

ORDINANCE NO. 2683

AN ORDINANCE to amend Article B, Chapter 6, Title 7 of The Code of the City of Alexandria, Virginia, 1981, as amended, by adding a new section numbered 7-6-35; which Title 7 relates to PLANNING AND DEVELOPMENT, which Chapter 6 relates to ZONING, which Article B relates to USE, AREA, ETC., REGULATIONS GENERALLY and which new section 7-6-35 relates to M-2 METRO--BRADDOCK ROAD STATION AREA ZONE.

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

Section 1. That Article B, Chapter 6, Title 7 of The Code of the City of Alexandria, Virginia, 1981, as amended, be and the same hereby is amended by adding a new section numbered 7-6-35 to read as follows:

Sec. 7-6-35. M-2 metro--Braddock Road station area zone.

In the M-2 metro--Braddock Road station area zone, the following regulations shall apply:

(a) Purpose. The M-2 metro--Braddock Road station area zone is specifically designed to permit medium density mixed use development, including residential, office, hotel and complementary retail uses, in the vicinity of the Braddock Road transit station. Mixed uses may be within a single building or on a site planned to function overall as a unit. This zone provides for medium density residential uses, commercial uses, including offices, hotel uses, wholesale uses and automobile service stations with specified parking reductions and building heights.

(b) Zone area. All of those tracts of land located within the boundaries of the "potential development areas" as defined and identified in the adopted Braddock Road station area plan. This zone is optional and must be applied for within the zone area.

(c) Uses permitted. The following uses only shall be permitted in the M-2 metro--Braddock Road station area zone:

(1) Any use permitted in the M-1 metro zone.

(d) Area regulations. For residential uses in this zone, the maximum number of dwelling units per acre, exclusive of streets, alleys or other public rights-of-way, shall not exceed 54.45. For commercial uses in this zone, there shall be no area restrictions.

(e) Frontage regulations. For residential uses in this zone, the frontage regulations of the RA residence zone shall apply.

For commercial uses in this zone, there shall be no frontage restrictions.

(f) Yard regulations.

(1) Front yards. For residential uses, except row dwellings, including those in planned unit developments, the front yard setback shall be based on a setback ratio of 1:2 from the front lot line with a minimum distance of 16 feet. For commercial uses and planned unit developments, there shall be no minimum setback except as may be required by sections 7-6-121 through 7-6-124 and sections 7-6-138 and 7-6-139 of this Code.

(2) Side yards. For residential uses in this zone, including those in planned unit developments, the yard provisions of division 2, article G, chapter 6 of this title shall apply.

(3) Rear yards. For residential uses in this zone, including those in planned unit developments, the yard provisions of division 2, article G, chapter 6 of this title shall apply.

(g) Floor area ratio. The maximum floor area ratio shall be 3.0.

(h) Open and usable space. A minimum of 20 percent of the lot area devoted to residential purposes of any building used wholly or in part for residential purposes shall be open and usable space which need not be at ground level and which may be open area on decks or under principal or accessory buildings; provided, however, that no balcony, patio or other similar structure which is reserved for the exclusive use of those entitled to the use of one or more, but less than all, of the residential units within the building shall be considered as open and usable space.

(i) Building height. No building or structure shall exceed 77 feet in height above average finished grade.

(j) Off-street parking. The minimum parking requirements for uses permitted in this zone are as follows:

(1) Amusement enterprises. One (1) parking space for each 200 square feet of floor area.

(2) Automobile service stations. One (1) parking space for each bay. One (1) parking space for each employee solely for self-service operations.

(3) Hotels. 0.7 parking space for each guest room.

(4) Offices. One (1) parking space for each 665 square feet of floor area.

(5) Residences. One (1) parking space for each dwelling unit.

(6) Restaurants (freestanding). One (1) parking space for each 10 seats. None for a carry-out restaurant.

(7) Retail and service businesses (freestanding). One (1) parking space for each 500 square feet of floor area.

(8) Wholesale businesses. One (1) parking space for each 400 square feet of floor area.

(9) Hotels or offices with retail, restaurant or amusement enterprise ancillary uses. For a mixed use project, parking for ancillary uses shall be provided at the rate of one (1) space for each 1,000 square feet; provided, however, such retail, restaurant and amusement enterprise ancillary uses occupy not more than 25 percent of the floor area of the mixed use project. Parking for the remaining 75 percent of the floor area of the mixed use project and for all other projects, whether mixed use or not, shall be provided at the rates given in paragraphs (1) through (8) of this subsection.

(10) Design standards. All off-street parking shall conform to the following standards:

a. 75 percent of the parking provided shall be in structure, unless a special use permit is approved by city council for surface parking.

b. That part of a building fronting directly on a public street, sidewalk, plaza or other public area shall not be used for off-street parking except for the entrance to or the exit from the parking facility, except in those cases where the planning commission finds it to be physically impossible.

c. Any surface parking area shall be landscaped.

d. Open space shall contain such improvements as benches, walkways and other natural and man-made amenities for the use and enjoyment of residents, visitors and workers.

(k) Restrictiveness. For the purpose of this Code, uses permitted in the M-2 metro--Braddock Road station area zone shall be considered more restrictive than uses permitted in the CO commercial zone and less restrictive than uses permitted in the M-1 metro zone.

(l) Characterization. For the purpose of this Code, the M-2 metro--Braddock Road station area zone shall be considered a commercial zone.

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.

CHARLES E. BEATLEY, JR.
Mayor

Final Passage: May 15, 1982