

AN ORDINANCE to amend the LAND USE ELEMENT OF THE "ADOPTED CONSOLIDATED MASTER PLAN OF THE CITY OF ALEXANDRIA, VIRGINIA, 1974."

WHEREAS, the city planning commission adopted a resolution on June 6, 1978, recommending the following amendments lettered "A" through "C" to the Land Use Element of the "Adopted Consolidated Master Plan of the City of Alexandria, Virginia, 1974"; and

WHEREAS, the city council is of the opinion that said Plan should be amended "A" through "C" as follows; and

WHEREAS, the city council is of the opinion that said Plan should be further amended by the following amendment lettered "D"; therefore

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

Section 1. That the Land Use Element of the "Adopted Consolidated Master Plan of the City of Alexandria, Virginia, 1974," which was adopted by Ordinance No. 1989, be and the same hereby is amended as follows:

A. Delete all textual material appearing as section 4, King Street Station, under the Land Use Element, page 30, of the "Adopted Consolidated Master Plan of the City of Alexandria, Virginia, 1974."

B. The language and graphics contained in Attachment A, entitled "King Street Station Area Plan Amended Text," attached hereto and made a part hereof, is adopted and made a part of the "Adopted Consolidated Master Plan of the City of Alexandria, Virginia, 1974," provided, however, that the text on page 18 of Attachment A beginning with "Illustrative Development Plan" and the text and graphics on pages 19, 20, 21 and 22 of Attachment A should be considered as illustrative only.

C. The Long Range Land Use Plan Map shall be revised to reflect the Land Use Element of the King Street Station Area Plan.

D. The Long Range Land Use Plan Map shall be revised to reflect that the area between Harvard Street, West Street, Cameron Street and King Street, exclusive of the commercial frontage on the north side of King Street, is designated for medium density residential development.

Section 2. That the title of and an informal memorandum explaining this ordinance shall be published in a newspaper of general circulation published in the city not later than five days following its introduction together with a notice containing the time and place for a public hearing. The city clerk shall have the full text of this ordinance printed in sufficient numbers to supply copies to meet request. The city clerk shall note the date of introduction and first reading, the date of publication, the date of the public hearing, and the date of the second reading and final passage in the minutes of the meeting. This ordinance shall become effective the date of its final passage.

FRANK E. MANN
Mayor

Attachment A

"KING STREET STATION AREA PLAN AMENDED TEXT"

Description of Planning Area

The King Street Station Planning Area is defined as land within the vicinity of the proposed station which most likely will be affected by development pressures (Figure 6). The Area boundaries are the RF&P Railroad tracks to the west, Fayette and Henry Streets to the east, the Southern Railroad tracks to the south and Cameron Street and the King Street commercial frontage to the north.

Surrounding the Planning Area on three sides are low- and medium-density residential neighborhoods. The Old Town area is located east of the Planning Area. The Track 16 neighborhood is situated to the north. West of the Planning Area is the Rosemont neighborhood. Industrial and railroad uses are located in the Cameron Run Valley which is south of the Planning Area. The primary institutional uses surrounding the Planning Area are the Masonic Temple, Union Station and the Jefferson Houston Elementary School (Figure 7).

LAND USE

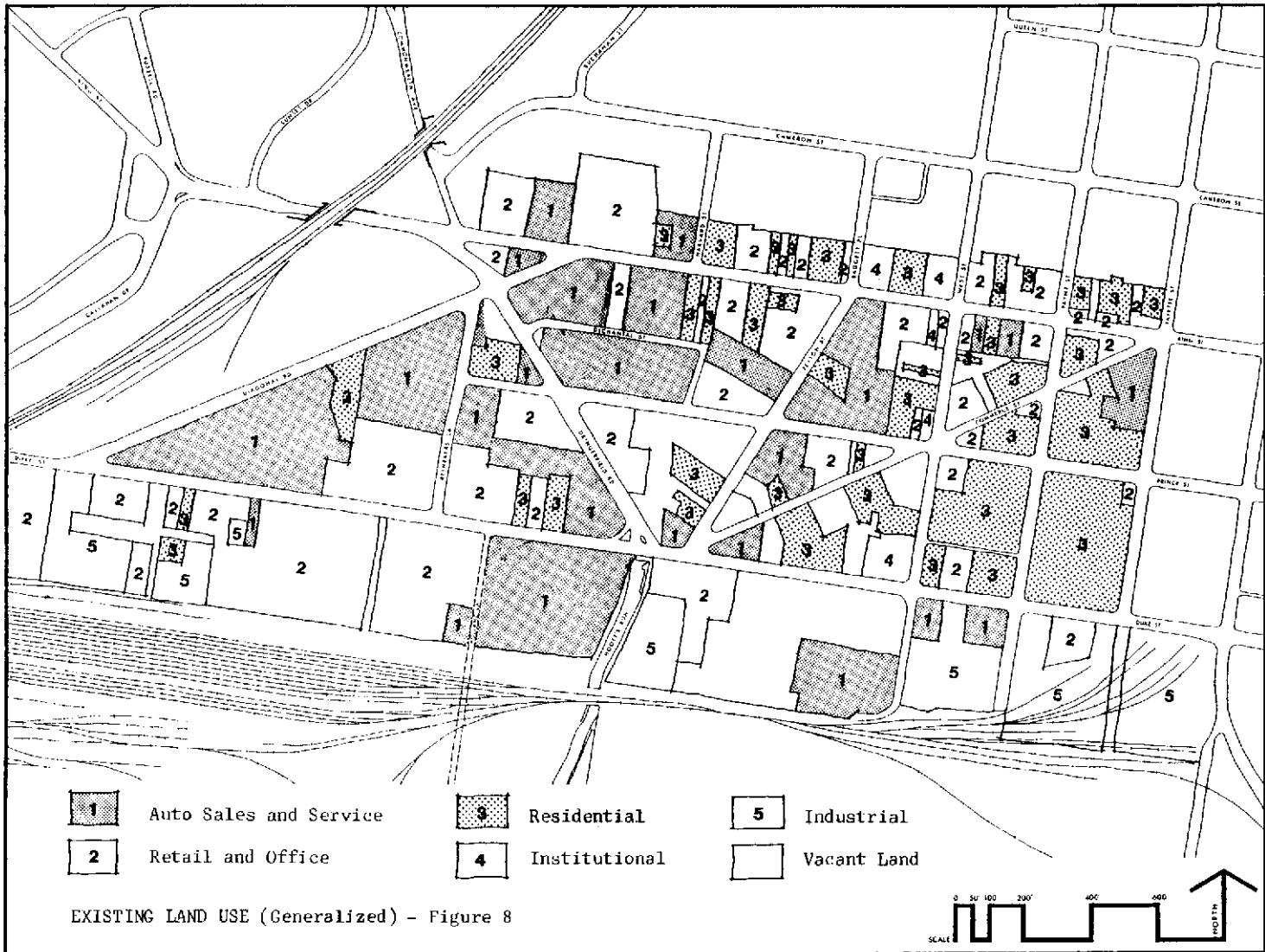
Land use patterns within the Planning Area are markedly different and consist mainly of townhouses toward the east and a large scattering of commercial uses toward the west (Figure 8). Commercial uses include auto dealerships and convenience retail stores. The strip of land south of Duke Street contains a mix of commercial and light industrial uses including a major auto dealership, convenience retail, warehousing and vacant land. The King Street commercial area

consists of a mix of specialty and convenience retail shops with some office and residential uses.

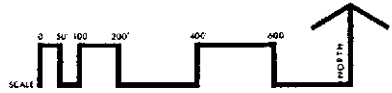
As in the case of land use, the built form and scale of the Planning Area is characterized by two different sections (Figure 9). Toward the east and along King Street, the area is intensively built up with one-story to four-story residential and commercial row structures which align the street frontage. Toward the west and along most of Duke Street the area is less intensively used. This section consists typically of one-story to two-story commercial buildings surrounded by extensive surface parking.

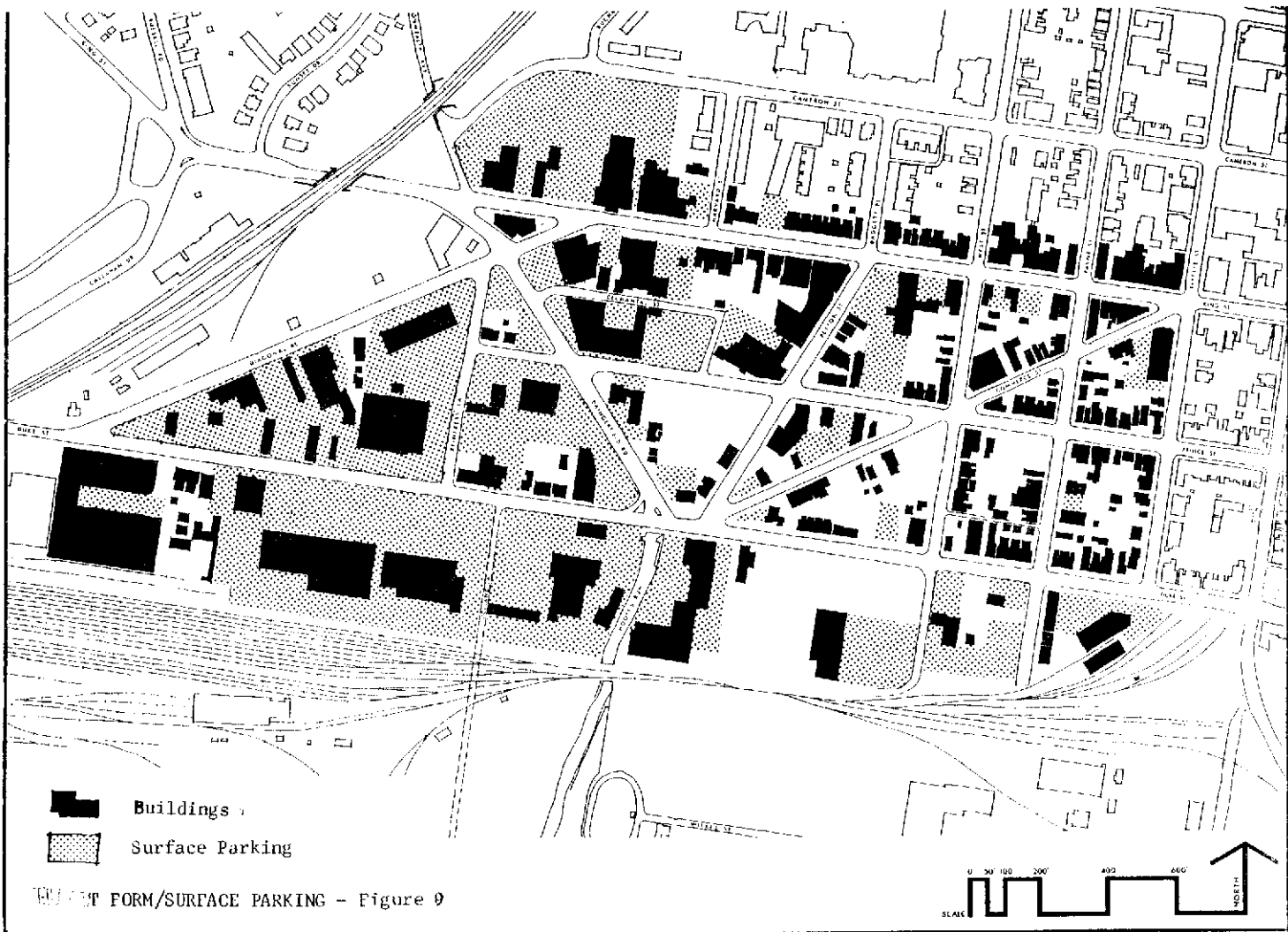
Virtually all buildings tentatively identified as historically or architecturally significant are located in the eastern portion of the Planning Area (Figure 10). The one notable exception is the Hooff office building located at the corner of Reineker's Lane and Duke Street.

The outstanding hydrological feature is Hooff's Run. This principal stream system, which runs diagonally through the Area's center, connects with Hunting Creek and drains into the Potomac River. Hooff's Run flows through a culvert beneath Daingerfield Road and becomes open south of Duke Street. Because the Area's topography functions as a drainage system, the Planning Area has a high water table. As shown in Figure 11, this condition constrains the use of underground construction for parking purposes.



EXISTING LAND USE (Generalized) - Figure 8





FORM/SURFACE PARKING - Figure 9

Figure 11

GROUND MOISTURE CONSTRAINTS



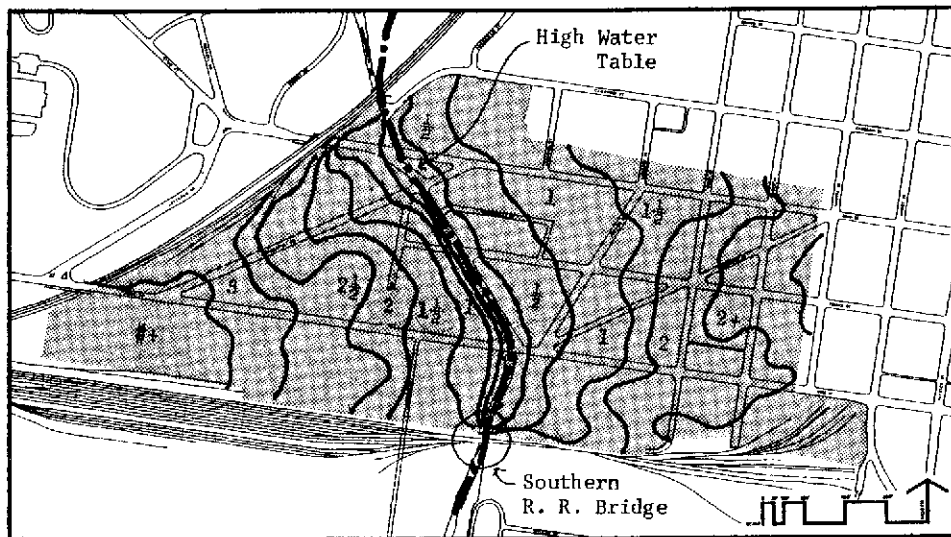
High Water Table



Levels of Underground Construction Possible




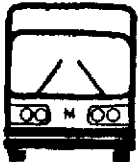
Hooff's Run Location



GOALS AND OBJECTIVES

The Goals and Objectives for the King Street Planning Area are listed and illustrated below. These goals are consistent with the policies contained

in Alexandria's 1974 Adopted Consolidated Master Plan and the 1975 Report of the Committee on Potential Growth Areas.

	<p style="text-align: center;">COMMUNITY GOALS</p> <ol style="list-style-type: none"> 1. Provide additional housing, employment and retail service opportunities for the City near the Metro Station. 2. Protect areas inappropriate for redevelopment from development impacts. 3. Preserve the residential and commercial character of the Planning Area while improving the Area's overall image. 4. Protect residential areas from all day Metro commuter parking. 	<p style="text-align: center;">COMMUNITY OBJECTIVES</p> <ol style="list-style-type: none"> 1. Encourage planned mixed-use redevelopment of portions of the Planning Area. 2. Use land use control techniques to define areas of appropriate redevelopment and design new development to least negatively impact adjacent residential areas. 3. Use public investments to enhance positive characteristics of the Planning Area and to encourage redevelopment. 4. Discourage Metro commuter parking on nearby residential streets by encouraging the use of the City's proposed residential parking permit system.
	<p style="text-align: center;">CIRCULATION GOALS</p> <ol style="list-style-type: none"> 1. Provide an efficient traffic circulation system for all modes of travel near the Metro station. 2. Encourage rail ridership. 	<p style="text-align: center;">CIRCULATION OBJECTIVES</p> <ol style="list-style-type: none"> 1. Improve existing circulation systems and establish new systems as necessary. 2. Provide an efficient method of getting passengers to and from the Metro Station.



3. Discourage Metro commuter auto usage.
4. Minimize pedestrian/vehicle movement conflicts.
5. Provide efficient pedestrian movement between major activity areas.
6. Facilitate and encourage bicycle usage.
7. Provide an efficient service access system for various facilities.
8. Protect residential areas from heavy through traffic.

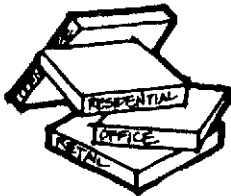
3. Provide no permanent parking facilities for Metro commuters and encourage the use of a feeder bus system.
4. Through the use of crosswalks, channelize Metro-oriented and other pedestrian movement to minimize pedestrian dispersal and create separate movement levels where major pedestrian/vehicular conflicts occur.
5. Create direct pedestrian links to major destinations and areas of development activity.
6. Facilitate a bicycle path system through the Area and provide adequate storage facilities at the station.
7. Provide service access ways/alleys to minimize circulation impacts on major streets.
8. Restrict major vehicular traffic to non-residential streets wherever possible.

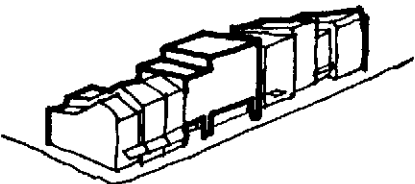

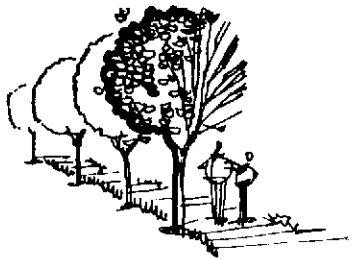

LAND USE GOALS

1. New development should be consistent with adopted land use policies.
2. Encourage mixed-use development in the Area.
3. Encourage retail consumer activity.

LAND USE OBJECTIVES

1. Ensure that through the use of zoning techniques new development conforms with the long-range land use plans.
2. Provide retail, office and residential uses in the Area.
3. Provide retail uses at areas of maximum pedestrian and vehicular activity and visibility.



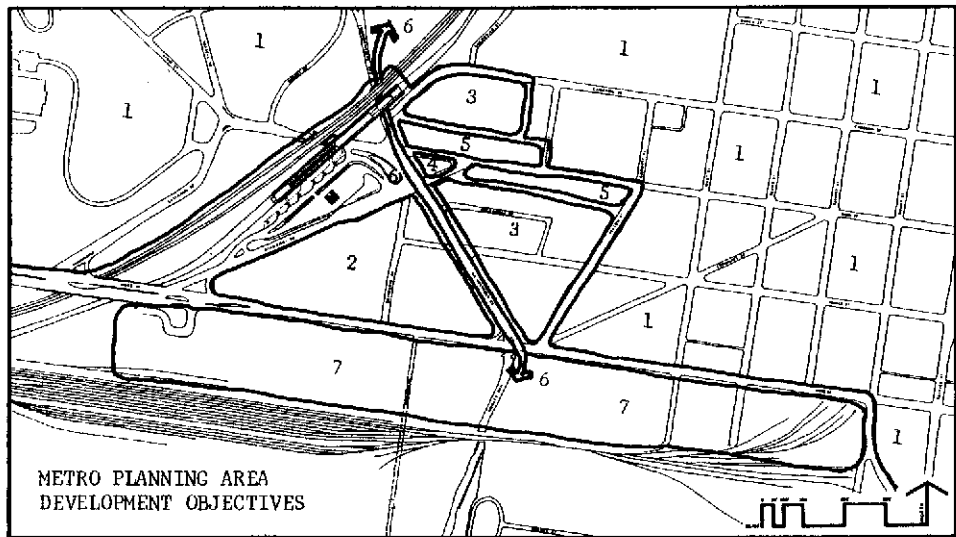
	<p>4. Reinforce the commercial character of King Street.</p>	<p>4. Reinforce existing viable commercial activity on King Street and add new commercial development as infill.</p>
	<p style="text-align: center;">BUILT FORM GOAL</p> <p>1. Ensure that the scale of new development is sensitive to existing areas and provides a smooth transition between existing buildings.</p>	<p style="text-align: center;">BUILT FORM OBJECTIVE</p> <p>1. Use zoning techniques to ensure that new development is sensitive to existing buildings in terms of height, setbacks and massing and that infill construction relates to existing structures without compromising its character or individuality.</p>
	<p style="text-align: center;">PRESERVATION GOALS</p> <p>1. Preserve and reinforce presently viable residential areas.</p> <p>2. Preserve or restore historical and architectural features in the Area.</p>	<p style="text-align: center;">PRESERVATION OBJECTIVES</p> <p>1. Provide infill housing and related uses to help solidify the residential character of the Area and ensure that vacant parcels are properly maintained.</p> <p>2. To the extent possible, save and maintain buildings of historic or architectural value.</p>
	<p style="text-align: center;">NATURAL FEATURES GOAL</p> <p>1. Reinforce and/or establish positive natural features in the Area to enhance the Area's urban environment.</p>	<p style="text-align: center;">NATURAL FEATURES OBJECTIVE</p> <p>1. Utilize to the maximum degree possible the site's natural features and introduce trees, water, natural light, open space and other elements as appropriate.</p>
	<p style="text-align: center;">FISCAL GOAL</p> <p>1. Maximize the annual surplus to the City's operating budget.</p>	<p style="text-align: center;">FISCAL OBJECTIVE</p> <p>1. Encourage new development and investment in the Area to increase the City's tax base and revenues.</p>

Land Use Recommendations

The land use recommendations are based on the goals and objectives listed previously. These objectives are more specifically stated below and applied to the Planning Area in Figure 14.

- (1) Preserve areas of historic and residential character and protect these areas from major development.
- (2) Concentrate a mix of pedestrian-oriented high activity uses nearest the station to provide a focal point for the Planning Area.
- (3) Provide a transition between high activity areas and existing neighborhoods by providing compatible adjacent development.
- (4) Provide a gateway effect to upper King Street.
- (5) Reinforce the commercial character of King Street.
- (6) Provide a pedestrian/park system to link development activities to each other and the Metro Station.
- (7) Concentrate vehicular intensive activities furthest from nearby residential areas and high intensity pedestrian areas.

Figure 14
METRO PLANNING AREA
DEVELOPMENT OBJECTIVES



1. Preservation Area of Historic and Residential Character.
2. High Intensity Mixed-Use Development.
3. Transitional Redevelopment Area between Existing and New.
4. Gateway to Upper King Street and Metro Station.

5. Reinforcement of Commercial Character of King Street.
6. Pedestrian/Park System Link through Planning Area.
7. Concentration of Vehicular Intensive Activities South of Duke Street.

GENERALIZED LAND USE PLAN

Based on these objectives, the Plan recommends a mix of residential, office and retail uses for the identified growth area. Within this generalized mixed-use concept, uses are arranged to strengthen existing positive features of the area, to create a focal point for area redevelopment and to minimize land use impacts on adjacent areas. The recommended land uses are shown in Figure 15.

The key to this Land Use Plan is the identification of four distinct areas linked together by pedestrian and open space systems. These areas are:

- A medium- to higher-density, pedestrian-oriented, mixed-use development area nearest the transit station.
- A medium-density transitional area which is residentially-oriented where new development relates to surrounding residential areas and commercially-oriented where new development relates to the King Street commercial frontage.
- An area where auto-oriented commercial uses would be concentrated.
- A preservation area where compatible infill development would occur.

Accordingly, the triangular blocks between Daingerfield, Duke, and Diagonal are recommended for a mix of retail, office, and residential uses. This mix would be desirable to create a focal point for the Area.

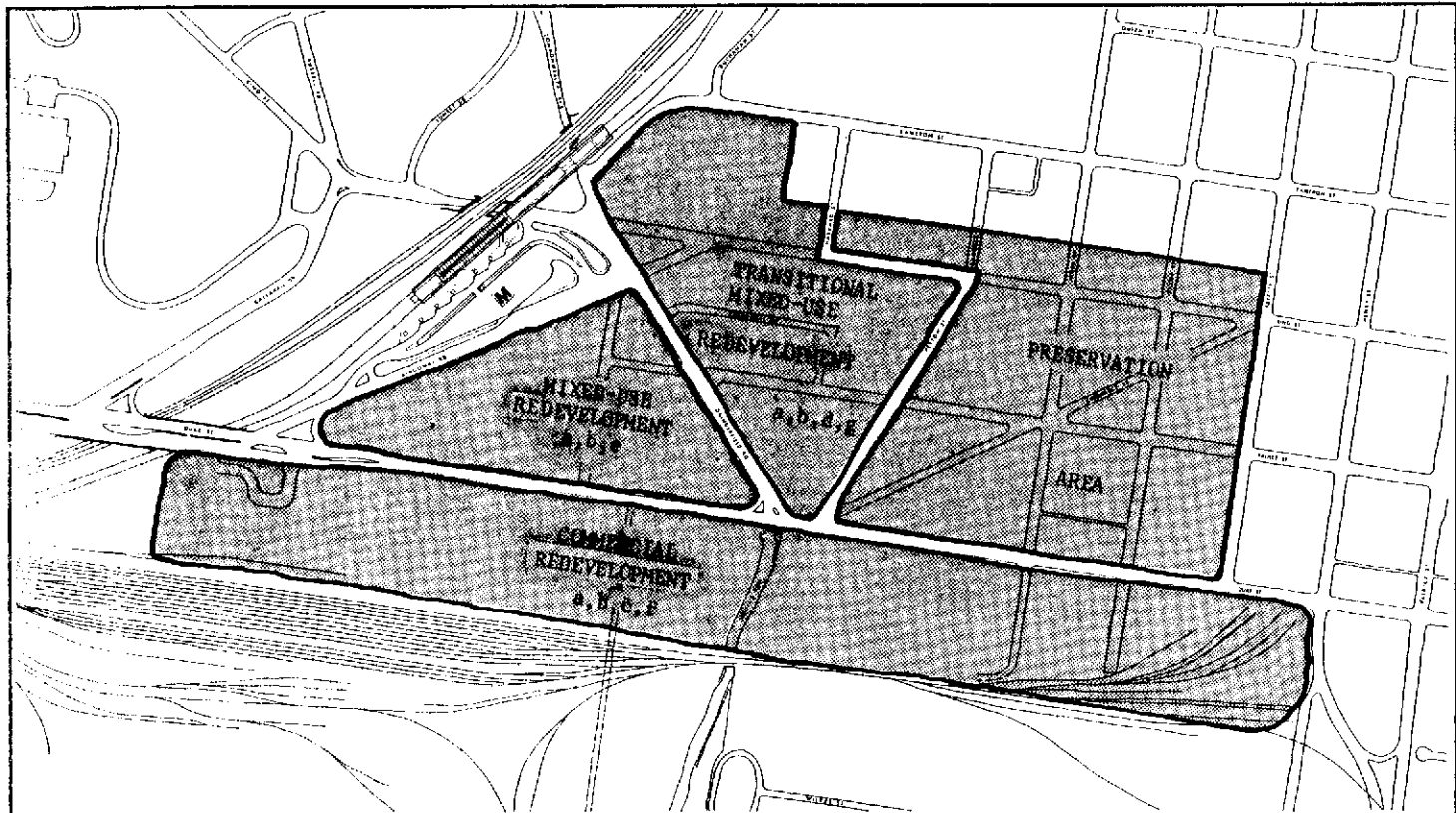
Retail and office uses are recommended for the portion of the transitional area fronting King Street. This type of development would serve to strengthen and support the King Street commercial area. The one exception is the triangular block bordered by King, Daingerfield and Diagonal. Because of the lack of parking facilities and its location in the midst of a busy and complex intersection near the transit station, this land should be used as public open space to provide pedestrian access to the transit station and to provide a desirable gateway effect to the King Street commercial area.

Areas bordering established residential neighborhoods should be developed for residential uses. This would apply to parcels fronting Prince Street and Cameron Street and to some extent Duke and Peyton Streets.

Recommended uses for the area south of Duke Street are retail and office. These uses would strengthen existing retail facilities in the Planning Area and provide additional employment opportunities. Because commercial uses would not be affected by the visual and noise impacts created by the adjacent Southern Railroad facilities, these uses are suitable for this area. It is primarily for this reason that residential uses are not preferred in this area unless there is adequate buffering.

ILLUSTRATIVE DEVELOPMENT PLAN

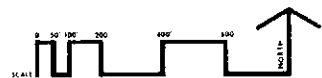
The recommended land use objectives and Land Use Plan can be translated into a physical site plan indicating the mix of uses, the levels of development and the height, bulk and arrangement of

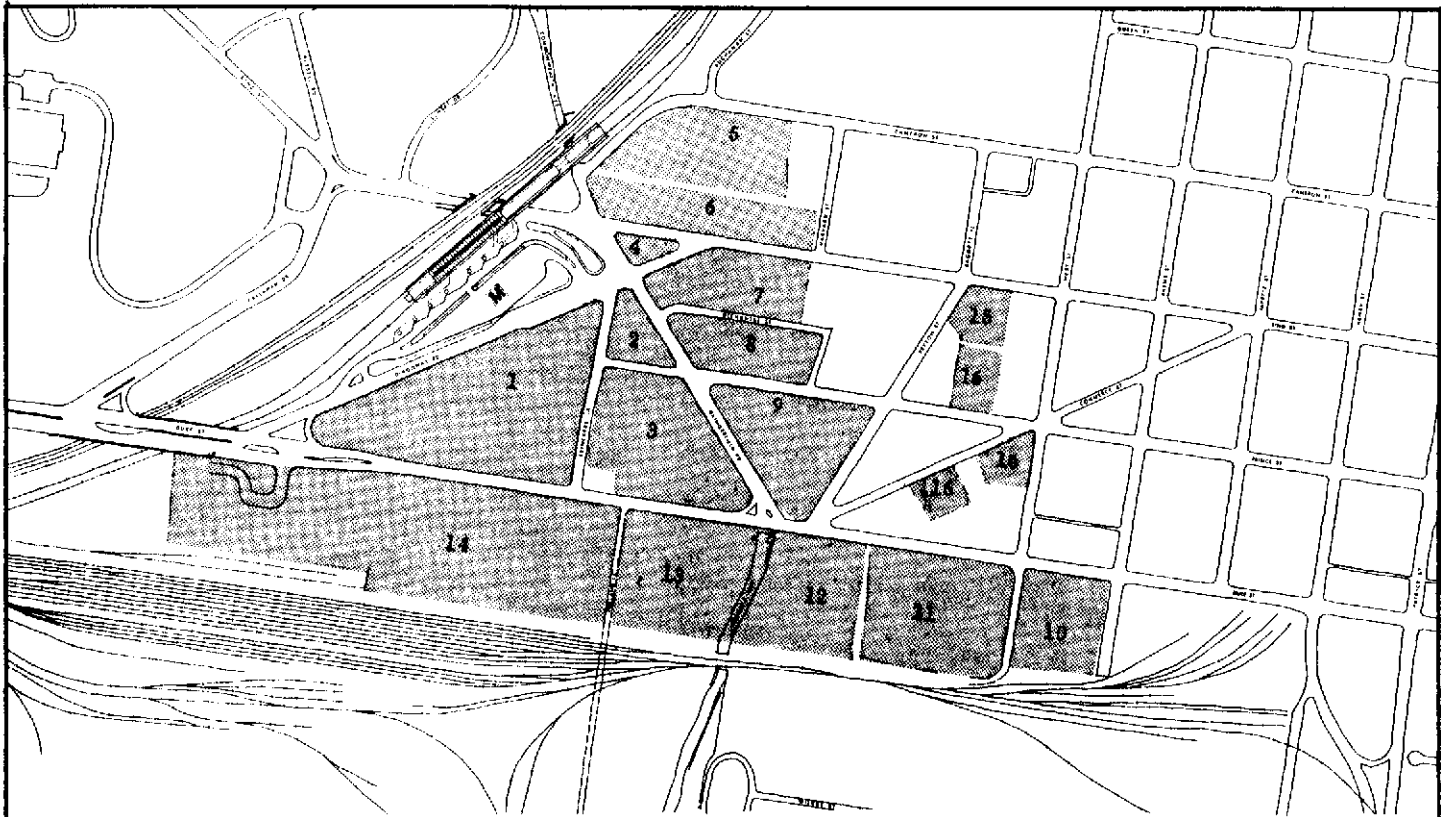


- a. Office
- b. Retail
- c. Community Retail Center
- d. Medium Density Residential (20 DU/Acre to 55 DU/Acre)

- e. High Density Residential (56 DU/Acre and Higher)
- f. Dip Commercial (Warehousing and Office)
- g. Public Open Space

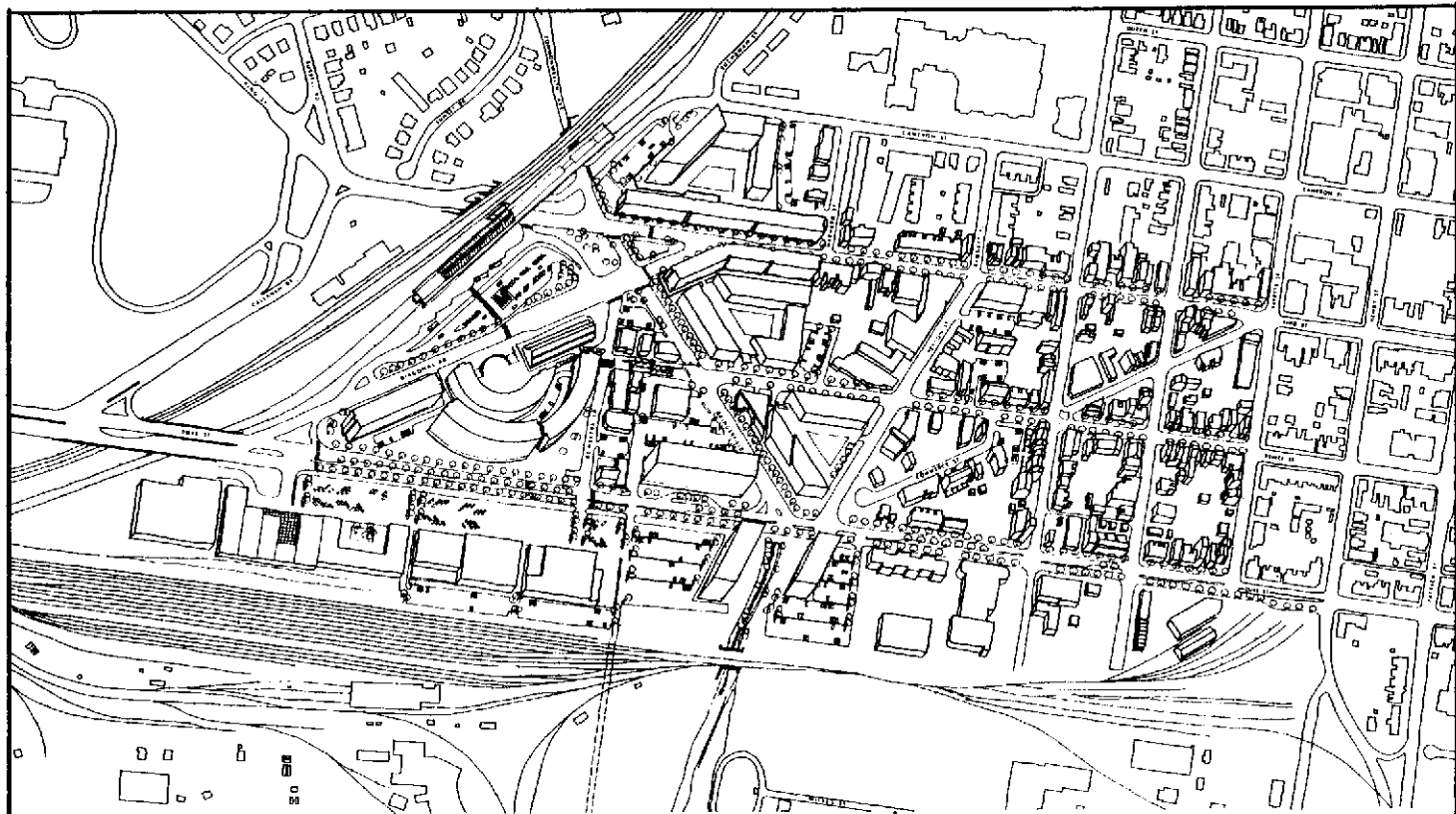
LAND USE PLAN - Figure 15





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|-----------------------------|----------------------------|------------------------------|-------------------------------|
| 1. MIXED-USE DEVELOPMENT | Office (Infill) 4,000 SF | 7. KING ST. COMMERCIAL, | 11. DIP COMMERCIAL PARK |
| Retail 20,000 SF | Residential 102 DU | Retail 20,000 SF | 12. HOOFF'S RUN COMMERCIAL |
| Office 40,000 SF | 4. GATEWAY PARK | Office 40,000 SF | Office 60,000 SF |
| Residential 442 DU | 5. CAMERON ST. RESIDENTIAL | 8. DECHANTAL ST. RESIDENTIAL | 13. HOLLAND LANE COMMERCIAL |
| 2. RETAIL (Infill) 4,000 SF | Elevator Resid. 146 DU | Elevator Res. 123 DU | Office 90,000 SF |
| 3. MIXED-USE DEVELOPMENT | 6. KING ST. COMMERCIAL, | 9. PRINCE ST. RESIDENTIAL | 14. DUKE ST. RETAIL CENTER |
| Retail (Infill) 8,000 SF | Retail 20,000 SF | Elevator Res. 109 DU | Retail 140,000 SF |
| | Office 40,000 SF | 10. DUKE ST. COMMERCIAL | 15. OFFICE (Infill) 15,000 SF |
| | | Office 30,000 SF | 16. TOWNHOUSE (Infill) 22 DU |

ILLUSTRATIVE DEVELOPMENT PLAN - Figure 16



ILLUSTRATIVE DEVELOPMENT PLAN SKETCH - Figure 17



buildings. Figure 16 shows land use and levels of development. Figure 17 illustrates building configurations and building scales.

This Plan includes (1) the recommended circulation system improvements needed to accommodate future travel and Metro access demands, (2) the recommended public improvements necessary to encourage Area redevelopment and (3) a higher range of development projected over the next 10-12 years.

The purpose of this illustrative Development Plan is to serve as a guide to development activities within the Planning Area and to illustrate desirable densities and building heights for the Planning Area. The Plan is also used to examine development impacts such as fiscal, employment, transit ridership, and traffic generation. The specific site plans are illustrative and represent one design approach to the Area, not the only acceptable design, but one which meets the basic objectives for the Area. Although it reflects specific building configurations and allocations of dwelling units and square footage to specific parcels, it is not intended or recommended that the illustrative Development Plan, as it reflects these specifics, be adopted or in any way made binding on the owners. Only the land use objectives and Land Use Plan are being recommended for adoption.

The main features of this Plan are listed below and summarized in Table 1:

- Mixed-use redevelopment of the triangular block across from the Metro Station with retail, office and residential uses.

- Renovation of the Temple Motors auto body shop building and its conversion to a specialty retail market facility.
- Substantial renovation and expansion of the existing retail facilities south of Duke Street to form a new shopping center.
- Office development south of Duke Street.
- Mid-rise residential uses from Cameron Street to Duke Street.

TYPE AND SIZE OF DEVELOPMENT	HEIGHT IN STORIES	AVERAGE DENSITY	FLOOR AREA RATIO	LAND ABSORPTION (ACRES)
Townhouses 22 D.U.	3	19 DU/AC	.52	1.16
Mid-Rise 922 D.U.	3-8	68 DU/AC	1.57	13.43
Office 319,000 S.F.	7		.69	10.57
Retail 212,000 S.F.	1		.51	9.63
TOTAL				34.79

- Office and retail development along the 1700-1800 blocks of King Street.

This Plan reflects the recommendation that the City encourage the realization of the land use objectives stated for the Planning Area. The Plan provides a combination of medium-density retail and office uses and higher density residential uses directly across from the transit station. Retail facilities can benefit from the exposure to Metro commuters and from the pedestrian system which brings commuters through the retail area. Office uses can benefit from visibility from the Metro Station and from the convenience of proximity to transit for office workers. However, because office and retail uses probably will not generate high rates of transit ridership, the Plan controls commercial density in order to avoid traffic impacts to streets needed for Metro access. Moreover, the Plan locates higher density residential near the station to maximize walk-in ridership potentials, to provide market support for retail facilities (particularly for the shopping center and for upper King Street), to provide activity within the Area beyond the working hours and to provide some measure of indirect security for the Metro Station (i.e., residential uses will have a clear view of station activities).

The Plan provides significant employment opportunities and concentrates auto-dependent commercial activities south of Duke Street, a major arterial. These commercial uses will not be impacted by rail operations nor will they negatively affect station access particularly if Duke Street is improved.

The Plan places parking north of Duke Street

underground and therefore allows more pedestrian activity and visual open space within the Planning Area. By removing the current negative expanse of asphalt, the image of the Planning Area will be substantially improved.

If properly designed through the use of appropriate land use controls and incentives, development under this Plan would not negatively impact adjacent areas. If anything, by offering employment and quality convenience shopping facilities, this Plan would enhance the vitality of surrounding areas.