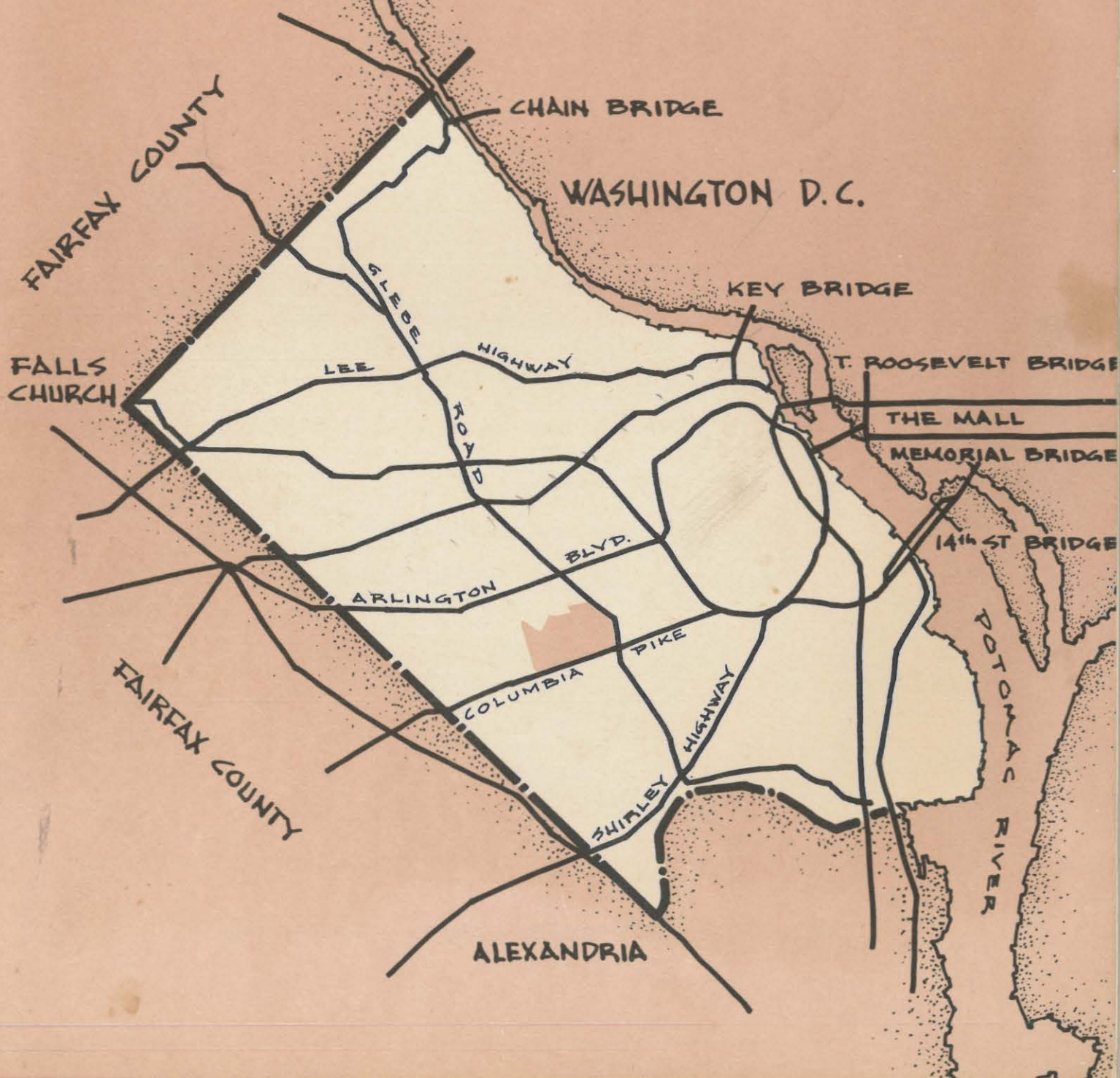


*Save for future generations*

# NEIGHBORHOOD CONSERVATION PROGRAM ARLINGTON COUNTY, VIRGINIA

## ALCOVA HEIGHTS



ARLINGTON COUNTY OFFICE OF PLANNING — JANUARY 1968

ALCOVA HEIGHTS  
NEIGHBORHOOD CONSERVATION PROGRAM  
REPORT

\* \* \* \* \*

Prepared Under the Auspices of  
The Alcova Heights Citizens Association

1967



To the Citizens of Arlington County:

The Arlington County Board is pleased to publish the Neighborhood Conservation Plan for Alcovia Heights. After much collaboration, surveying, and studying by the residents of this area, we believe they have produced a valid study and reasonable solutions to their neighborhood problems.

In accordance with criteria established for such neighborhood plans, the County Board unanimously approved the Alcovia Heights Plan on March 18, 1967. The designation "Residential Conservation Area" will provide County assistance in improving streets, lighting, public use areas, thus encouraging residents to improve the overall neighborhood appearance.

The County Board hopes this Neighborhood Conservation Plan will provide an incentive for other neighborhoods that seek improvement.

A handwritten signature in dark ink, reading "Thomas W. Richards". The signature is fluid and cursive, with the first name "Thomas" being the most prominent part.

Thomas W. Richards, Chairman  
Arlington County Board





## A FEW WORDS ABOUT ARLINGTON COUNTY

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

Arlington County is one of the Nation's smallest counties: 25.5 square miles. The Federal Government owns 4.6 square miles, or 18 per cent, of the County's land area. The population of Arlington is estimated at 186,000. Between 1930 and 1950 Arlington was the fastest growing county in the United States. Rapid growth changed the complexion of Arlington from farmland and summer homes to highly developed residential and commercial areas.

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

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

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

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



Bert W. Johnson  
County Manager

## NEIGHBORHOOD CONSERVATION PROGRAM

Chairman, Mr. James Horn

### Survey Team

Mrs. Sarah Kandel  
Mr. James W. Horn  
Mr. Myron M. Jordan  
Mr. Harry J. Martin  
Mr. John L. Walsh  
Mrs. Ethel S. Tucker  
Mr. Thomas T. Richardson  
Mrs. Wallace I. Longstreth

Mrs. Kermit True  
Mr. George Cummings  
Mr. Philip T. Taliaferro  
Mrs. Marshall Sower  
Mrs. M. Gatti  
Mr. John M. Porterfield  
Mr. James D. Hodges

### Committees:

#### Streets and Sidewalks

Chairman, Mrs. Ethel S. Tucker  
Mrs. M. J. Gatti

Mr. Harry Martin  
Mrs. Sarah Kandel

#### History

Mr. Harry J. Martin

#### Land Use and Zoning

Mr. Myron Jordan

Mr. Kermit True

#### Traffic

Mr. Thomas Richardson

Mr. George Cummings

#### Rehabilitation and Beautification

Mrs. Augustus G. Hulburt

Mrs. Wallace I. Longstreth

#### Facilities

Mr. William C. Munson

#### Committee at Large

Mr. Douglas True  
Mrs. Douglas True  
Mrs. Blaine Kimball  
Mrs. William C. Munson  
Mr. F. O. Veit

Mr. Joseph Gatti  
Mrs. William Wiseman  
Mrs. Ruth Colton  
Mrs. J. D. Moseley  
Miss Margaret Kay



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## OPENING STATEMENT

After 50 years of existence, Alcovia Heights is faced with a serious question. As land values soar, the need for a decision becomes more acute. Should Alcovia Heights become a vast high rise apartment, shopping center and office complex, or should Alcovia Heights be preserved as a stable single family community?

Through a survey of all the home owners involved and opinions voiced at the December 7, 1966 meeting of the Alcovia Heights Citizens Association, it is evident we have chosen to preserve our community. We feel that the community and our homes are worth saving. We have dedicated ourselves to this effort and seek the support of the Arlington County Board on the program outline in this report.

## INTRODUCTION

The Alcova Heights area is bounded by Glebe Road on the east, Doctors Branch on the west, Columbia Pike on the south, and 6th Street and the Arlington Hall Installation on the north.

On January 21, 1966 an exploratory meeting was held at Bauserman's Hall to determine if there was sufficient neighborhood interest to undertake an improvement and beautification program in the Alcova Heights community. Mr. Hall Gibson explained the County Conservation Program to one-hundred-twenty-five people in attendance, and the Alcova Heights Citizens Association was organized. Until this time Alcova Heights had been included in the territory of the Columbia Pike Citizens Association.

Another neighborhood meeting was held at Mrs. Ethel Tucker's house on February 21. At this meeting, Mr. Gibson and two members of the Maywood Conservation Committee explained how the County's Neighborhood Conservation Program was applied in the Maywood Area. The response of the home owners present was enthusiastic and it was decided to launch the project in Alcova Heights. Mr. James Horn agreed to serve as Chairman of the Neighborhood Conservation Committee. During the spring and summer of 1966, survey teams conducted a house-to-house census, in order to determine the condition of each home in Alcova Heights and the wishes of home owners regarding improvements needed in the area. Other committees were formed to study zoning, land use, traffic patterns, facilities, streets, curbs and sidewalks, beautification, and the history of the area.

On April 16, 1966, the Planning Commission sponsored a bus tour for Citizens Association members and other interested persons through seven communities where neighborhood conservation programs were in progress. The County Board had approved several of these programs and work had already begun. In addition to Alcova Heights, the tour covered Maywood, Arlington View, High View Park, Central Arlington, Nauck and Ashton Heights.

Meanwhile, the infant Alcova Heights Citizens Association was writing its bylaws, and electing its first officers. There were 80 Charter Members and Dr. Mosely served as the first President.

## HISTORY

The History of Alcova Heights can be traced back to the time of the original grant from the Crown to William Berkely, prior to 1670. Following this, the land passed through the hands of various owners, until 1915 when most of the land in the area which is today called Alcova Heights was purchased from the Young - Gray estates by the Columbia Land Company. In 1921, this company was dissolved and its holdings transferred to the Alcova Improvement Company, J. Cloyd Byars, President. Present owners have acquired their land either directly or indirectly from that company. Judge Byars subdivided the tract into lots 50 and 100 feet in width and had little difficulty selling them at 5 cents a square foot. He lived in the house still standing today at 3435 - 8th Street, South, the original part of which historians believe was built in 1836. Many of those who bought land from Judge Byars in the early 1920's, or their descendants, still live in Alcova Heights. In fact, one lot is still owned by his son, Bailey.

Bordered by two surfaced highways, Columbia Pike and Glebe Road, and with trolley service to Washington, Rosslyn and Alexandria available at Columbia, approximately a mile away, Alcova Heights in 1921 was regarded as very accessible. Transportation was further improved when Bob May and his wife started a bus service (consisting of one bus and one driver - Mr. May), operating between his home in Barcroft and Washington. The line was known as the Columbia Pike Bus Line, and the first Barcroft-to-Washington trip was made June 21, 1921. In 1924 service from Washington to Alexandria was added and the line became the AB & W Rapid Transit Company.

The nearest elementary school in the early 1920's was Columbia (Principal, Miss Lena Carey), located on Columbia Pike and what is now Walter Reed Drive. For "higher education", students traveled to Washington, until the opening of Thomas Jefferson Junior High School and Washington-Lee Senior High School in 1925. During the 1920's and 30's Arlington Hall was a fashionable junior college for girls, but during World War II it was taken over by the Federal Government and has been used by various Government agencies ever since.

Unlike the areas of the County more recently "developed" by professionals, Alcova Heights was built one house at a time, for the most part, by individuals. Only in the last few years has there been any serious attempt to add drainage facilities, curb, gutter and sidewalk.

## INVENTORY

### GENERAL

The Alcova Heights neighborhood has a total population of 857 (581 adults and 276 children which are school age and under).

Within the neighborhood there are: 4 churches, 14 commercial establishments, 3 two-family homes, and 364 single-family homes. A more thorough evaluation shows there are 170 brick, 31 masonry, and 163 frame single-family units of which 319 are considered in sound condition, 34 sound with minor repairs needed, 6 sound with major repairs needed, and 5 transitional units. The two-family units and churches are all considered in sound structural condition.

In reviewing the commercial establishments, it was determined that 10 are in sound condition, 2 are sound but needed minor repairs, and 2 are transitional.

### MAINTENANCE

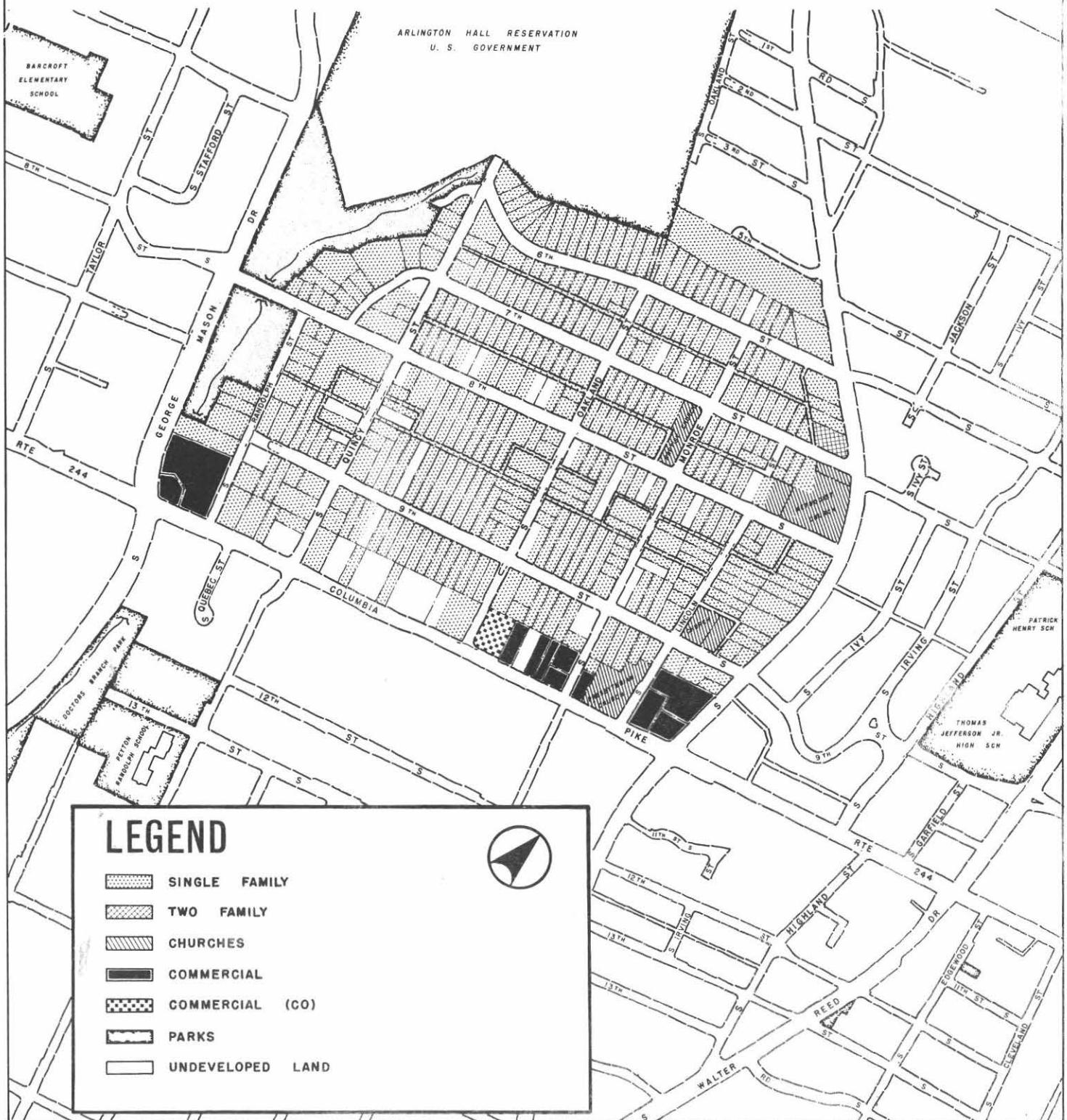
The majority of the homes in Alcova Heights are well maintained. Home owners will continue to improve their property if they can be sure the neighborhood will retain its single-family residential status.

The neighborhood survey showed, for instance, that on 8th Street, South, about \$16,349 has been invested in improvements and maintenance, during the past two years. Estimated expenses, for the entire community, during the past three years for improvements and upkeep totaled \$27,650. These expenses were incurred for additions, complete renovations, new siding, new roofs, remodeled kitchens, recreation rooms, painting, and general upkeep maintenance. For the most part, work was done by do-it-yourself hobbyists to save on costs.

In addition, there were seven new homes constructed at a cost of about \$175,000 during the past two years.

Such activities and expenditures demonstrate a determination on the part of the Alcova Heights citizens to maintain and improve their properties.

# EXISTING LAND USE





## EXISTING CONDITIONS

### USE OF LAND

The map on the opposite page shows existing use of land in the Alcova Heights area.

This community consists mainly of single-family homes on relatively large lots. Some of these homes are situated on 32,000 square feet of land; the smallest lots consist of 7,500 square feet. This affords privacy and green space.

The citizens in this neighborhood are fortunate in having approximately 510,000 square feet of usable parkland. Doctors Branch flows through the park, enhancing its atmosphere.

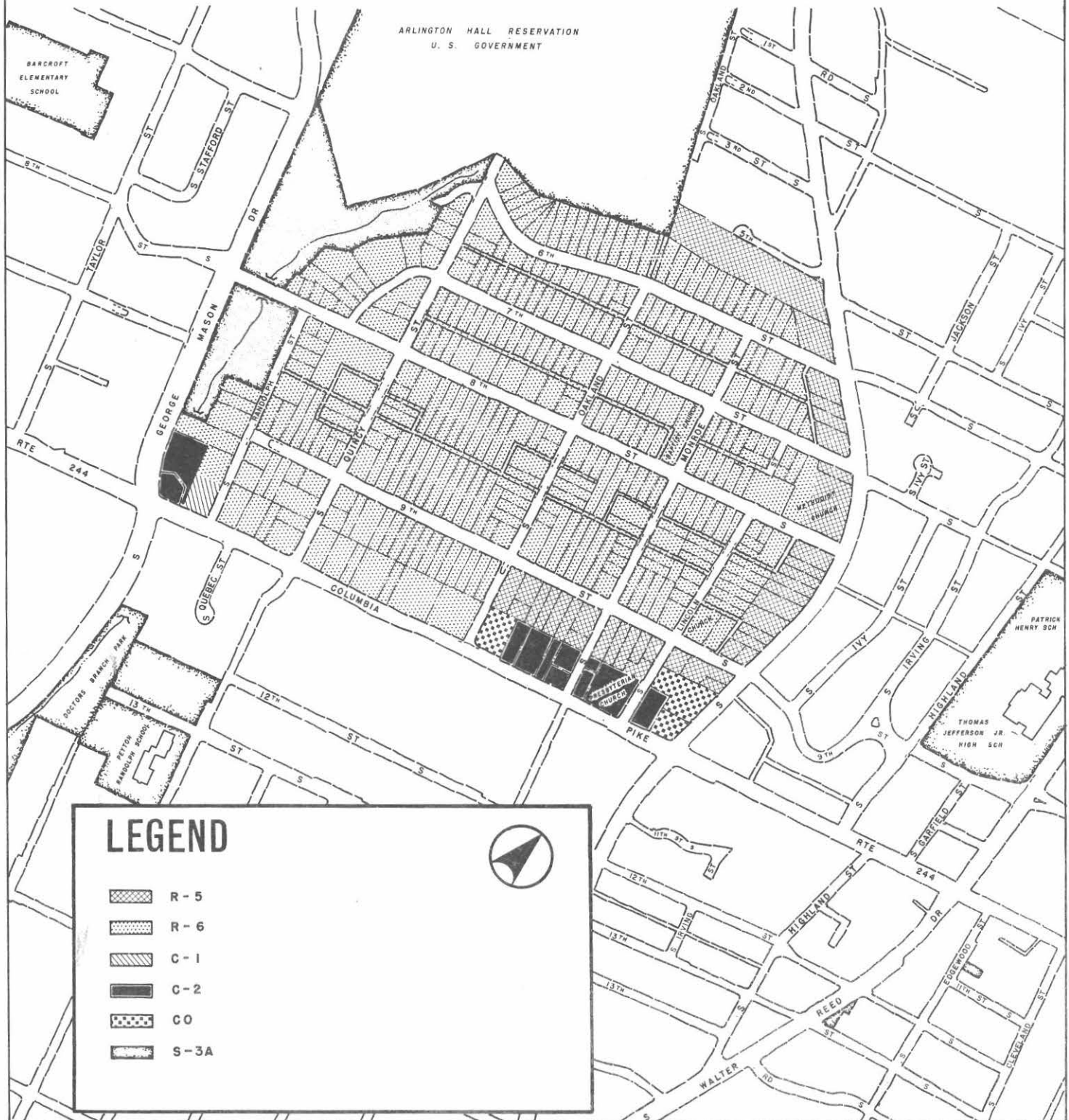
The four churches (Baptist, Presbyterian, Methodist, and Seventh Day Adventist) occupy a total of about 195,000 square feet. Three of these churches provide their own off-street parking which relieves congestion on neighborhood streets.

The three two-family units in Alcova Heights are fairly new. Though originally built on one 20,000 square foot site, each of the units is now privately owned.

There are a number of vacant lots scattered through this neighborhood. In most cases, however, they are associated with an adjacent residence and these owners value them for the privacy they afford. Although this land might be developed in the future, at present few or none of these lots are for sale.

Other factors which affect our physical environment are the apartment complexes facing us across Columbia Pike, from Oakland to George Mason Drive, and the Arlington Hall installation to the north. Alcova Heights itself is bounded by commercial properties, which occupy about 360,000 square feet, fronting on Glebe Road south of 9th, George Mason Drive south of 9th, and Columbia Pike east of Oakland and west of Randolph. Other commercial properties face us, across the Pike from Oakland to Glebe and across George Mason Drive from Columbia Pike almost to 9th.

# EXISTING ZONING



## EXISTING CONDITIONS

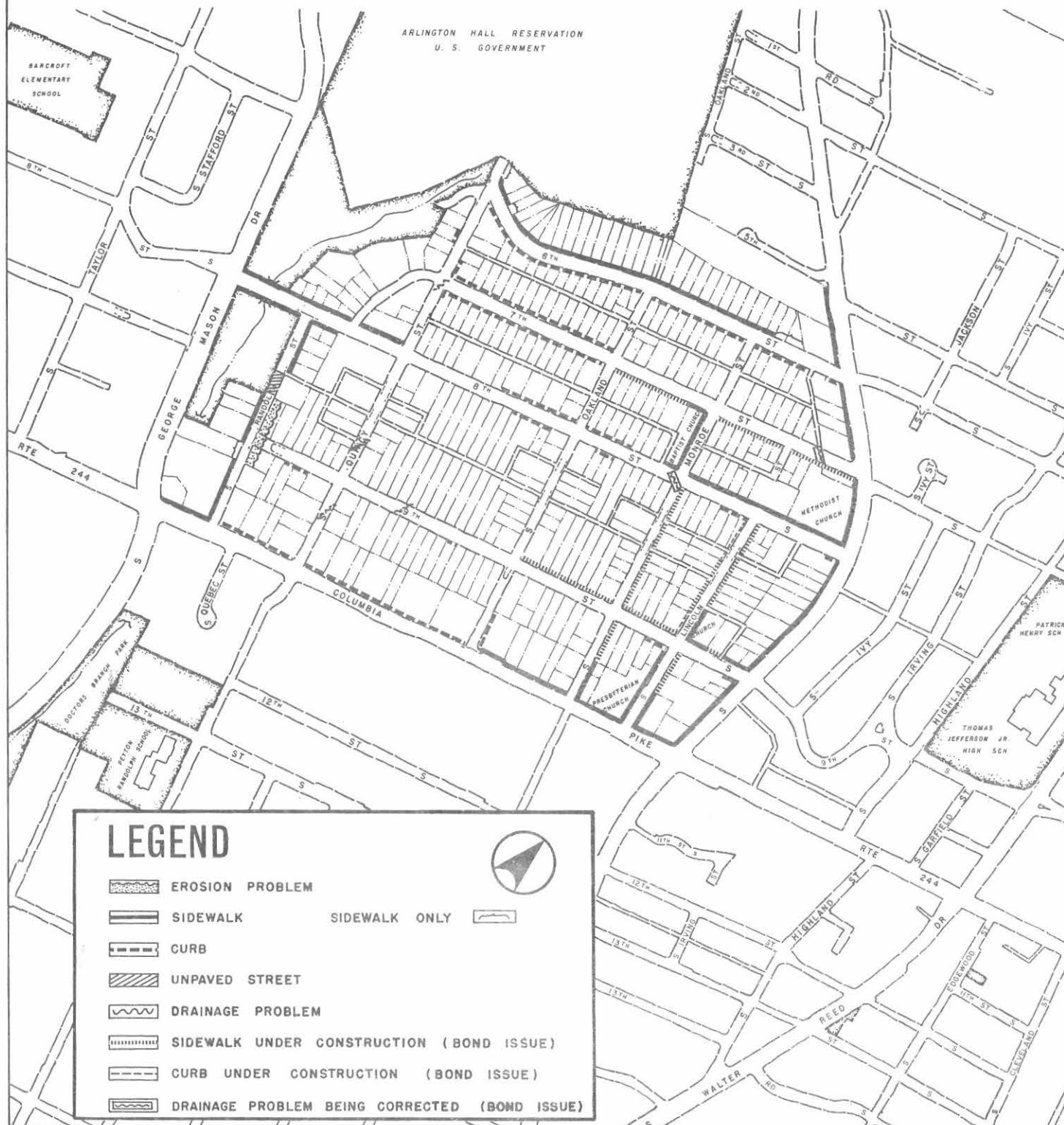
### ZONING

The map on the opposite page shows existing zoning in Alcova Heights.

The largest part of this community is zoned "R-6" and "R-5" permitting single-family and restricted two-family residential development. Several properties at Columbia Pike from Glebe Road to Oakland Street are zoned "C-O" (Office Building) and "C-2" (Commercial). The parkland which runs along South George Mason Drive at the western boundary of Alcova Heights is zoned "S-3A". Near the southerly extremity of this park there is one parcel at Columbia Pike and S. Randolph Street which is zoned "C-1" permitting local commercial development.

The existing zoning throughout this area conforms with the General Land Use Plan, with exception of three two-family units which were built on "R-5" property. These units are all located on one plot of ground at 7th Street, South and Glebe Road.

# EXISTING STREET CONDITIONS



## EXISTING CONDITIONS

### CURBS, STREETS, SIDEWALKS AND TRAFFIC CONTROL

Until this past summer, most of the sidewalk, curb, and gutter work has been concentrated on 6th Street, Glebe Road, and Columbia Pike, and certain parts of 7th and 8th Streets. There are now 12,426 feet of curb and gutter and 9,556 feet of sidewalk, curb, and gutter. There are 21 blocks in Alcova Heights, each of which has some curb, gutter, and sidewalk. With one exception, the boundary roads, Glebe Road and Columbia Pike, have curb, gutter, and sidewalk throughout; three blocks of Columbia Pike have sidewalk on the south side only. On other streets the pedestrian must compete with automobiles for the right-of-way, especially when Arlington Hall employees are going to or from work. Adequate storm sewers and catch basins are lacking on Quincy Street and 9th Street. When it rains these streets are flooded in several places.

The dead end of 9th Street (which drops off about 15 feet) at the intersection of Randolph Street, has long needed repairs. Due to erosion from 9th Street and about 60 feet of which has never been paved, Randolph Street is a hazard to traffic. Lincoln Street, south of 7th Street, has never been accepted by the County for maintenance, and remains unpaved.

Width of pavement varies; some streets have 40-foot right-of-way, with 26-foot paving, some 50-foot right-of-way, with 30-foot paving, and some (the east - west streets) 60-foot right-of-way, with 36-foot paving. The County will not need to acquire additional land for right-of-way.

Work is now in progress, using funds approved in the 1965 bond issue, on parts of four streets. These streets are being resurfaced either wholly or partially and provided with curb, gutter, and sidewalk as follows: 7th Street, from Glebe Road to Oakland; 9th Street, from Lincoln to Oakland; Lincoln from 8th to 9th Streets; and Monroe Street from 8th Street to Columbia Pike. These improvements are virtually complete; the map of existing conditions shows these improvements.

Many blocks are long and poorly lighted; there is an old-fashioned street light approximately every 300 feet. Only one block appears to be reasonably well lighted - 8th Street in the vicinity of Doctor's Branch playground.

The traffic pattern in the Alcova Heights area is affected by Arlington Hall traffic, the small number of entrance - exit roads,

school traffic to Barcroft and Thomas Jefferson Schools five days a week, and church traffic on weekends. A serious traffic problem arises each morning and afternoon on Quincy Street as Arlington Hall personnel go to and from work. Other streets heavily traveled by Arlington Hall personnel are: 6th, 7th, and George Mason Drive. Even more serious traffic problems are anticipated with the proposed expansion of the Government facilities located at Arlington Hall. Department of Defense plans for entrances and exits to the expanded installation are not generally known to the public, but it appears that the problem will be of such scope that it could in effect prove disastrous to Alcova Heights as a residential area.

An especially dangerous intersection is at 8th Street and South Quincy where there are stop signs controlling 8th Street traffic, for the benefit of peak hour movements to and from Arlington Hall. Since their erection, the balance has shifted for several reasons, so that traffic is more voluminous on 8th Street than on Quincy, except during rush hours. One factor is that school boundaries have been changed so that, in order to reach the elementary school, students who live east of Quincy Street must cross that street without controls in their favor at any point. Additionally, Doctor's Branch playground has been opened since these stop signs were installed. Access to the playground is, therefore, hazardous, with the result that use of the park is very limited for the children of many concerned parents.



## EXISTING CONDITIONS

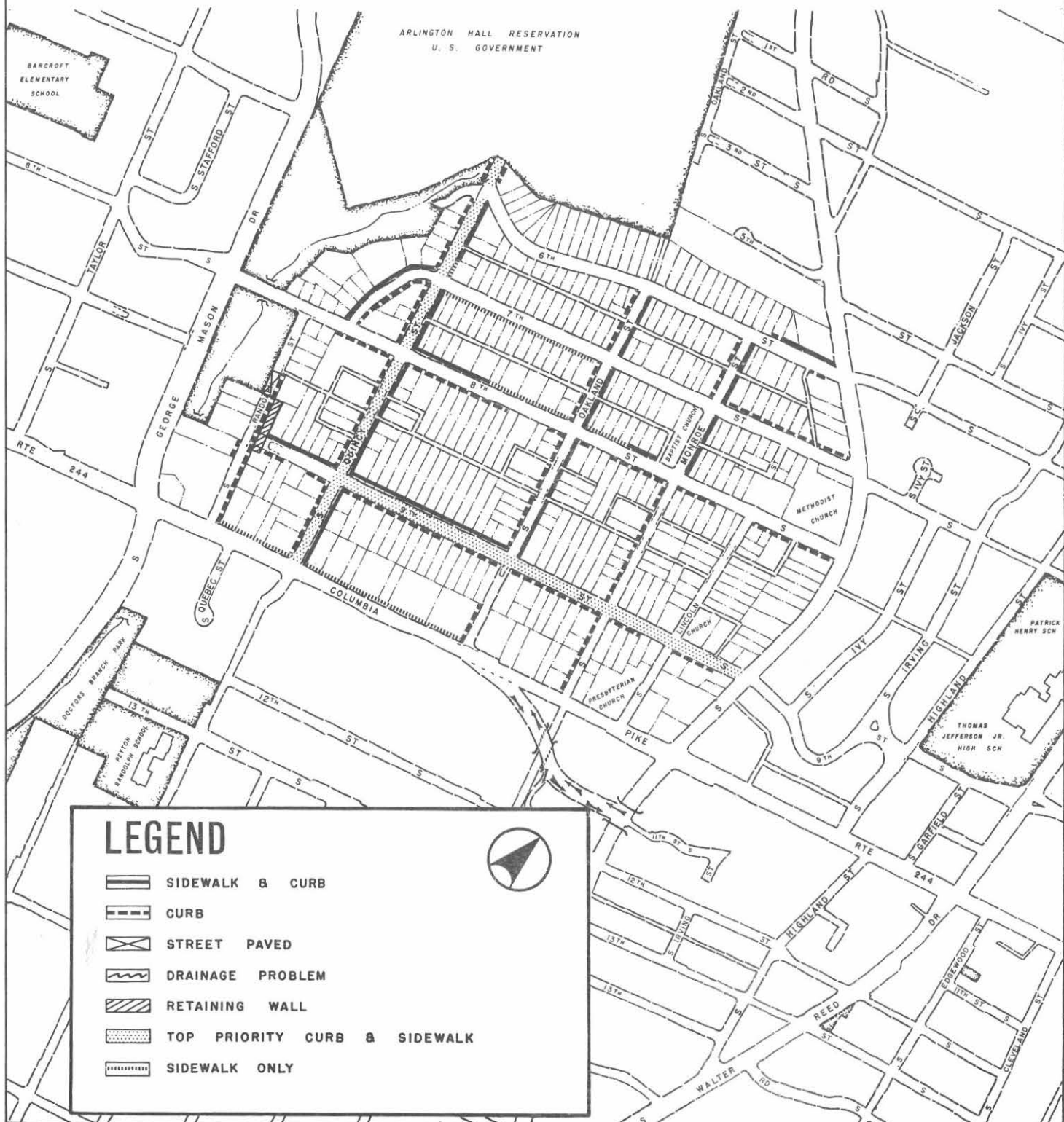
### LIBRARY, SCHOOL AND RECREATION FACILITIES

This area is served by the Columbia Pike Branch of the Arlington County Library, not located in Alcova Heights itself, but in the adjacent Westmont Shopping Center. The library is housed in a very small, inadequate building, originally designed for commercial use, leased by the County, with limited parking available. Within the past few years, because of the growth of nearby apartment units, there has been a tremendous increase in the number of library patrons. The facilities have been so overloaded that much of its natural user population has abandoned it.

Three schools serve the Alcova Heights area; Barcroft Elementary School, Thomas Jefferson Junior High School, and Wakefield High School. Barcroft is an ancient, over-crowded, inadequately heated structure, struggling to take care of an expanding school population in the large, dense Barcroft area. Thomas Jefferson is 30 years old, poorly heated and ventilated and lacks proper library, shop, gymnasium, science, and other classroom facilities. Wakefield provides excellent facilities for high school students, although more classrooms and a better library are needed.

Alcova Heights shares Doctors Branch playground, which offers baseball, basketball, and picnic areas, with the Barcroft community. This playground, bisected by S. 8th Street, has been gradually improved in recent years and now has a basketball court, baseball diamond, comfort station, picnic tables and cookout facilities. Unfortunately, Doctors Branch, the charming little stream that meanders through the park, serves as a magnet for trash, tables, benches, and playground equipment. Erosion from the stream has removed valuable soil along the banks and is threatening several trees.

# STREET PROPOSALS



## PROPOSALS

### STREETS, SIDEWALKS, AND TRAFFIC CONTROL

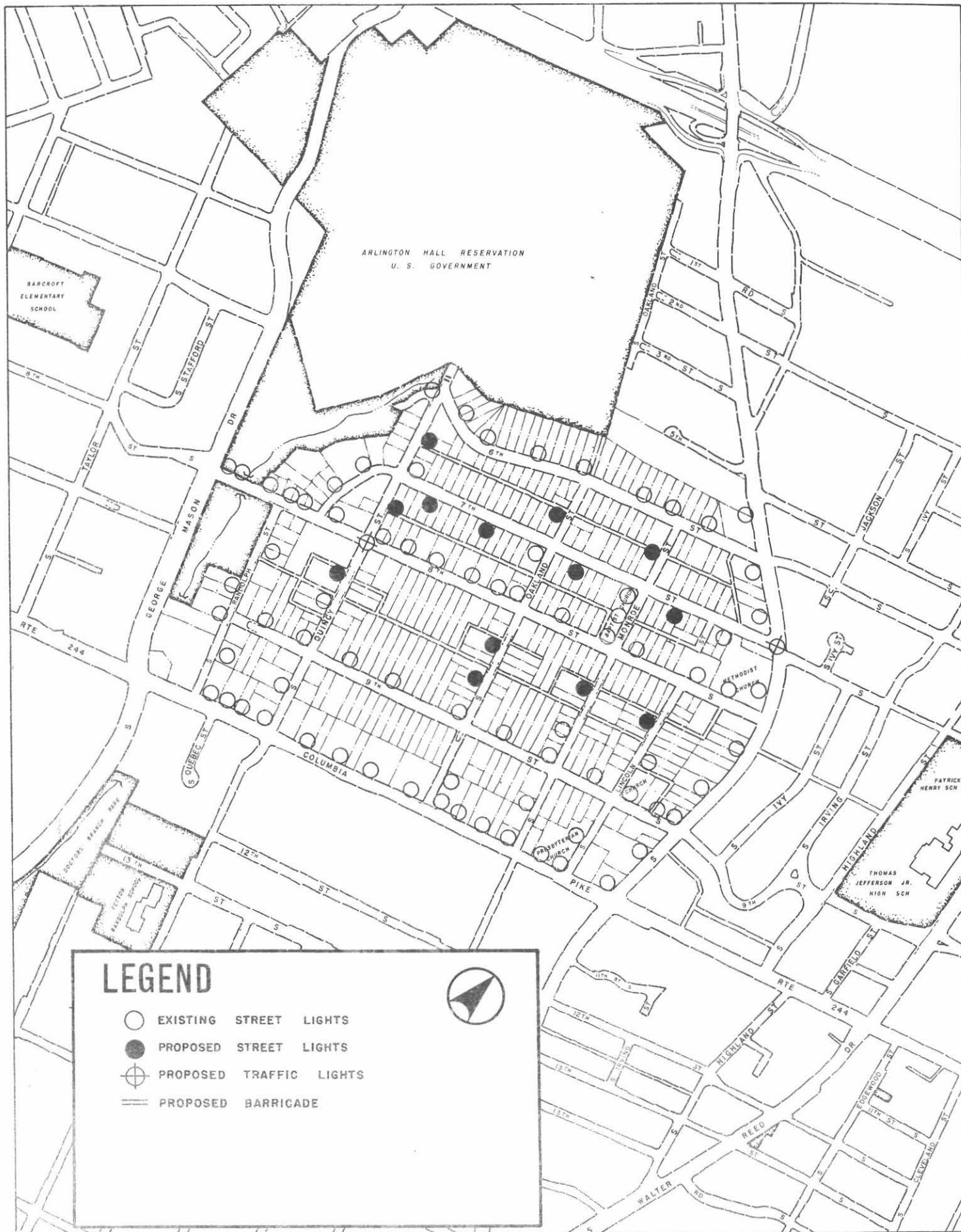
Following are approximate measurements of streets needing curb and gutter, streets needing sidewalk only, and streets needing sidewalk, curb, and gutter (see map on opposite page):

<u>Streets</u>	<u>Sidewalk Only</u>	<u>Curbs &amp; Gutters</u>	<u>Sidewalk, Curb, &amp; Gutters</u>
Lincoln	None	None	None
Monroe	None	1,239 feet	698 feet
Oakland	None	1,403 "	1,367 "
Quincy	None	1,435 "	1,662 "
Randolph	None	747 "	None
6th St., S.	None	None	641 "
7th St., S.	850 feet	1,666 "	562 "
8th St., S.	None	2,605 "	None
9th St., S.	None	1,494 "	1,383 "
 TOTAL	 850 feet	 10,589 feet	 6,313 feet

We propose the following:

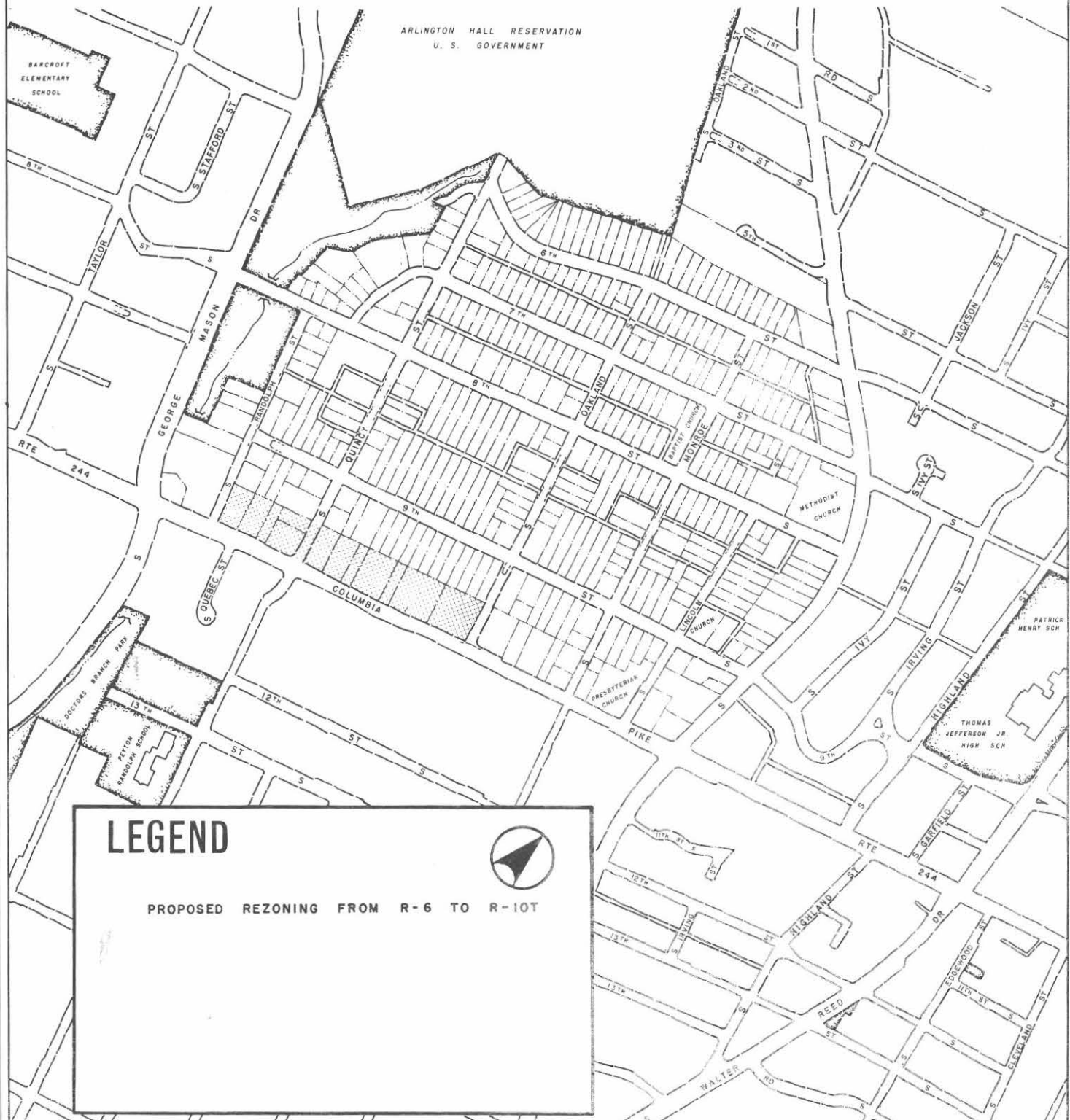
1. Based on the above table, construction of 10,589 feet of curb and gutter; 6,313 feet of curb, gutter, and sidewalk; and 850 feet of sidewalk only to complete the program in our community.
2. Construction of a retaining wall, cul-de-sac, or series of walls at 9th and Randolph Street.
3. A storm sewer and catch basin on the south side of 9th Street between 3904 and 3908; necessary storm sewer and basins on Quincy Street between 8th and 9th Street; correction of the drainage problem on the east side of Quincy at 7th Street.
4. Hard surface 60 feet of South Randolph Street. Hard surface Lincoln Street south of 7th Street.
5. Install hand rail on steps descending from 9th Street to Randolph Street. There are 33 steep steps without any safety rails. Lights should be installed to provide adequate lighting.
6. It is recommended that George Mason Drive be widened between Arlington Hall and 9th Street.

7. Because of aggravated traffic problems which will be attendant on the proposed expansion of Arlington Hall, it is urged that the County Board take necessary steps to close the Quincy Street gate to the installation thus channeling the traffic flow onto George Mason Drive. George Mason Drive is a north - south County thoroughfare: Quincy Street is only five blocks long.
8. It is urged that the County Police Department augment Police Patrols in this community and keep close check on traffic violators.
9. It is requested that additional street lights be installed and current lighting modernized, based on street lighting surveys.
10. It is requested that additional street lights be installed and current lighting modernized, based on street lighting surveys.
11. Further, it is requested that Oakland Street between 9th Street and Columbia Pike not be opened to traffic because this would permit additional traffic from the office buildings to take a short cut through the community. Also, it is recommended that a pedestrian walkway be constructed in the Oakland Street right-of-way from 9th Street to barricade.
12. Alcova Heights urges the County Board to make a study on feasibility of requiring that all utility lines be placed underground.
13. This neighborhood endorses the plan for the bypass south of Columbia Pike, as recommended in the General Land Use Plan.
14. It is urged that the County Highway Department work with the State to take heavy traffic out of this residential area and onto the main arteries where it belongs. Alcova Heights streets are now being used as detours for State routes to avoid left turns at Columbia Pike and Glebe Road. The bypass mentioned above would help solve this problem.





# ZONING PROPOSALS





## PROPOSALS

### LAND USE AND ZONING

15. It is recommended that the single-family character of this neighborhood be preserved and that proposals to rezone for the purpose of erecting high-rise apartments or shopping centers, or for other high-density use be firmly rejected.

(At the County Board hearing, the below noted zoning request was modified to be included in this presentation as a proposed change in the Land Use Plan).

### ZONING

16. In particular, it is recommended that the property adjoining Columbia Pike from South Oakland Street to South Randolph Street be rezoned from "R-6" (single-family) to "R-10-T" (Town Houses). It is felt that this would result in the best use of this particular property and act as a buffer between Columbia Pike and the developed residential area. The very worst situation would be created if high-rise development or commercial development were permitted.

## PROPOSALS

### LIBRARY, SCHOOL, AND RECREATION FACILITIES

17. Both the school-age and adult population in Alcova Heights are in need of better library facilities. It is hoped that the County Board will take steps to acquire land for that purpose before suitable land is used otherwise or becomes too expensive. As an alternative, arrangements could be made with a developer to build a suitable structure which the County could rent for a branch library. Such a structure would undoubtedly prove an asset to this commercial development. A site on or adjacent to Columbia Pike, west of Walter Reed Drive and east of George Mason Drive, is recommended. A library in this location would be centrally located for its service area and might provide a buffer between residential and commercial areas.
18. Thomas Jefferson Junior High School should either be replaced or renovated extensively in order to remedy its many physical defects. A study should be made of the area's elementary school needs, with consideration being given to establishment of another elementary school and necessary repairs to Barcroft.
19. The usefulness of the Doctors Branch playground could be enhanced by the addition of more playground equipment, such as a merry-go-round or a climbing unit. It is recommended that the County initiate this project. Cleaning up Doctors Branch could be a cooperative community - County project.

## PRIORITY PROJECTS

### Priority conservation projects:

1. As the pilot project of the Alcova Heights program, it is recommended that sidewalk, curb, and gutter be completed on the north side of 9th Street from Oakland Street to Randolph, and curb and gutter be completed on the south side of 9th Street from Glebe Road to the dead end where 9th approaches Randolph Street. This area should be properly graded also.
2. Construction of sidewalk, curb, and gutter on the east side of Quincy Street and curb and gutter on the west side from Columbia Pike to 6th Street.

The work on 9th Street is recommended as a first priority project for several reasons. Work is already under way on 9th Street and by this extra effort the entire street could be finished as a unified package. This would provide a dramatic example of what "face-lifting" can do for a community and be especially impressive in this area since 9th Street is Alcova Heights' boundary street next to Columbia Pike.

It is recommended that the work on Quincy Street be given second priority because of the present hazardous traffic conditions for motorists and pedestrians alike and because of the almost total absence of curb, gutter, sidewalk, and proper drainage on this street.

This is one of the oldest residential areas in Arlington County. The subdivision was developed in the era before the County required curb, gutter, and sidewalk to be installed at the time of house construction. Consequently, today's owners are retired and living on fixed and limited incomes. These people will need assistance if Alcova Heights is to achieve the improvements the majority wants. However, it is realized that these improvements are necessary to prevent neighborhood deterioration and destruction of Alcova Heights as a residential area. Our neighborhood cannot be content to vegetate; it must move forward.



BUDGET

ESTIMATED COST OF PROJECTS

- 7th St., S. from 8th St., S. to S. Quincy St. - C&G both sides, sidewalk, north side and storm sewer - \$24,750.
- 7th St., S. from S. Quincy St. to S. Oakland St. - Sidewalk, south side - \$9,900.
- 7th St., S. from S. Oakland St. to S. Monroe St. - C&G north side - \$14,300 (No storm sewer to outlet included).
- 7th St., S. from S. Monroe to S. Glebe Road - C&G north side - \$23,700.
- S. Oakland St. from 6th St., S. to 7th St., S. - C&G both sides, sidewalk, east side - \$16,600.
- S. Oakland St. from 7th St., S. to 8th St., S. - C&G both sides, sidewalk, east side - \$13,900.
- S. Oakland St. from 8th St., S. to 9th St., S. - C&G both sides, sidewalk, east side - \$27,800.
- S. Quincy St. from Columbia Pike to 9th St., S. - C&G both sides, sidewalk, east side - \$21,300.
- S. Quincy St. from 9th St., S. to 8th St., S. - C&G both sides, sidewalk, east side - \$39,000.
- S. Quincy St. from 8th St., S. to 7th St., S. - C&G both sides, sidewalk, east side - \$16,600.
- S. Quincy St. from 7th St., S. to 6th St., S. - C&G both sides, sidewalk, east side - \$21,300.
- S. Monroe St. from 6th St., S. to 7th St., S. - C&G both sides, sidewalk, east side - \$17,200. (No storm sewer included).
- S. Monroe St. from 7th St., S. to 8th St., S. - C&G east side - \$14,500.
- S. Monroe St. from 8th St., S. to 9th St., S. - C&G west side - \$22,300.

BUDGET (CONT'D)

ESTIMATED COST OF PROJECTS

S. Monroe St. from 9th St., S. to Columbia Pike - C&G west side -  
\$7,000.

S. Randolph St. ~~from~~ 8th St., S. to the South - C&G west side -  
\$9,600.

(S. Randolph St. from Columbia Pike to the north  
C&G east side - \$26,500.

9th St., S. from S. Glebe Road to S. Lincoln St. - C&G south side -  
\$7,300.

9th St., S. from S. Lincoln St. to S. Monroe St. - C&G south side -  
\$5,500.

9th St., S. from S. Monroe St. to S. Oakland St. - C&G south side -  
\$18,200.

9th St., S. from S. Oakland St. to S. Quincy St. - C&G both sides,  
sidewalk, north side - \$40,200.

9th St., S. from S. Quincy St. to end - storm sewer, C&G both sides,  
sidewalk, north side - \$22,100.

8th St., S. from Glebe Road to S. Lincoln St. - C&G south side -  
\$11,000.

8th St., S. from S. Lincoln St. to S. Monroe St. - C&G south side -  
\$6,900.

8th St., S. from S. Monroe St. to S. Oakland St. - C&G in missing  
gap, north side - \$16,200.

8th St., S. from S. Oakland St. to S. Quincy St. - C&G in missing area,  
both sides - \$28,600.

8th St., S. from S. Quincy St. to 7th St., S. - C&G, south side, \$6,900.

TOTAL ESTIMATED COST \$489,150



STATEMENT OF THE ALCOVA HEIGHTS CITIZENS ASSOCIATION

TO THE MEMBERS OF THE COUNTY BOARD:

The Alcova Heights Citizens Association believes that the neighborhood conservation program is vital for older sections, like ours, consisting of private homes, if we are to preserve the character of our community, in the face of increasing pressure for high-density and commercial development.

Our primary reason for establishing the neighborhood conservation program is to insure that our community will retain its single-family residential status, as well as to improve recreational facilities, develop and modernize our streets, and correct drainage problems, for the purpose of enhancing the appearance and desirability of this community as a place to live.

We will sincerely appreciate your cooperation in a joint effort with the citizens of our community in carrying out the proposals that have been presented to you in this report.

Sincerely,

James W. Horn  
President  
Alcova Heights Citizens Association



ARLINGTON COUNTY, VIRGINIA

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