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## OLD TOWN AREA PLAN

### INTRODUCTION

This plan has been prepared to update the adopted 1974 Consolidated Master Plan as amended for the Old Town Alexandria area. The review of this area includes an examination of the adopted 1982 Waterfront Plan and a portion of the 1978 King Street Station Area Plan. This plan will provide policy guidance to update the Master Plan.

### SUMMARY

The Old Town area consists of a mix of land uses. The predominate use of the area is residential. This plan proposes that the residential character of the neighborhood be maintained and protected from commercial encroachment.

New development in the area should be of a scale and character compatible with the existing residential scale. This is specifically proposed for the Waterfront and the Washington Street corridor where height limits have already been reduced.

Since most of the Old Town area has been developed, future use will be primarily infill. While the zoning classifications for the most part will remain unchanged in this area, the density allowed is recommended to be reduced in several areas.

x

124  
413

## ORGANIZATION AND CONTENTS

The Old Town Area Plan is organized into four sections: Background, Existing Conditions, The Future, and Implementation. The Background section includes a review of the various elements of the 1974 Consolidated Master Plan which relate to the Old Town Area. This section also includes an overview of changes which have occurred in the area since 1974. The Existing Conditions section examines issues, development potential sites, present zoning and present land use. The Future section presents updated goals and objectives, a revised land use plan and current community facilities and a revised major thoroughfare plan. The Implementation section includes proposed zoning changes and explains actions required to implement the plan.

## PLANNING PROCESS

This plan has been developed in consultation with citizens, property owners, and community and business groups, through a series of meetings which included a review of existing conditions and trends in the Old Town Area, identification of issues, review of previously adopted plans for the area and a review of plan recommendations.

## PLAN BOUNDARIES

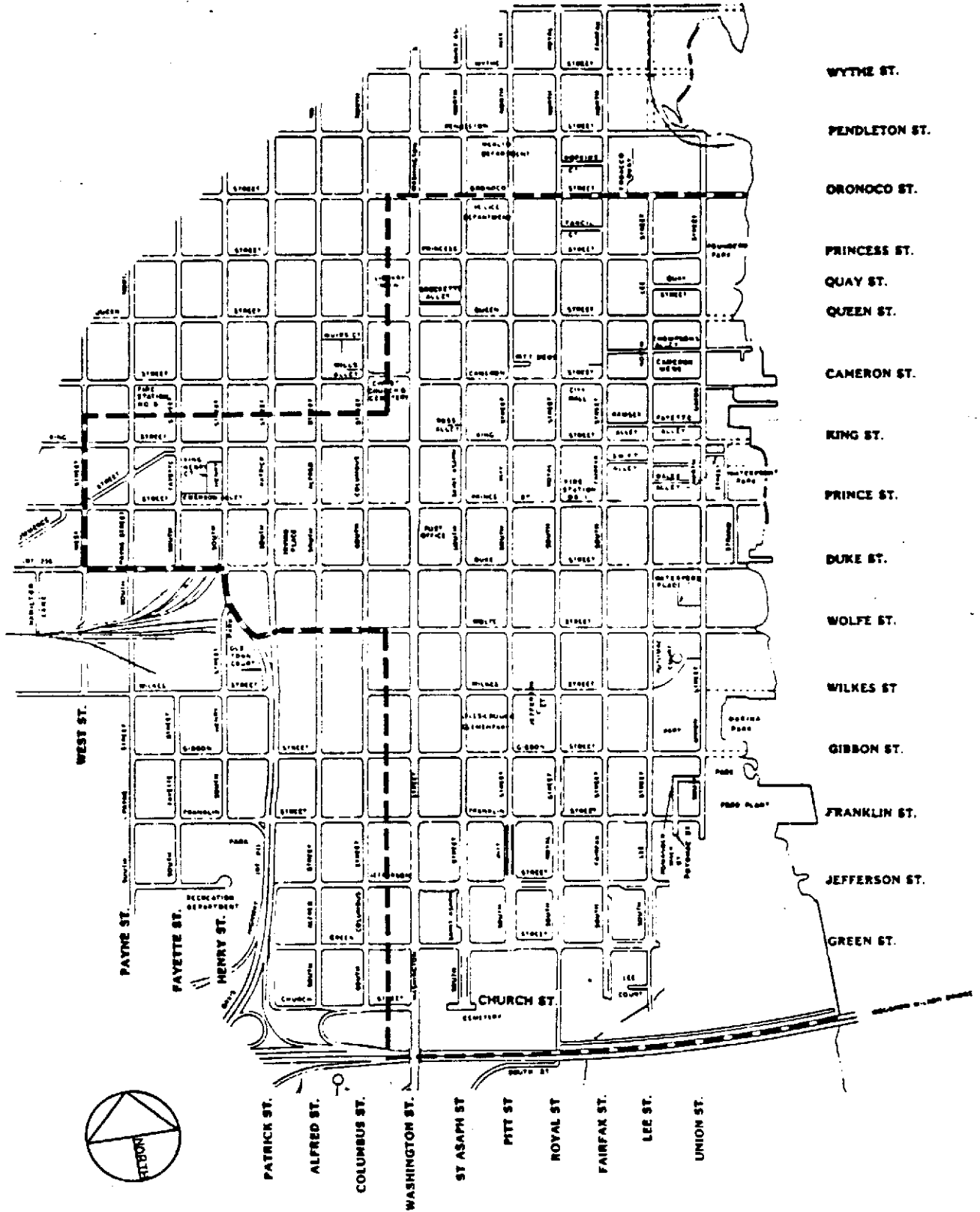
The Old Town Area Plan area is located in Planning District No. 1, in the downtown/waterfront section of the City. The plan area is bounded on the east by the Potomac River, on the south by the Capitol Beltway (I-95), on the north by Oronoco Street and on the west generally by Washington Street, with an extension along King and Duke Streets west to West Street. The boundaries, for the most part, coincide with the boundaries of the Old and Historic Alexandria District. (Map #1)

The northern boundary was established at Oronoco Street, since the area north of this street was included in the Old Town North area plan.

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125  
411

# PLAN BOUNDARIES OLD TOWN STUDY AREA



## BACKGROUND

### HISTORY OF AREA

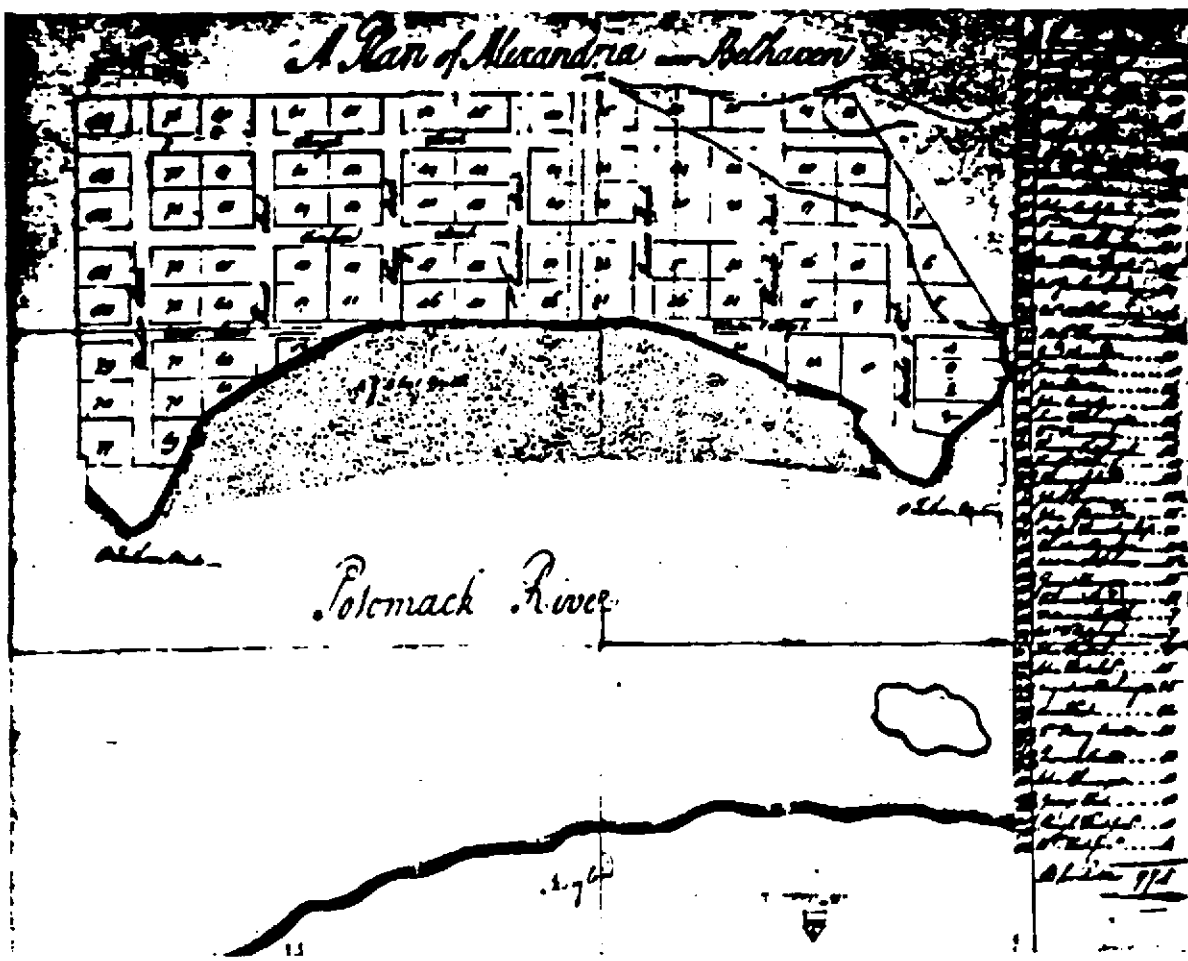
The City of Alexandria, including the area of this plan, was established as a Colonial Settlement in 1749 by an Act of the Virginia General Assembly. The Act envisaged that the town "would be commodious for trade and navigation and tend greatly to the best advantage of frontier inhabitants."



ONE OF

The town prospered and flourished and was the most important port town of the eighteenth century, surpassing in its activity the ports of New York and Boston.

The City as originally established was only approximately 60 acres in area. (Map #2) It extended from the Potomac River as far west as the properties on the west side of Royal Street.



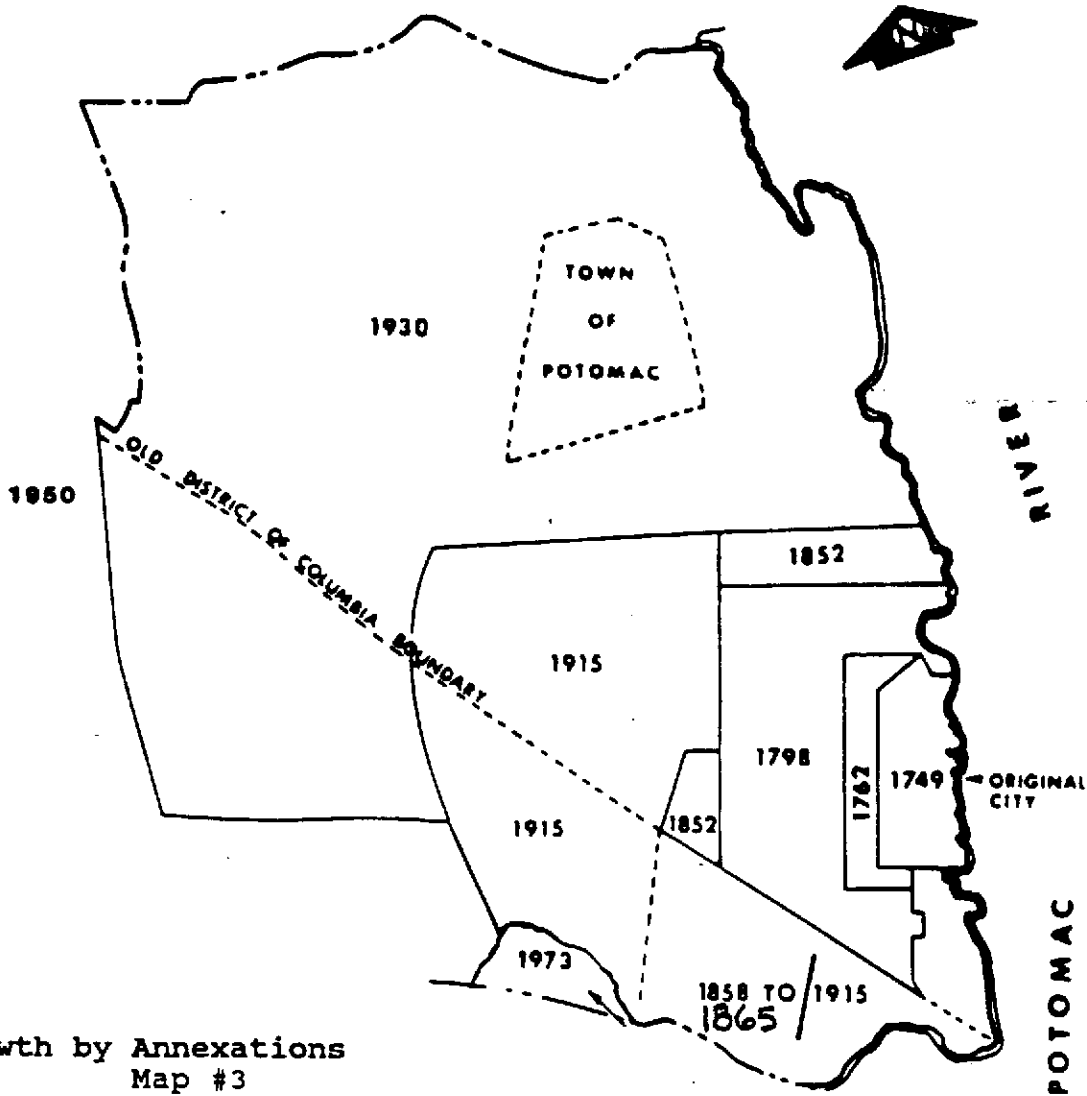
Photostat: Library of Congress

MAP #2

In 1801 it was made part of <sup>the</sup> George Washington's Federal City. However, in 1847 Alexandria was returned to the State of Virginia. (Map #3)

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417  
128



Growth by Annexations  
Map #3

By the end of the nineteenth century, railroads brought profound change to Alexandria. Growth shifted to the western edge of the City, near the Southern Railway and the Richmond, Fredericksburg and Potomac Railroad lines.



Pitt and King Sts., c. 1900.

Generally the rail lines followed the coastal plains, including the marshy land adjacent to Cameron Run. (Map #4) Most of the land which was put into industrial and warehouse use during the last half of the 19th Century was the property directly served by these railroad lines. When the railroad replaced shipping as the major hauler of goods, Alexandria's waterfront area was the primary area to experience decline.

The restoration of Old Town began in the late 1920's. Over the next twenty years, Old Town residents and civic groups were instrumental in saving and rehabilitating many fine Old Town structures. The residents' interest and activities led to public policies for historic preservation.

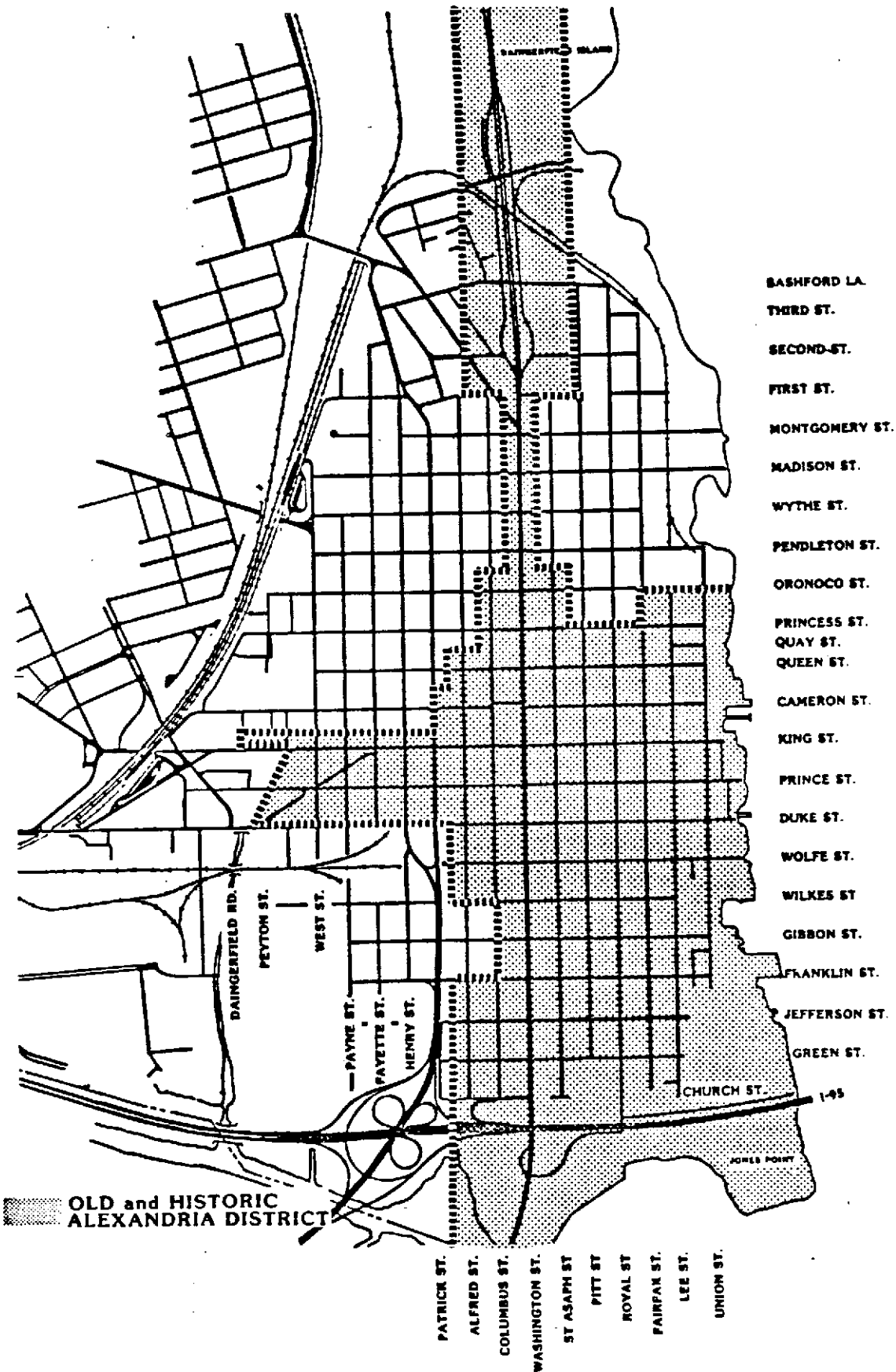
The Old and Historic Alexandria District was created in 1946, running south from Montgomery Street to Hunting Creek and east from Alfred Street to the Potomac River. All structures therein dating from 1846 or earlier were protected from unwarranted demolition and exterior architectural modifications out of keeping with the character of individual buildings or their surroundings. The Board of Architectural Review was established to enforce the provisions of the District.

Subsequent revisions to the Old and Historic Alexandria District Ordinance took place in 1951, 1958, 1965, 1970 and 1984. These amendments changed the District boundaries, expanded the powers of the Board of Architectural Review and established building heights limitations. Map #5 identifies the boundaries of the District as it exists today.





# OLD & HISTORIC ALEXANDRIA DISTRICT OLD TOWN STUDY AREA



In addition, to the industrial areas associated with river commerce and railroads, as well as the residential neighborhoods in the Old Town area, there are two commercial spines, one along King Street and the other along Washington Street.

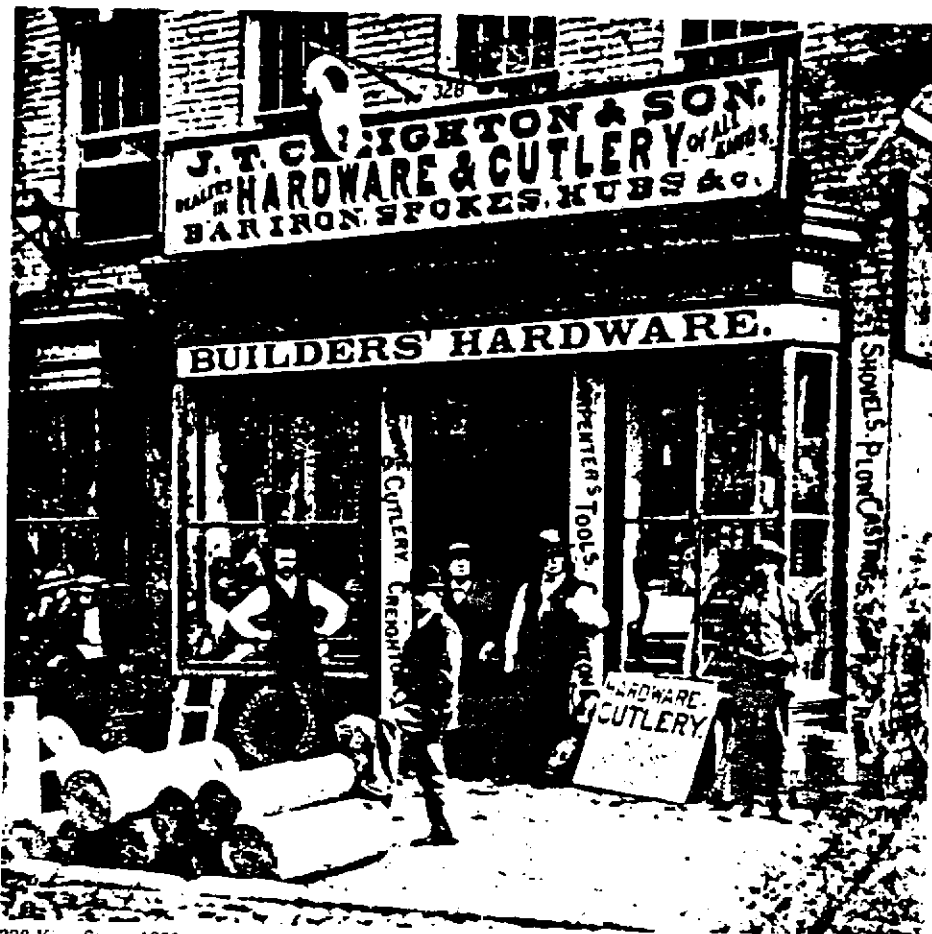
King Street at its lower end near the river initially housed industrial uses with some limited retailing. Uses in this area related to both port and rail facilities. West of Fairfax Street the area was predominantly retail, which served the needs of residents of the area. The area was viable until the 1950s when outlying shopping centers began to appear in the Washington metropolitan area.

SOME LARGE CONCERNS (E.G., HULFISH-HARDWARE) DID CONSIDERABLE BUSINESS, DIRECTLY AND AS JOBBERS, WITH THE CITY'S AGRICULTURAL HINTERLAND (MAINLY FAIRFAX AND PRINCE WILLIAM COUNTIES). THE LOSS OF THIS TRADE WAS A MAJOR FACTOR IN THE DETERIORATION OF THE CBD.



100 block of King St., c. 1906

The decline of the downtown shopping area caused the City to consider steps to revitalize the area as a commercial center. In the 1960s an urban renewal plan was adopted for King Street from Fairfax Street west to St. Asaph Street. These new offices, commercial and hotel uses served as a catalyst to breath new life into the downtown area.



328 King St., c. 1880.

Following the King Street renewal efforts, the City embarked on a program to remove from the waterfront industrial activities which were no longer compatible with the nearby restored residential areas and the revitalized commercial area. After much study and public input, a joint plan for the area was prepared by the U.S. Interior Department and the City of Alexandria in May 1982. This plan resulted in reuse of the Old Torpedo Plant as an office/residential and art center. A series of public parks were also created with a pedestrian walk way along the river. These efforts resulted in upgrading the character of Alexandria's deteriorating industrial port area.

X

and which were not dependent upon waterborne transportation.

134

423

The City of Alexandria, like most cities, is an ever evolving community. It has changed from a major port, to a modern office, commercial center with attractive housing areas. This evolution will continue into the future, thus necessitating a review of how change will effect the area and how change should be managed.

### CONSOLIDATED MASTER PLAN

In the late 1960s a citizen task force known as the Planning Advisory Committee was appointed by City Council, with the charge to prepare a new master plan for the City. In the early 1970s they presented a Consolidated Master Plan which, for the first time, included all of the plan elements in one document. This plan included, goals and objectives, a land use plan, a capital facilities and recreation and parks section, a major thoroughfare plan and an urban design section. This plan was adopted by City Council in 1974 following a series of public hearings held by both the Planning Commission and City Council.

The 1974 Plan contained a generalized land use plan for the entire city. At that time, it was proposed that small area plans be prepared for various neighborhoods to further refine and update the recommended land uses contained in the generalized plan, and for the purposes of providing a more detailed land use document. Since then, plans have been prepared for the Waterfront, King Street Station, Braddock Road Station, Potomac West, Old Town North, Cameron Run Valley, Bradlee/Fairlington, Duke Street and Landmark Van Dorn. This plan is a continuation of that process, now involving the Old Town area.

### 1974 GOALS AND OBJECTIVES

The 1974 Consolidated Master Plan contains the following goals which relate to the Old Town Area. **THE GOALS ARE STILL VALID.**

#### 1. General

- In order to accommodate this anticipated growth, the plan recommends that 19 areas within the City be designated as Development Potential Areas in which most of the future growth of the city will occur. Most of these areas should be developed as living-working activity centers which could help lower the dependency on the automobile. All other areas of the City will generally be held constant in both land use and density.
- Most areas presently used for single family dwellings should be encouraged to remain single family.

- Improvements to the existing highway system should be undertaken in order to route traffic away from established residential areas.
- General design guidelines have been recommended for Alexandria's waterfront to establish a visual scale compatible with the surrounding environs. Variety within intense development with adequate transitions is necessary in order to blend old with new. A continuous pedestrian pathway system should be built along and through the waterfront development. The development along the waterfront should be related to a series of intervals scaled to pedestrian activity. A visual awareness of the river must be carefully preserved.

## 2. Land Use

- Separate incompatible land uses.
- Expand tax base.
- Protect areas of historic value.
- Develop potential of waterfront.
- Preserve sound residential areas.
- Provide more flexibility in development.

## 3. Transportation

- Protect residential areas from heavy through traffic.
- Separate through and local traffic.
- Encourage maximum use of transit facilities.

## 4. Urban Design

- Strengthen community identity.
- Blend old and new development.
- Eliminate above ground utility lines.
- Enhance City landmarks.

## 5. Old and Historic District

- It is recommended that the City encourage the tourist potential of Alexandria resulting from its historic past and its proximity to the Nation's Capital. Compatible uses can be located adjacent to Old Town, especially along the waterfront area. Such a policy can serve to encourage development of adequate motel and conference facilities to serve the region as well as the City. In doing so, the City should impose requirements that will preserve the historical attractiveness from which this potential is derived.

The recommendations specifically for the Old Town area contained in the section on Alexandria Planning Districts are as follows:

- Retain the retail pattern on King Street from Washington Street to the Potomac River.
  - Protect the appearance of Washington Street as the gateway of Planning District I.
  - Encourage the relocation of industrial uses from Planning District I to more appropriate sections when one or more of the following conditions exist:
    - Close proximity to single-family homes
    - New uses being planned
    - Obsolescence of buildings
    - Environmental hazards
  - Redevelopment of the Alexandria waterfront including:
    - Replacement of older industrial and storage uses.
    - Provision for a continuous pedestrian walkway between Jones Point and Daingerfield Island.
    - Encouragement of new high density residential and office development in the North Waterfront area.
    - Limit residential density east of Lee Street to no more than 40 units per acre.
    - Creation of parks and recreation areas and assure public access to the water.
- **VISUAL AWARENESS OF THE RIVER MUST BE PRESERVED.**

1974 LAND USE PLAN

The 1974 Land Use Plan as amended by the Waterfront Plan and the King Street Station Area Plan shows Old Town as primarily residential with two commercial spines; one along King Street and the other along Washington Street. The waterfront is indicated for mixed use and parks. These land use patterns are shown on the following generalized land use map from the 1974 Consolidated Master Plan.

The predominant land use category shown on the map is medium density residential which covers most of the areas south and north of King Street and east of Washington Street. This land use extends west of Washington Street to Henry Street between Prince and Wolfe Streets.

The waterfront is designated for Waterfront mixed use, which includes office, retail and residential with water oriented activities; for park, recreational and open spaces; and for a small amount of industrial along the east side of Union Street, from Wilkes Street to about Cameron Street. King Street, most of Washington Street, and portions of Prince and Duke Streets are shown for commercial use. Within the Prince and Duke Street area, the King Street plan indicates that the portions of the area should be developed for residential uses.

Schools and cemeteries are designated institutional on the plan.

# 1974 GENERALIZED LAND USE PLAN AS AMENDED OLD TOWN STUDY AREA



# 1974 GENERALIZED LAND USE PLAN AS AMENDED OLD TOWN STUDY AREA WEST OF WASHINGTON STREET



**PRESERVATION AREA-ONLY MINOR  
INFILL REDEVELOPMENT  
(KING STREET STATION AREA PLAN)**

THE KING STREET STATION AREA PLAN: "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."

## COMMUNITY FACILITIES

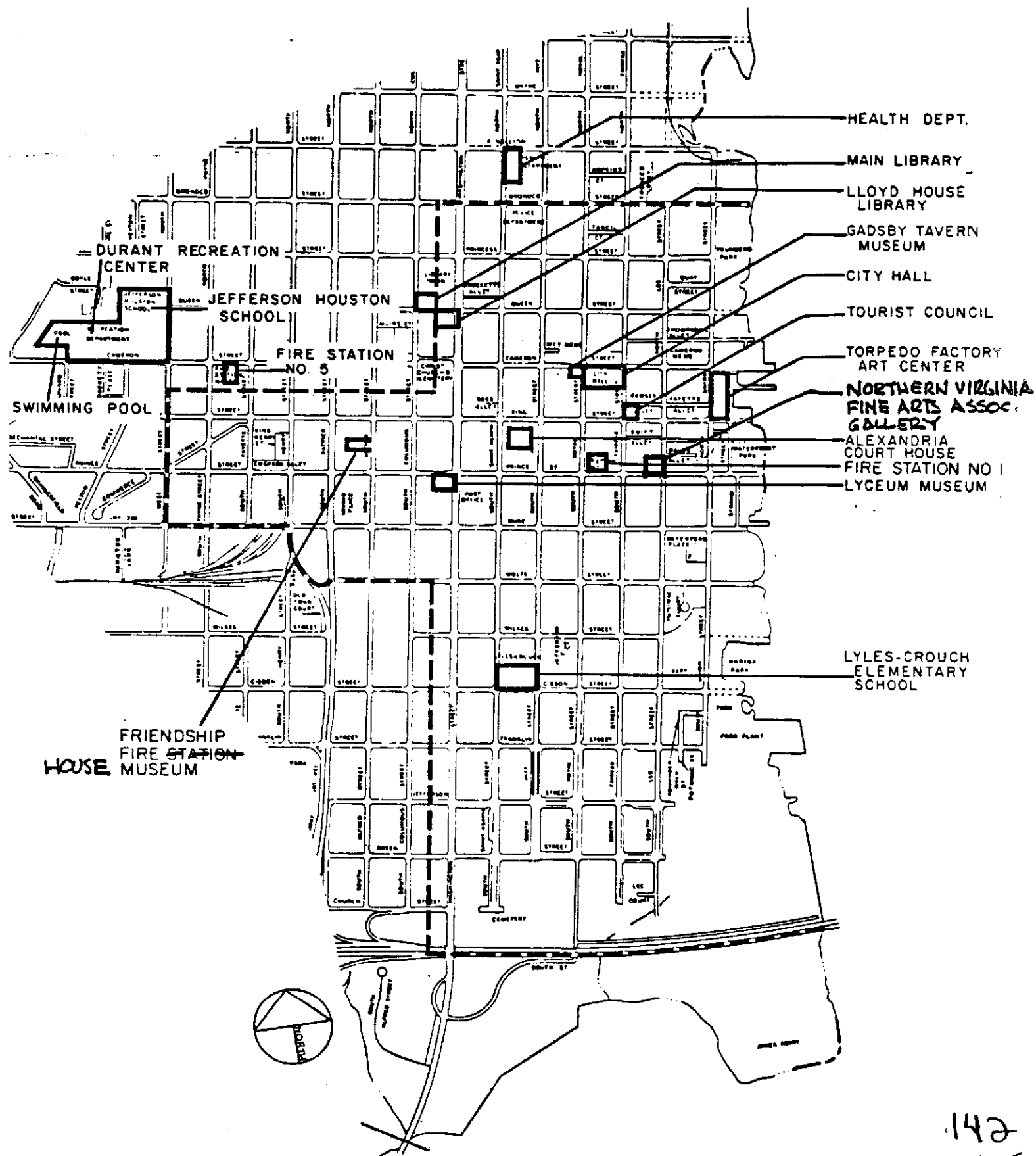
The community facilities which service the Old Town Area are shown on the following map. The seat of local government is located within this area in the 300 block of King Street. There are two library facilities, a public health facility and one public school. Nearby is the Durant Recreation Center, a swimming pool and the Jefferson Houston School. The area contains one fire station on Prince Street and another nearby on Cameron Street.

In addition to these facilities, the area contains several museums and an art center (Map 8).

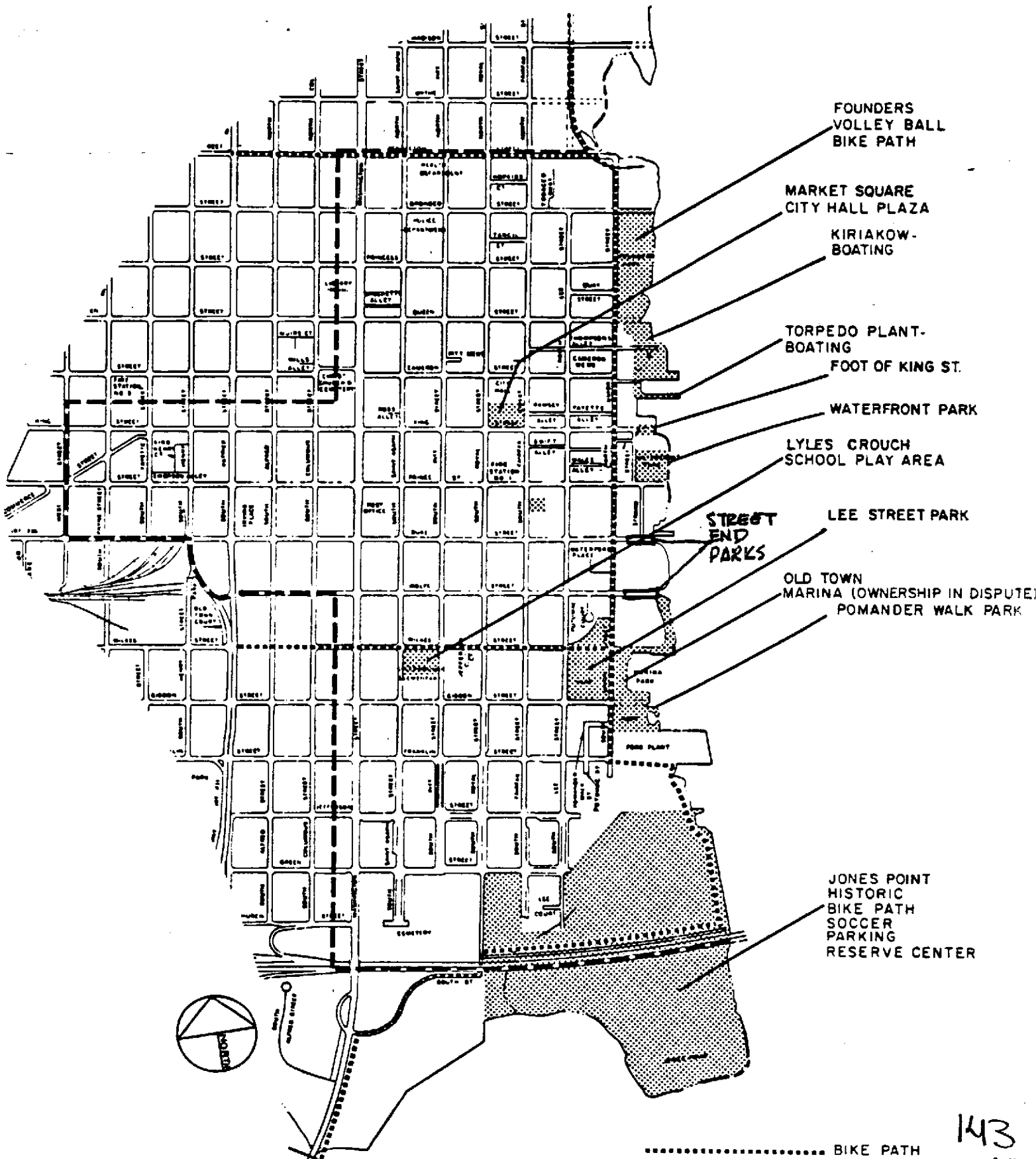
## PARKS

The Old Town area is served by a major park facility at Jones Point. This park includes bike and hiking trails, soccer fields, passive areas and a historic lighthouse. In addition, there are a series of public parks along the river and a pedestrian/bike path which provides almost continuous access along the river. Public open space is also provided on the City Hall plaza and at the Lyles Crouch School (Map 9).

MAP 8  
**COMMUNITY FACILITIES**  
 OLD TOWN STUDY AREA



MAP 9  
**EXISTING PARKS**  
**OLD TOWN STUDY AREA**



FOUNDERS  
 VOLLEY BALL  
 BIKE PATH

MARKET SQUARE  
 CITY HALL PLAZA

KIRIAKOW-  
 BOATING

TORPEDO PLANT-  
 BOATING  
 FOOT OF KING ST.

WATERFRONT PARK

LYLES CROUCH  
 SCHOOL PLAY AREA

STREET  
 END  
 PARKS

LEE STREET PARK

OLD TOWN  
 MARINA (OWNERSHIP IN DISPUTE)  
 POMANDER WALK PARK

JONES POINT  
 HISTORIC  
 BIKE PATH  
 SOCCER  
 PARKING  
 RESERVE CENTER

..... BIKE PATH

143  
 48.5

## MAJOR THOROUGHFARE PLAN

The Old Town Area portion of the Adopted Major Thoroughfare Plan is shown on Map 10. Along the southern boundary of the plan area is the Capital Beltway (I-95) and an 8 lane expressway connecting to Maryland by way of the Woodrow Wilson Bridge. This is the primary north-south highway from Maine to Florida. It is physically part of the Capital Beltway around Washington, D.C. and has become the "main street" of the region.

Main north/south streets through the Old Town Area are Washington Street, an arterial, and Patrick and Henry Streets, also arterial streets. Patrick and Henry Streets are paired one way north and south and carry the official designation of U.S. Rt. #1. Some streets have been designated residential collectors. They are Union, St. Asaph and Columbus Streets. Residential Collectors are supposed to carry local traffic to primary collectors and arterial streets.

Major east/west streets are King, Cameron, Prince, Duke and Franklin Streets. King Street is shown as a primary collector, as is Franklin Street east of Washington Street. Cameron and Prince Streets are residential collectors for their entire lengths, west of St. Asaph Street. Duke Street west of Patrick Street is designated as a arterial street, as is Franklin Street between Patrick and Washington Streets.

The City Code defines streets as follows:

### Designation

### Minimum Row Width

● Freeway (expressway, beltway or bypass)	-	200 feet
● Arterial	-	100 feet
● Collector-primary	-	80 feet
● Collector-residential	-	66 feet
● Local	-	60 feet

All of the undesignated streets on the Major Thoroughfare Plan are local streets.



## CHANGES SINCE 1974

### Population

The population of the Old Town Plan area has declined since the 1970 Census, but is expected to remain stable in the future. The 1985 estimated population of the area was 5,239, down from the 1970 Census of 6,638, but up from the 1980 Census of 5,108.

Most of the population decrease is attributable to the decrease in average household size from 2.36 in 1970 to 1.83 in 1980 and was estimated to be about 1.92 in 1985. Overall, the number of households increased slightly from 1970 to 1980, but declined in 1985 from 2,919 to 2,814. This phenomenon, decreasing household size, is being experienced nationwide as well as in Alexandria.

	<u>1970</u> <sup>1</sup>	<u>1980</u> <sup>1</sup>	<u>1985</u> <sup>2</sup>	<u>1990</u> <sup>2</sup>	<u>2000</u> <sup>2</sup>
Population	6,638	5,108	5,239	5,248	5,217
Housing Units	2,919	2,961	2,814	2,854	3,061
Households	2,806	2,798	2,729	2,767	2,968
Average Vacancy Rates	3.90%	5.50%	3.04%	3.04%	3.04%
Average Household Size	2.36	1.83	1.92	1.80	1.73

<sup>1</sup> SOURCE: U.S. Census.

<sup>2</sup> SOURCE: COG Round IV Forecasts and 1980 U.S. Census.

### Employment

An estimated 11,300 people work at locations in the Old Town area. Because of data reporting areas, this includes all of the plan area except a six block area in the extreme western section (Map 11). This reflects an increase of about 63% in jobs in the area since 1976, primarily as a result of office development. By the Year 2000 employment in Old Town is expected to reach 13,608 persons.

1976-1985

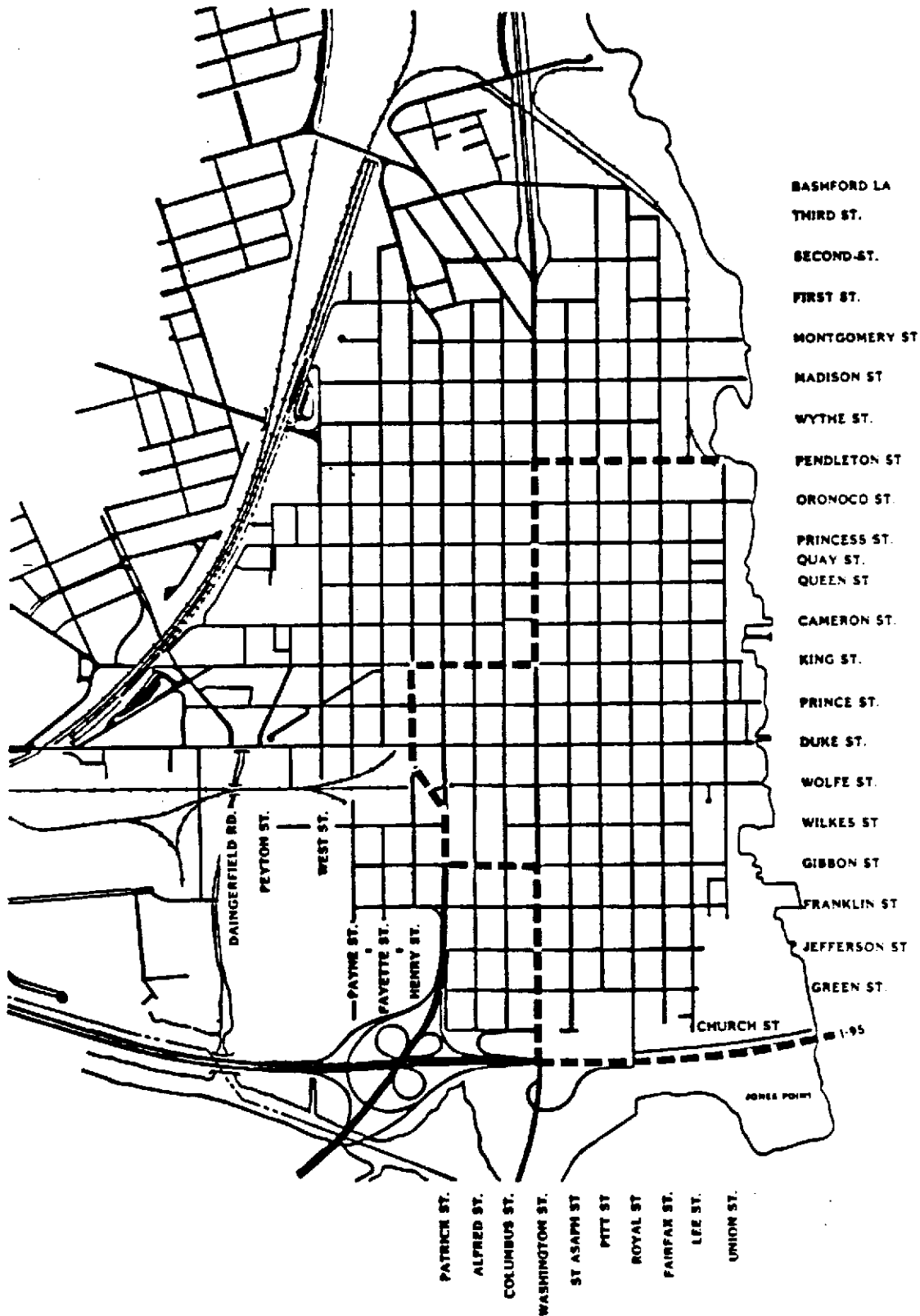
Employment

	<u>1976</u>	<u>1980</u>	<u>1985</u>	<u>Change</u> <u>1976-1985</u>
Industrial	703	999	1,384	+ 96.9%
Wholesale ]	1,625	199	121 ]	+ 39.4%
Retail ]		1,901	2,144 ]	
Fire F.I.R.E. <sup>1</sup>	1,040	1,314	1,211	+ 16.4%
Services	1,758	1,917	3,705	+110.8%
Federal Government ]	1,365	206	352 ]	+ 28.2%
State/Local ]		1,332	1,398 ]	
Self Employed	453	832	985	+117.4%
	-----	-----	-----	
TOTAL	6,944	8,700	11,300	

SOURCE: WMCOG "Regional Employment Census"  
1976, 1980, 1985.

1. FINANCE, INSURANCE AND REAL ESTATE

MAP 11  
**EMPLOYMENT DATA AREA**  
**OLD TOWN STUDY AREA**



PROJECTED EMPLOYMENT

	<u>1985</u>	<u>1990*</u>	<u>2000*</u>
Private Employment	8,565	8,992	10,314
Federal Government	352	370	424
State/Local Government	1,398	1,468	1,684
Self Employed	985 -----	1,034 -----	1,186 -----
TOTAL	11,300	11,864	13,608

\*Estimates based on 1985 distribution of jobs.

OFFICE DEVELOPMENT AND EMPLOYMENT

Since adoption of the Consolidated Master Plan in 1974 there have been 39 office buildings or additions built in the Old Town Plan area. The total size of these developments is 1.2 million square feet gross. This amount of development has added 4,570 employees to the 2,650 employees already working here. The office development added is shown on the following chart.

Office space currently under construction is expected to increase employment in the area by 615. The additional employees reflected by this increase will be working in the following buildings which are presently under construction.

Office Space Under Construction

<u>Project</u>	<u>Address</u>	<u>Square Feet</u>
Fairfax Court	326 N. Fairfax	21,379
Firehouse Square	902 King	31,300
1010 King	1010 King	5,833
National Association of Board of Education	1012 King	8,230
Gateway Center	309 S. Patrick	76,186
916 Prince	916 Prince	9,000
Torpedo Plant	Union/King	19,000
Bloomvale	115 S. Union	30,000 -----
		170,928

OLD TOWN  
OFFICE DEVELOPMENT  
1974 - 1988

Name	Address	Year	Square Feet
	105 N. Alfred	1986	7,218
Rust addition	108 N. Alfred	1984	11,760
	112 S. Alfred	1985	23,700
Law Office	108 N. Columbus	1976	6,023
Barrister Square	106 S. Columbus	1978	7,419
	111 S. Columbus	1976	5,800
DIP Block 4 Townhouse	1000 Duke St.	1984	26,695
Office Building	1020 Duke St.	1984	5,094
	1015 Duke St.	1985	9,634
Standard Flr.Off.Bldg.	1321 Duke St.	1985	29,870
N. Henry Comm. Bldg.	109 N. Henry	1983	18,973
Am.Assoc.Mot.Veh.Admin.	100 S. Henry	1984	17,519
Court House Square	500 King St.	1980	125,287
Office Building	600 King St.	1981	6,698
Burke & Herbert	621 King St.	1980	5,106
	815 King St.	1978	26,938
Tycon	1101 King St.	1985	212,614
Nat.Off.Products Assoc.	301 N. Fairfax	1977	22,878
Black Manafort & Stone	322 N. Fairfax	1983	5,600
Essex Building	331 N. Fairfax	1979	45,735
Crilley Warehouse	220 N. Lee	1976	23,000
Lee Street Square	413 N. Lee	1980	26,890
Dalton Warehouse	428 N. Lee	1981	61,010
One Prince	1 Prince	1985	26,919
Church Building	601 Prince	1981	12,957
Office Building	901 Prince	1984	9,856
Prince Street School	1001 Prince	1984	21,579
Nat.Mental Health Assoc.	1021 Prince	1983	17,519
Morgan Office	128 S. Royal	1980	5,200
Torpedo Factory	201 N. Union	1984	112,275
Harbor Center	211 N. Union	1986	56,739
Heritage Wash.St.Grp.	225 N. Washington	1984	19,125
PWF Insurance Agents	400 N. Washington	1982	28,112
Gannon Office	411 N. Washington	1975	5,544
Old Port Company	422 N. Washington	1977	7,875
George Mason	114 S. Washington	1977	59,081
Lloyds Row	224 S. Washington	1984	19,130
The Atrium	277 S. Washington	1977	116,575
West Street Office	123 N. West	1986	18,989

1,268,931

21

150  
~~485~~

Proposed and possible office projects in the Old Town Plan area amount to 142,350 square feet in 6 projects. This will add an additional 675 employees to the work force. Consequently, by the Year 2000 the Old Town area may have 8,500 office employees.

PROPOSED AND POSSIBLE OFFICE PROJECTS

		<u>Square Feet</u>
Port of Alexandria	0 Prince	49,550
104 S. Union	104 S. Union	8,695
Strand II	Strand and Prince	31,360
Bloomvale, Inc.	115 S. Union	30,000
Meushaw Office	100 S. West	13,310
ELC Corp.	112 S. West	9,435

DOWNTOWN BUSINESS

Since adoption of the Consolidated Master Plan in 1974 the downtown business area has continued to prosper and grow. This business vitality is due in part to the completion of the final phases of the Gadsby Urban Renewal project, completion of the King and Washington Streets streetscape, improvements to the Waterfront and a continued growth in tourism.

The business area has experienced a large increase in restaurant activities. Since 1974 the number of restaurants in Old Town has increased from 13 to 88. Approximately 40 percent of the restaurants in Alexandria are located in the Old Town Plan area. This increase is associated with the same factors which caused the growth in general business activities, plus enactment of liquor by the drink in Virginia. Restaurants, while being beneficial to the liveliness of the business area, have also caused some concerns to nearby residents and to the City Council. The factors of most concern are parking in residential areas and nighttime noise from restaurant/tavern patrons. The parking issue has been addressed by imposition of residential parking permit zones and the nighttime problems through better police surveillance of the area.

WATERFRONT -- TITLE DISPUTE -- 1981 PLAN

Since 1973, the ownership of the Alexandria Waterfront has been clouded by a title dispute between the U. S. Department of Justice on the one hand and the City and private claimants on the other. The U. S. Department of Justice asserted the United States claim to all lands lying east of the 1791 High Water mark of the Potomac River at Alexandria in the 1973 lawsuit, U.S. v. Bryant, et. al.

The National Park Service and the City worked together for two and one half years to devise a joint land use plan to serve as the basis for an out-of-court settlement between the U. S. Department of Justice and the City. This land use plan was presented to the public at a joint public hearing May 14, 1981. On October 6, 1981, City Council approved settlement conditions proposed by the U. S. Department of Justice for five City-claimed properties and certain dedicated public streets and alleys. Included within the proposed stipulation of settlement was the requirement that on or before December 31, 1982, Alexandria would adopt, and thereafter keep in force, a comprehensive plan and zoning ordinance for the Alexandria Waterfront in general accordance with the height and use restrictions shown in the Alexandria Waterfront Draft Joint Land Use Plan issued in May, 1981. The Alexandria Waterfront, as defined in the U. S. Justice Department stipulation of settlement, includes approximately two miles of waterfront between the U. S. General Services Administration owned Ford Plant and the National Park Service owned Daingerfield Island.

The draft plan addressed proposed changes to the long range land use plan map only. The creation of height districts and special waterfront zones were addressed in a separate study.

The proposed waterfront land use plan addressed those properties within the Alexandria Waterfront District as defined by the October, 1981 stipulation of settlement between the U. S. Department of Justice and the City of Alexandria. The ten acre U.S. General Services Administration owned Ford Plant has also been included in the proposed land use plan changes because of City Council's action in May, 1980 approving acquisition of the Ford Plant for water-oriented public/private uses.

The proposed waterfront land use plan differed significantly from the adopted plan. The North Waterfront, high-density mixed-use zone was eliminated and the majority of the waterfront was proposed for waterfront mixed use and recreational and open space uses. The proposed plan showed major existing uses in the North Waterfront as they are today; thus, Marina Towers was shown as Residential High, the PEPCO power plant was shown as Industrial, and the Fairfax Street office/hotel corridor was shown as Commercial.

The 1974 adopted land use plan segments the waterfront into four land uses (from north to south being Mixed Use, Residential Medium, Commercial, and Recreational and Open Space). The Waterfront Plan recommended a mix of Waterfront Mixed Use and Recreational and Open Space uses along the length of the waterfront. The Torpedo Plant remained in the Commercial use designation as the only exception. The plan defined the approximate boundaries of a 30 acre waterfront park stretching from Daingerfield Island on the north to the Ford Plant on the south.

The proposed plan was essentially a refinement of the 1978 draft waterfront land use plan and the 1981 draft Joint City/National Park Service Plan. Most importantly, it provided substantial parkland on the waterfront, public access to the river, a continuous walkway/bikeway, controlled density of development, emphasis on water-oriented uses, and continuation of river-related activities.

The waterfront plan was adopted in 1982 and most of the land along the river was rezoned to the new W-1 waterfront and WPR waterfront park and recreation zones. The only property not rezoned was the City owned Torpedo Plant and the Ford Plant complex.

#### HIGHWAYS AND TRAFFIC

The Major Thoroughfare Plan in the 1974 Consolidated Master Plan recommended that no new highways be constructed in Alexandria. No new streets have been created in the study area. City Council, however, did approve widening Duke Street from Diagonal Road to Henry Street in accord with the arterial designation in the plan.

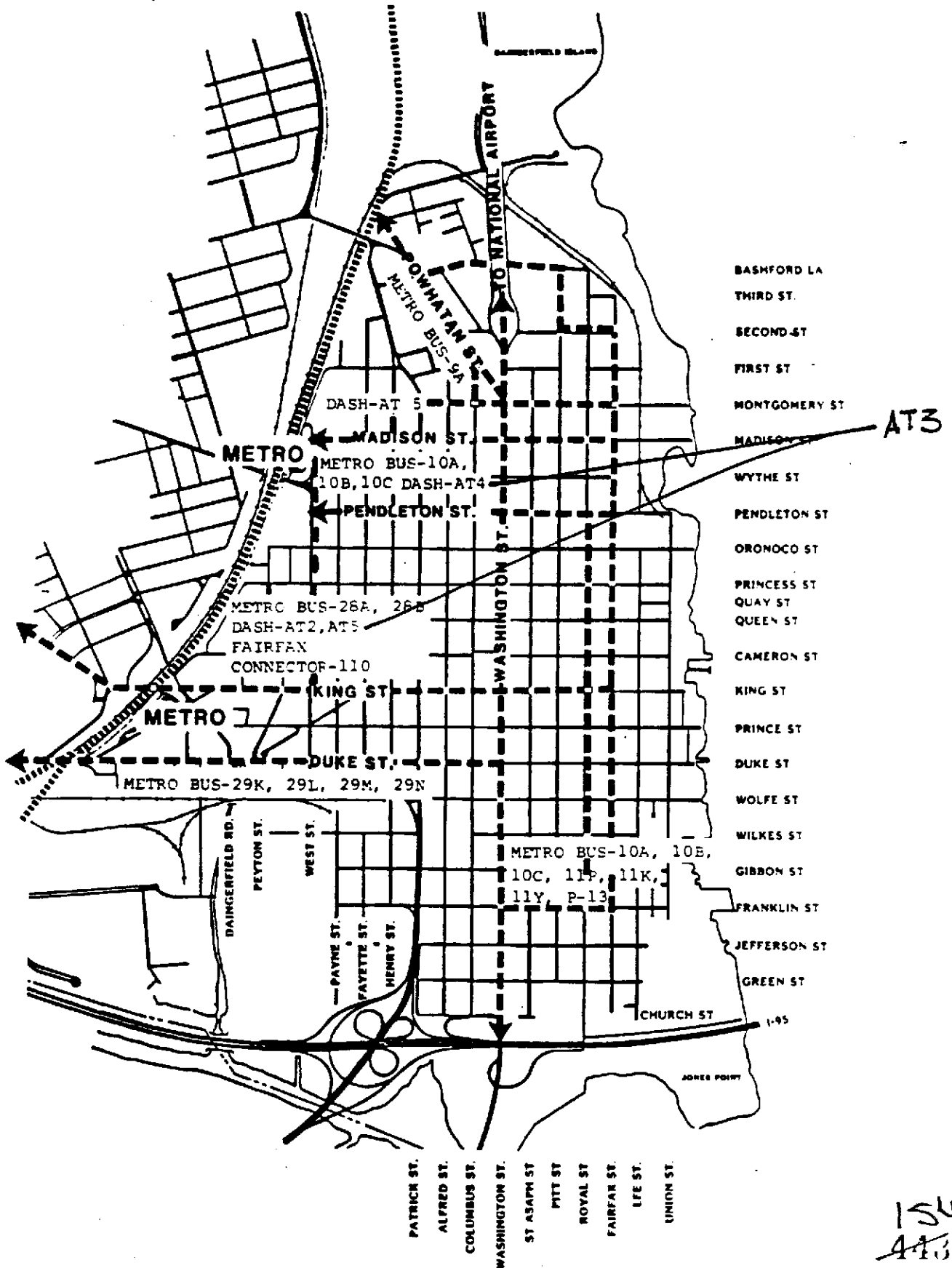
North/south traffic into and through the area has increased during the past 14 years. This increase is associated with new offices built in and around the Old Town area, as well as new office development built in Arlington County and in the District of Columbia. In an effort to discourage through traffic in residential areas Alexandria has installed a series of all way stops throughout the Old Town area. The City has also implemented HOV lanes on both Washington Street and Patrick and Henry Streets to encourage peak hour car pooling. Traffic through this area has been improved by installation of a computer controlled signal system.

The study area is served by two Metro stations at King Street and Braddock Road. These stations are within walking distance of much of the study area. The study area is also well served by bus service to the stations and to the Pentagon and National Airport. The major routes of DASH, The Fairfax Connector and Metro Bus are shown on Map 12.

# MAP 12

## OLD TOWN BUS ROUTES

### OLD TOWN STUDY AREA



154  
443

## EXISTING CONDITIONS

Excluding street right-of-ways, the area covered in the Old Town Area Plan area includes approximately 250 acres of land not including streets, with a mix of residential, office, retail, industrial, institutional and open space activities, with residential uses predominating. Generally, the non-residential uses are concentrated along King Street, Washington Street and portions of Prince and Duke Streets. The rest of the plan area is mostly residential. The existing land uses are shown on Maps 13 and 14.

## RESIDENTIAL USE

About 48 percent of the total land area in the Old Town Plan area is developed in residential uses. Most of these residences are townhouses built at medium to higher densities. Some of the residential uses include medium to high density garden apartments.

Recent residential development in this area, with the exception of the area in the boundaries of the DIP Residential Urban Renewal area, has been limited to infill townhouses, since there is little vacant residential land available for development.

## COMMERCIAL (OFFICE/RETAIL) USE

Commercial uses cover about 25 percent of the land in the plan area. Most of this commercially used land is located along King Street and Washington Street. Some commercial uses are also located along Union, Prince, and Duke Streets.

In addition to retail and restaurant uses, the commercial area contains office buildings. Since this area is covered by a 50 foot height limit most of the buildings are relatively low in scale and are constructed in a style which is compatible with the character of the Old Town area with a few unfortunate exceptions. Most of the office buildings are located in the Gadsby Urban Renewal project area along the 300, 400 and 500 blocks of King Street and along portions of North and South Washington Street. There are a few office buildings near the waterfront in the north end of the plan area.

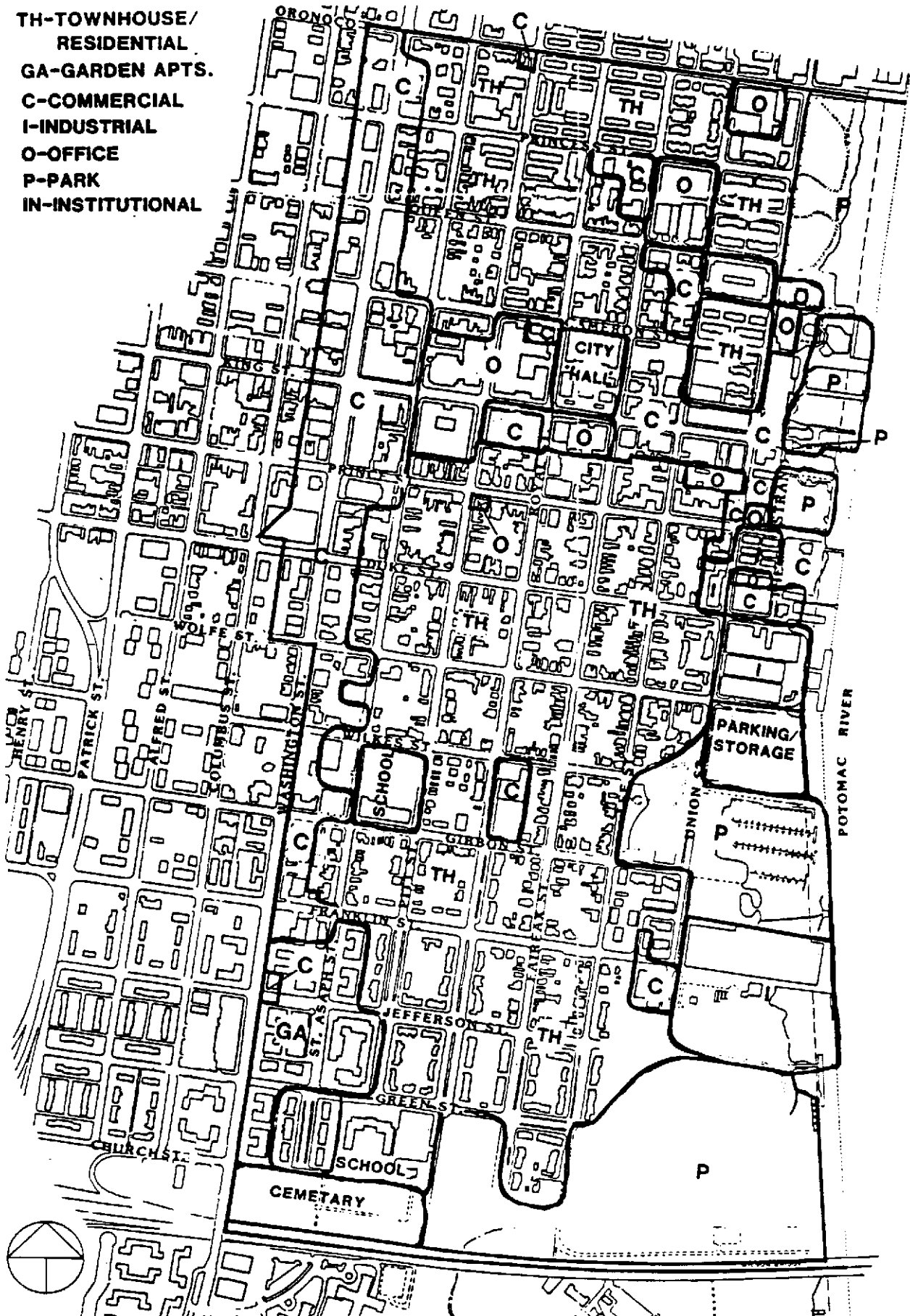
## INDUSTRIAL USE

Industrially used land accounts for about 5 percent of the land area within the plan boundaries. The largest remaining industrial uses are the Robinson Terminal Corporation, InterArms and the vacant Ford Plant (under consideration for residential reuse).

In the past, the waterfront area had a large amount of land devoted to industrial use. Planning efforts and economic conditions have seen this type of activity decline to a few industrial uses involving a small amount of land adjacent to or near the river. Over time, it is expected that all of the industrial uses, with the exception of the Robinson Terminal shipping facilities, will disappear from the Old Town area.

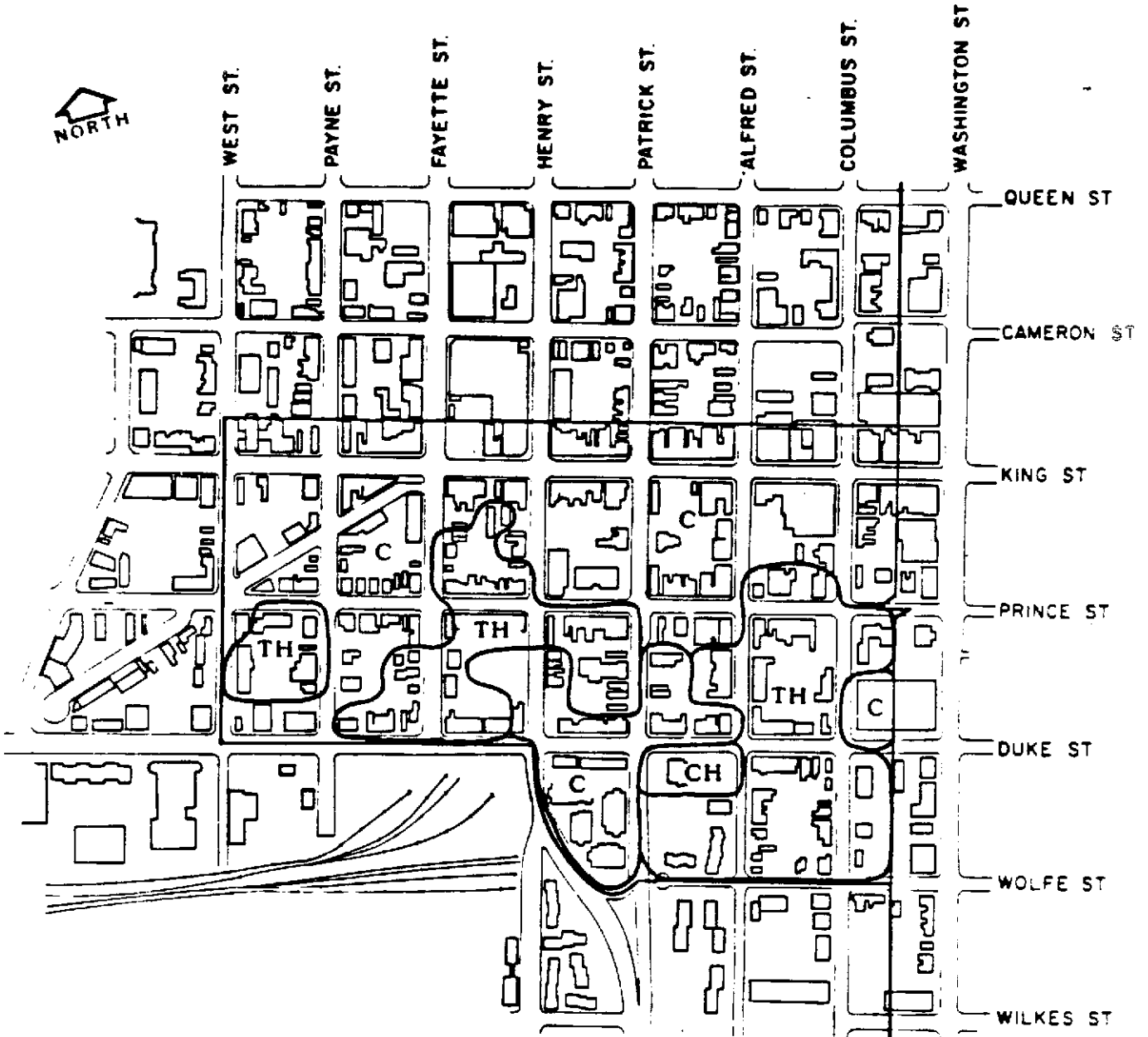
# EXISTING GENERALIZED LAND USE OLD TOWN STUDY AREA

- TH-TOWNHOUSE/  
RESIDENTIAL
- GA-GARDEN APTS.
- C-COMMERCIAL
- I-INDUSTRIAL
- O-OFFICE
- P-PARK
- IN-INSTITUTIONAL



# EXISTING GENERALIZED LAND USE

## OLD TOWN STUDY AREA WEST OF WASHINGTON STREET



- TH TOWNHOUSE RESIDENTIAL
- C COMMERCIAL
- CH CHURCH

NOTE: THE BLOCKS DESIGNATED COMMERCIAL INDICATE PREDOMINATE USE. SOME BLOCKS CONTAIN RESIDENTIALLY USED BUILDINGS, ESPECIALLY ALONG PRINCE STREET.

158  
44

## PARK & OPEN SPACE

This is the land use which has increased most since adoption of the 1974 Consolidated Master Plan. Parks now account for about 17 percent of the land area in the Old Town area. The largest park area is Jones Point in the south east corner of the plan area. The other large parks are Market Square, Founders, Torpedo Plant, Waterfront, Pomander Walk~~X~~ and Lee Street. Also included in this park calculation is the Old Town Marina.

## OTHER USES

Other uses include government, church and school uses. These uses account for about 5 percent of the land area within the plan area. These uses have remained relatively stable since 1974. The largest of these uses is City Hall and the Courthouse. Included also is a Federal Court house and one fraternal organization.

## VACANT LAND

There is virtually no vacant land in the plan area. When development takes place in Old Town, it is usually on land used for some existing land use. An example of this is the Vepco waterfront site which is presently used for parking and transformer storage, and is the site of an electrical substation. This site, in all likelihood, will be used for residential purposes.

## ISSUES

One of the first steps in the planning process for Old Town was to identify issues in the area. The issues identified by staff and participants in the area plan meetings are:

1. Nonconforming uses (commercial uses on land zoned for residential use) (see attached list and Map #16).
2. Areas with potential for future development (see Maps 21 and 22).
3. How to require mixed uses development where plan calls for mixed use.
4. Industrial zoning on lower King where actual use is commercial.
5. Zoning and future use of InterArms property.
6. Density of commercial zoning.
7. Preservation of open space in residential area.

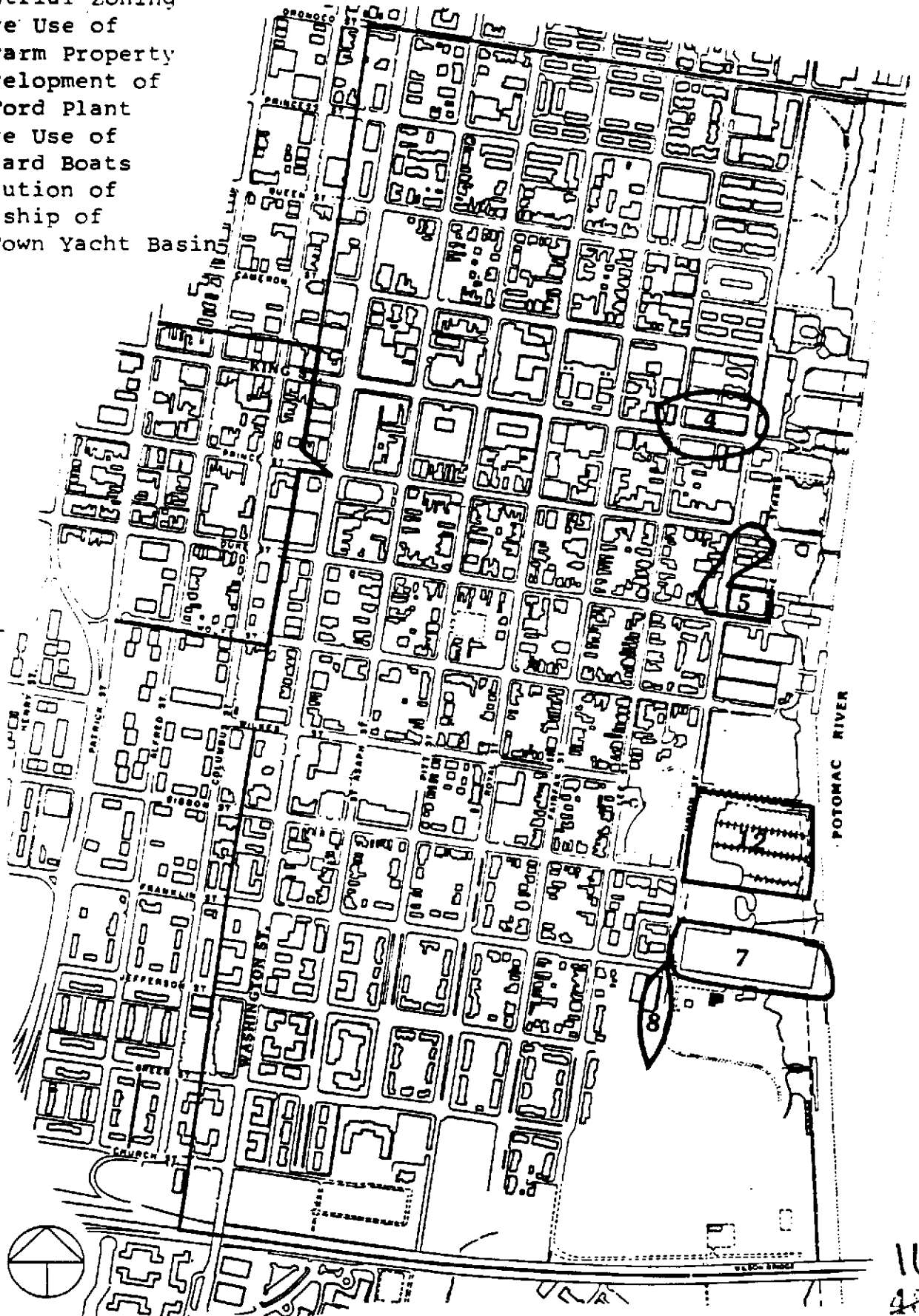
8. Back Yard Boats - future use of property.
9. Office uses in buildings zoned RC residence, with special use permit approval.
10. Home occupations in RM residential zone.
11. Bed and breakfast establishments.
12. Resolution of ownership by Old Town Yacht Basin and acquisition by City.

Nonconforming uses and areas for future development will be discussed in the latter sections of this plan.

# ISSUES

## OLD TOWN STUDY AREA

- 4. Industrial Zoning
- 5. Future Use of Interarm Property
- 7. Redevelopment of Old Ford Plant
- 8. Future Use of Backyard Boats
- 12. Resolution of Ownership of Old Town Yacht Basin



The issue of requiring mixed use where mixed use is mandated or desired is a Citywide issue raised in most of the other area plans, and will be reviewed by the Zoning Task Force with the assistance of the City's Zoning legal consultant.

Much of the 100 block of King Street and part of the 200 block are zoned industrial. This is the remnant of the era when this area was industrial. Now that all of these uses have relocated elsewhere and the area is used for commercial activities, industrial zoning is inappropriate and the properties should be rezoned to an appropriate commercial zone.

The density of commercial activity is important in Old Town. The area is limited by the Old Town 50 foot height limit and by the Board of Architectural Review's consideration of building plans. Nonetheless, the densities of new buildings as they relate to the scale of Old Town needs to be controlled to be compatible with nearby residential uses, so they can exist in harmony.

Open space in individual lots is being filled with additions and in some cases subdivided for additional dwellings. The Zoning Task Force, as part of their zoning code review, may wish to consider amending the open space regulations in the RM zone to have open space provided on a sliding scale based on lot area, whereby small lots would provide less open space than larger lots. The larger amount required for large lots will reduce the possibility of large additions being built in areas which have been open and usable space.

Areas in Old Town, along North St. Asaph Street north to Cameron Street are zoned RC, a high density multi-family residential zone. This is incompatible with Old Town development. Therefore, these areas should be rezoned to RM to retain the residential character of the area and to eliminate the threat of office use also permitted in the RC zone.

Home occupations including doctors' offices and similar office uses are permitted by the Zoning Code.

To assure that businesses and offices are not operated in residential areas in Old Town, consideration should be given to amend the Zoning Code to prohibit home occupations as a permitted use.

Consideration should be given to control of the situation where rooms are rented to less than three individuals. This is not now defined as a rooming house or boardinghouse and therefore does not require Special Use Permit approval.

The control of bed and breakfast facilities in Alexandria should be investigated. Consideration needs to be given to defining the use and determining where and under what circumstances they should be allowed.

THIS SERIES OF ISSUES SHOULD BE CONSIDERED BY THE ZONING CODE TASK FORCE. THE PLANNING COMMISSION WILL SEE THEM LATER AND HAVE TO ASSESS HOW WELL THEY FIT IN TO WHAT THE COMMISSION THINKS WAS DONE WITH THE VARIOUS AREA PLANS.

1162  
451

### NONCONFORMING USES

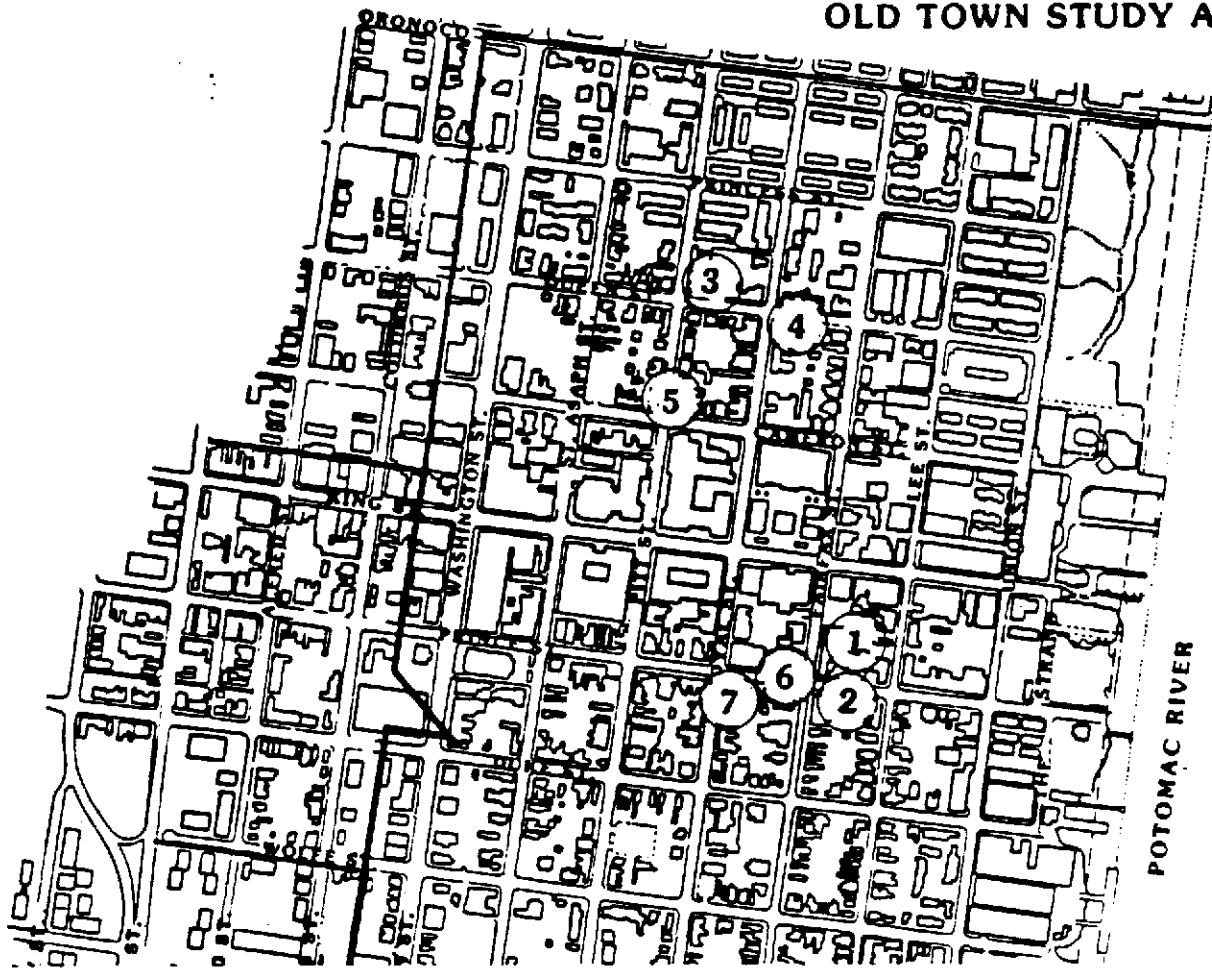
The City Code regulates nonconforming uses created by zoning code or map changes. Nonconformity relates to any use of land or buildings which is not consistent with the regulations of the zone in which the use is located. Commercial uses occupying land zoned residential in 1951 are required to terminate at the end of a 40 year amortization period. Consequently, several properties must cease operations in 1991.

There are 7 nonconforming uses located in the Old Town Plan area (Map 16). These uses were discussed at citizen meetings and it was the opinion of the majority of those in attendance that all of the nonconforming uses should be terminated as required by the code.

A separate policy study is being prepared by the Planning Staff for consideration by City Council. That paper will provide guidance on a Citywide approach to the 1991 nonconforming use situation.

THE NONCONFORMING USE ISSUES WILL REACH THE  
PLANNING COMMISSION IN A SEPARATE STUDY.

**NON-CONFORMING USES**  
 (Commercial Uses on Land Zoned Residential)  
**OLD TOWN STUDY AREA**



(Commercial Uses on Property Zoned Residential)

- ① 120 S. Fairfax Street - RM - Office - State Justice Institute
- ② 216 Prince Street - RM - Office - Julian T. Burke, Inc. Insurance
- \* ③ 301-303 N. Pitt Street - RM - Office - Law
- ④ 229 N. Royal Street - RM - Retail/office - Fota Gallery
- \* ⑤ 200 N. Pitt Street - RA - Office
- ⑥ 139 S. Fairfax Street - RM - Retail - The Enchanted Florist
- ⑦ 200 S. Royal Street - RM - Retail - Old Towne Antiques Prince Royal Gallery, Inc.

\* Status to be determined



1164  
 45.3

## ZONING

Zoning in the Old Town area follows the land use pattern discussed previously. About 50 percent of the land area is zoned residential and the balance is zoned for commercial, industrial and park purposes (Maps 17, 18 and 18a).

### RESIDENTIAL ZONING

The predominant residential zone in the area is the RM which is a townhouse zone especially designed for application in the Old Town area. The zone permits between 30 and 42 units per acre at a floor area ratio of 1.50. The maximum building height permitted is 4 stories or 45 feet. Apartments are allowed only in masonry buildings existing in 1951.

The area also contains land zoned RA, RB and RC residential. The RA and RB zones are garden apartment and townhouse zones permitting a density of approximately 22 dwelling units per acre. The floor area ratio for these zones is 0.75 and the basic building height is 4 stories or 45 feet.

The RC is essentially a high density, usually high-rise residential zone. The maximum density is slightly over 54 dwelling units per acre at a floor area ratio of 1.25. The maximum building height is 150 feet; however, since this area is in a special height district, the maximum building height allowed is 50 feet. The RC zone was applied to garden apartments in the southern end of the area and along N. St. Asaph Street in the north, but staff believes that RA zoning is a more appropriate designation.

### COMMERCIAL ZONING

There are four commercial zones in the Old Town area, C-1, C-2, C-3 and CO. The predominant zone is the C3 central business district zone, which is a retail commercial zone that permits office use as well as residential uses at the same density as the RC zone. This zone is located along both sides of King Street and along segments of Prince and Duke Streets. The floor area ratio of this zone is 1.25 for residential uses and 3.0 for all other uses. Heights in the area are limited to 50 feet.

The C-1 and C-2 commercial zones are similar to the C-3 zone except for uses permitted and density. These zones, found primarily along Washington Street, permit a mix of uses, but the uses allowed are more restricted than the C-3 zone.

The C-O zone is a commercial office zone which allows residential uses and has a planned unit development provision. Some mixed office and retail use in low scale buildings have been built along streets using this zone. It has also been used for the townhouses at the Torpedo Factory and for an office building also located in that complex.

## INDUSTRIAL ZONING

The Old Town area still contains land zoned I-1 and I-2 industrial. This land is located along the 100 block of King Street and is found in and near the waterfront. The I-1 is a light industrial zone and the I-2 is a heavy industrial zone. Both zones permit planned unit developments in addition to retail, office and industrial uses. The main difference between the two zones is the floor area ratio which is 2.50 in I-1 and 3.0 in I-2. The Robinson Terminal Corporation and InterArms are both located on land zoned industrial. The other large industrial parcel is the Old Ford Plant, which is now under consideration for possible change in zone classification.

## WATERFRONT ZONES

There are two zones along the Waterfront, adopted and applied to land in accord with the 1982 adopted Waterfront Plan. These zones are the W-1 zone, a mixed use zone, and the WPR zone, a waterfront park and recreation zone. Along the areas where these zones have been applied the height is restricted to 30 feet by right, with additional height up to 50 feet allowed with approval of a special use permit.

# CURRENT ZONING OLD TOWN STUDY AREA

OLD TOWN NORTH PLAN

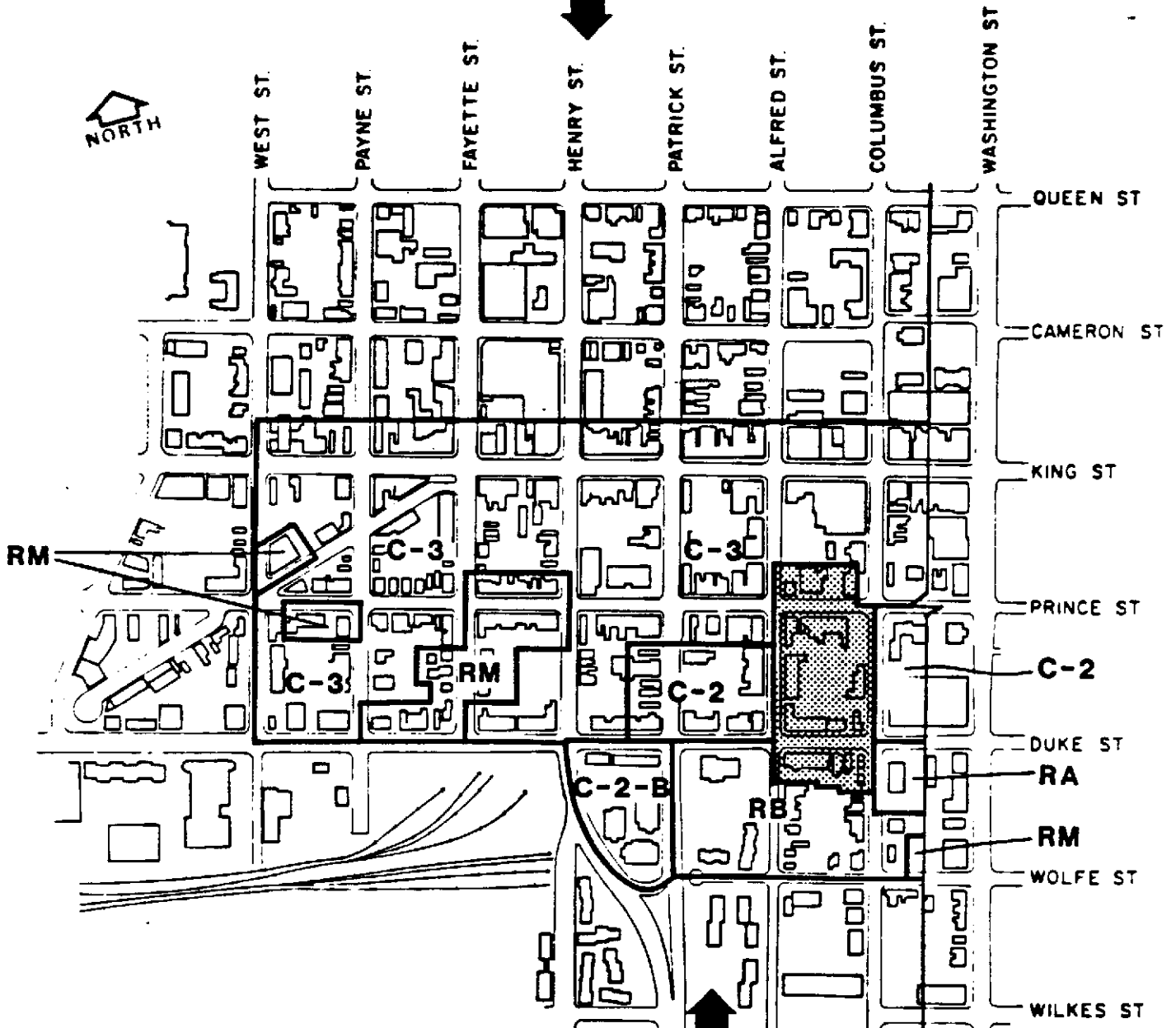
SOUTHWEST QUADRANT PLAN



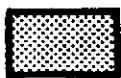
167  
455

MAP 18  
**CURRENT ZONING**  
 OLD TOWN STUDY AREA  
 WEST OF WASHINGTON STREET

**BRADDOCK ROAD STATION  
 AREA PLAN**



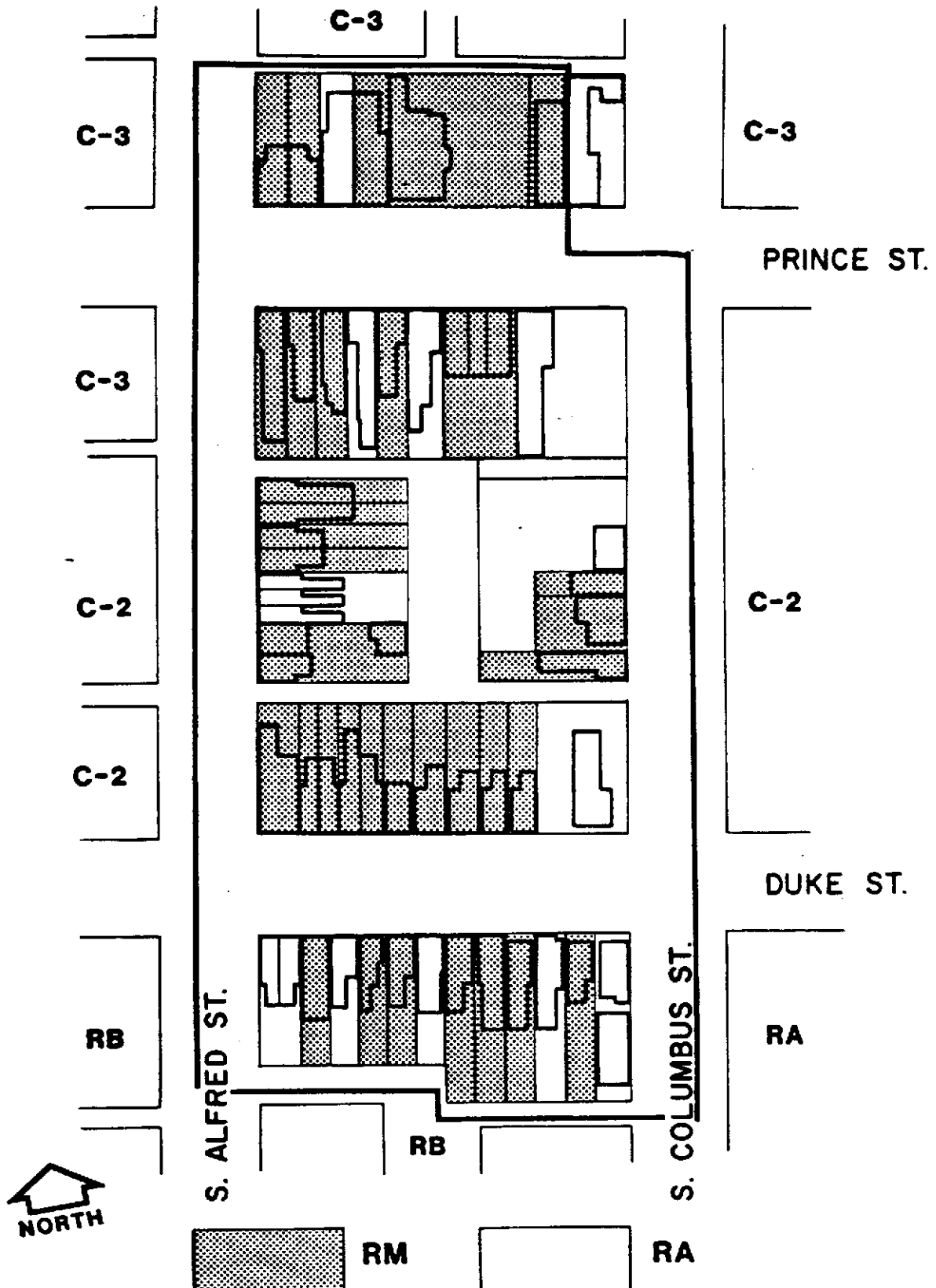
**SOUTHWEST QUADRANT PLAN**



ZONING FOR THIS AREA IS SHOWN  
 IN DETAIL ON A SEPARATE MAP.

168  
 457

MAP 18A  
**ZONING DETAIL**  
OLD TOWN STUDY AREA  
WEST OF WASHINGTON STREET



1169  
~~458~~

## HEIGHT DISTRICTS

With the exception of a small area in the northern portion of the plan area, heights in the Old Town area are regulated by height districts, in addition to the heights permitted in each individual zone. The major portion of the plan is in Height District #1 which includes most of the area within the boundaries of the Old and Historic Alexandria District. Heights within this area are limited to 50 feet with the exception of designated Urban Renewal project areas, where up to 62 feet in height is permitted.

Along the river is the most recently adopted height district, identified as height district #10 (Potomac River Vicinity). Heights in this district are 30 feet by right and up to 50 feet with approval of a special use permit (Maps 19 and 20).

The height limits in the Old Town area are appropriate and it is, therefore, recommended that no changes be made at this time.

150' HEIGHT LIMIT AREA IN NORTHERN PORTION OF OLD TOWN SHOULD BE INCLUDED IN OLD TOWN HEIGHT DISTRICT - 50' LIMIT.

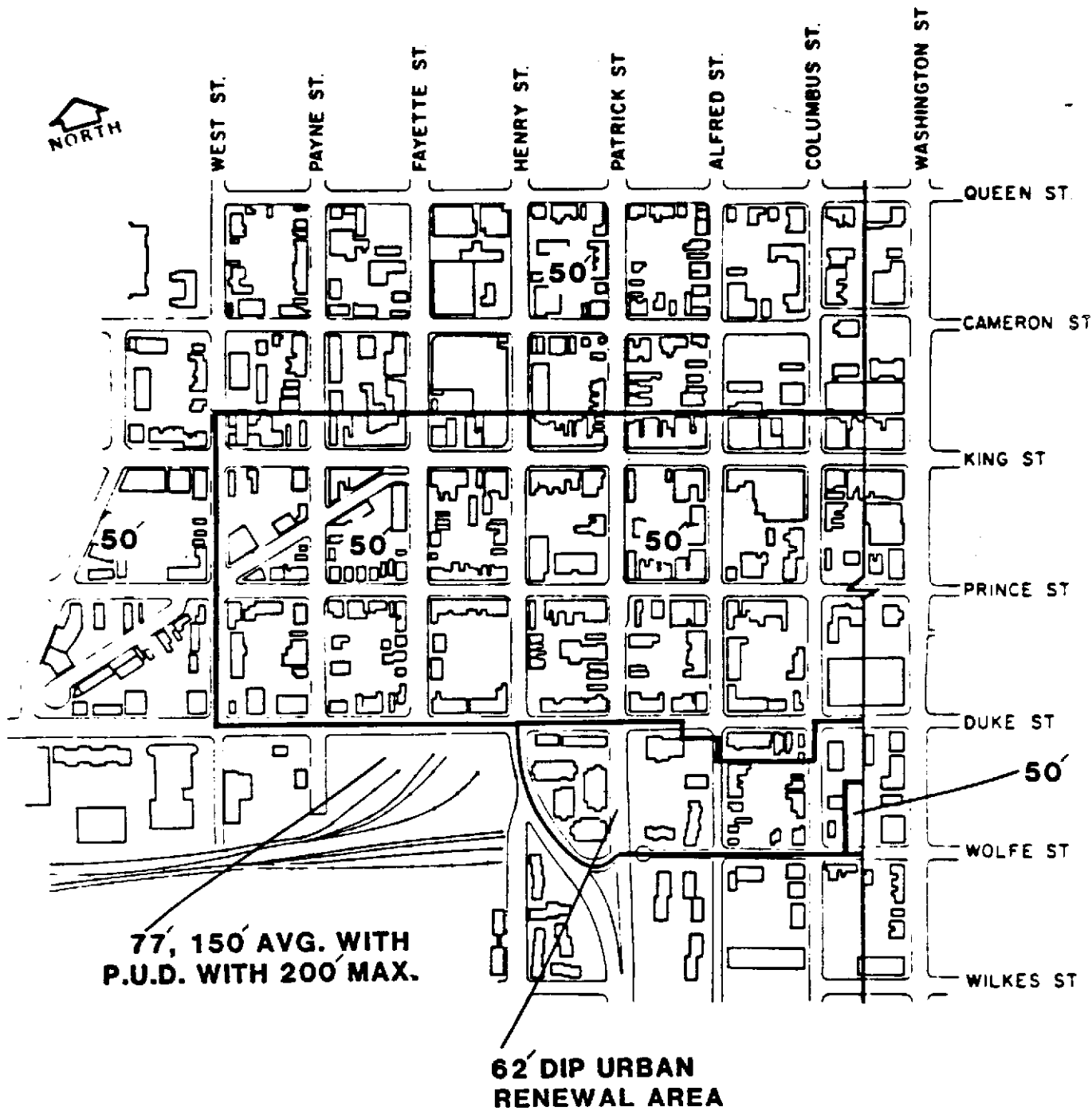
# CURRENT HEIGHT DISTRICTS OLD TOWN STUDY AREA

INCLUDE  
IN 50'  
HEIGHT  
DISTRICT  
BOUNDARY



# CURRENT HEIGHT DISTRICTS

OLD TOWN STUDY AREA  
WEST OF WASHINGTON STREET



172  
401

DEVELOPMENT POTENTIAL SITES

As noted previously, there is little vacant land available for development in the Old Town Plan area; however, 14 potential development sites within the area have been identified. These development sites are shown on Maps 21 and 22.

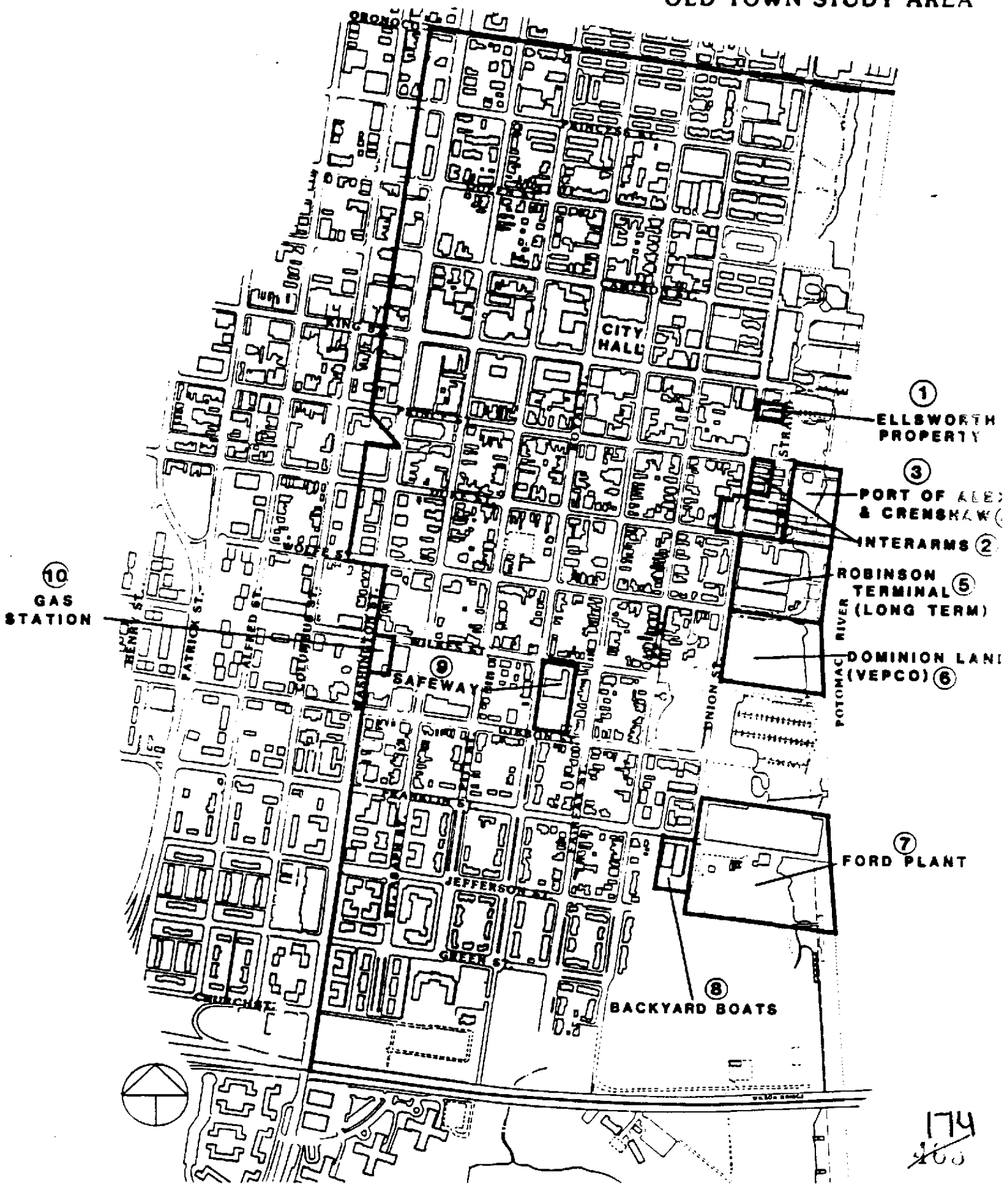
A possible development level was prepared for each site. Except where site plans have been filed with the City, an average floor area ratio for commercial retail and office of 1.70 was assumed. A residential density similar to Old Town density was also assumed. The most likely level of development is 583,526 square feet of office and retail and 348 dwelling units.

It should be noted that staff is not advocating redevelopment of those sites, but identified under-utilized sites which in the future may have development potential. An example of this is the Safeway site which is used for retail and serves the neighborhood in which it is located. This land was rezoned to commercial to permit this particular "neighborhood" store use because the old Safeway at the southeast corner of Prince and South Royal Streets was being closed because it was uneconomically small. If this use vacates this site, staff and citizens agreed it should be reused for residential. The Robinson Terminal Corporation shipping site is expected to remain for the long term, but was included to show how much development would likely occur in this area if it ~~was~~ redeveloped.

WERE

# DEVELOPMENT POTENTIAL SITES

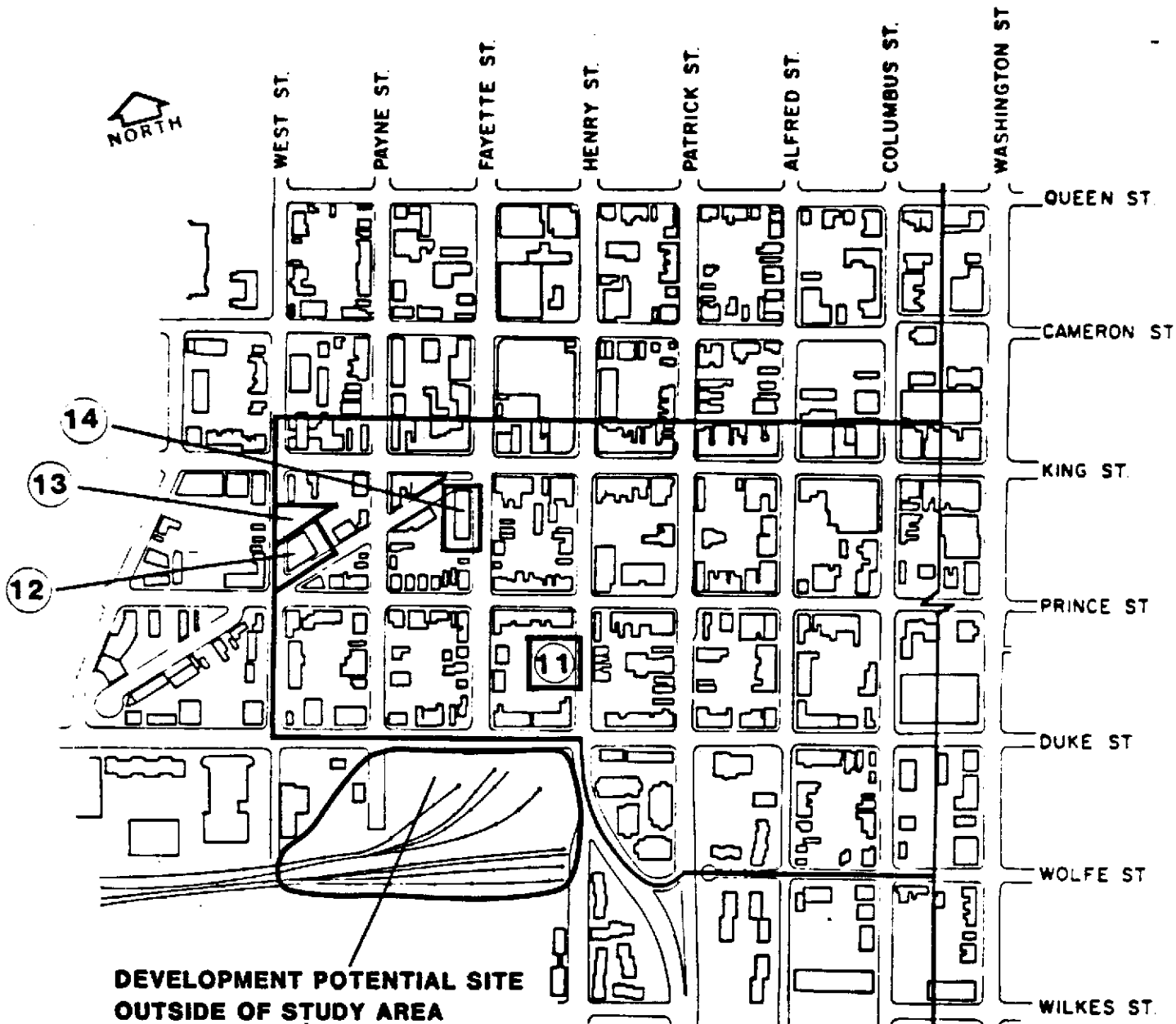
## OLD TOWN STUDY AREA



# DEVELOPMENT POTENTIAL SITES

## OLD TOWN STUDY AREA

### WEST OF WASHINGTON STREET



DEVELOPMENT POTENTIAL SITES

1. ELLSWORTH OFFICE BUILDING - 29,200 sq. ft.  
(75.01-05-06)  
LOT AREA - 14,267 square feet  
ZONE - C-3 central business district commercial  
SITE PLAN - 87-041  
OFFICE - 28,000 square feet  
RETAIL - 1,200 square feet  
TOTAL - 29,200 square feet  
HEIGHT - 50 feet (30 feet allowed by right/50 feet requires special use permit approval)  
PROPOSED FLOOR AREA RATIO - 2.05
2. INTERARMS (Union and Prince Streets) - 22,825 sq. ft.  
(75.03-03-01,02,04 and 05)  
LOT AREA - 13,506 square feet  
ZONE - I-2 industrial  
ASSUMED F.A.R. - 1.70  
OFFICE - 22,825 square feet  
HEIGHT - 30 feet allowed by right/50 feet requires special use permit approval.
- INTERARMS (East side Union at Duke Street) - 35,995 sq. ft.  
(75.03-03-08)  
LOT AREA - 21,299 square feet  
ZONE - I-2 industrial  
ASSUMED F.A.R. - 1.70 OFFICE - 35,995 square feet  
HEIGHT - 30 feet allowed by right/50 feet requires special use permit approval.
- INTERARMS (West side Union at Duke Street) - 20,915 sq. ft.  
(75.03-02-15 and 17)  
LOT AREA - 12,376 square feet  
ZONE - I-1 industrial  
ASSUMED F.A.R. - 1.70  
OFFICE - 20,915 square feet  
HEIGHT - 50 feet by right  
ZONE TRANSITION SETBACK - 1:1, minimum 25 feet from where adjacent to residential property- BZA variance assumed.
3. PORT OF ALEXANDRIA - 64,700 sq. ft.  
(75.03-03-11 and 12)  
LOT AREA - 42,544 square feet  
ZONE - W-1 waterfront (mixed used) zone  
SITE PLAN - 87-040  
OFFICE - 44,240 square feet  
RETAIL - 20,460 square feet  
TOTAL - 64,700 square feet  
HEIGHT - 49 feet (30 feet allowed by right/50 feet requires special use permit approval)
- FLOOR AREA - 1.52  
FEDERAL SETTLEMENT - Not yet completed.

4. CRENSHAW - 7,646 sq. ft.  
 (75.03-03-10)  
 LOT AREA - 4,524 square feet  
 ZONE - W-1 waterfront (mixed use) zone  
 ASSUMED F.A.R. - 1.70  
 OFFICE - 7,646 square feet  
 HEIGHT - 30 feet allowed by right/50 feet requires special use permit approval.  
 FEDERAL SETTLEMENT - Not yet completed.
5. ROBINSON TERMINAL - 224,002 sq. ft.  
 (75.03-03-09 AND 75.03-04-01.1, 02 and 03)  
 LOT AREA - 131,766 square feet  
 ZONE - W-1 waterfront (mixed use) zone  
 ASSUMED F.A.R. - 1.70  
 OFFICE - 224,002 square feet  
 HEIGHT - 30 feet allowed by right/50 feet requires special use permit approval.  
 FEDERAL SETTLEMENT -  
 USES - Restaurants, commercial shops, office, residential, marina service facilities, open space and public parks.  
 HEIGHT - Range from no building permitted to 50 feet  
 F.A.R. - 2.5 to 3.0  
 RESIDENTIAL - 40 du/ac .pa
6. DOMINION LAND - 88 units  
 (75.03-09-01)  
 LOT AREA - 152,258 square feet  
 ZONE - W-1 waterfront (mixed use) zone  
 SITE PLAN 87-053  
 RESIDENTIAL - 88 units  
 HEIGHT - 50 feet  
 FEDERAL SETTLEMENT -  
 USES - restaurants, commercial shops, hotel, office, residential, marina service facilities, open space, public parks and power station  
 HEIGHTS - 15 feet - 50 feet  
 F.A.R. - 2.5  
 RESIDENTIAL - 40 du/ac
7. FORD PLANT - 208 units  
 (81.03-01-45)  
 LOT AREA - 511,386 square feet  
 ZONE - R-M residence and I-2 industrial  
 SPECIAL USE PERMIT - #2137  
 RESIDENTIAL 208 units

- HEIGHT - 50 feet (requires special use permit approval).
- G.S.A. Sale Restrictions
- Retain existing buildings (Kahn)
  - Maintain deep water pier
  - Residential, office and retail uses
8. BACKYARD BOATS SITES - 40,966 square feet and 22 units (81.03-01-04 and 44)
- LOT AREA - 55,810 square feet
  - ZONE - RM residence and I-1 industrial
  - ASSUMED F.A.R. - 1.70
  - ASSUMED du/ac - 30
  - OFFICE - 40,966 square feet
  - RESIDENTIAL - 22 units
  - HEIGHT - 50 feet by right/RM zoned area 45 feet by right.
- ZONE TRANSITION SETBACK - 1:1, minimum 25 feet for office where adjacent to residential property - BZA variance assumed
9. SAFEWAY SITE - 30 units (80.02-05-01)
- LOT AREA - 43,588 square feet
  - ZONE - C-2 commercial (assume rezoning to RM residence)
  - ASSUMED du/ac - 30
  - RESIDENTIAL - 30 units
  - HEIGHT - 50 units  
(RM zone would limit to 45 feet)
- Zoning could permit office reuse at approximately 1.7 F.A.R. or 74,099
10. GAS STATION (East side Washington at Wilkes St.) - 38,270 sq. ft. (80.02-02-01)
- LOT AREA - 22,654 square feet
  - ZONE - C-2 commercial
  - ASSUMED F.A.R. - 1.70
  - OFFICE - 38,270 square feet
  - HEIGHT - 50 feet by right
- ZONE TRANSITION SETBACK - 1:1, minimum 25 feet for office where adjacent to residential property - BZA variance assumed)
11. FANNON PROPERTY - Old Coal Yard - now used for parking (74.01-09-12)
- LOT AREA - 20,903 square feet
  - ZONE - C3 Central Business District Commercial
  - ASSUMED F.A.R. - 1.70
  - OFFICE/RETAIL - 35,535 square feet

12. NORTHEAST CORNER, South West and Commerce Streets  
 (74.01-02-03, 04 and 05)  
 LOT AREA - 10,916 square feet  
 ZONE - RM Residential  
 RESIDENTIAL - 7 townhouse units  
 OFFICE (assume 1.70 FAR if zoned commercial) - 18,557 sq.ft.  
 HEIGHT - 50 feet
13. 110-116 SOUTH WEST STREET  
 (74.01-02-01 and 02) (S.P. 86.063)  
 LOT AREA - 4,247 square feet  
 ZONE - C3 Central Business District Commercial  
 F.A.R. - 2.50 OFFICE - 10,615 sq. ft. (net)  
 HEIGHT - 4 stories
14. NORTH WEST CORNER OF FAYETTE STREET AND COMMERCE STREET  
 (74.01-03-13,14 and 15)  
 LOT AREA - 20,177  
 ZONE - C3 Central Business District Commercial  
 ASSUMED F.A.R. - 1.70  
 OFFICE/RETAIL - 34,300 square feet

Most Office 583,526  
 Likely Residential 348 units

Community Facilities

The following items in or near the Old Town Plan area are in the adopted FY 1989-1994 Capital Improvements:

• Lyles Crouch School

Lyles Crouch Elementary School is presently in the middle phase of a three phase modernization project which began in FY 85-86 and will be completed in FY 90-91.

This current project will fund the third phase of modernization which will include the following: upgrade of electrical power and lighting systems; upgrade of plumbing and restroom facilities; provision of handicapped toilet facilities to meet Section 504 requirements; window weather stripping; and renovation and expansion of the library. This is the first major modernization of this facility since it was constructed in 1958.

- Waterfront Improvement Program

This project provides for the improvement of the City's Waterfront for open space, active park areas and other activities compatible with the visual and functional character of the waterfront. These improvements are consistent with the Waterfront Master Plan and, to date, include improvements to Waterfront Park and Lower King Street.

Monies budgeted for site acquisition in FY 1989 represent the City's annual payment for acquiring Waterfront Park and for the potential purchase of the Old Dominion Boat Club property, which includes \$75,000 to initiate an agreement and to open up the waterfront area if the title dispute is resolved. Improvements to the waterfront will also be in conjunction with requirements emanating from settlements of the title dispute. FY 1987 monies will be used to construct wood decking along the bulkhead of Waterfront Park, consistent with the water's edge treatment on Oronoco Street, Oronoco Bay Park and the Torpedo Factory, as described in the Waterfront Master Plan. It is essential to construct the Waterfront restroom facility in order to abide by the City's agreement with the Torpedo Factory developer and to meet State requirements for sanitary facilities at a marina.

- Downtown Transportation/Parking

Commercial development and redevelopment in downtown Alexandria during recent years has created increasing pressures for transportation and parking improvements. Many actions have been taken including establishment of fringe parking regulations and fees and construction of parking facilities to support redevelopment of the Torpedo Plant.

This project includes the following components: (a) phased completion of additional fringe parking at Jones Point; (b) completion of the contractual payment for provision of public parking in a private development in the 100 block of South Union Street; (c) studies and development of a 500-space parking garage on City owned land at Cameron and Columbus streets; and (d) other approaches to permanently increase the supply of public parking in the eastern portion of the Central Business District.

The plan anticipates the construction of a parking garage at Cameron and Columbus Streets. The preliminary financial plan for the garage at Cameron and Columbus Streets assumes that the cost of financing the facility would be borne by operating revenues from

the facility, a modest tax levy on commercial properties with a downtown service district, and future increases in net revenues generated from existing parking facilities within the district. The preliminary plan also assumes that construction financing would be provided by either temporary notes or an advance by the City which would be retired by the issuance of self-supporting general obligation bonds of the City.

- South Waterfront - Jones Point/Ford Plant/Marina

This project provides for improvements to the South Waterfront area -- Jones Point, Ford Plant and Old Town Yacht Basin. The City has an agreement with the Federal Government to lease Jones Point for 99 years. The Ford Plant is privately owned. An agreement with owners of the Old Town Yacht Basin has not yet been reached and is currently in litigation.

Monies allocated to date have provided for the construction of fishing piers at Jones Point south of the Woodrow Wilson Bridge, for initiation of archaeological survey work areas planned for park improvements, and for phase 1 of the under-bridge parking.

Additional projects for the 52.3 acre Jones Point Park include additional archaeological surveys, a bike trail extension (FY 89), installation of gates and fencing to control park access (FY 1988), bulkhead restoration (FY 1989), parking consolidation (FY 1989 and FY 1990), landscaping (FY 1990 and FY 1991) and nature paths/center rehabilitation (FY 1991). These improvements are consistent with the proposed Federal/City master plan for the park. FY 1993 funds are for architectural fees for renovation of the Old Town Yacht Basin. This work is contingent upon a federal settlement agreement at this site.

- Waterfront Dredging

This project provides for the dredging program for the Alexandria Waterfront.

Dredging was delayed due to an EPA restriction involving possible arsenic and dioxin detection in the Potomac River bed. Sampling and analysis were done by a City contract and showed that the traces found were below the danger level. Since then, dredging in three locations--in front of the Torpedo Factory, Founder's Park transient docking, and public school rowing facility--has been done. This project is funded with

40 percent State revenues. The amount of the State aid may vary each year, depending on funding approved during the legislative sessions.

- Market Square Renovations

This project provides for renovations and improvements to the Market Square Plaza. Because of its prominent location and its significance as a focal point of public activity, the plaza should be maintained at a high level of appearance and utility. This project serves to correct problems that are the result of its 20 year age, and will make improvements that will make the plaza more functional and easier to maintain.

In FY 1988, improvements will include pump replacement and completion of pool renovation, repairs to stone and brick, and replacement of Gadsby lights. FY 1988 funds will also provide for additional restrooms at the Market Square garage, completion of replacement of pumps, and additional repairs to brick, stone and walkway lights. Construction of a permanent stage decked over the garage entrance is planned for FY 1989. This will replace the temporary stage which is nearing the end of its useful life. FY 1989 includes completion of repairs to brick and stone surfaces, major repair of the garage ramp, and additional waterproofing of the garage.

- Eastern Area Combined Sewer Pollution Abatement Program

Much of the City east of the railroad still is served by combined sanitary and storm sewers. Federal regulations require either the treatment of all combined flows or the separation of combined sewers. This project provides for the separation of all combined sewers in the eastern area of The City, except for those which will flow into a retention tank and pump-back facility to be located at the foot of Pendleton Street.

Many streets in the affected area have been rebuilt recently, and it would not be economically feasible to tear them up again. It is possible, however, to separate the Royal Street sewers and the Hooff's Run sewers.

During FY 1982 construction was completed on the first two separation projects in the Hooff's Run area (Duke Street, King and Prince Streets). The sewer separation line item does not complete the project, but is shown only for the length of this capital budget. It will take at least 25 years to complete the separation project at the funding rate shown. In the event that

current treatment of combined sewage flows is deemed insufficient, this project will be designated as an essential project.

## THE FUTURE

### GOALS AND OBJECTIVES

- Areas presently used for residential purposes should remain residential.
- Route through traffic away from established residential areas.
- Encourage maximum use of transit facilities.
- Waterfront development should be at a scale compatible with surrounding buildings.
- Provide a continuous pedestrian pathway and bikeway along the entire Waterfront.
- Protect buildings and areas of historic value. <sup>AND ARCHITECTURAL</sup>
- Encourage the tourist potential of the historic and architectural aspects of Old Town.
- Encourage mixed use in new development where appropriate, particularly along the Waterfront.
- Encourage water-related development along sections of the waterfront.
- Encourage the design of new buildings in the Old Town Plan area on a basis that is compatible with existing development.
- Preserve existing open space areas including residential side and rear yards wherever practicable.
- Retain the retail pattern along King Street and Washington Street. Encourage more neighborhood serving retail uses and discourage large scale commercial buildings.
- Protect the appearance of Washington Street as the gateway to Old Town.

PRINCIPLES USED BY THE PLANNING STAFF IN SELECTING MASTER PLAN DESIGNATIONS

1. Non-residential development adjacent to 1-2 single family housing areas should be limited to low density, low scale uses which are compatible with residential areas.

Appropriate uses might include small-scale retail, townhouse office, service establishments, restaurants (with controls).

2. Non-residential development adjacent to medium density residential areas (townhouses and garden apartments) should be limited to moderately low density, moderate scale (say 50 feet) uses which are compatible with residential areas.

Appropriate uses might include moderate scale retail and service establishments, small office buildings, and other uses with high performance standards.

3. Residential areas should be buffered, where possible, from high impact or potentially incompatible uses such as industry, high-impact retail or eating establishments.

4. Shopping centers and high-intensity commercial activity should be concentrated in a small number of relatively compact commercial areas.

5. Large scale and high density office concentrations should be limited to designated growth areas where high density concentrations are appropriate and the traffic impacts on residential streets is relatively limited. In all such areas, mixed use development should be promoted to limit the adverse impact of office-only development.

In medium and high density areas where there is a tenuous balance between residential and office development, a concerted effort should be made to maintain the balance and to retain mixed use development.

6. Industrial, wholesale, distribution and heavy service uses should be concentrated in industrial areas suitably located with respect to transportation facilities, and well buffered from residential areas.

DELETE

<u>Code</u>	<u>Category</u>	<u>Description</u>
<u>RESIDENTIAL</u>		
RL	Residential Low	1 Family Dwellings, except when 2 family noted in the plan
RM	Residential Medium	Townhouses Garden Apartments
RH	Residential High	Mid Rise Residential High Rise Residential
<u>COMMERCIAL</u>		
CL	Commercial Low	Low intensity retail and service uses; townhouse scale office; compatible with low density residential areas; 1 - 3 1/2 stories
CG	Commercial General	General highway oriented retail and service activities; shopping centers
CD	Commercial Downtown	Retail, office, service, hotel and residential activities within the central business area; high density; limited height
CR	Commercial Regional	Major retail centers serving a regional market.
<u>OFFICE CENTERS</u>		
OCM	Office Commercial Medium	Medium scale office, retail, service, hotel, residential; mix of uses desired, 1-7 stories; primarily in growth areas
OCH	Office Commercial High	Large scale office, retail, service, hotel, residential, mix of uses desired, 1-13 stories, primarily in growth areas
<u>SERVICE INDUSTRIAL</u>		
SCL	Service Commercial Low	Low intensity service and commercial, low scale office and clean industrial uses compatible with medium density residential areas, 1-4 stories
SI	Service/Industrial	Service, distribution, manufacturing, wholesale and storage; limited office; 1-3 stories
UT	Utilities/Transportation	Utilities, transportation facilities
<u>MIXED USE</u>		
CRML	Commercial/Residential Mixed Use	Mixed use with at least 40 percent residential at medium or high densities; limited densities with no residential
CDD	Coordinated Development District	Large mixed use growth areas to be developed in accord with a comprehensive development plan
<u>OTHER</u>		
P	Parks, Public Schools & Open Space	Parks, public schools and open space
INS	Institutional	Public and private institutions

DELETE

## POLICIES FOR OLD TOWN

Old Town is ~~somehat~~ unusual in that it maintains a very fine residential area in close proximity to the commercial establishments on King and Washington Streets. While both the residential and the commercial areas are currently strong, there is a fragile balance which must be preserved if both are to remain strong and if the ambience of Old Town is to be preserved. Further, the commercial areas contain a mix of activities that is unique within the metropolitan area, and that mix needs to be protected if the character of Old Town is to be preserved.

To further these ends, this plan recommends the following policies:

### King Street East of Washington Street

1. No additional restaurants should be allowed east of Fairfax Street, and few, if any, east of Washington Street.

[A major new restaurant has already been approved for the waterfront behind the Torpedo Factory; additional restaurant development could threaten the lively mix of commercial activities and could impact nearby residential areas]

2. No additional fast food or carry out establishments should be allowed east of Washington Street.

[With the addition of several new eating establishments in the pavilion behind the Torpedo Factory, the supply of these uses will be extensive and additional establishments should be discouraged]

3. The City should do whatever possible to retain a mix of restaurants and shops providing a diversity of ~~unique~~ goods and services in the King Street area.

[The small scale of shops and restaurants and the general absence of chain establishments are some of the characteristics which distinguish Alexandria from suburban shopping areas and should be maintained.]

### WASHINGTON STREET

Washington Street is a street which still retains some of its historic and memorial character, and the City should take steps to try to retain as much as possible of the existing character of diverse, small scale activities including retail and residential uses. City Council has already taken steps to reduce the heights of new development. Where new office buildings are proposed, the City should encourage ground floor retail activity and should encourage buildings of a small or mixed scale (i.e., non-monolithic structures) compatible with nearby historic areas.

## Waterfront

The Waterfront Plan calls for continuous public access along the waterfront; this goal has substantially been achieved. The plan calls for an extensive waterfront open space/recreation zone and this has been enacted. The major remaining issue for the waterfront is the development of the private parcels on or near the water.

The waterfront is an important resource and the quality of the development of the remaining private parcels will have a major impact on the future character of the waterfront. The waterfront plan and the W-1 zone call for mixed use development, but since the zoning allows many uses, the results have been and could continue to be all office development. This would be contrary to the intent of the plan which called for a mix of uses and a diversity of activities, producing a lively waterfront.

This plan recommends the following policies:

1. The zoning of the remaining development parcels should be CRMU (commercial-residential mixed use) which calls for limiting the densities in developments not including housing. This zone is similar to the W-1 zone, but attempts to put some teeth into the requirement to include residential.
2. Because of the importance of the water, and the relationship of inland areas to the water, the design of buildings along the water should be subjected to particularly close review. Therefore, staff recommends retention of the special use permit requirement for buildings over 30 feet in height in this area, in order to insure that the buildings developed are executed with particular design sensitivity.
3. Buildings along the waterfront should be designed with a variety of architectural styles compatible with the character of the area. They should have varied rooflines and brick colors.
4. Developments along the waterfront should provide ample open space.
5. The City should encourage water-oriented activities both in the water (e.g., marinas) and on land adjacent to the water. There should be public access to the river for its entire length within the City of Alexandria.

PROPOSED GENERALIZED LAND USE PLAN

The proposed generalized land use plan for the Old Town Plan area, for the most part, follows existing development patterns. The major portion of the area is land used for townhouse residential use. There are some scattered institutional and commercial uses in this area.

Commercial use is concentrated along both King Street and Washington Street, with a small amount of retail along Union Street both north and south of King Street. There is also some commercial along Prince Street and portions of Duke Street. The plan acknowledges the existence of somewhat more dense

development along N. Washington Street, but proposes to hold down the scale and intensity of development on S. Washington Street.

The Waterfront area continues to be shown for both mixed use and parks. It is recognized that in portions of the area shown for mixed use the primary or even sole use may become residential. This is an acceptable use along the river provided there is public access to the river.

Maps 23 and 24 illustrate in a general manner the land use proposed for the Old Town Plan area.