not returned to original condition);
- c. 1404 South Glebe (sidewalk in poor condition);
- d. 12th Street South (between Glebe and Monroe) (in poor condition, nearly impossible to use from an accessibility standpoint);
- e. 11th Street South and South Glebe Road (cobblestone sidewalk in poor condition);
- f. 17th Street South and South Glebe Road (west side of sidewalk is in poor condition);

- g. 15th Street South (3500 block) (sidewalk is in poor condition);
- h. 1026 South Highland Street (west side of sidewalk is in poor condition); and
- i. 1809 South Nelson (sidewalk needs repair)

DPCA recommends that County staff continue the commitment to install sidewalks on at least one side of every street in the county and prioritize such projects by determining the areas of greatest need.

Streets, Curbs, Gutters



DPCA supports the County’s efforts to install new curbs and gutters throughout the neighborhood, as they provide both a means to guide storm water but also serve as visual cues for drivers and pedestrians in the many areas of Douglas Park that lack sidewalks. While most of the neighborhood has curbs and gutters installed on both sides of the street, there are areas where this is not the case, and has been cited as a significant concern by the residents whom this directs more directly. A lack of adequate curbs and gutters has been

cited as a contributing factor to excessive flooding and drainage problems, especially on 18th Street South and at the corner of 16th Street South and South Stafford Street.

DPCA has identified the following areas in need of curb and gutter installation:

- a. 13th Road South (3500 block)
- b. 13th Street South (3600 block)
- c. 13th Street South (3200 block)
 - 1. 13th Street (3100 block)
 - 2. 13th Street South (3000 block)
 - 3. 13th Street South (3700 block)
 - 4. 18th Street South (3700 block)
 - 5. 18th Street South (3800 block)
 - 6. 18th Street South (3900 block)
 - 7. South Irving Street (1200 block)
 - 8. South Stafford Street (1600 block)

DPCA has also identified the following areas in need of repair:

- a. 3109 13th Road South
- b. 3524 16th Street South
- c. 3500 16th Street South

DPCA requests that the county continues to install and/or replace curbs and gutters by identifying the areas in greatest need.

Crossing Signals

Pedestrian safety was cited often by respondents to the Neighborhood Conservation questionnaire. In addition to traffic concerns within parts of the neighborhood, DPCA has the distinction of being bounded by or divided by the following major streets: (a) Columbia Pike; (b) South Glebe

Road; (c) South Walter Reed Drive; (d) South Four Mile Run Drive; and (e) South George Mason Drive. On these major thoroughfares, there only exists a dedicated mid-block crossing signal at one location: Columbia Pike and South Oakland Street. Given the topography of Douglas Park and parts of Columbia Pike, it is inevitable that some residents will be unwilling or unable to walk to a crosswalk at a designated stop light and instead will choose to use a crosswalk in the middle of a block. DPCA recommends that the County consider installing additional mid-block signals, especially on South Glebe Road (between 13th Street South and South Walter Reed Drive) and on South George Mason Drive (between South Four Mile Run Drive and Columbia Pike).

Trash

With four county parks, a dog park, walking trails, and other public spaces in the neighborhood, trash remains and will continue to be a major concern for Douglas Park residents who wish to see the neighborhood remain clean and inviting to residents and visitors. 57 percent of respondents to the questionnaire listed trash as a major concern. DPCA residents are satisfied with the county's trash collection and management efforts. DPCA recommends that the county consider new trash containers on heavily trafficked roads, such as Four Mile Run, Walter Reed Drive, George Mason Drive, and South Glebe Road.

Street Lighting

Adequate street lighting is necessary to fostering a safe and welcoming community for families of all types and sizes. It is also essential to having sufficient street lighting to deter crime and to promote pedestrian and non-vehicular transit within the neighborhood. The areas of Douglas Park that have lighting mostly either have the "tad-pole" lights provided by Dominion Energy, or the "Carlyle-style" lights provided by the County, with just a few streets retaining the older "colonial-style" lights. Since the last Neighborhood Conservation Plan was issued in 1998, the County has installed Carlyle lights in the following areas: (a) 12th Street South (3700-3900 blocks); (b) 17th Street South (3400-3500 blocks); (c) 14th Street South (3400-3900 blocks); (d) 16th Street South (3500-4200 blocks); (e) South Oakland Street (1400-1500 blocks); (f) South Pollard Street (1400-1700 blocks); and (g) the path behind Randolph Elementary to Doctor's Run Park.

A large percentage of respondents (38.4 percent) stated that adequate lighting was needed in their part of the neighborhood, with several areas sticking out as in need of adequate lighting coverage. Specifically, DPCA requests that the county explore additional lighting in the following areas: (a) South Pollard Street (1300 block); (b) 12th Street South (3000-3200 blocks); (c) 13th Street South (3000-3200 blocks); South Nelson Street (1600-1700 blocks); Four Mile Run (between Walter Reed Drive and

Columbia Pike); and South George Mason Drive (1200-1400 block between Four Mile Run and Columbia Pike); 16th Street South (between South Taylor Street and Four Mile Run); South Highland Street (1000-1300 blocks); South Randolph Street (1900-2100 blocks).

Nighborhood Signs

Nighborhood Signs were installed after the issuance of the last NC Plan and are located at South Highland/Walter Reed Drive, South Randolph/Walter Reed Drive, South Quincy Street/13th Street South (near Randolph Elementary), 12th Street South/South Monroe Street. The signs help give the neighborhood a visual identity to residents and visitors alike.

DPCA recommends that the county include the signs in any plans for maintenance of county property, as they could use a fresh coat of paint and have been subjected to some vandalism in the last year.

Trees

Trees are important to Douglas Park residents, as almost 60 percent of respondents to the questionnaire indicated that they would be interested in having the county plant trees on their property. Douglas Park is responsible for a substantial part of the county's tree canopy, as it is the 3rd biggest tree neighborhood by size (475 acres) (behind Bluemont and Arlington-East Falls Church). In conducting an inventory of the neighborhood's trees, DPCA

discovered a few areas where County-owned trees need replacement, including: (a) 3610 Columbia Pike (two sidewalk trees are missing and need replacement); and (b) 13th Street South (a tree is missing in a sidewalk pit and needs to be replaced).

DPCA supports the preservation and enhancement of the neighborhood's tree canopy. DPCA encourages residents to participate in the county's annual free distribution of trees. DPCA also encourages the county to consider negative impacts upon the neighborhood's tree canopy when evaluating proposals for new development and evaluating ways that any loss could be mitigated or prevented.



Fire Station No. 9

Fire Station No. 9 is an integral part of the Douglas Park neighborhood. Residents and DPCA have established strong relationships with the fire station and its crew, which have resulted in the station's participation in Halloween trick-or-treat celebrations and regular DPCA meetings at the fire station's facilities.

Recently, there have been discussions that with the closing of the Fire Station No. 7 in Fairlington, Fire Station No. 9 may be consolidated and moved. Residents would likely have strong negative reactions to such a move, given the longstanding relationship and strong ties the station has with the DPCA community. DPCA would likely oppose such a move without substantial involvement in the discussion regarding safety services for Douglas Park and the future of the site. DPCA requests that the county includes it in any discussions regarding the future of Fire Station No. 9.

Post Office

When DPCA's last Neighborhood Conservation Plan was finalized in 1998, construction had begun on the U.S. Postal Service (USPS) facility at 1210 South Glebe Road, which opened in the late 1990s and services the 22204-zip code. At this time, the neighborhood expressed several concerns about the new post office, including traffic, noise abatement, and visual aesthetics. While residents appreciate the service provided by the facility, its relationship with the neighborhood has been challenging,

occasionally requiring communication with federal officials and congressional representatives to facilitate productive dialogue.

Regarding traffic, it was noted that there was no vehicular entrance or exit planned to connect 12th Street South, which remains that status in present day. At that time, DPCA expressed its strong preference for no such entrance to be constructed. As the county discussed in recent years the possibility of excavating this area for through traffic, DPCA reiterates this opposition by noting: (a) that Douglas Park already has numerous entry points from South Glebe Road; (b) that opening the neighborhood up to traffic looking to avoid congestion on South Glebe Road will only exacerbate a traffic issue on South Monroe and 12th Streets South; (c) and that the intersection of 12th Street and South Monroe Street has often times served as a bus stop for children, and opening this up to additional vehicular traffic poses a safety risk.

DPCA recommends that any discussion involving the future of the Post Office, and 12th Street (between South Monroe Street and Glebe Road) should include the civic association.

Summary of Recommendations

1. DPCA urges the county to both retain the Neighborhood Conservation process and distinguish the types of efforts most appropriate for the Neighborhood Conservation process, as opposed to those capital improvement decisions best left to county planning and environmental services staff.
2. DPCA encourages the county to enforce regulations to address stormwater drainage when new homes or multi-family buildings are constructed.
3. DPCA also requests that the county engage the DPCA related to any new development near areas in designated flood zones, especially in the Four Mile Run Valley.
4. DPCA recommends that the county, in concert with telephone, cable, and power providers, research approaches to moving utility lines underground.
5. DPCA recommends that the county mandate that all new residential and commercial development within DPCA include undergrounded utilities.
6. DPCA urges the county to adhere to the language of DPCA's September 27, 2017, agreement with the DES regarding the Fort Barnard Operational Area.
7. DPCA recommends that the county consider new trash containers on heavily trafficked roads, such as Four Mile Run, Walter Reed Drive, George Mason Drive, and South Glebe Road.
8. DPCA believes that county staff should evaluate sidewalk installation projects outside of the Neighborhood Conservation process based upon projected use and necessity. DPCA urges the county to provide the neighborhood with sidewalks on at least one side of the street, especially on: (a) 15th Street South (between Walter Reed and Glebe) (no sidewalk except for 3114 and 3120 15th Street South); (b) 11th Street South (3000 block); (c) 12th Street South (3100-3200 blocks); (d) 13th Road South (3500 block); (e) 18th Street South (3700-3900 blocks); (f) South Irving Street (1200 block); (g) South Lowell Street (1700 block); (h) South Nelson Street (1400-1700 blocks); (i) South Oakland Street (1600-1700 blocks); (j) South Pollard Street (1300 block); and (k) South Randolph Street (1300-1600 blocks). DPCA recommends that County staff continue the commitment to install sidewalks on at least one side of every street in the county and prioritize such projects by determining the areas of greatest need.
9. DPCA requests that the county continues to install and/or replace curbs and gutters by identifying the areas in greatest need.

- 10.DPCA recommends that the County consider installing additional mid-block signals, especially on South Glebe Road (between 13th Street South and South Walter Reed Drive) and on South George Mason Drive (between South Four Mile Run Drive and Columbia Pike).
- 11.DPCA requests that the county explore additional lighting in the following areas: (a) South Pollard Street (1300 block); (b) 12th Street South (3000-3200 blocks); (c) 13th Street South (3000-3200 blocks); South Nelson Street (1600-1700 blocks); Four Mile Run (between Walter Reed Drive and Columbia Pike); and South George Mason Drive (1200-1400 block between Four Mile Run and Columbia Pike); 16th Street South (between South Taylor Street and Four Mile Run); South Highland Street (1000-1300 blocks); South Randolph Street (1900-2100 blocks).
- 12.DPCA recommends that the county include the neighborhood signs in any plans for maintenance of county property, as they could use a fresh coat of paint and have been subjected to some vandalism in the last year.
- 13.DPCA encourages the county to consider negative impacts upon the neighborhood's tree canopy when evaluating proposals for new development and evaluating ways that any loss could be mitigated or prevented.
- 14.DPCA requests that the county includes it in any discussions regarding the future of Fire Station No. 9.
- 15.DPCA recommends that any discussion involving the future of the Post Office, and 12th Street (between South Monroe Street and Glebe Road) should include the DPCA.

PARKS AND RECREATION

Douglas Park has four parks within its boundaries: Douglas Park, Monroe Park, Doctor’s Run Park, and Barcroft Park. Functions include but are not limited to picnics, playdates, birthday parties, volleyball, grilling, etc. In addition to the parks used by humans, Douglas Park hosts the Fort Barnard Dog Park, which is used by residents of Douglas Park as well as the surrounding community. Douglas Park has an abundance of wildlife that residents enjoy as they travers the neighborhood or walk on the wooded paths in the parks. Additionally, Douglas Park has the garden space located along Walter Reed Drive, near Fire Station 9 where residents within our community can grow their own produce or donate produce.

Douglas Park residents responded to the question “What types of parks and recreational facilities do you use now?” and were allowed to check multiple choices. Most respondents (87%) stated that they used biking and walking trails while 45.3% use the playground and tot lot. 30.8% use the picnic areas, 31.5% use the sports fields, 27% use a swimming pool, 59.9% use wooded areas, and 9.7% use the community garden. Residents reported that they’d like to see more walking/biking trails (47.8%), a swimming pool (40.5%), more wooded areas (37.1%), or other

green space (31.2%). Other ideas listed for ways to improve the existing recreational facilities were to improve the dog park, add a basketball court to Douglas Park, build public restrooms near the park, and improve existing infrastructure of the playground and tot lot itself. Some respondents included in their surveys that they’d like to see the parks updated and given a “facelift” since the equipment is old and serves younger-aged children. Problems reported while using the park or living near a park include concerns with litter and those parks are poorly lit. Other concerns noted include dog feces, late night use, noise, rowdiness, or graffiti.

Douglas Park



Douglas Park is located along South Quincy Street and was created (and since been expanded) through the

purchase of private properties beginning in the 1970s. In the 1990s, the County acquired several residences along South Quincy Street near 18th Street South, as well as a property on the southwest corner of South Quincy Street and 16th Street South (1602 South Quincy Street). In 2014, the County acquired 1700 South Quincy Street, and subsequently demolished the house and seeded the empty lot. Douglas Park has public access on South Quincy Street, 16th Street South, South Randolph Street and South Stafford Street. There is street parking available as well as several parking spots located on the South Randolph Street entrance. Located within Douglas Park is a small playground for children (2-5 years old), a swing-set, appropriate for 6-adult, one small gazebo, a large pavilion, grills, and several picnic tables. The playground has two slides, a sandbox, a table/sand-play area, and two swings. DPCA recommends that the county continue to monitor the residential housing market and take advantage of opportunities to expand Douglas Park by acquiring adjacent properties.

DPCA recommends that the County maintain Douglas Park as “unprogrammed” open space that can be enjoyed by residents of all ages. Community members should be included in master planning of both the newly acquired properties and the existing portion of Douglas Park. County planning should recognize the community’s strong desire to leave this land undeveloped. The Douglas Park dry stream bed should be periodically inspected, and trash and dangerous debris removed. As part of this

inspection, an assessment to determine if soil erosion can be prevented or slowed should be conducted. Additionally, the wooded trail areas should be cleared of non-native species such as English Ivy or bamboo and poison oak and ivy should be removed.

Monroe Park

Monroe Park is easily accessible from either South Monroe Street or 14th Street South and adjoins residential properties which face 14th Street South and South Nelson Street. There is one playground available for small children, a swing set with bucket swings, a swing set with two regular seats and four benches available for viewing the playground. The remainder of the park is open space with trees and a split rail fence bordering both 14th Street South and S. Monroe Street. There is a sandbox and climbing structures (an alligator and a dinosaur) as well as some animals on springs.

The playground equipment is in fair shape but could be refreshed with some new equipment and/or features. The sand retaining wall that surrounds the playground needs repair and likely replacement. The County should replace the retaining wall and install new benches, as the current benches are in poor shape with chipped paint and splintered, weather-worn wood.

Doctor’s Run Park

Doctor’s Run Park is located on the western corner of Douglas Park. It has

public access from S. George Mason Drive and from a walking path which enters near the Randolph Elementary School property. It is bordered by S. George Mason Drive, Randolph Elementary School, several residential properties, and a business property (car rental).



The park has equipment in good repair, picnic tables, and trash cans. The park is lined with trees near the residential properties, and there are larger trees within the park which provide shade to the playground structures.

Doctor's Run Park is named after Doctor's Run Branch stream, a branch of Four Mile Run stream. Doctor's Run Branch crosses into the neighborhood under Four Mile Run and appears briefly adjacent to Barcroft and Taylor Square apartments bordering

16th Street near the intersection of Four Mile Run and then disappears under Doctor's Run Park and Columbia Pike, reappearing in Alcovia Heights Park at S. George Mason Drive and 8th Street South.

The Douglas Park Civic Association installed a bench in honor of Patricio Salazar who was killed while trying to stop a sexual assault in Doctors Run Park in October 2018.

Barcroft Park

Barcroft Park is a 65-acre park that is home to many amenities including the Barcroft Sport and Fitness Center. There are soccer fields, baseball and softball diamonds, tennis courts, basketball courts, and playgrounds. Additionally, there are picnic tables and grills, a concession stand, and bathroom facilities at this location. Barcroft Park has Four Mile Run stream that runs through the center of the park with scenic walking/biking trails on either side. There is undeveloped woodland that runs along the stream as well which is home to indigenous plants and animals.

Community Gardens

The Ft. Barnard Community Gardens occupies the eastern portion of the open space in the Fort Barnard Triangle. Run by the Department of Parks, Recreation, and Community Resources, the community gardens are a membership club for people wanting plots of arable land and the gardening infrastructure that goes with them. Plot assignments are made on a first come

first served basis. Full plots are approximately 20 feet by 20 feet, but variable from one garden to the next. To help accommodate the long wait lists, half plots are being offered to new gardeners. This is plenty of space for most urban gardeners. The fee is adjusted accordingly.



The South Four Mile Run Drive gardens are located along Four Mile Run Drive next to the W&OD Trail. This community garden lines the bike trail and provides arable land and infrastructure to Arlington residents.

Fort Barnard Dog Park



The Fort Barnard Dog Park is located along Walter Reed Drive and S. Pollard Street. It backs up to the “county storage lot” with the water tank and on the other side, the fire station, police-dog training area. This is a fully fenced in area and has been designated an official off-leash dog park. This dog park is frequented by Douglas Park residents and other residents within the county. There are several picnic tables, a water fountain/ dog fountain, and benches within the park. There are some established trees to provide shade. The area is mulch/ dirt/ and grass. The lights for the park stay on until 9 p.m. but a timed light can be hit by those using the park so that the area stays lit if it is being used.

Biking

There are several bike routes within Douglas Park including on-street routes, shared routes, and off-street routes. The Washington and Old Dominion Trail also runs along Four Mile Run Road which borders Douglas Park on the south-west side. There are several bike shares located near or adjacent to Douglas Park. According to the survey, 63% of respondents do not think another bike share is necessary in or near Douglas Park. Those who responded favorably suggested the bikeshare go to either the park or the fire station.

Fourth of July Parade and Picnic

Annually, Douglas Park Civic Association sponsors a neighborhood Fourth of July Parade and picnic. The

parade includes community-made floats consisting of wagons, cars, trailers, children with decorated bicycles, antique cars, fire trucks, and a convertible carrying the parade grand marshal and contesting judges.

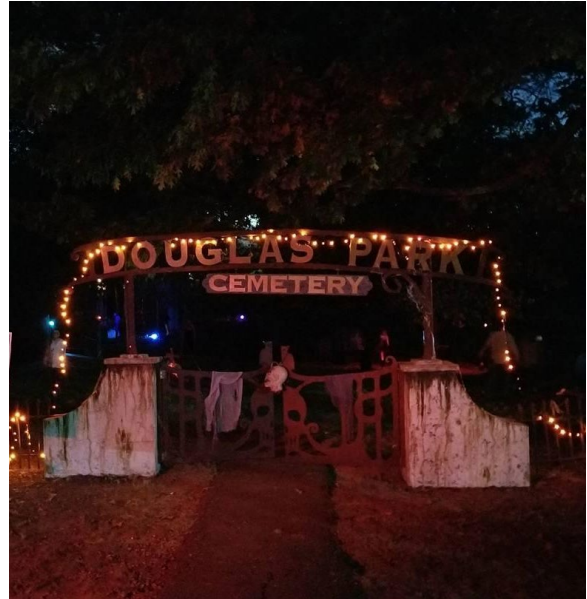


The parade starts in Monroe Park and weaves through neighborhood streets ending at Douglas Park for the picnic. DPCA provides hot dogs, while side dishes and desserts are contributed by the residents. There are moon bounces, face painting, and live music at this event. This is a tradition of community fellowship and cooperation in Douglas Park are a prime example of general recreation use in our neighborhood parks.

Halloween Haunted Trail

The Douglas Park Civic Association sponsors a haunted trail that takes

place in Douglas Park on or near Halloween. Admission is canned goods, which are donated to Arlington Food Assistance Center (AFAC) or money which is donated to Randolph Elementary School.



Entrance to annual "Trail of Terror" festivities for Halloween

Neighborhood residents dress up as scary ghouls and goblins to scare children and their parents as they walk the trail. This is planned, organized, and implemented by Douglas Park Residents and is highly attended by the community at large.

Summary of Recommendations

1. DPCA encourages the County to consider developing a long-range plan for Douglas Park, Monroe Park, Doctor's Run Park, and Barcroft Park. The goal of this plan would be to guide immediate and long-term improvements, including safety, playground equipment, sports usage, maintenance and trash control, invasive plant control, maintenance of paths and bridges, erosion control, and stream cleanup.
2. DPCA requests the County regularly inspect the playgrounds and equipment to make sure that they meet current safety standards and are structurally sound.
3. DPCA requests to be consulted and coordinated regarding equipment that is added to or removed from the parks.
4. DPCA applauds the inclusion of recycling containers in the park and hopes this will continue and possibly expand.
5. DCPA requests Pickleball court lines be added to the tennis courts at Barcroft Park, and Pickleball nets be purchased and secured like the setup at Water Reed Community Center Basketball Court.
6. DCPA requests the hard dirt volleyball court replaced with soft sand in Doctor's Run Park.
7. DCPA requests the County implement regular pest control measures for community gardens throughout the Douglas Park neighborhood.
8. DCPA requests the County regularly control and minimize brush along the Washington and Old Dominion Trail for safety and pest control reasons.
9. DCPA requests additional Crape Myrtle trees be added under the power lines along the side of the Washington and Old Dominion Trail (South Four Mile Run Drive) between South Water Reed Drive and Columbia Pike.
10. DPCA requests that invasive species such as English Ivy and Poison Ivy be removed from the wooded areas in our parks.
11. Public Art: Currently, there is little or no public art in the neighborhood but there are multiple locations that could be suited for public art, including:

Water tower in County lot on South Pollard Street between 19th Street South and Walter Reed Drive. There could be potential for a large mural, possibly highlighting Douglas Park, 22204, South Arlington, Arlington as a whole, or other some other message on the tower that could be visible from Walter Reed Drive to pedestrians, traffic, the community garden, and nearby residents.

Fence on South Pollard Street between 19th Street South and Walter Reed Drive. Art could be potentially installed along the fence and act as a buffer to the above referenced County industrial lot.

1611 South Glebe Road. The sides of buildings on Walter Reed Drive and South Glebe Road could be enhanced with murals or art.

Four Mile Run Drive and Columbia Pike. The wall of the Goodwill building or a retaining wall along the path could be an appropriate place for a mural or art.

12. **Four Mile Run Drive, power substation.** The electric power substation near the intersection of South Four Mile Run Drive and Water Reed is unsightly and could greatly benefit from added to the surrounding chain link fence outside the electrical components. An exemplary area would be along the Four Mile Run Trail near the Arlington Water Pollution Control Plant South of Glebe Road with decorative art along the utility fence.

DOUGLAS PARK DEMOGRAPHICS

Douglas Park

2010 Census (Summary File 1)

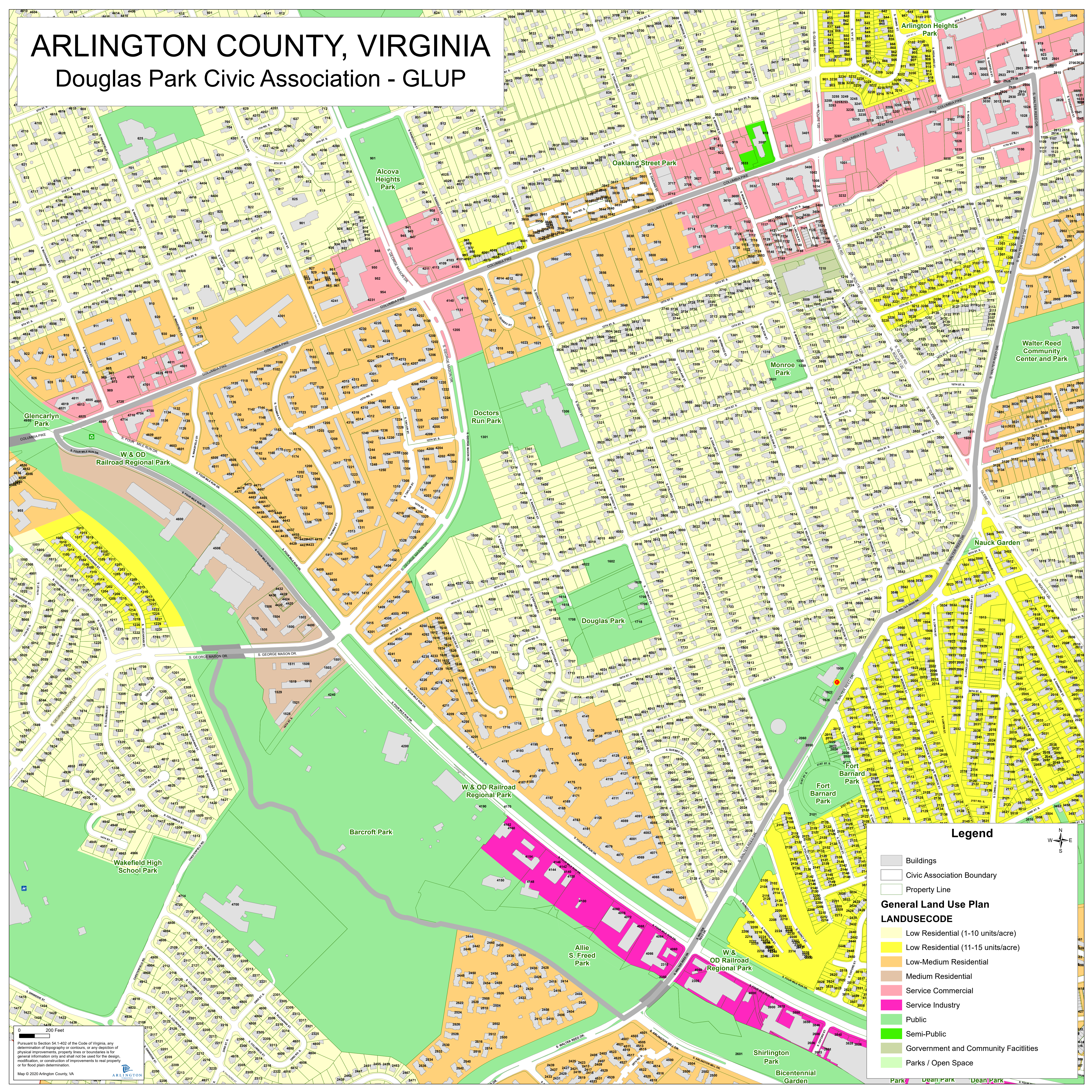
	Douglas Park		Arlington	
	Number	Percent	Number	Percent
TOTAL POPULATION	9,365	100.0%	207,627	100.0%
Total Non-Hispanic or Latino	6,077	64.9%	176,245	84.9%
White alone	3,053	32.6%	132,961	64.0%
Black or African-American alone	1,578	16.8%	17,088	8.2%
American Indian or Alaska Native alone	11	0.1%	394	0.2%
Asian alone	1,171	12.5%	19,762	9.5%
Native Hawaiian or Pacific Islander Alone	6	0.1%	133	0.1%
Some other Race alone	33	0.4%	611	0.3%
Two or more Races	225	2.4%	5,296	2.6%
Total Hispanic or Latino	3,288	35.1%	31,382	15.1%
Age Distribution				
Under 5 years	633	6.8%	11,782	5.7%
5 to 17 years	1,251	13.4%	20,844	10.0%
18 to 24 years	830	8.9%	20,315	9.8%
25 to 34 years	2,306	24.6%	57,402	27.6%
35 to 44 years	1,749	18.7%	32,868	15.8%
45 to 54 years	1,297	13.8%	25,717	12.4%
55 to 64 years	762	8.1%	20,645	9.9%
65 to 74 years	341	3.6%	10,086	4.9%
75 to 84 years	143	1.5%	5,153	2.5%
85 years and over	53	0.6%	2,815	1.4%
Sex				
Male	4,788	51.1%	103,501	49.8%
Female	4,577	48.9%	104,126	50.2%
TOTAL HOUSEHOLDS	3,689	100.0%	98,050	100.0%
Household Type				
Family households:	2,074	56.2%	41,607	42.4%
Husband-wife family	1,477	40.0%	33,218	33.9%
Other family:	597	16.2%	8,389	8.6%
Male householder, no wife present	193	5.2%	2,623	2.7%
Female householder, no husband present	404	11.0%	5,766	5.9%
Nonfamily households:	1,615	43.8%	56,443	57.6%
Householder living alone	1,171	31.7%	40,516	41.3%
Householder not living alone	444	12.0%	15,927	16.2%
Household Size				
1-person household	1171	31.7%	40,516	41.3%
2-person household	1083	29.4%	31,738	32.4%
3-person household	541	14.7%	11,633	11.9%
4-person household	473	12.8%	8,793	9.0%
5-person household	223	6.0%	3,286	3.4%
6-person household	105	2.8%	1,203	1.2%
7-or-more-person household	93	2.5%	881	0.9%
TOTAL HOUSING UNITS	3987	100.0%	105,404	100.0%
Occupied Housing Units	3689	92.5%	98,050	93.0%
Owner-Occupied	1281	32.1%	42,457	40.3%
Renter-Occupied	2408	60.4%	55,593	52.7%
Vacant Housing Units	298	7.5%	7,354	7.0%

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

DOUGLAS PARK GENERAL LAND USE PLAN MAP

ARLINGTON COUNTY, VIRGINIA

Douglas Park Civic Association - GLUP



Legend

- Buildings
- Civic Association Boundary
- Property Line

General Land Use Plan

LANDUSECODE

- Low Residential (1-10 units/acre)
- Low Residential (11-15 units/acre)
- Low-Medium Residential
- Medium Residential
- Service Commercial
- Service Industry
- Public
- Semi-Public
- Government and Community Facilities
- Parks / Open Space

0 200 Feet

Parasent to Section 54.1-402 of the Code of Virginia, any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.

Map © 2020 Arlington County, VA

QUESTIONNAIRE



**DOUGLAS PARK
CIVIC ASSOCIATION**
Arlington, Virginia 22204

Dear Neighbor,

It is time for the Douglas Park Civic Association (DPCA) to update its Neighborhood Conservation Plan. The purpose of the plan is to represent the needs and desires of our residents in developing requests to Arlington County government through its Neighborhood Conservation Program. Recent projects include much-needed street lights on 12th Street South and improvements to Doctor's Run Park. This is your chance to say what you love about our neighborhood and describe what you would like to see as it changes over the next ten years or more.

The first and most important step to update our Plan is to have the residents of DPCA complete this questionnaire. If you live within the DPCA boundary (see map on the next page), you are a DPCA resident and we want to hear from you. Each adult DPCA resident is requested to take the questionnaire online by visiting the DPCA website at: douglasparkca.org/nc.

Alternatively, please complete a paper questionnaire (attached), and drop it off at the front desk at one of the following locations: Arlington Mill Community Center; Barcroft Community and Fitness Center; or the Walter Reed Community Center. You may also drop off your completed questionnaire at Fire Station 9 (1900 South Walter Reed Drive) by using the box outside of the fire station off of 19th Street South. All completed questionnaires (online or on paper) must be submitted no later than March 9, 2019.

For questions, please contact Megan Lynch at: meganrlynch@yahoo.com.

This questionnaire is an important tool as a means to have your voice heard regarding the future of Douglas Park. Your input is vital! Once the completed questionnaires have been returned, we will be able to develop a plan that reflects the concerns of the entire DPCA community. We appreciate your taking the time to participate in this questionnaire.

Sincerely,

DPCA Executive Committee and DPCA Neighborhood Conservation Plan Update Committee



DOUGLAS PARK CIVIC ASSOCIATION

Arlington, Virginia 22204

Estimado Vecino,

Es la época del año cuando la Asociación Cívico de Douglas Park (DPCA) se actualiza su Plan de Conservación del Barrio. El propósito del plan es para representar los necesidades y deseos de nuestros residentes, y desarrollar peticiones al gobierno de Condado de Arlington a través de su Programa de Conservación del Barrio.

Los proyectos recientes incluyen las luces de la calle ubicado en Calle 12 Sur, y también las mejoras realizadas al Parque de Doctor's Run. Ahora, usted tiene la oportunidad de comentar sobre lo que le ama de nuestro barrio, y también hablar sobre los cambios que le gustaría ver en los próximos diez años y más adelante.

El primero y más importante paso para actualizar nuestro Plan es que todos los residentes de DPCA deben completar el formulario de nuestro barrio. Si usted vive dentro del límite de DPCA (ver el mapa en la página siguiente), usted es residente de DPCA y queremos oír de ti. Se solicita a cada residente adulto de DPCA que tome el cuestionario en línea visitando el sitio web de DPCA en: douglasparkca.org/nc.

Alternativamente, se puede completar el formulario en papel que está adjunta. Si decide completar el formulario en papel, se puede entregarlo en dos lugares: Arlington Mill Community Center; Barcroft Community y Fitness Center; o Walter Reed Community Center. También puede dejar su cuestionario completado en la Estación de Bomberos 9 (1900 South Walter Reed Drive) usando la caja fuera de la estación de bomberos en la calle 19th Street South). Todos los cuestionarios completados (en línea o en papel) deben enviarse a más tardar el 9 de marzo de 2019.

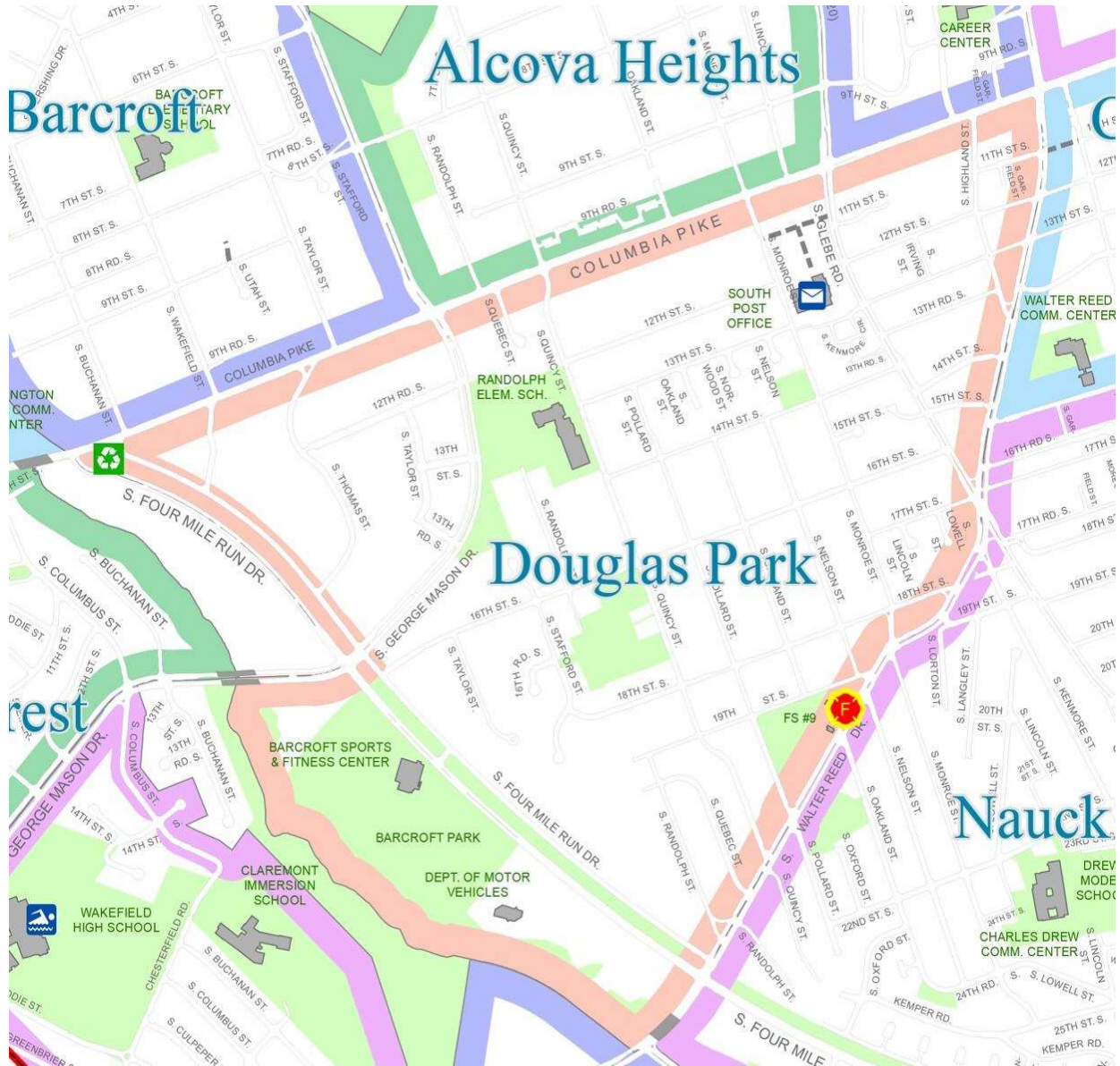
Si tiene algunas preguntas, puede contactar a Megan Lynch por correo electrónico a: meganrlynch@yahoo.com.

Este formulario es una herramienta importante para que su voz sea escuchada con respecto al futuro de Douglas Park. ¡Su información es vital! Ya cuando los residentes entregan los formularios completados, podemos desarrollar un plan que refleja las preocupaciones de la comunidad entera de DPCA. Apreciamos mucho su participación en completando el formulario.

Atentamente,

Comité Ejecutivo de DPCA y el Comité de Actualización del Plan de Conservación del Barrio
DPCA

Douglas Park Civic Association Boundaries (via Arlington County)



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DOUGLAS PARK NEIGHBORHOOD CONSERVATION QUESTIONNAIRE

RESPONSES DUE BY **MARCH 9, 2019**/REPUESTAS DEBIDO AL **9 DE MARZO DE 2019**

Please provide responses online at: douglasparkca.org/nc. Alternatively, you may complete this paper questionnaire and drop it off at the Arlington Mill Community Center; Barcroft Community and Fitness Center; or the Walter Reed Community Center. You may also drop off your completed questionnaire at Fire Station 9 by using the box outside of the fire station off of 19th Street South).

Por favor proporcione respuestas en línea a: douglasparkca.org/nc. Alternativamente, puede completar este cuestionario en papel y dejarlo en el Arlington Mill Community Center; Barcroft Community and Fitness Center; o Walter Reed Community Center. También puede dejar su cuestionario completado en la Estación de Bomberos 9 utilizando la casilla que se encuentra fuera de la estación de bomberos en la calle 19th Street South).

Name/Nombre: _____

Email address (not required)/Correo Electrónico (opcional): _____

Block and Street (e.g., 1600 block of South Quincy Street)/Cuadra y Calle (ej., Cuadra 1600 y Calle Quincy Sur): _____

I am interested in helping with the Neighborhood Conservation Plan/*Me gustaría ayudar con el Plan de Conservación del Barrio*

HOUSEHOLD INFORMATION/ INFORMACIÓN DEL HOGAR

1. Is your home a (circle one)/Su hogar es (indica con un círculo):

- | | |
|---|----------------------------------|
| a. Single-family House/ <i>Casa de una sola familia</i> | b. Duplex/ <i>Dúplex</i> |
| c. Townhouse/ <i>Casa de Pueblo</i> | c. Apartment/ <i>Apartamento</i> |
| d. Other (please describe)/ <i>Otro (por favor explique):</i> _____ | |

2. Do you (circle one)/Usted (indica con un círculo): Own/*Es dueño* Rent/*Renta*

3. How many years have you lived in Douglas Park?/¿Cuántos años has vivido en Douglas Park?: _____ years/años

4. Number living in your household/ Cuantos personas viven en su hogar:

Adults (over 18 years old)/*Adultos (más de 18 años de edad):* _____

Children (individuals under 18 years old)/ *Niños (menos de 18 años de edad):* _____

TRAFFIC, PARKING AND TRANSPORTATION/ TRÁFICO, ESTACIONAMIENTO Y TRANSPORTE

5. Do you feel any of the following traffic, transportation, or parking problems exist in the neighborhood? If so, where?/¿Siente que existe alguno de los siguientes problemas de tráfico, transporte o estacionamiento en el barrio? (Si la respuesta es afirmativa, indique adonde).

- Cut through traffic/Cortar el tráfico:
- Speeding/Exceso de velocidad:
- High traffic volume/Alto volumen de tráfico:
- Dangerous intersection or stretch of road/Intersección peligrosa o tramo de carretera:
- Commuter/commercial parking/Cercanías /Estacionamiento comercial:
- Parked cars block visibility/Los coches aparcados que bloquean la visibilidad: .
- Inadequate bicycle routes/Rutas inadecuadas en bicicleta:
- Inadequate bus service or stops/Servicio de autobús inadecuado o paradas:
- Other/Otro:

6. Are there streets/intersections in the neighborhood that you believe merit additional traffic control and pedestrian safety measures (i.e., Stop Sign, Traffic Lights, Speed/Radar Sign, Speed Tables, Restricted Access/No Thru Traffic, or Increased Enforcement)?/¿Hay calles/intersecciones en el vecindario que crea que merecen medidas adicionales de control de tráfico y seguridad para peatones (es decir, señal de paro, semáforos, señal de velocidad/radar, tablas de velocidad, acceso restringido/sin tráfico, o aumento de aplicación de las reglas)? Yes/ Sí No/No

If yes, specify location(s)/Si la respuesta es afirmativa, indique la(s) ubicación(es):

7. Would you like another bikeshare station in Douglas Park?/¿Le gustaría otra estación de bicicletas compartidas en Douglas Park?

Yes/ Sí No/No

If so, where/donde: Fire Station 9 Douglas Park

Other/Otro Ubicación:

STREETSCAPE and SIDEWALKS/PAISAJE DE CALLES Y ACERAS

Directions: In this section you will be asked to indicate your level of agreement with statements about features of the streets in your street/block. *Direcciones: En esta sección se le pedirá que indique su nivel de acuerdo con declaraciones sobre las características de las calles en su calle/cuadra.*

8. My street/block needs additional street lighting./Mi calle/cuadra necesita alumbrado público adicional.

Strongly Agree/Totalmente de Acuerdo Agree/ De Acuerdo
 No Opinion/No Opino Disagree/Desacuerdo
 Strongly Disagree/Muy en Desacuerdo

Specify problem location(s)/Especifique la (s) ubicación (es) del problema:

9. The Douglas Park community needs more trees./La comunidad de Douglas Park necesita más árboles.

Strongly Agree/Totalmente de Acuerdo Agree/De Acuerdo
 No Opinion/No Opino Disagree/Desacuerdo
 Strongly Disagree/Muy en Desacuerdo

Specify problem location(s)/Especifique la (s) ubicación (es) del problema:

Would you permit the County to plant trees on your property, and agree to care for and water them?/¿Le permitiría al Condado plantar árboles en su propiedad y aceptar cuidarlos?

Yes/ Sí No/No

10. Pedestrian crossings in DPCA are adequate and safe./Los cruces peatonales en DPCA son adecuados y seguros.

- Strongly Agree/*Totalmente de Acuerdo* Agree/*De Acuerdo*
 No Opinion/*No Opino* Disagree/*Desacuerdo*
 Strongly Disagree/*Muy en Desacuerdo*

Specify problem location(s)/*Especifique la (s) ubicación (es) del problema:*

11. Vegetation/structures (fences, walls) limit visibility for drivers or pedestrians in DPCA./La vegetación /estructuras (cercas, paredes) limitan la visibilidad para conductores o peatones en DPCA.

- Strongly Agree/*Totalmente de Acuerdo* Agree/*De Acuerdo*
 No Opinion/*No Opino* Disagree/*Desacuerdo*
 Strongly Disagree/*Muy en Desacuerdo*

Specify problem location(s)/*Especifique la (s) ubicación (es) del problema:*

12. What problems do you notice in DPCA with sidewalks? (Select all that apply)/*Qué problemas notan en DPCA con aceras? (Seleccione todas las que correspondan).*

- None/*Ninguna* Overgrowth/blockage/*Crecimiento excesivo/bloqueo*
 Disrepair/*Mal estado* Drainage/*Drenaje*
 Missing/*Desaparecido* Other/*Otro:*

Specify problem location(s)/*Especifique la (s) ubicación (es) del problema:*

13. What problems do you notice with streets, curbs, and gutters in your street/block? (Select all that apply)/Qué problemas observa con las calles, bordillos y canaletas en su calle/cuadra? (Seleccione todas las que correspondan).

- None/*Ninguna* Missing/*Desaparecido*
 Drainage/*Drenaje* Disrepair/*Mal estado*
 Height/*Altura* Other/*Otro*

Specify problem location(s)/*Especifique la (s) ubicación (es) del problema:*

CODE ENFORCEMENT/ *CÓDIGO DE APLICACIÓN*

14. Are you aware of issues or nuisances in the neighborhood that you feel should be dealt with by the County's Zoning or Property Maintenance Codes and Enforcement? Past examples include noise, overcrowding, overgrowth, junk cars, and blighted properties. Please specify issues you see and locations./*¿Eres consciente de los problemas o las molestias en el vecindario que considera que deben ser resueltos por los Códigos de Zonificación o de Mantenimiento de la Propiedad del Condado? Los ejemplos anteriores incluyen ruido, hacinamiento, crecimiento excesivo, automóviles basura y propiedades deterioradas. Por favor, especifique los problemas que ve y las ubicaciones.*

PARKS AND RECREATION/ *PARQUES Y RECREACIÓN*

15. What types of parks and recreational facilities do you use now and what would you like to see more of in the neighborhood? Check all that apply. *¿Qué tipo de parques e instalaciones recreativas usa ahora y qué le gustaría ver más en el vecindario? Marque todo lo que corresponda.*

Use Now Need More Facility/Comments

- | | | |
|--------------------------|--------------------------|--|
| <input type="checkbox"/> | <input type="checkbox"/> | Walking/Biking Trails/ <i>Senderos para caminar/Rutas de ciclismo:</i> |
| <input type="checkbox"/> | <input type="checkbox"/> | Playground/Tot Lot/ <i>Zona de juegos:</i> |
| <input type="checkbox"/> | <input type="checkbox"/> | Picnic Areas/ <i>Areas de Picnic:</i> |
| <input type="checkbox"/> | <input type="checkbox"/> | Sports Fields/Courts/ <i>Canchas Deportivas/Tribunales:</i> |
| <input type="checkbox"/> | <input type="checkbox"/> | Swimming Pool/ <i>Piscina:</i> |
| <input type="checkbox"/> | <input type="checkbox"/> | Community Garden/ <i>Jardín Comunitario:</i> |
| <input type="checkbox"/> | <input type="checkbox"/> | Wooded Areas/Trees/ <i>Áreas arboladas/árboles:</i> |
| <input type="checkbox"/> | <input type="checkbox"/> | Other Green Space/ <i>Otro espacio verde:</i> |
| <input type="checkbox"/> | <input type="checkbox"/> | Other Facility/ <i>Otra instalación:</i> |

16. Have you experienced any of these problems with using or living near park areas?/Ha experimentado alguno de estos problemas al usar o vivir cerca de áreas de parques?
- Trash/ *Basura* Dog Feces/ *Heces de Perro* Graffiti/Pintada Noise/Ruido
 - Rowdiness/ *Comportamiento Desordenado* Disruptive Wildlife/*Fauna Perturbadora*
 - Too heavily used/*Demasiado usado* Late Night Use/*Uso nocturno*
 - Poorly Lit/ *Iluminación baja.* Other/*Otro:*

PROJECT PRIORITIES

17. In your opinion, what street/block improvement projects should be the highest priority? Assign number "1" for the highest priority, "2" for the second highest priority, etc./En su opinión, ¿qué proyectos de mejora de calles/cuadras deberían ser la máxima prioridad? Asigne el número "1" para la prioridad más alta, "2" para la segunda prioridad más alta, etc.

- _____ Beautification/*Embellecimiento* _____ Art/*Arte*
- _____ Traffic control/*Pedestrian Safety/Control de tráfico/Seguridad peatonal*
- _____ Park improvements/*Mejoras del parquet* _____ Sidewalks/*Aceras*
- _____ Tree planting/*Plantación de arboles*
- _____ Street lighting/*Alumbrado Público*
- _____ Other/*Otra:*

18. In your opinion, what county service improvement projects should be the highest priority? Assign number "1" for the highest priority, "2" for the second highest priority, etc./En su opinión, ¿qué proyectos de mejora de servicios del condado deberían ser la máxima prioridad? Asigne el número "1" para la prioridad más alta, "2" para la segunda prioridad más alta, etc.

- _____ Traffic control/*Control de trafico*
- _____ Speed limit enforcement/*Límite de velocidad de aplicación*
- _____ Parking enforcement/*Aplicación de estacionamiento*
- _____ Zoning & Code enforcement/*Zonificación y aplicación del código*
- _____ Noise control/*Control de ruido*
- _____ Street cleaning/*Limpieza de calles*
- _____ Odor control/*Control de ruido*
- _____ Other/*Otra:*

**ADDITIONAL CONCERNS AND COMMENTS/PREOCUPACIONES Y COMENTARIOS
ADICIONALES**

19. What are the top two reasons you like living in the Douglas Park Community?/¿Cuáles son las dos razones principales por las que le gusta vivir en la comunidad de Douglas Park?

1.

2.

20. List two things that could be improved upon within Douglas Park./Haz una lista de dos cosas que podrían mejorarse dentro de Douglas Park.

1.

2.

21. Do you have comments or concerns that you would like to share that were not covered in this questionnaire?/¿Tiene comentarios o inquietudes que le gustaría compartir que no se trataron en este formulario?

Additional Comments Continued/Comentarios Adicionales Continuados