Map 12

Existing Zoning

RB - Residential Multi-Family

RC - Residential Multi-Family

RM - Residential Multi-Family

C-1 - Commercial

C-2 - Commercial

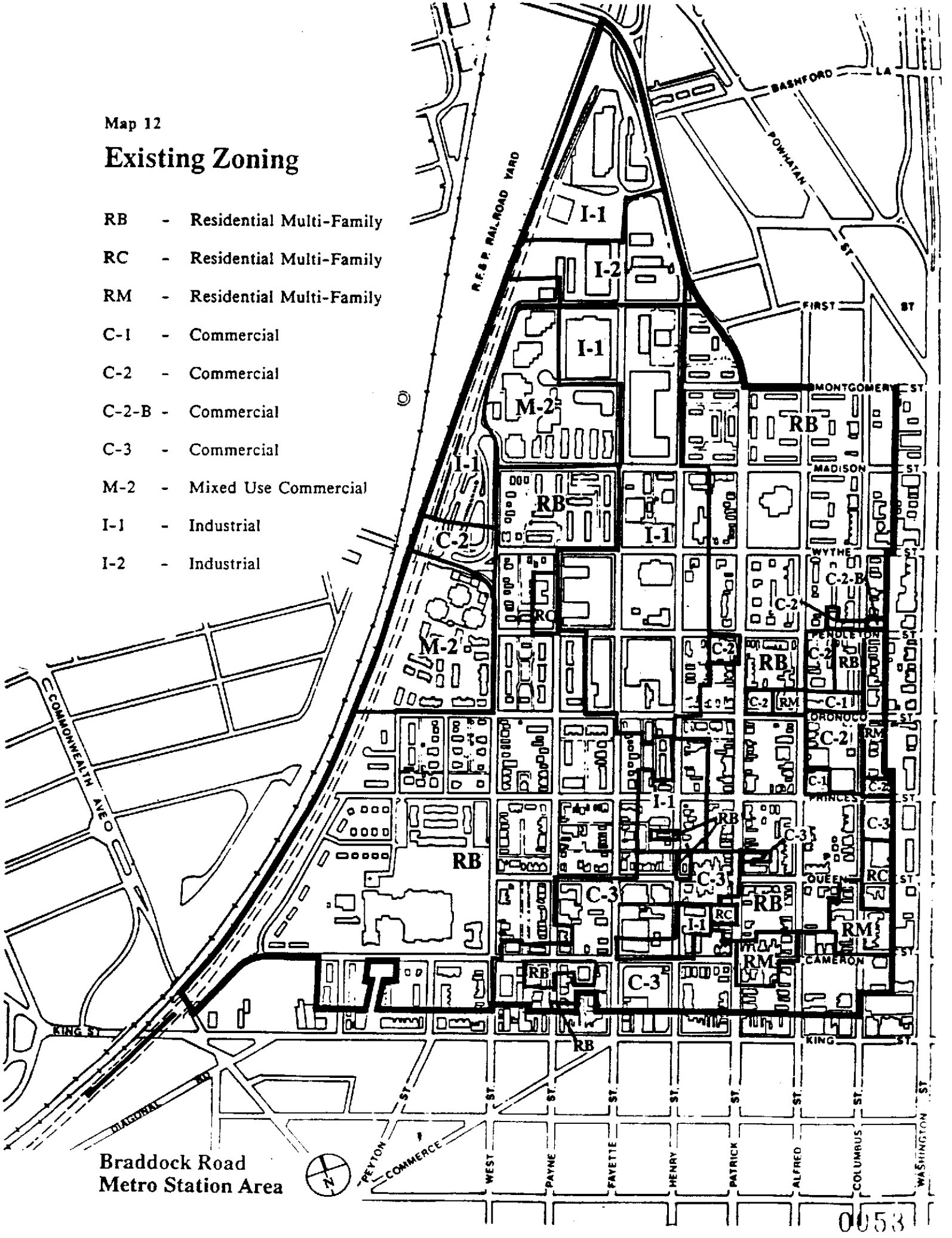
C-2-B - Commercial

C-3 - Commercial

M-2 - Mixed Use Commercial

I-1 - Industrial

I-2 - Industrial



Braddock Road
Metro Station Area

Map 13

Proposed Zoning

RB - Residential Multi-Family

RC - Residential Multi-Family

RM - Residential Multi-Family

CL - Zone Consistent with Commercial Low Land Use Designation

C-3 - Commercial

OCM - Zone Consistent with Office Commercial Medium Land Use Designation

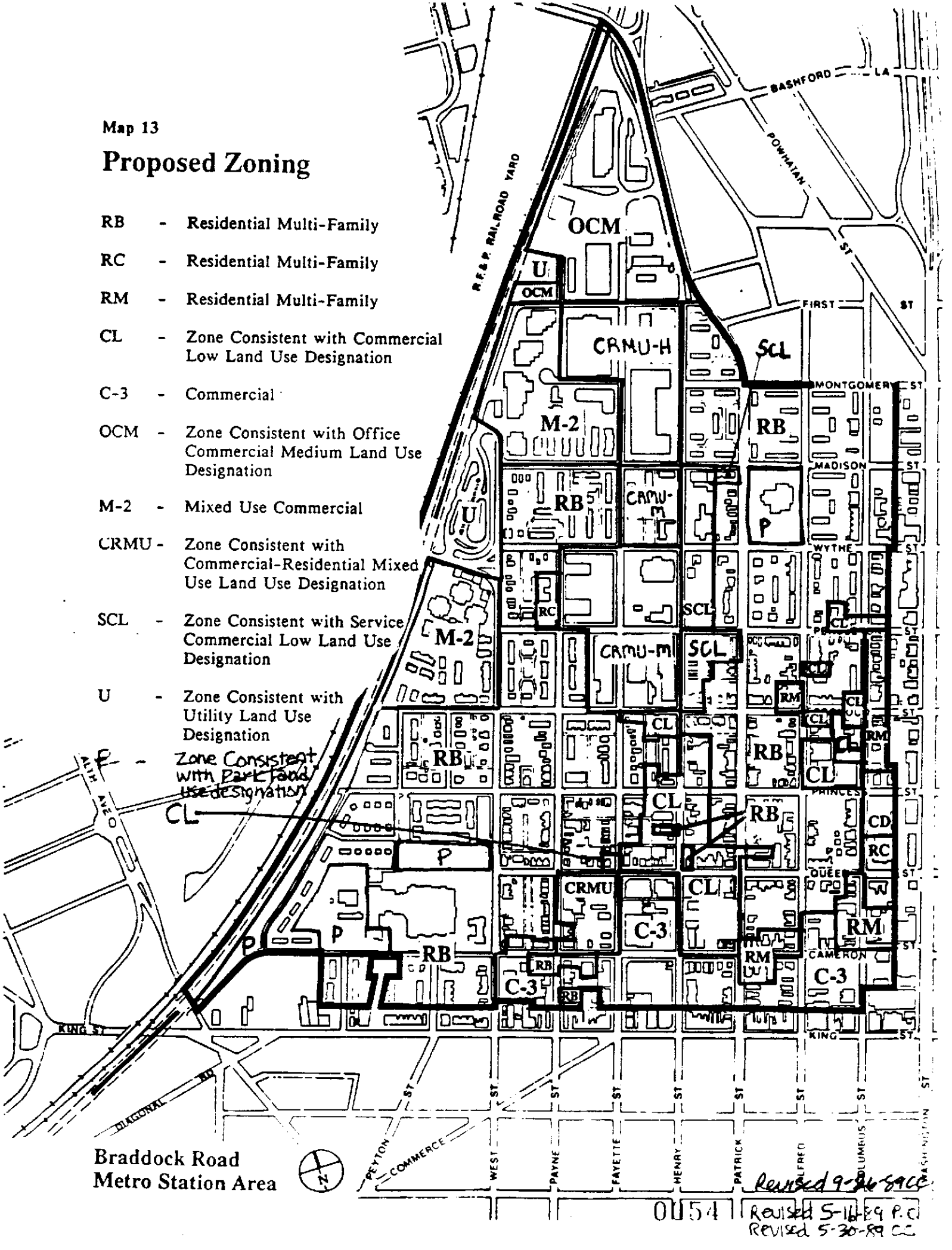
M-2 - Mixed Use Commercial

CRMU - Zone Consistent with Commercial-Residential Mixed Use Land Use Designation

SCL - Zone Consistent with Service Commercial Low Land Use Designation

U - Zone Consistent with Utility Land Use Designation

P - Zone Consistent with Park Land Use designation



Braddock Road
Metro Station Area

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Revised 5-16-89 P.C.
Revised 5-30-89 C.C.

Map 14

Proposed Zoning Changes

1 From I-1 to CRMU
(High Density/High Heights)

2 From I-1 to CRMU
(High Density/Medium Heights)

3 From I-1 and I-2 to OCM
(Medium Density/Medium Heights)

4 From I-1 to OCM

5 From I-2, I-2, C-2 and RB to U

6 From I-1 to CRMU
(Medium Density/Medium-Low
Heights)

7 From I-1 and RE to SCL

8 From I-1, C-2 and C-3 to CL

9 From I-1 to C-3

10 From C-3 to CRMU
(Medium Density/Low Heights)

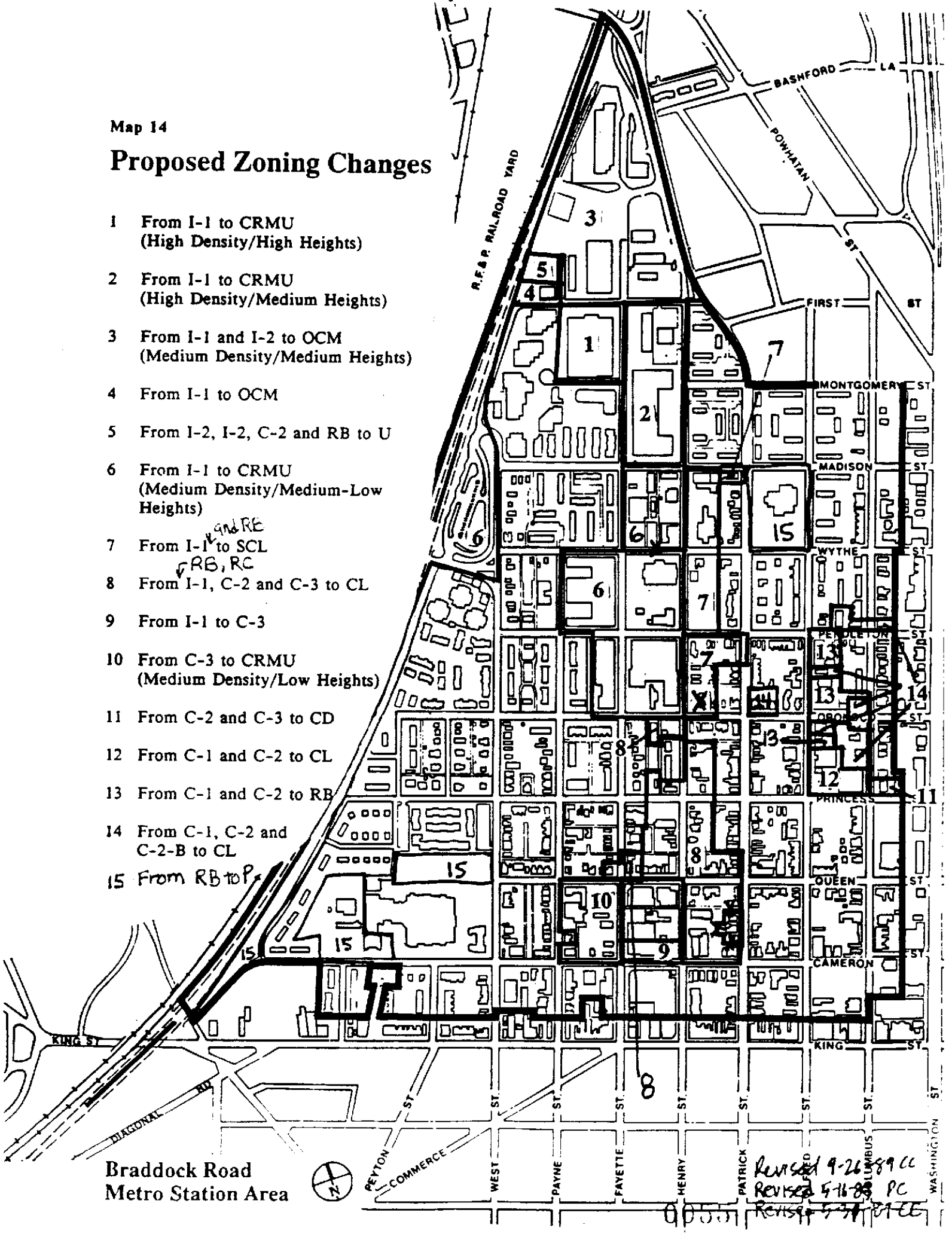
11 From C-2 and C-3 to CD

12 From C-1 and C-2 to CL

13 From C-1 and C-2 to RB

14 From C-1, C-2 and
C-2-B to CL

15 From RB to P



Braddock Road
Metro Station Area

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Revised 4-16-89 PC
Revised 5-3-89 CC

Map 15

Non-Conforming Uses

~~1 - 1006 Madison St. - RB - Community Market~~

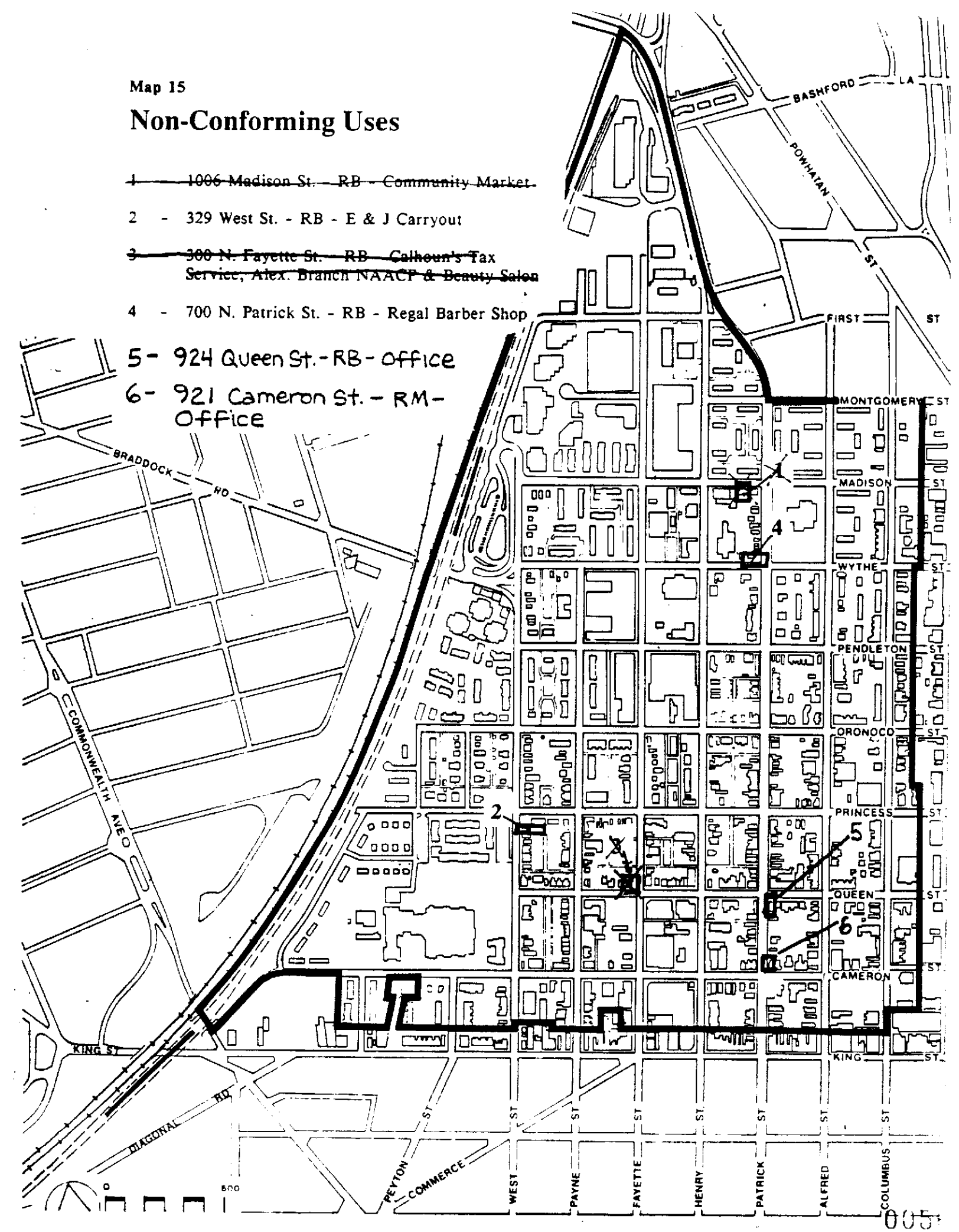
2 - 329 West St. - RB - E & J Carryout

~~3 - 300 N. Fayette St. - RB - Calhoun's Tax Service, Alex. Branch NAACP & Beauty Salon~~

4 - 700 N. Patrick St. - RB - Regal Barber Shop

5- 924 Queen St.- RB- office

6- 921 Cameron St.- RM- Office



When City Council adopted the Zoning Code in 1951, existing uses on land not zoned for that use were allowed to continue as part of the code, but were limited to a forty year period of operation as non-conforming uses in a residential zone. Unless City Council passes an ordinance which allows the non-conforming uses to continue operation beyond 1991, they will have to cease operation in 1991 or secure a rezoning by 1991.

Although located in areas designated as residential medium in the land use plan, these uses are not necessarily undesirable even though they often lack adequate parking. In some cases, existing small scale commercial enterprises serving the surrounding residential neighborhoods should be allowed to continue in residentially designated areas. If the use provides needed services to the local area and does not impact the area by generating traffic, noise, light, fumes, etc. a case can be made for allowing the non-conforming use to continue. The City must, however, develop a consistent policy with respect to such uses. It cannot arbitrarily allow some and deny others. Council has already referred this for study. The issue cannot be dealt with on a case by case basis until an overall policy decision regarding non-conforming uses is made by City Council, therefore no specific recommendations are made in this plan for non-conforming uses.

DELETE

INSERT
In Apr 1989, Cit Council considere the non-conformi use issue and decic that non-conformi uses wou be hand through SUP pro Each owi of an existin nonconf ing use to com before Council and Cou will gra SUPs fo those deemed compati with the surround neighbor

Citizens attending the Braddock Road Metro Station Area Task Force Meetings expressed a strong preference for retaining all of the non-conforming commercial uses in the Braddock area.

Zoning Recommendations:

1. Rezone from I-1 to new zone consistent with the Master Plan Commercial-Residential Mixed Use designation (CRMU-H) (With high densities/high heights).
   High High
2. Rezone from I-1 to new zone consistent with the Master Plan Commercial-Residential Mixed Use designation (CRMU-M) designation. (With high densities/medium heights).

   This area, recommended for commercial residential mixed use on the proposed Land Use Plan, is also recommended for rezoning to a zone which will require a mix of residential and commercial uses at high density levels of development. As the CRMU land use designation indicates, at least ~~40 percent~~ 50% of the development within this area should be residential; densities should be reduced if there is no mixed use or residential component. It is recommended that the zoning promote a mix of uses within each block, rather than just over the area as a whole, in order to develop a residential focus along Fayette Street, as recommended in the Land Use section. The height analysis for this area suggests appropriate heights of up to ~~110 feet (150 with an S.U.P.) in the east (1) and~~ 77 feet (up to 90 feet for residential) ~~in the west (2).~~ In area 1 on map 14, the Washington Cold Storage Block, heights up to 150 feet with an S.U.P may be considered.
3. Rezone from I-1 and I-2 to new zone consistent with the Master Plan Office Commercial Medium designation (OCM) designation.

   This area is recommended for Office Commercial Medium on the proposed Land Use Plan. In order to implement the Land Use Plan, the zoning for this area should allow medium density commercial development. The zoning for this area should also encourage, but not require, residential development. The height analysis for this area supports allowing heights up to 77 feet.

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4. Rezone from I-1 to new zone consistent with the Master Plan Office Commercial Medium (OCM) designation.

The master plan proposes this area for an Office Commercial Medium land use designation, to reflect the existing new Association of Old Crows office building use. Rezoning to an OCM zone is recommended, even though the use is new and unlikely to change, in order to maintain consistency with the land use plan.

5. Rezone from I-1, I-2, C-2 and R-B to new zone consistent with the Master Plan Utility/Transportation designation (U).

This area, which includes the water tower and the Metro and RF&P right-of-ways, is recommended for the Utility/Transportation designation on the proposed land use plan. Accordingly, this area is recommended for rezoning to a utility zone.

6. Rezone from I-1 to new Medium zone consistent with the Master Plan Commercial Residential Mixed Use designation (CRMU-M)
(With medium heights/medium density).

This area was designated for CRMU-M on the proposed land use plan. It is currently the site of light industrial and commercial activities. The parcels are recommended for rezoning to a CRMU zone which would allow for all commercial development only at low densities; medium density should be allowed for residential and mixed use. Recommended height limits should be 50 ~~77~~ feet, with the possibility of ~~90~~ 77 feet for residential uses.

7. Rezone from I-1 to new zone consistent with the Master Plan Service Commercial Low designation (SCL).

These parcels, generally ~~two half-blocks~~ along Henry Street are currently used for service commercial/light industrial and commercial and residential uses. The recommended land use for these areas in the proposed Plan is Service Commercial Low. Rezoning is recommended to a SCL zone which would allow the exiting uses to continue or would allow commercial/light industrial redevelopment at a low scale which does not impact the residential areas immediately adjacent to the east. Heights should be limited to 4 stories or 50 feet.

8. Rezone from I-1, C-2 and C-3 to new zone consistent with the Master Plan Commercial Low designation (CL).

These commercial areas were recommended for Commercial Low on the proposed Land Use Plan. Consistent rezoning is recommended in order to insure that redevelopment occurs only at low densities and heights (up to 3 1/2 stories), appropriate for this commercial corridor in the midst of a low scale residential area.

9. Rezone from I-1 to C-3.

The area proposed for Commercial Downtown in the land use plan includes, generally, all commercial parcels south of Cameron Street and also incorporates the block north of Cameron between Fayette and Henry Streets. This area was designated CD on the land use plan in recognition of its low scale, yet relatively dense mix of uses which are typical of a central

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Revised 5-31-89 CC

business district. Much of the CD area is within the City's formally defined Central Business District and most is already zoned C-3 commercial, which allows office, service and retail uses at medium at high densities. These I-1 parcels in the CD area should also be C-3.

10. Rezone from C-3 to new zone consistent with the Master Plan Commercial Residential Mixed Use designation (CRMU).
(With medium density/low heights).

This block, designated for Commercial Residential Mixed Use on the proposed Land Use plan, is recommended for rezoning to a mixed use zone which would require mixed use with at least ~~50~~40 percent residential at medium redevelopment densities and lower densities without mixed use. Heights should be limited to 50 feet and uses should be limited to those compatible with nearby residential.

11. Rezone from C-2 and C-3 to new zone consistent with the Master Plan Commercial Downtown designation (CD).

These parcels, contiguous to development along the Washington Street central business corridor, are recommended for Commercial Downtown land use in the proposed plan. Accordingly, these parcels are recommended for rezoning to a CD zone which allows medium to high density commercial and residential development at heights limited to 50 feet.

12. Rezone from I-2 and C-2 to a new zone consistent with the Master Plan Commercial Low designation (CL).

These commercial parcels represent a spread of commercial activity from Washington Street into the neighboring residential areas. Since these parcels are surrounded by low-scale residential development, they are recommended for rezoning to a new CL zone which would allow only low density development at heights up to 3 1/2 stories.

13. Rezone from C-1 and C-2 to RB.

These residential parcels are within a predominately residential area but are zoned commercial. It is recommended that they be rezoned from C-1 and C-2 commercial zones to a residential medium zone to reflect actual use and to prevent the encroachment of commercial activity into this residential neighborhood.

14. Rezone from C-1, C-2 and C-2-B to a new zone consistent with the Master Plan Commercial Low designation (CL).

These commercially used and commercially zoned parcels are scattered within an area which is predominately residential in nature. It is recommended that the zoning be changed from C-1, C-2 and C-3 to a new zone consistent with their proposed land use designation, Commercial Low. Because these uses are in a predominately residential area, it is recommended that the new zone for these sites allow only a very limited range of compatible commercial activities and residential uses.

15. From RB to a zone consistent with the Parks and Open Space land use designation. These parks and the recreation centers should be rezoned to a park zone which provides only for park, open space and recreational uses.

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HEIGHTS

Many of the heights in the Braddock area are limited to 45-50 feet by RB-residential zoning and by three height districts: the Historic District, the Northwest Old Town district (Parker Gray) and the Cameron Street district. (See Map 16 for height limits by right in the Braddock area.) Greater heights are currently allowed in the commercial areas north of Oronoco and west of Patrick, where the industrial zoning allows 77 feet by right and up to 150 feet by P.U.D.. There are two sites where 150 feet is allowed by right; the site of the Third Baptist Church Housing at the northwest corner of Payne and Pendleton Streets, zoned RC; and a portion of the site on which the metro station is located, zoned C-2.

This plan recommends several changes in height limits in the Braddock Road Metro Station area. The low-scale character of the surrounding residential areas makes development at high heights inappropriate on the redevelopable parcels. Heights equal to those allowed by right under existing zoning (77 feet) are recommended for parcels north of First Street. ~~In order to provide a focal point for development, higher heights (110 feet, 150 feet with an S.U.P) are recommended for the Security Storage Block. South of First Street, surrounding the Security Storage block,~~ heights up to 77 feet are recommended, with slightly more height (90 feet) proposed as an incentive to encourage residential development along Fayette Street. Moving southward, heights are scaled back to 50 feet, with ~~66~~ 77' feet for residential on mixed use blocks. Height limits drop further to 45 feet and 35 in the predominately residential and low scale commercial area, and then increase again to 50 feet as the CBD area is reached.

~~Washington Cold Storage Block~~

In the mixed use area, north of ~~Wythe~~ Madison Street,

~~Washington Co~~

INSER

The proposed height limits can be achieved through implementation of zoning corresponding to recommended land use for the area. Map 17 shows proposed heights for the area, which will occur if the recommended zoning is implemented. Map 18 summarizes proposed height changes for parcels in the study area.

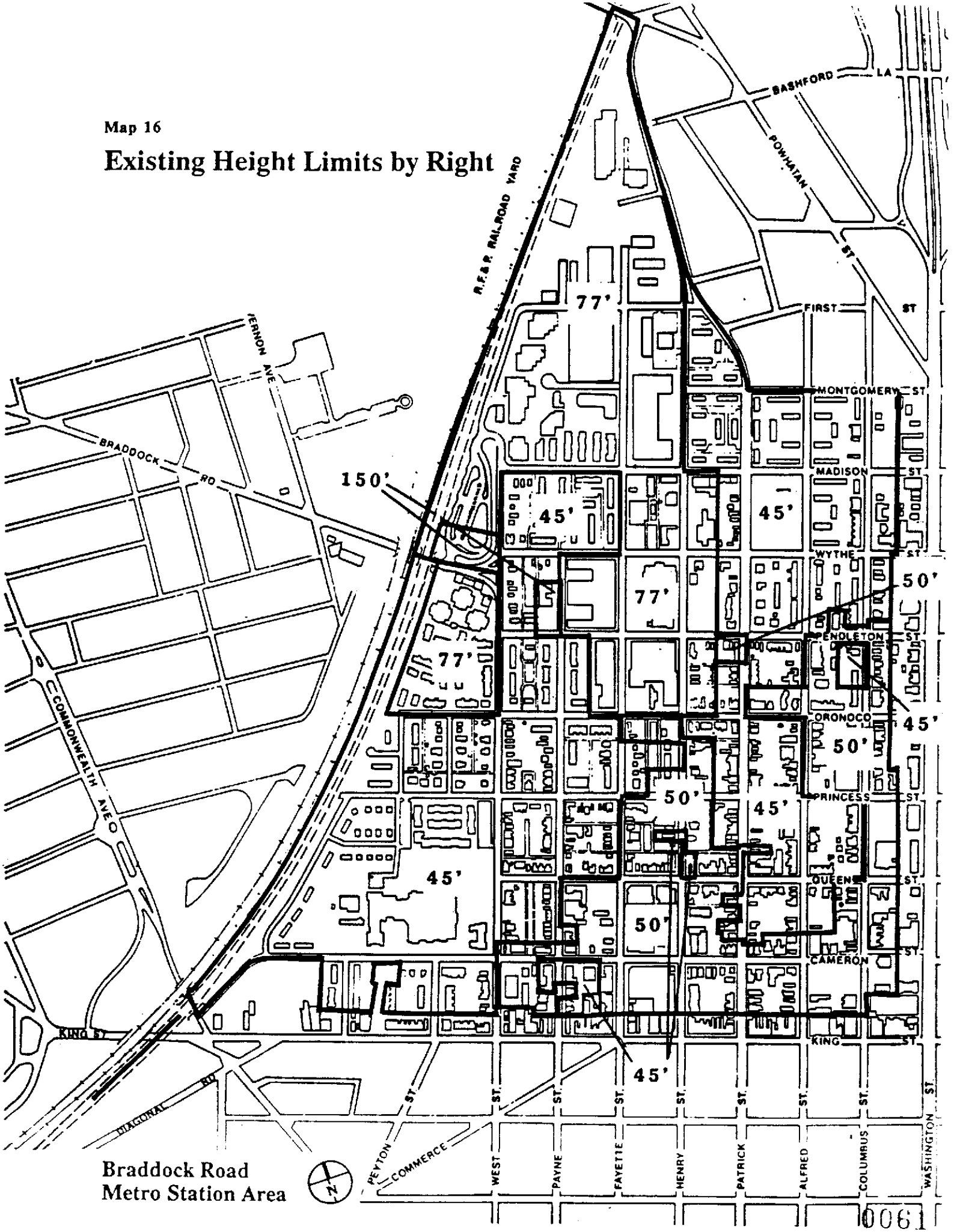
Recommendation:

1. Change the height limits as indicated on Map 18 through zoning.

The heights recommended for the parcels designated CRMU-H are lower than the heights associated with CRMU in other parts of the City: 90' rather than 150'. The higher heights are out of charact for this area and are not genera not appropriate. Higher heights, up to 150', may be considered on the Washington Cold Storage Block, with an S.U.P.

Map 16

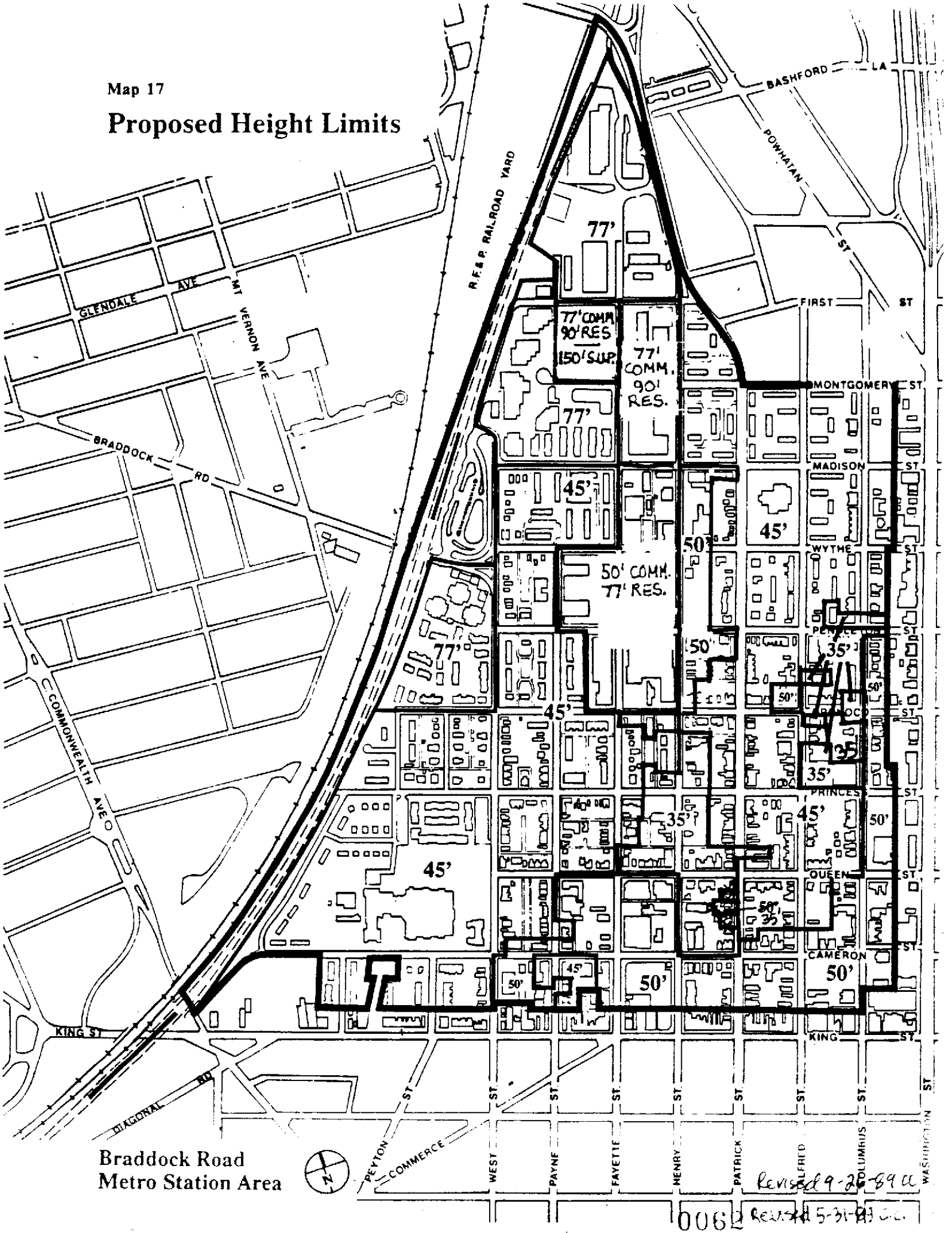
Existing Height Limits by Right



Braddock Road
Metro Station Area

Map 17

Proposed Height Limits



Braddock Road
Metro Station Area

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0062 Revised 5-31-89 cc

Map 18

Proposed Height Limit Changes

1 From 77' to 77' for commercial, 90' for residential; heights up to 150' considered with S.U.P.

2 From 77' to 77' for commercial and 90' for residential

3 From 77' to 50'

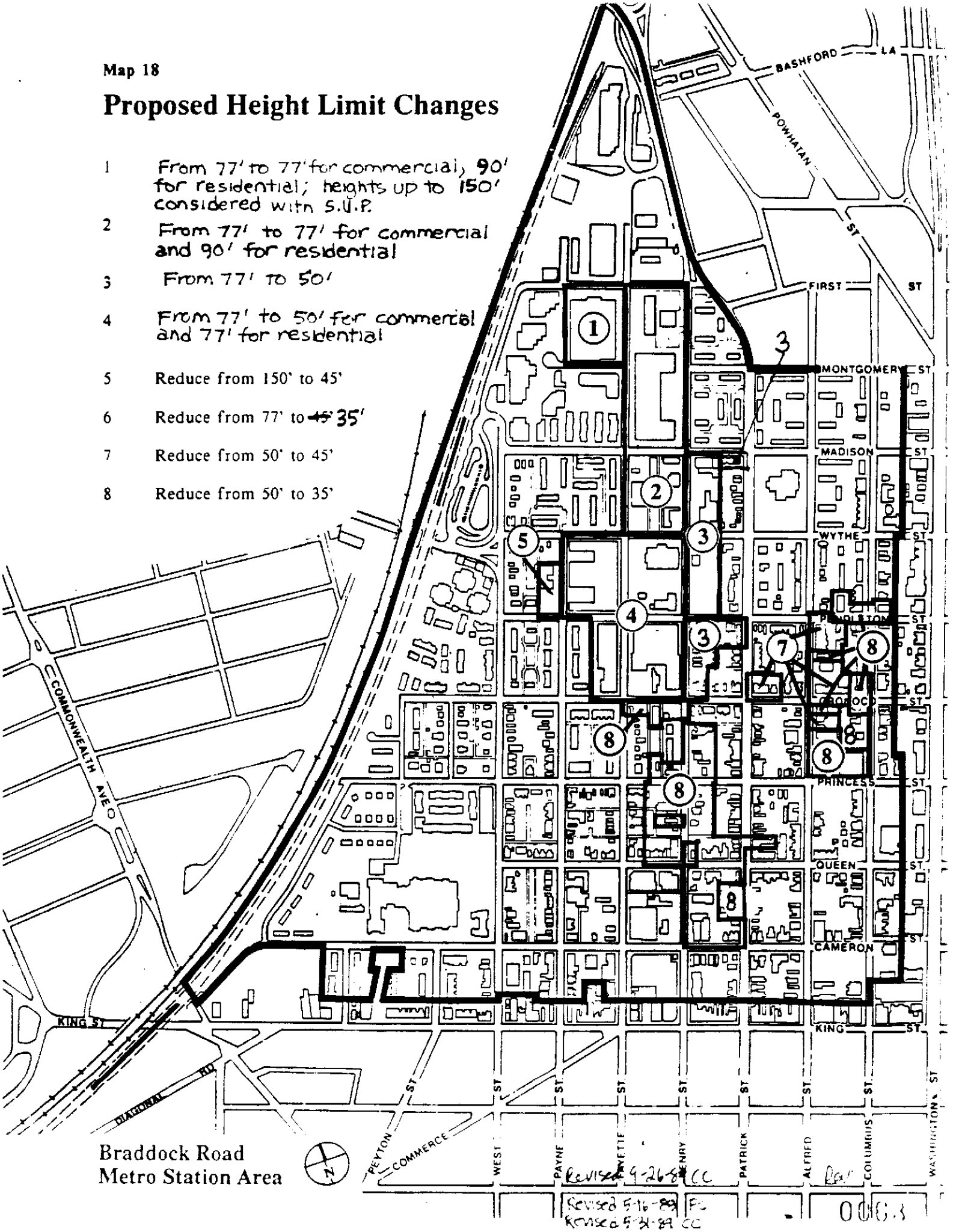
4 From 77' to 50' for commercial and 77' for residential

5 Reduce from 150' to 45'

6 Reduce from 77' to ~~45'~~ 35'

7 Reduce from 50' to 45'

8 Reduce from 50' to 35'



Braddock Road
Metro Station Area

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Revised 5-16-89 PC
Revised 5-31-89 CC

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TRANSPORTATION RECOMMENDATIONS

The opening of the Braddock metro station and associated development of the area have and will continue to create the need for road improvements. The 1982 Braddock Road Station Area Plan made several recommendations relating to traffic circulation which were approved by the City and are now in the Capital Improvements Plan. These include the widening of the Braddock Road railroad underpass, the extension of N. Fayette Street to connect to Route 1 and the extension of Montgomery Street from Henry Street to Fayette Street (one way westbound). This plan reaffirms these recommendations.

DELETE

~~In addition, staff has maintained that the absence of an arterial connection to the Braddock Road Station area hinders circulation and recommended in the 1982 plan that Wythe and Pendleton Streets be converted to a one way pair with Wythe Street designated one-way westbound and Pendleton Street designated one-way eastbound. Although this recommendation has been rejected in the past by Council, staff recommends reconsideration of this proposed one way pair in order to facilitate circulation of the traffic which will increase as the area develops.~~

Recommendation

1. Widen Braddock underpass. and increase height clearance. ←
2. Extend N. Fayette Street to connect to Route 1.
3. Extend Montgomery from Henry Street to Fayette Street.
4. ~~Convert Wythe and Pendleton Streets to a one way pair with Wythe Street designated one way westbound and Pendleton Street designated one way eastbound.~~

Large commercial trucks with non-local destinations should be restricted from Braddock Road between West St. and Mt. Vernon Avenue.

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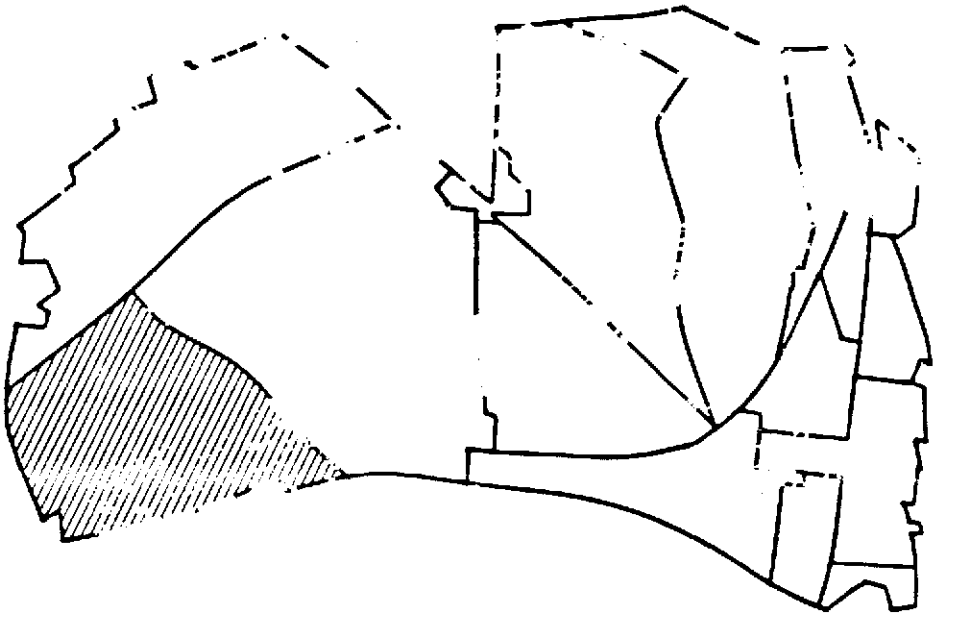
LANDMARK - VAN DORN

SMALL AREA PLAN



MAY 1989

AS AMENDED BY THE PLANNING COMMISSION 5/30/89
AS AMENDED BY CITY COUNCIL ON 6/7/89
AS AMENDED AND ADOPTED BY CITY COUNCIL ON 9/26/89

Department of Planning and Community Development

City of Alexandria, Virginia

EXHIBIT B

LANDMARK - VAN DORN

SMALL AREA PLAN

Department of Planning and Community Development
City of Alexandria, Virginia

Staff:

Sheldon Lynn, Director

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Comprehensive Planning

Project Planners:

Kimberley Johnson

Van Slaymaker

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PURPOSE OF THE PLAN

The purpose of this document is to update the Adopted 1986 Landmark Van Dorn Plan and to incorporate a new 1988 Landmark/Van Dorn Plan into the City's new Master Plan. This plan will serve as the basis for future city Council policy initiatives and actions affecting land use, zoning, capital improvements and programs in the Landmark-Van Dorn area.

ORGANIZATION AND CONTENTS

The Landmark/Van Dorn plan is organized into two sections: Background and Issues and Plan Recommendations.

The first section reviews and analyzes existing conditions and trends in the study area, including physical description, demographics, land use, zoning, economic development activities and trends, transportation and urban design. This section also retraces past City policies, including adopted plans, rezonings, resolutions and capital improvement programs. Based on this analysis, this section identifies issues which need to be addressed in the plan for this area.

The second section lists the goals, objectives and specific recommendations on land use, zoning, transportation and urban design.

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 review of existing conditions and trends in the Landmark/Van Dorn area, identification of issues, review of the 1986 and 1974 plans for the area and review of plan recommendations.

The final draft of this plan will be sent to the Master Plan Task Force for review and to the Planning Commission and City Council for review and adoption. Once approved, the plan will be referred to the Zoning Task Force for input into the City-wide zoning code revision effort. Based on the approved plan and revised zoning code, the City will proceed with implementing appropriate rezonings in the area.

BACKGROUND AND ISSUES

DESCRIPTION OF THE AREA

The Landmark-Van Dorn Area is located in Planning District III, in the western part of the City. The Landmark-Van Dorn study area includes almost 1065 acres. It is part of a larger area annexed from Fairfax County in 1952. The area is bounded by the Shirley Highway (I-395) to the northwest, Holmes Run and Cameron Run to the north and east, and the City limits to the south and west. (See Map 1.) These boundaries differ slightly from the 1986 Landmark-Van Dorn plan boundaries, with the parcels west of I-395 not included in this plan. (They are included in the Alexandria West Plan.)

Two key landmarks are located within the area: the Landmark Shopping Center and the Cameron Station. The organization of development and space within the area is not well defined, but the area can be divided into several subareas, each characterized by a distinctive set of uses. While the subareas share similar uses, in most cases they are not generally unified in any physical or visual sense.

The first subarea is the Landmark Shopping Center, which is surrounded by expressways and arterials and forms an isolated commercial retail island at the northwest corner of the study area.

Forming a ring around the Landmark Center are the predominately residential areas, which cover most of the area north of Duke Street and west of Van Dorn Street north of Pickett Street. The residential areas are predominately high density high-rise, with some medium density garden-style units and townhouses. General commercial uses cut through the residential areas, focused along major streets: Duke, Pickett and Van Dorn.

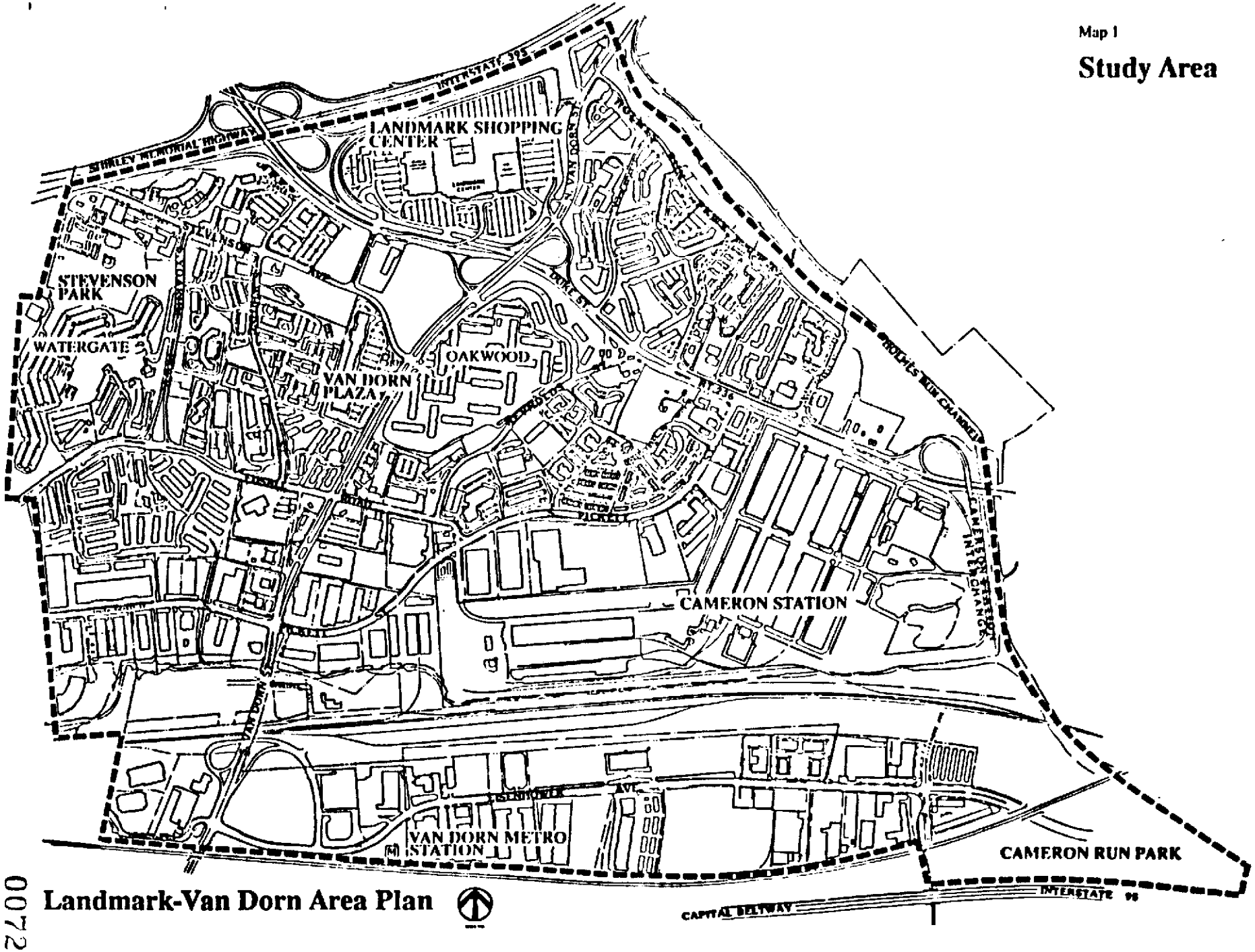
The third identifiable subarea is Cameron Station, a 164.1 acre federal military installation which is located to the east of the residential areas south of Duke Street between Holmes Run, Backlick Run and Pickett Street. One of the earliest uses within the Landmark-Van Dorn study area, Cameron Station has become a major landmark for the area. With the planned closure of Cameron Station, this tract will be available for redevelopment.

To the south of Cameron Station, sandwiched between the ~~Southern~~ Norfolk Southern Corporation Railroad Tracks and Backlick Run to the north, and railroad tracks and the Beltway to the south, is the Eisenhower Avenue area. Land use in the area is primarily service-commercial and light industrial, with some office space. The Van Dorn metro station is located toward the western end of the Avenue.

The final subarea is an industrial and service commercial node centered on the western end of Pickett Street at the City boundary and extending south to the City line. Directly along Pickett Street, the uses include warehouse, warehouse-retail, warehouse-house office, etc. South of the railroad tracks, the uses are generally more intense warehousing and distribution.

Map 1

Study Area



Landmark-Van Dorn Area Plan

DEMOGRAPHICS

Population

The population of the Landmark-Van Dorn study area has increased markedly over the past two decades. The 1960 population of less than 600 had increased to 5,696 by 1970 and 13,566 in 1980. Although the pace of population growth slowed in the next five years, by 1985 the population of the area was an estimated 15,200. (Table 1).

TABLE 1

Population Characteristics
Landmark-Van Dorn Area

	1970	1980	1985	1990	2000
Population	5,686	13,566	15,222	16,578	18,659
% of City Population	5.1%	13.1%	14.0%	15.1%	16.7%
Housing Units	2,558	8,637	9,147	10,130	11,856
% of City Housing Units	5.8%	16.6%	16.3%	17.7%	19.3%
Households	2,467	7,727	8,799	9,752	11,368
Housing Vacancy Rate	3.6%	10.5%	3.8%	3.7%	4.1%
Average Household Size	2.30	1.76	1.73	1.70	1.64

SOURCES: 1970 and 1980: U.S. Census.
1985, 1990 and 2000: COG Cooperative Forecast, Round IV.

Future population growth is related to the amount of vacant or redevelopable land available for residential development. Very few residential sites remain in this area, and most of these remaining residential sites already have approved development plans or have projects under construction. The closing of Cameron Station and the sale of the property for private redevelopment could provide opportunities for substantial new residential development. Assuming only limited residential development on the Cameron Station site by the year 2000, it is estimated that population in the Landmark-Van Dorn area will increase to about 18,500 persons in the next 15 years.

Employment

An estimated 20,011 people worked at locations within the Landmark-Van Dorn area in 1985. This reflects an increase of approximately 3,800 jobs in the area since 1980. The increase is primarily attributable to the addition of over 3,000 government employees during the 1980-85 period at Cameron Station and the AMC building on Eisenhower Valley. The number of jobs classified as retail increased from about 3,250 to 4,250 during the five year period; while industrial jobs increased from 2,050 to 2,550. The only sector showing a notable decrease in employment during the 1980-1985 period was the wholesale sector, dropping from 1500 jobs to 1100 jobs.

Over one-third of the jobs in this area are Federal Government jobs, at Cameron Station and the Army Materials Command building on Eisenhower Avenue. The AMC is leaving this building in the near future, and the Cameron Station federal installation is also expected to close in the next five years, resulting in a dramatic decrease in government sector jobs.

TABLE 2

Employment
Landmark-Van Dorn Area

	1976	1980	1985	% Change
Industrial	1,707	2,068	2,535	48.5%
Wholesale/Retail	3,495	4,755	5,374	53.8%
F.I.R.E.	504	785	781	55.0%
Services	1,088	1,721	1,650	51.7%
Federal/State/Local	6,440	6,686	8,914	38.4%
Self Employed	569	1,209	757	33.0%
Total	13,803	16,224	20,011	+ 45.0%

SOURCE: COG Regional Employment Census 1976, 1980, 1985.

SUMMARY-DEMOGRAPHICS

- The Landmark-Van Dorn has experienced substantial residential development, creating a large population growth in the past two decades.
- Over one-third of the jobs in the area are Federal jobs. With the relocation of the Army Materials Command from the building on Eisenhower Avenue and the closing of Cameron Station in the next few years, these jobs will leave the area.

EXISTING LAND USE

Excluding street and alley right-of-ways, the Landmark-Van Dorn study area includes approximately 1065 acres of land with a variety of uses. In large part, the different land uses are separated by major arterials. Generally, the residential areas are concentrated north of Edsall Road and Pickett Street. General commercial uses are intermingled in the residential area, along major arterials, and are also located on the south side of the eastern half of South Pickett Street. Industrial uses are concentrated along the western end of South Pickett Street, and along Eisenhower Avenue. (See Map 2 and Table 3.)

Residential Land Use

About one-quarter of the land area within the Landmark-Van Dorn area is developed in residences. Except for two single family residences, these residential uses are at medium and high densities, with high densities dominating.

There were an estimated 9147 dwelling units within the study area in 1985. Many of these residences were built during the 1960-1970 period. High-density high-rise units predominate, but there are also a substantial number of garden-type apartments and several smaller townhouse projects.

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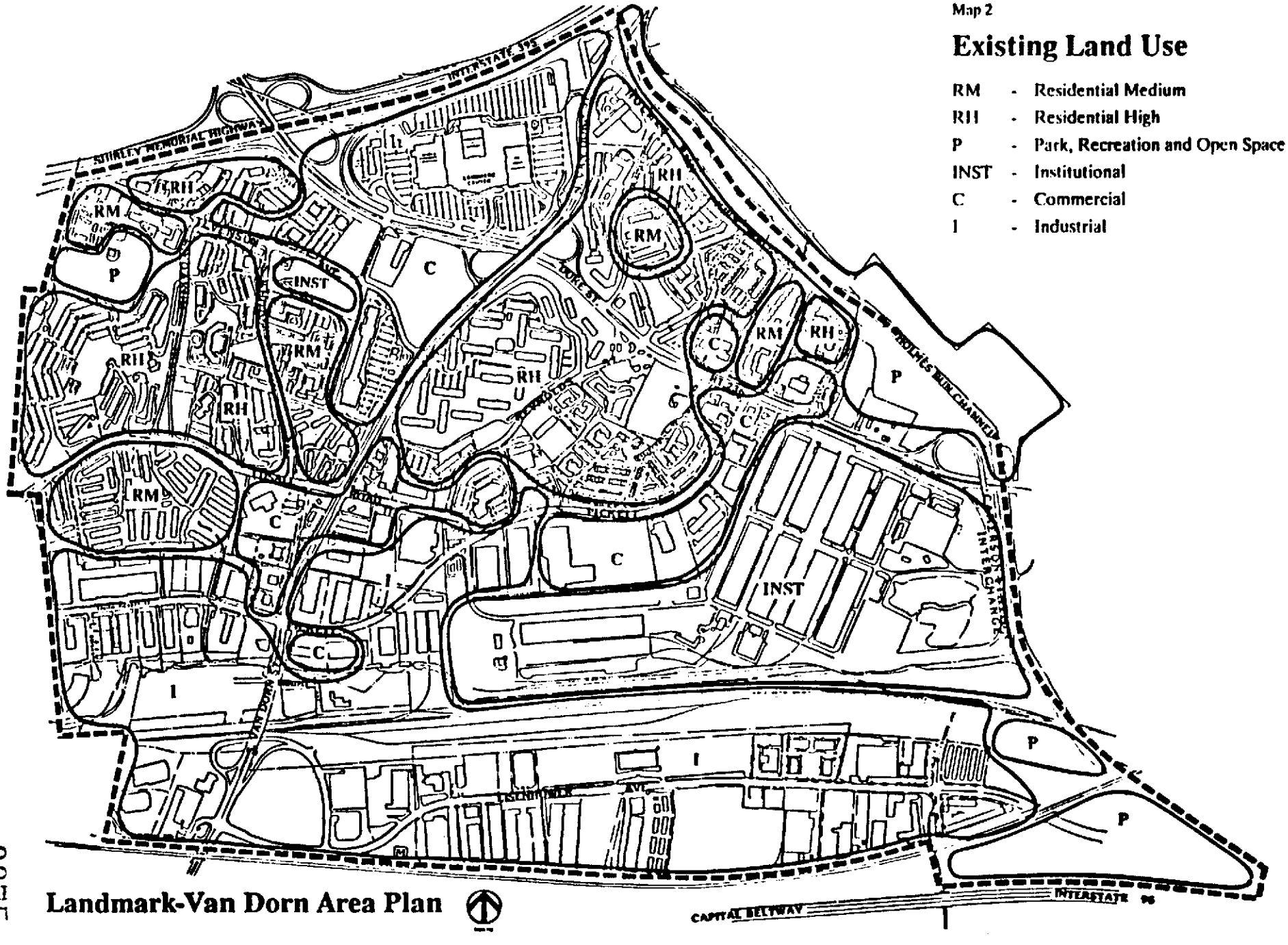
Map 2

Existing Land Use

RM - Residential Medium
RH - Residential High
P - Park, Recreation and Open Space
INST - Institutional
C - Commercial
I - Industrial



Landmark-Van Dorn Area Plan

TABLE 3

Existing Land Use
Landmark-Van Dorn Area

Land Use	Sq. Ft.	Acres	% of Total
Residential Low	41,077	0.9	0.1
Residential Medium	3,781,744	86.8	8.2
Residential High	8,086,612	185.6	17.4
Park	1,975,980	45.4	4.3
Commercial	8,236,633	189.1	17.8
Industrial	13,269,530	304.6	28.6
Institutional	7,758,262	178.1	16.7
Vacant	3,227,469	74.1	7.0
Total	46,377,307	1,064.7	100.1

Over 1,000 additional residential units are now under construction or have approval in the area. The Barton's Crossing project, located at the northeast corner of Duke Street and Van Dorn Street, is under construction and includes 532 split-level garden apartments. Another 168 split-level condominiums are under construction on the Waple property north of Pickett Street, with 55 townhouses planned and approved for the second phase of construction. The Calibre midrise (4 stories) residential project, with 400 units, has been approved for another Waple site located south of Duke Street just east of North Pickett Street. Finally, 277 high-rise units are nearing completion in Phase II of the Park at Landmark, south of Stevenson Avenue between Yoakum Parkway and South Whiting Street.

Commercial Land Use

Commercial land uses cover 18 percent of the study area (189.1 acres). These commercial uses are concentrated along Duke Street, Van Dorn Street and the southern side of the eastern section of North Pickett Street. A majority of these commercial uses are auto-oriented, low density but higher intensity activities such as retail, restaurants, auto service and sales, etc. Alexandria's only regional shopping center, Landmark Center, is located within this study area north of Duke Street at the Shirley Highway (I-395) interchange. Currently being expanded and renovated, the Landmark Center will include about 1.2 million square feet of space when completed.

The area includes just over 1.1 million square feet of commercial office. Half of this space is within one building, the Army Materials Command (AMC) building on Eisenhower Avenue, while the rest is scattered throughout the study area in smaller buildings. Almost two-thirds of this office space, including the AMC building, was constructed prior to 1980.

Industrial Land Use

Industrial land use, which is defined to include service commercial uses such as warehousing, distribution and related activities as well as heavier industrial uses, occupy 28.6 percent (304.6 acres) of the Landmark-Van Dorn study area. This figure also includes about 95 acres of railroad property which runs east-

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west through the study area, separating the Eisenhower Avenue corridor from the rest of the study area. Heavy industrial uses include Vulcan Materials and the Newton Asphalt Company. Most of the uses classified as industrial are semi-commercial activities. They include a number of large warehouses and mini-storage facilities, and trucking operations. Some of the warehouse type structures are also used for related retail and office activities.

Institutional Uses

Institutional uses cover 16.7 percent of the study area (178.1 acres). Most of this area is within Cameron Station, a 164.1 acre Federal military installation located on Duke Street at Holmes Run. Over 65 percent of the site is in buildings, both permanent and temporary, used primarily for storage and service purposes, but also for administration. Another 38 acres at Cameron Station, most of it adjacent to the Holmes Run Channel, is set aside and used for park and open space. The Federal Government decided, in December 1988, to close Cameron Station as part of a nationwide plan to re-align and close military installations. Cameron Station is discussed in detail in later sections of this plan.

The other institutional uses within the study area include a City fire station on North Paxton Street, the Northern Virginia Juvenile Detention Facility on Stevenson Road east of South Whiting Street, and the City's Waste to Energy facility on Eisenhower Avenue near the Van Dorn Metro Station.

Park and Open Space Uses

About 4.3 percent of the study area is park and open space (not including the area within Cameron Station used as Park). Most of this space is part of the City's linear park system along the Holmes Run Channel and forms the northern and eastern boundaries of the study area. Two other City parks are located in the area, at the western City boundary on Stulz Road and at the northeast corner of Edsall Road and Yoakum Parkway.

Vacant Land

Vacant land comprises 7 percent (74.1 acres) of the study area. This number does not include the Newton Asphalt or Vulcan properties, another 16.7 acres, which are largely vacant in terms of buildings but are used industrially for asphalt operations, and are classified as industrial.

Over two-thirds of this vacant land is located along Eisenhower Avenue. Two of the largest are the Southern property at Van Dorn Street (10.5 acres) and, moving eastward toward the center section of Eisenhower Avenue, the Gunnell properties (15.6 acres).

There are also two large vacant properties near the Duke Street/Shirley Highway interchange: the 5.1 acre Hirst site and the 9.6 acre Freeman site. A plan was approved by the City for the Freeman site in 1986 which included 240,000 net square feet of office development. The approval for this plan has expired.

Also on Duke Street, but eastward near South Pickett Street at Valley Forge Drive, is the 6.68 acre largely vacant Waple site. In December 1988, the City approved a special use permit for a 400 unit residential project on this site.

SUMMARY--LAND USE

- Residential uses cover one-quarter of the land area, are primarily high-density, and are focused in the areas north of Pickett Street.
- Much of the Eisenhower Avenue area and western Pickett Street area, over one-quarter of the study area, is industrial. True industrial uses are increasingly being replaced by uses which are service-commercial in nature, including flex space and office-warehouse, retail-warehouse uses.
- The planned closing of Cameron Station will free up this large institutionally used tract for other uses.
- There are several large vacant parcels in the area available for development.

ZONING

The most prevalent type of zoning in the Landmark-Van Dorn study area is Industrial, covering 56.4 percent (601.3 acres) of the study area. Another 29.1 percent (309.1 acres) of the land is zoned residentially, most of it for high density residential. The remainder (138.8 acres) has commercial zoning, except for a very small amount (15.6 acres) of mixed use (CO) zoning.

TABLE 4

Existing Zoning
Landmark-Van Dorn Area

		Sq. Ft.	Acres	% of Total
Industrial:	I-1	13,789,921	316.6	29.7
	I-2	12,400,284	284.7	26.7
Commercial:	C-2	5,088,206	116.8	11.0
	C-2-B	958,093	22.0	2.1
Mixed Use:	CO	678,491	15.6	1.5
Residential:	RA	1,345,468	30.9	2.9
	RB	464,906	10.7	1.0
	RC	11,297,133	259.4	24.4
	R-5	41,077	0.9	0.1
	R-8	53,606	1.2	0.1
	R-20	260,125	6.0	0.6
Total:		46,377,310	1064.7	100.1

Industrial Zoning

The 601.3 acres of industrial zoning includes both I-1 and I-2, with slightly more I-1. Areas zoned I-1 Industrial include Cameron Station, the Pickett Street area west of Van Dorn Street, and some parcels along Edsall Road and Van Dorn Street. Cameron Station is the major use in this I-1 zoned area. Warehousing, including storage, distribution and related retail and office activities are

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located on the I-1 zoned parcels along Pickett Street, Van Dorn Street and Edsall Road. The existing I-1 zone allows a wide range of uses, including the existing warehouse/storage/retail uses, but also including relatively high density commercial office development. Under the I-1 zone, a 2.5 floor-area-ratio (FAR) and heights up to 77 feet are allowed by right. Additional density and height, 5.0 FAR and 200 feet heights, are allowed under certain conditions for a P.U.D..

I-2 Industrial zoning is located on the railroad right-of-ways, and on parcels along Eisenhower and Farrington Avenues. Other than railroad right-of-way, the predominate uses in this I-2 zoned area are light industrial and service commercial, with some office and retail activities. The only real heavy industrial use is the Vulcan and Newton Asphalt operations near Van Dorn Street. Part of the Park along Holmes Run is also zoned I-2. The I-2 zoning allows for a wide range of uses, including light and heavy industry, service commercial, commercial office and retail. Allowable density under the I-2 zone is 3.0, with a 77 foot height limit, by right. As with the I-1 zone, a P.U.D. provision provides for densities up to 5.0 FAR and heights up to 200 feet under certain conditions.

Residential Zoning

As would be expected, the the residential zoning follows the pattern of residential uses, concentrated north of Edsall Road and Pickett Street.

More than four-fifths, 259.4 acres, of the residential zoning is RC-high density residential. The RC zone allows residential development at densities up to 54.45 units/acre density and heights up to 150 feet. It also allows commercial uses on the first floor of a residential building. While most of the residentially zoned land is developed at densities which require the RC zoning, there are a few areas zoned RC which are developed at more moderate RA or RB densities, including Edsall Bluffs, sections of the Waple development, Landmark Terrace and Crestview Garden Apartments.

There are 30.9 acres of RA-Residential zoning in the study area. The RA zone allows multi-family residential development at densities up to 27.23 units/acre and heights up to 45 feet (or more by SUP). The RA zoned land is developed in garden apartments.

There are 10.7 acres of RB zoning, located on the Stevenson Square townhouses and the adjoining park, at the western City limit. The rest of the zoning is single family; R-5, R-8 and R-20. There are only two single family units remaining in the area; the rest of the single family zoning is on park areas.

Commercial Zoning

All but 22 acres of 138 acres of commercially zoned land is zoned C-2 commercial; the remainder is C-2-B. Both of these zones allow essentially the same type of development: commercial development up to a 3.0 FAR and 150 foot heights and/or residential development up to 54.45 units/acre. Almost all of the Commercially zoned land is located along Duke Street. Existing development on C-2 land is a mix of commercial retail, commercial office, and service uses. There are also some residential uses located on commercially zoned land, in the area between Holmes Run and Duke Street. Several vacant parcels in the area have C-2 zoning.

Heights

Generally, heights in the area are limited by right to 150 feet north of Pickett Street and 77 feet south of Pickett Street. The 150 feet limits north of Pickett Street result from RC and C-2 zoning. There are small pockets of land with 35', 45' and 77' limits within the 150' limit area. South of Pickett Street, the 77' height limits results from the I-1 and I-2 zoning. More height, up to 200', would be allowed within these industrially zoned areas under the Planned Unit Development provision of the industrial zoning.

A survey of building heights (number of stories per structure) was taken in 1988. The majority of the tall buildings (above 14 stories) are concentrated near Edsall Road, Yoakum Parkway, Ripley Street and Holmes Run Parkway. Generally, buildings have taken advantage of the high elevations in the northern section of the study area to capitalize on views.

In the rest of the study area heights, building heights tend to be low, 2-3 stories. Heights along Eisenhower Avenue are also generally 2 and 3 stories (with the exception of the 13 story AMC building), well below the 77 feet allowed under the zoning. This is primarily because of the service commercial/industrial nature of the development. Redevelopment within the area is likely to bring more height; the varying topography within the Valley lends itself to a creative mix of building heights, and Eisenhower is not adjacent to any low scale residential area where heights might have an adverse impact.

Theoretical Development Potential

Although very little of the land within the Landmark-Van Dorn area is vacant, the existing zoning on all of the industrially zoned areas would allow redevelopment of existing low density uses to very high levels of commercial development. Map 3 shows potential development and redevelopment areas. Table 5 summarizes the theoretical by-right development rights for each of the potential development/redevelopment areas shown on Map 3.

TABLE 5

Development Rights under Existing Zoning in Key Areas
Landmark-Van Dorn Area

		Parcel Size (Acres)	Maximum F.A.R.	Maximum Commercial Development (Sq. Ft.)*
1	Cameron Station	164.1	2.5	17,870,490
2	Trade Center Area	22.8	2.5	2,482,888
3	Eisenhower Avenue	138.9	3.0	18,150,360
4	Farrington Avenue	14.7	3.0	1,915,626
5	Vulcan/Newton Area	33.7	2.5	3,670,403
6	Pickett Street West	39.8	2.5	4,337,178
7	Freeman/Hirst Tracts	17.5	3.0	2,291,778
	Total	431.5		50,718,722

* **Assumes commercially and industrially zoned land developed in commercial space at maximum densities allowed under existing zoning.**

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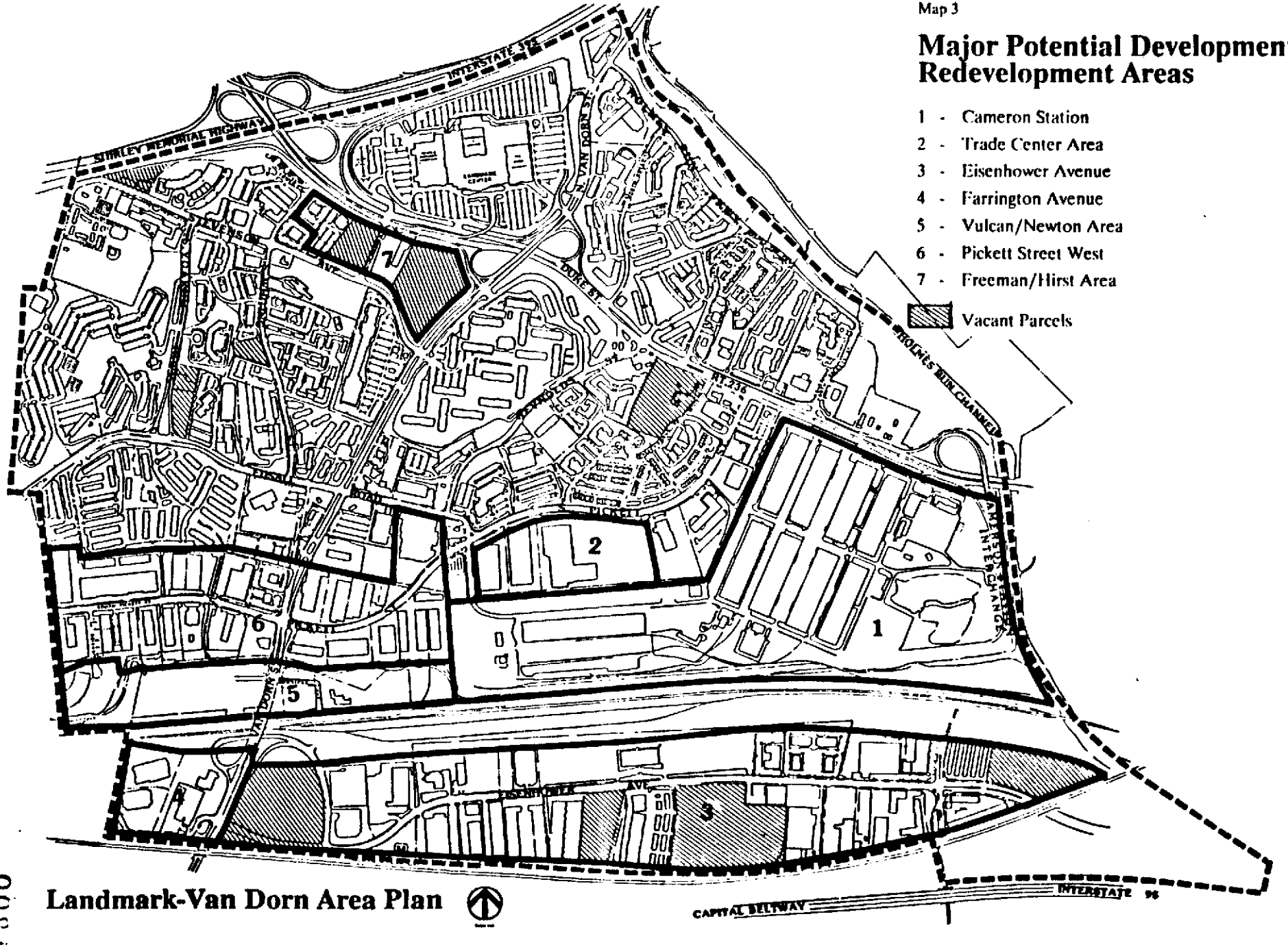
Map 3

Major Potential Development and Redevelopment Areas

1 - Cameron Station
2 - Trade Center Area
3 - Eisenhower Avenue
4 - Farrington Avenue
5 - Vulcan/Newton Area
6 - Pickett Street West
7 - Freeman/Hirst Area

Vacant Parcels



Landmark-Van Dorn Area Plan

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These potential redevelopment areas, areas where existing zoning allows considerably more development than exists, include over 18 million square feet of land and carry development rights for over 50 million square feet of commercial space, by right (or over 90 million square feet of commercial and residential space with a P.U.D.).

The two key areas, long considered likely areas for future development, are Eisenhower Avenue and Cameron Station. With over 6 million square feet of land and I-2 zoning, the Eisenhower Avenue area alone is zoned for over 18 million square feet of commercial development, by right. Cameron Station, with over 7 million square feet of land and the slightly less intense I-1 zoning carries development rights for over 17 million square feet of commercial development, by right.

SUMMARY

- Over half of the land in the Landmark-Van Dorn area is zoned industrially, including the areas where development is likely to occur in the near future: Cameron Station and the Eisenhower Avenue area.

- None of the vacant and developable land in the area is zoned for residential (excluding sites under construction and with approved plans).

- Some residential developments are located on commercially zoned land.

- Development rights for over 50 million square feet of commercial space exist within the areas where development or redevelopment of some type is likely to occur in the short and long term.

ECONOMIC ACTIVITY AND DEVELOPMENT TRENDS

Recent and Approved Development

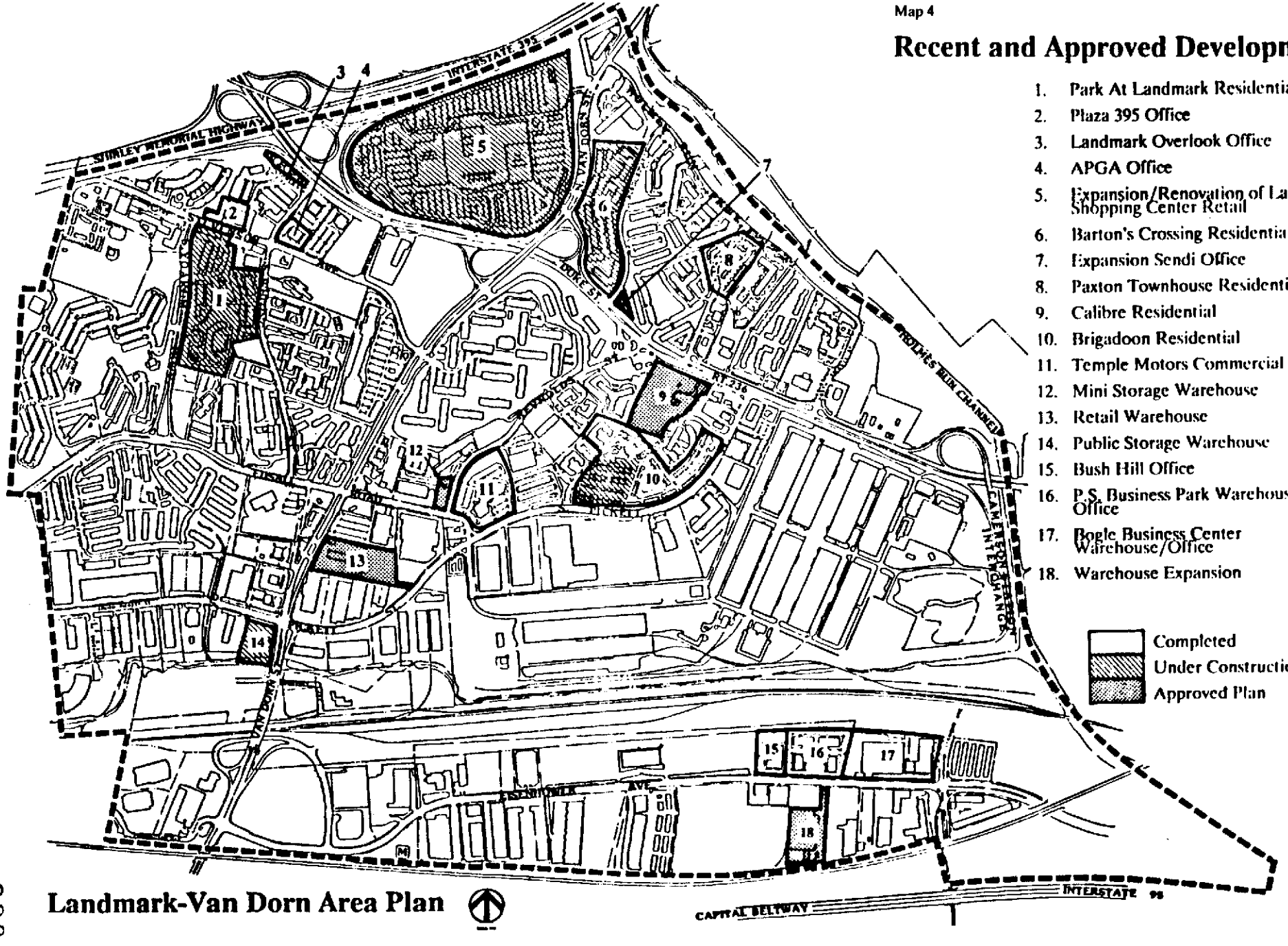
Recent development activity, including recently completed projects, projects under construction and approved projects are shown on Map 4. As was discussed earlier, a substantial amount of residential development, over 1,000 units, is currently under construction or has been approved by the City for development. Much of this residential development is on the Waple property north of Pickett Street. Two other large residential projects have been developed at the northeast corner of Duke Street and Van Dorn Street, across from the Landmark Shopping Center; and between Yoakum Parkway and South Whiting Street south of Stevenson Street.

Office development has focused in two locations: near Duke Street, and to a lesser degree in the Eisenhower Avenue area. Near the Duke Street/Shirley Highway Interchange, the Plaza 395 Office building with 76,000 sq. ft., APGA Office building with 45,000 sq. ft. and the Landmark Overlook townhouse office project with 11 units and 13,000 sq. ft. have been built in recent years. In the Eisenhower Avenue, the Bush Hill office building with 48,000 sq. ft. was built, along with additional office space in flex-type buildings.

Map 4

Recent and Approved Development

1. Park At Landmark Residential
2. Plaza 395 Office
3. Landmark Overlook Office
4. APGA Office
5. Expansion/Renovation of Landmark Shopping Center Retail
6. Barton's Crossing Residential
7. Expansion Sendi Office
8. Paxton Townhouse Residential
9. Calibre Residential
10. Brigadoon Residential
11. Temple Motors Commercial
12. Mini Storage Warehouse
13. Retail Warehouse
14. Public Storage Warehouse
15. Bush Hill Office
16. P.S. Business Park Warehouse/ Office
17. Bogle Business Center Warehouse/Office
18. Warehouse Expansion



Landmark-Van Dorn Area Plan

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The Landmark Shopping Center renovation and expansion is a major commercial project now underway within the study area. The mall, originally built in 1965, had three anchor stores: Woodward and Lothrop, Hecht's and Sears Roebuck and Company, and various smaller stores. All of the smaller stores have been demolished, except for a free-standing bank and auto-center. Two of the anchor stores are being expanded by about 40,000 sq. ft. each, and a 600,000 sq. ft. enclosed mall is being constructed and will join the anchor stores. With the additional space, the mall will have 1.2 million gross square feet. Also as part of the expansion/renovation, a two level parking garage has been constructed behind the Shopping Center.

Potential Development Sites

Cameron Station

Cameron Station, a 164.1 acre Federal military installation located on Duke Street at Holmes Run, has been slated for closure under the 1988 nation-wide plan developed by the Defense Secretary's Commission on Base Realignment and Closures. Under the plan, the closings must begin between January 1, 1990 and September 30, 1991, and be completed by September 30, 1995.

About 65 percent of the this site (107 acres) is now used for buildings, both permanent and temporary, for service and storage and administrative purposes. Another one-fourth of the land (38 acres) is now set aside and used for park, recreation and open space. Much of the park area is located adjacent to the Holmes Run Channel and compliments the linear park system the City has been developing along the Run.

The 1986 Landmark-Van Dorn Small Area Plan called for a mix of uses on the Cameron Station Tract if redevelopment occurred. The Plan also designated a substantial portion of the tract, generally the area around the Pond east of First Street, for Park and Open Space Area.

Existing zoning on the parcel is I-1 Industrial, which allows for industrial and commercial development up to a 2.5 F.A.R. and heights of 77 feet, by right, or to a 5.0 F.A.R. and heights of 200 feet under the P.U.D. provision. This zoning translates into theoretical development rights of over 17 million square feet of development, by right.

There are a number of constraints to development on the site. First, a very large part of the site, 77 acres, is within the 100 year flood plain for the City. Within the flood plain, any buildings must be built on columns which raise the building out of the flood plain, or else must be waterproof to the flood level. In the latter case, where a building displaces flood storage area within the flood plain, a comparable amount of new storage area must be created elsewhere to hold flood waters.

Another constraint to development on the site is relatively poor access. Access to the north, from Duke Street, is limited to a partial interchange and one curb cut. The only other access is from Pickett Street at Edsall Road, to the west. This western access is somewhat limited by already congested conditions at key intersections in the area along Van Dorn Street at Pickett Street and Edsall Road. Access to the metro station at Van Dorn will be limited by this same congestion. An Environmental Impact Study is now underway to explore the impact of possible roadway connections from Eisenhower Avenue to Duke Street in the area

of Clermont Avenue. Improved access is needed into the site from the Beltway and between the site and the Van Dorn Metro Station.

Trade Center Area

The Trade Center is a retail center in industrial type buildings located on a 14.4 acre site adjacent to the northern side of Cameron Station, along Pickett Street. Directly west of the Trade Center, also adjacent to Cameron Station, are two additional warehouse sites containing another 7.8 acres. Given the proximity of Cameron Station, the redevelopment of these sites may be linked to the redevelopment of Cameron Station.

Existing zoning on these parcels is I-1 industrial, as with the adjoining Cameron Station. This zoning, allowing F.A.R.s up to 2.5, theoretically provides for development of up to 2.4 million square feet of commercial space on the tract.

The 1986 Landmark Van Dorn Small Area Plan designated this site for Commercial use.

Eisenhower Avenue

The Eisenhower Avenue area, stretching from Holmes Run to Van Dorn Street, includes 138.9 acres of land. The existing uses in the area are a mixture of light industrial (warehousing and distribution), and commercial mixed uses (warehouse-office, warehouse-retail) and office. The City's Waste to Energy Facility is also located on Eisenhower Avenue, toward the western end. Some parcels remain vacant.

Existing zoning on the tract is I-2 industrial, which allows development up to a 3.0 F.A.R. and 150 foot heights by right, or a 5.0 F.A.R. and 200 foot heights under a P.U.D. provision of the zone. Theoretical development rights in the corridor are for over 18 million square feet of commercial development.

This area was designated a Development Potential Area in the 1974 Plan, and was designated for a mix of industrial and commercial uses, with commercial uses concentrated near the planned Van Dorn Metro Station. The 1974 plan also noted the need for additional access into the area, including the Clermont interchange and an additional Duke Street-Eisenhower Avenue connection. The 1986 Landmark-Van Dorn Small Area Plan designated this area for both high density mixed use and industrial activities.

This area is a good location for intense commercial development for several reasons. First, the area has excellent access to transit, with the Van Dorn Metro station under construction and to be completed in 1992. Second, the area will be between two major interchanges of the Beltway: the existing Van Dorn interchange to the west, where major improvements are planned in the near future, and the planned Clermont interchange to the east. Third, the location on Eisenhower Avenue itself is advantageous, given the nature of Eisenhower as a major Arterial which connects the eastern and western ends of the City. And finally, because this area is well isolated from existing residential areas, development will have minimal impact on residential neighborhoods.

Freeman/Hirst Tracts

The Freeman and Hirst Tracts, on the south side of Duke Street just east of the interchange with the Shirley Highway, include almost 19 acres, about 13 of which remain vacant. The other sections are developed in low density commercial uses: an auto dealership and two restaurants.

These sites are currently zoned C-2 Commercial, which allows commercial development up to a 3.0 F.A.R. or residential development up to a 1.25 F.A.R. and heights of up to 150 feet. Under the existing zoning, a maximum of 2.2 million square feet of commercial space could be built on this site (assuming redevelopment of the existing low density uses, as well as development of the vacant area.)

The 1974 Master Plan for the City designated this area has a Development Potential Area, calling for a mix of office and residential uses. The 1986 Landmark-Van Dorn Small Area Plan also called for a mix of uses on these parcels. In addition, the 1986 plan discussed the need to develop a mixed use zone which would require, rather than simply allow, residential and commercial mixed use, with specific application for these parcels.

Located right on Duke Street, at the Shirley Highway, access to this site from the north is good. However, access from the south is along Van Dorn and residential streets which are fairly congested.

SUMMARY--ECONOMIC ACTIVITY AND DEVELOPMENT TRENDS

- o A substantial amount of residential development, over 1,000 units, is now under construction or approved for development.
- o Despite large areas of available land, the market has brought only limited office development to the area, at Duke Street and the Shirley Highway, and along Eisenhower Avenue.
- o Almost all of the potential redevelopment areas, the two largest being the Cameron Station and Eisenhower Avenue, are zoned industrially, which permits high density commercial development and does not permit any residential development by right.

TRANSPORTATION

Street System

The Landmark-Van Dorn area is serviced by two major highway corridors: Shirley Highway (I-395) and the Beltway (I-95), and a number of arterials: Van Dorn, Duke, Edsall, Pickett, and Eisenhower, which create high traffic volumes within and around the area. Much of the traffic has been generated from outside the city limits.

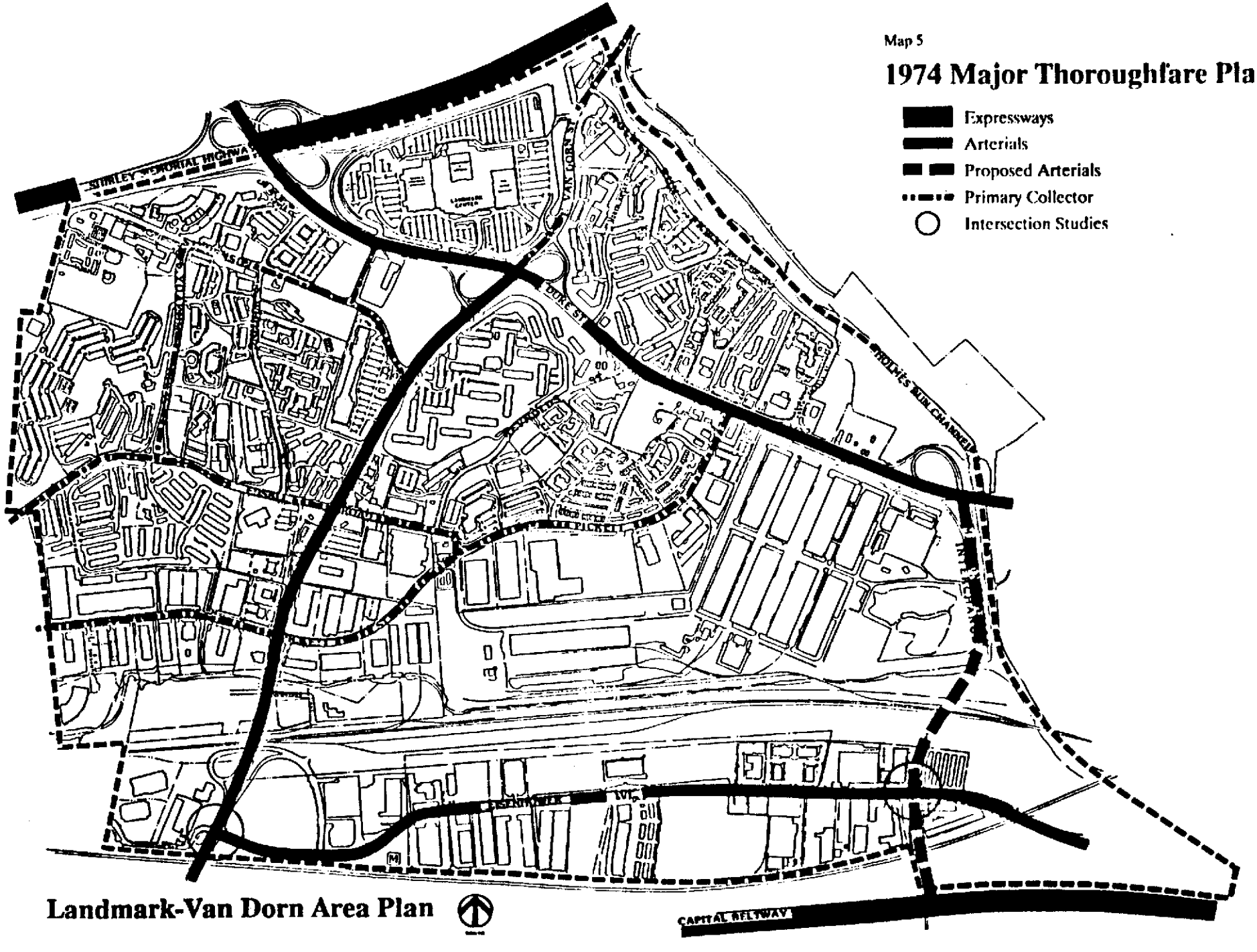
1974 Major Thoroughfare Plan

The 1974 Major Thoroughfare Plan for the Landmark-Van Dorn Area is shown on Map 5. This plan classified streets into five categories: expressways, arterials, primary collectors, residential collectors and local streets.

Map 5

1974 Major Thoroughfare Plan

- Expressways
- Arterials
- Proposed Arterials
- Primary Collector
- Intersection Studies



Landmark-Van Dorn Area Plan

and S. Walker between Duke Street and Stevenson Road.

The Shirley Highway (I-395), at the northwest boundary and Capital Beltway (I-95) at the southeast boundary are both expressways. Duke Street, Van Dorn Street and Eisenhower Avenue were designated as arterials. Pickett Street between Van Dorn and Duke, Edsall Road, Yoakum Parkway and Stevenson Street between Van Dorn and Yoakum were designated as Primary Collectors. The rest of the streets in the area were shown as local streets.

The 1974 Major Thoroughfare Plan also designated that a future arterial street in the vicinity of Clermont Avenue would be included in the system. It was believed that the additional access from the Beltway was needed due to potential growth that would occur along Eisenhower Avenue. To date, the Cameron Station interchange to Duke Street has been built to provide improved circulation from the Cameron Station base. The development potential of both Cameron Station and the Eisenhower Avenue corridor will depend on improved traffic access into these areas; the existing limited access in these areas will not accommodate very much development.

Existing Traffic Flow

Excluding the Beltway and Shirley Highway, the highest traffic volumes within the study area occur on Van Dorn Street and Duke Street. Table 6 shows ten year boundary counts for these two streets, along with Edsall Road. These counts are taken at the City limits each year for a one week period. As the table shows, traffic volumes have increased significantly on each of these streets, with southbound volumes on Van Dorn and westbound volumes on Duke Street showing the most dramatic increases over the ten year period: 82 and 47 percent, respectively.

TABLE 6

Average Daily Traffic
City of Alexandria Ten Year Boundary Counts
Landmark-Van Dorn Area

	Duke Street		Edsall Road		Van Dorn Street	
Year	Eastbound	Westbound	Eastbound	Westbound	Northbound	Southbound
1979	28,227	25,004	5,445	5,784	15,494	12,940
1980	24,532	26,721	5,676	5,757	12,249	14,110
1981	28,916	25,678	5,947	5,882	15,011	14,930
1982	27,945	25,216	6,752	6,529	15,433	14,158
1983	29,497	30,517	6,964	7,619	16,167	14,440
1984	--	--	--	--	--	--
1985	32,133	33,372	9,092	8,075	18,546	17,913
1986	34,319	29,537	5,814	7,401	19,397	19,322
1987	33,598	34,031	7,969	7,969	21,021	20,665
1988	35,930	36,804	7,291	8,090	20,891	23,578
% Change	27.3%	47.2%	33.9%	29.9%	34.8%	82.2%

Map 6 shows estimated a.m. and p.m. peak hour levels of service in 1988 of all major intersections within the Landmark-Van Dorn study area. The level of service is a measure which is based upon the amount of traffic, number of lanes and signal timings, and which indicates how good or bad traffic conditions area.

An A rating is excellent, with no delays and traffic less than 60 percent of capacity; while at the other extreme is the E rating where traffic is over 90 percent of capacity and delays are extreme. The F rating describes intersections with badly jammed conditions resulting in unpredictable volumes of traffic being carried.

The most congested street in the area is Van Dorn, with several intersections operating at poor levels: a D/D at Eisenhower Avenue and Pickett Street and a D/E at Edsall Road. Conditions on Van Dorn improve north of Duke Street, where the Van Dorn Street/Holmes Run Parkway intersection operates at a C/C level. Levels of service at intersections on Duke Street are satisfactory, with a B/B at Pickett Street and a C/C at Paxton Street. The Duke Street/Van Dorn grade separated interchange generally operates at an A level, with some delays occurring on the ramp from Duke Street westbound to Van Dorn Street and the Landmark Shopping Center entrance. Other delays occur on Duke Street westbound as it approaches the Shirley Highway (I-395), primarily because of traffic backed up from the Duke Street/Beauregard Street intersection in Fairfax County, which operates at an F/F level, creating marked delays in all directions.

Recent and Planned Capital Improvements

Recent Improvements

The major road improvement within the study area in the recent past was the grade separation of Van Dorn Street at the railroad tracks (completed in 1983), along with the addition of a ramp from Eisenhower Avenue to southbound Van Dorn Street (completed in 1987).

The Van Dorn Street/Edsall Road intersection was also improved. An additional lane was added on Edsall Road, and protected left turn lanes were added to Van Dorn Street to improve capacity of the intersection.

Finally, access was improved into the residential areas along Stevenson Road, S. Yoakum Parkway and S. Whiting Street, when a slip ramp from east-bound Duke Street to S. Walker Street was completed in 1985.

Planned Improvements

The only project funded in the 1988 Capital Improvements Plan for the City is the an Environmental Impact Study (E.I.S.) for the planned Clermont interchange with the Beltway and possible alternative connections between Eisenhower Avenue and Duke Street. The need for improved access to the Eisenhower Avenue has been discussed in previous planning documents for the area and several connections have been proposed in the past. However, past proposals have been defeated by Citizen opposition to the plans based on fears of potential residential impacts of any connector road.

The project under study consists of two phases. The first phase is the rebuilding of the existing Clermont Avenue (one-lane underpass) into a five-lane divided underpass under the RF&P Railroad tracks, with a diamond interchange at the

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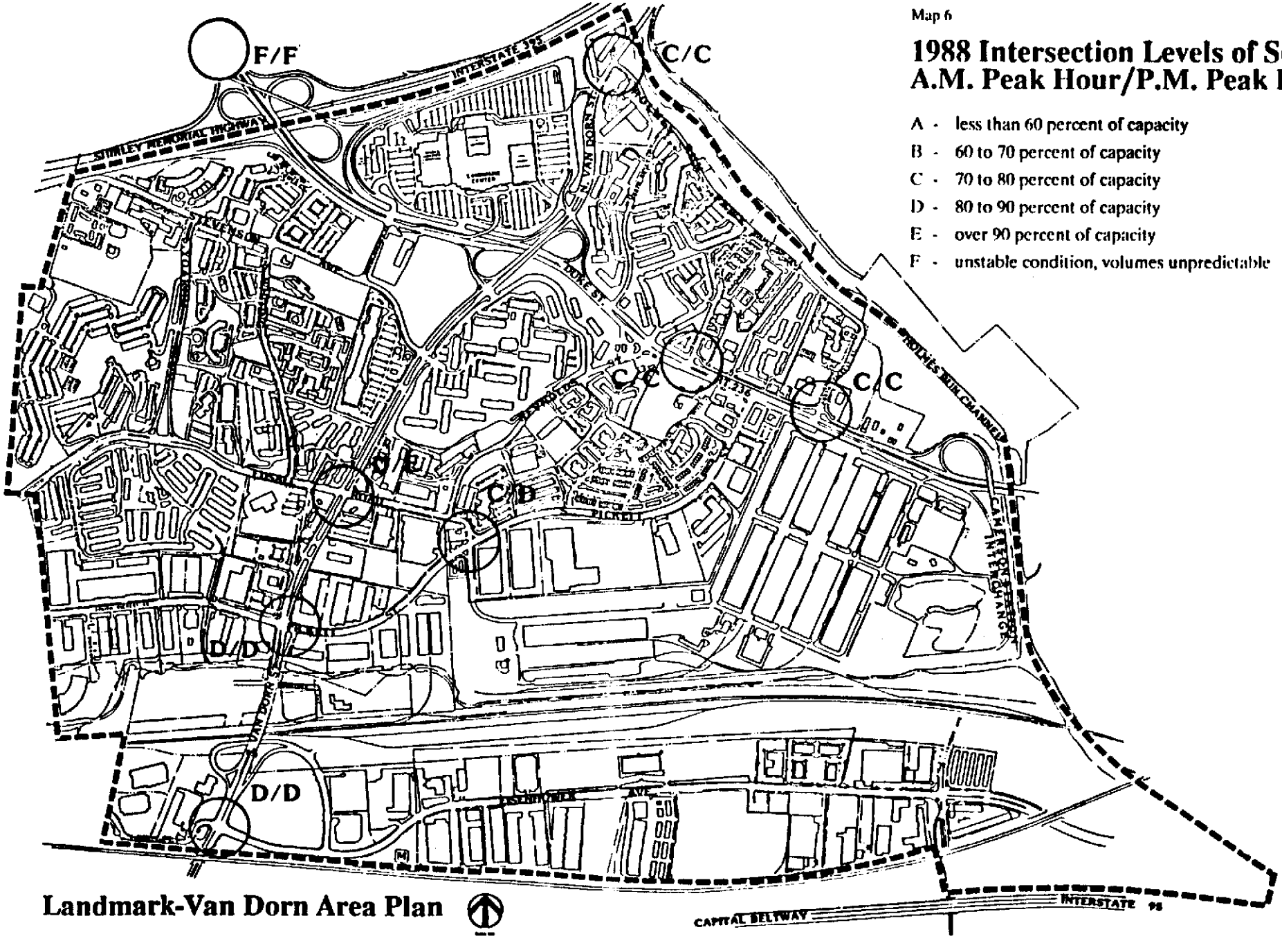
Map 6

1988 Intersection Levels of Service
A.M. Peak Hour/P.M. Peak Hour

A - less than 60 percent of capacity
B - 60 to 70 percent of capacity
C - 70 to 80 percent of capacity
D - 80 to 90 percent of capacity
E - over 90 percent of capacity
F - unstable condition, volumes unpredictable



Landmark-Van Dorn Area Plan

0030

Beltway. The second phase is the connection between Eisenhower Avenue and Duke Street. The five alternative connections to Duke Street being studied are: from Clermont to the Cameron Station interchange on Duke Street, from Clermont through the center of Cameron Station to Duke Street, from Clermont to through the southwest section of Cameron Station to Pickett Street, from Eisenhower Avenue in the vicinity of the City incinerator into the Edsall Road/Pickett Street intersection and from Bluestone to Duke Street (outside the Landmark-Van Dorn study area to the east).

After the EIS is received, City Council will decide whether it wishes to pursue any of the alternatives being studied.

Fairfax County Capital Improvements

Two major developments, the Centennial Development and the Oakwood Corporate Office projects south of Alexandria and the Beltway in Fairfax County will significantly effect the circulation system in the Landmark-Van Dorn area. In order to accommodate future growth and transportation demands along S. Van Dorn, the County has undertaken major plans to widen S. Van Dorn to six lanes between Oakwood Drive and Franconia Road and to improve the Van Dorn interchange with the beltway.

The County is also studying the Duke Street/Beauregard Street intersection to explore and determine possible improvements to that intersection. Although outside of the study area, this intersection is operating at an F level and causes some congestion within the study area on Duke Street, as traffic backs up.

Transit System

Metro Station

The Landmark-Van Dorn Metro Station will be located on Eisenhower Avenue near Van Dorn Street. The station is currently under construction and scheduled to open in 1992. As shown in Map 7, the station itself is located on the south side of Eisenhower Avenue, with the bus bays. An underground pedestrian passageway will link the station to the metro parking area on the north side of Eisenhower Avenue. This lot will provide 56 Kiss and Ride spaces and 333 Park and Ride Spaces.

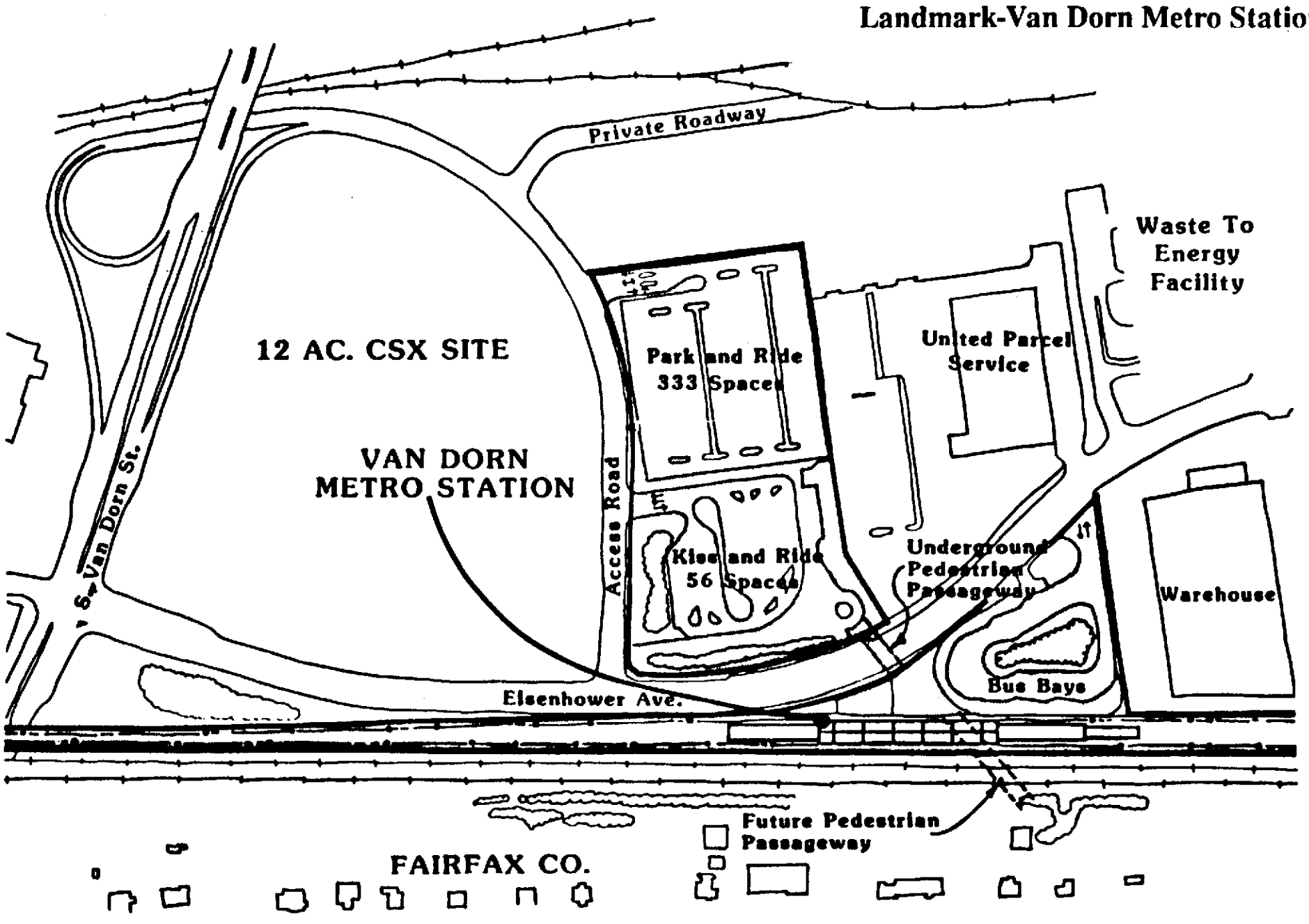
The Van Dorn Station was not designed to be a permanent terminus, although on an interim basis it will be the end of the line until the Springfield extension is built in Fairfax County. Because Federal funding for the Springfield Station is not now available and no alternative source of funding is now available to Fairfax County, there is no way to predict when the construction of the Springfield station will be complete.

Bus Service

Both Metro and DASH provide bus service in the Landmark-Van Dorn study area. The area is particularly well served by Metro express buses which provide direct service between many of the high-rise residential developments to the Pentagon. It is expected that bus routes in this area will be changed to feed into the Metro Station. Fairfax County is planning to feed express busses which now go to the Pentagon into the Van Dorn Station, once it is opened.

Map 7

Landmark-Van Dorn Metro Station



Landmark-Van Dorn Area Plan

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SUMMARY--TRANSPORTATION

- o With two expressways at its boundaries and a number of arterials, this area is heavily trafficked.

- o Despite recent major improvements, Van Dorn Street remains the most congested arterial street in the system. No new improvements are currently in the Capital Improvements Plan for this facility.

- o The opening of the Van Dorn metro station in 1992 will provide excellent transit access to the area, but will also impact surrounding streets because of the increased traffic, including buses, to the station while it serves as the terminus station. The Van Dorn station was not designed as a terminus station, and the construction of the Springfield station with adequate parking and bus facilities is essential.

- o An Environmental Impact Study of alternative connections between Eisenhower Avenue and Duke Street is now underway. Additional access is needed to Eisenhower Avenue to accommodate development.

URBAN DESIGN

The focus of the urban design discussion is on the two areas most likely to face major redevelopment in the near future: Cameron Station and the Eisenhower Avenue. Also, two major portals to the City are located within this area: Duke Street and Van Dorn Street, and urban design issues related to these two streets are briefly discussed.

Cameron Station

Cameron Station is a 164.1 acre federal military installation, located to the east of the predominately residential areas south of Duke Street between Holmes Run, Backlick Run and Pickett Street. One of the earliest uses within the Landmark-Van Dorn study area, Cameron Station has become a major landmark for the area. With the planned closure of Cameron Station, this tract will be available for redevelopment.

About 60 percent of the 164.1 acre tract is built-up, in warehouse-type structures used for service, storage and administration. A large park area, with a pond, is located in the eastern section of the Station. Almost half of the site, 77 acres, is within the City's 100 year flood plain. The flood plain includes the existing park/pond area and a wide band of land along the southern edge of the site, at Backlick Run.

The City-wide stream valley park system includes the Holmes Run at the eastern edge of Cameron Station, and links the area to the eastern part of the City via the Cameron Run park system. The Park area within Cameron Station form a vital link in this park system, and should be maintained when Cameron Station is redeveloped. Park area should also be set aside along Backlick Run, at the southern edge of Cameron Station, and should also be tied into the stream Valley System at Cameron Run.

Eisenhower Avenue

To the south of Cameron Station, sandwiched between the Southern Railroad Tracks and Backlick Run to the north, and railroad tracks and the Beltway to the south, is the Eisenhower Avenue area. With these strong physical barriers to the north and south, the area is physically isolated from the rest of the area, and is completely organized along Eisenhower Avenue, which cuts through the center. Inside the study area, no streets other than Van Dorn link Eisenhower Avenue with areas to the north, and even outside the study area the nearest connection is to the far east at Telegraph Road. Uses, primarily industrial and service commercial, with some office, are organized linearly along the Avenue. Two forthcoming transportation improvements to the area will help to create nodes along the Avenue. At the western end, the Van Dorn Metro station will provide a natural focus for future development. At the eastern end, the planned Clermont interchange with the Beltway, will provide a second focus.

Streets

Van Dorn Street and Duke Street are two major arterials in the area which also serve as major portals into Alexandria. Both of these streets lack a definable character. On Duke Street, entering the City, there is an extensive area of concrete and asphalt from the ramps to the Shirley Highway, ramps to the Landmark Shopping Center and ramps to Van Dorn Street, as well as the large Shopping Center parking lot. The hard edges continue, to a lesser degree, moving eastward on Duke Street. Van Dorn Street is similar, being a wide street fronted on many sections by asphalt parking lots. Streetscaping, including planting on median strips and along the streets, could dramatically soften the hard visual impacts of these streets.

SUMMARY--URBAN DESIGN

- Redevelopment of Cameron Station should be sensitive to the natural features of the site, respecting the flood plain and creating and strengthening links to the City's stream valley park system.

- Two natural nodes will be created on the now-linearly organized Eisenhower Avenue corridor at the Clermont interchange and at the Van Dorn metro station.

- Major arterials, particularly Duke Street and Van Dorn Street at the portals to the City, need streetscaping to soften the impacts of the harsh visual environment.

POLICY HISTORY

The Landmark-Van Dorn study area was annexed from Fairfax County along with the rest of Planning District III in 1952, except for the Cameron Run Valley Park which was acquired through a land swap with Fairfax County in 1973.

1974 Consolidated Master Plan

The 1974 Consolidated Master Plan for the City made general recommendations for Planning District III, including the Landmark-Van Dorn area. These recommendations were to:

1. Uphold the present zoning pattern to maintain the character of existing single-family sections.

2. Encourage the provision of ample open space and of in-structure parking in future apartment developments.

3. Provide stream valley parks along Holmes Run and a pedestrian trail along the length of the Run from the western city limits to south of Duke Street.

4. Provide for housing for all income groups in future development and redevelopment of Planning District III.

5. Encourage consolidation of commercial development.

6. Discourage through traffic in residential neighborhoods.

The 1974 plan also identified "Development Potential Sites" in the City and made specific recommendations regarding the future development of these key parcels. There were four tracts within the Landmark-Van Dorn area identified as Development Potential Areas.

The Eisenhower Avenue West area was identified as a development potential area. It was recommended for continued industrial uses, and relocation of industrial uses from other parts of the City to this area encouraged. Also identified for its development potential was the S. Van Dorn Street Station area. The excellent access of this site to the Beltway, railroad and future transit was noted and the area was recommended for development as a commercial-industrial center. The third development potential site identified within the Landmark-Van Dorn area was the 40 acre vacant tract at Edsall Road and Yoakum Parkway. This tract was recommended for high density residential and mixed uses. The last development potential site identified in the area was the southern side of Duke Street at Van Dorn Street. Mixed office and residential development was recommended for this site.

On the 1974 Long Range Land Use Plan Map for the City, the Landmark-Van Dorn area was designated for a range of uses. Most of the areas south of Pickett Street, including Cameron Station, were designated for industrial uses, with some commercial shown in the area near the proposed Van Dorn Metro station, at the western end of Eisenhower Avenue and directly along the south side of Pickett Street on the section east of Van Dorn Street. Also designated for commercial use were the parcels near the intersection of Edsall Road and Van Dorn Street, and parcels along I-395, including the Landmark Shopping Center Tract. Mixed use was called for along the south side of Duke Street, between Van Dorn Street and I-395, and along the eastern side of Van Dorn Street between Duke Street and Holmes Run Parkway. The remainder of the study area was designated for medium and high density residential uses, with high density predominating.

1986 Landmark-Van Dorn Plan

In 1986, a small area plan was adopted for the Landmark-Van Dorn Area. This plan made a number of changes to the land use plan for the area, and also made zoning, transportation, open-space and related recommendations for the area. Major changes to the land use plan for the area included:

1. Identification of all park areas as Park on the plan, including the proposed Holmes Run Greenway parkland acquisition along Duke Street.

2. Cameron Station was changed from Industrial to Mixed use to reflect the desired type of redevelopment in the event the Military base relocated.

3. Areas previously shown as mixed use near Edsall Road and Yoakum Parkway were changed to Residential High and the Residential High north of S. Pickett Street was changed to Residential Medium.

4. The parcels along the Eisenhower Avenue, including those near the planned Van Dorn Metro Station, were changed from Industrial/Commercial to Mixed Use High/Industrial.

The 1986 Plan also made a number of zoning recommendations for studies or development of new zones to deal with mixed-use development issues in three key areas: the Van Dorn metro station area, Cameron Station, and the Freeman/Hirst tracts area. For the metro station, a study was requested to develop a high density, potentially higher-scale, mixed use zone. At Cameron Station, it was recommended that a mixed use zone be developed which would guarantee a mix of residential, retail, office, hotel and open space uses on the site. The final recommendation called for a study to investigate either requiring a mix of uses on the tract or, alternatively, providing for lower development densities.

Rezonings

Very few rezonings have occurred within the Landmark-Van Dorn area in the past few years.

In 1986, the City rezoned a portion of the Park at Landmark Tract on Yoakum Parkway from C-2 Commercial to RC residential. The remainder of the tract was already rezoned RC residential. This rezoning reflected the City's desire to retain most of the block bounded by Stevenson, South Whiting, Edsall and Yoakum, as a predominately residential precinct.

In 1988, part of the Waple properties at 5210-5320 Duke Street were rezoned from RC Residential, R-5 Residential and I-1 Industrial to C-O Commercial, to permit the development of a very high density planned residential development under the C-O zone provisions.

Both of these rezonings were in conformance with the land use plan for the area.

SUMMARY--POLICY HISTORY

- Three of the four areas designated as Development Potential Areas remain available for development: the Freeman/Hirst Tracts, Eisenhower Avenue and the Van Dorn Metro Station area.

- The City has called for high density development in the Eisenhower Avenue area in past plans, while also allowing for continued industrial activities.

- Cameron Station was designated for mixed use redevelopment.

ISSUES

The key issues within the Landmark-Van Dorn area are traffic, and the zoning and future development of the key tracts, particularly Cameron Station and Eisenhower Avenue. Tied to the development of Cameron Station is the issue of preserving the City's open space systems. And related to the development of Eisenhower Avenue, is the issue of preserving light industrial/service commercial uses within the area.

Traffic

Traffic concerns among Landmark/Van Dorn residents focus primarily upon existing congestion and concern over future traffic growth. Traffic data for arterials in the area, Duke Street, Van Dorn Street and Edsall Road, shows that traffic through the area has increased considerably in the past decade. Van Dorn is particularly congested, with several intersections functioning at poor levels. With two expressways, the Shirley Highway and the Beltway, at the edges of the study area, and the number of major arterials cutting through the area, the Landmark-Van Dorn study area will continue to experience large traffic volumes.

In the next few years, the Landmark-Van Dorn area will experience a substantial loss of Federal jobs, over 7,000, at Cameron Station and the AMC building on Eisenhower Avenue. The corresponding decrease in traffic will also be substantial. However, planned and approved development in the area, including 1,000 new residential units and the expansion of Landmark Shopping Center, will add new traffic. And, the AMC building will be re-leased and new development, particularly in the Eisenhower Avenue corridor and at Cameron Station will also be adding new traffic to the area. Additional traffic is also likely to be generated around the metro station, especially while it serves as a terminal station; and traffic demand from and to Fairfax County is likely to increase as new residential and commercial development occurs along Van Dorn Street.

At present, the only street improvements under consideration in the area are the Clermont interchange and connector to Duke Street. An EIS is being prepared for possible alternative connections. Once the study is complete, in Fall, 1989, City Council will decide if it wishes to pursue the improvements. Additional studies are needed within the area, to determine other ways of alleviating the congestion on Van Dorn Street. In particular, the intersections of Van Dorn with Pickett Street and Edsall Road and Edsall Road with Pickett Street need to be studied, with particular reference to potential impacts from any development at Cameron Station.

Zoning and Redevelopment

The Landmark-Van Dorn area is very large, with about 1065 acres. Over 600 of these acres are zoned industrially, which allows for commercial development at much greater densities than the existing low density service-commercial/light industrial uses. All of the industrial areas, along with some of the commercial areas, are potential development/redevelopment sites. In most cases, the zoning allows substantially more development on the site than currently exists. Within the primarily industrial area, over 50 million sqaure feet of commercial develoment rights exist under the current zoning.

Two areas are of particular importance: the Eisenhower Avenue and Cameron Station.

Eisenhower Avenue has been designated as a growth area by the City for some time. The area's relative isolation from established residential areas has resulted in its being considered an excellent location for high density commercial development. The Van Dorn metro station, scheduled to open in 1992, and the Clermont interchange being considered will provide the access needed for commercial development in the area. The amount of land along the corridor, over 6 million square feet, is substantially more than could be developed at high densities in the mid-term future, given market realities and traffic considerations. The Van Dorn metro station and the Clermont interchange create two natural nodes along the Avenue on which to focus high density development. Development should be encouraged to consolidate at these nodes rather than spreading throughout the Valley. Light industrial and service commercial uses, including flex-space and other limited office space, should be encouraged outside of these development nodes. Such uses are important to the City's economy, and the Valley, along with the western end of South Pickett Street are two of the key locations within the City where such uses are appropriate.

The development of Cameron Station is also at issue. The 1986 plan for the area calls for a mix of uses if the site is redeveloped. The site itself dictates some of development parameters, including inclusion of a large amount of open and development of primarily residential uses. This site is an excellent one for a coordinated development plan, which can ensure the preservation of open space in the area and the integration of the open space with the City's existing stream valley park system. A coordinated plan will provide flexibility in design while ensuring the appropriate mix of uses and development of an adequate internal street system.

RECOMMENDATIONS

GOALS AND OBJECTIVES

The goals of this plan are to preserve and protect the existing residential areas and to encourage new commercial and residential development in the most appropriate locations.

The plan objectives are to:

- protect existing residential uses by rezoning those with commercial zoning to residential zoning
- ensure the provision of substantial open space, particularly along the City's stream system to expand the stream valley park system
- preserve locations for light industrial and service commercial activities within the area
- discourage major office development in general commercial, retail-oriented areas by rezoning these areas to appropriate zones
- consolidate commercial activity on those sites with the best access to major transportation facilities
- develop guidelines and appropriate zoning controls for Cameron Station
- initiate study of the Van Dorn corridor to find ways to alleviate traffic congestion

LAND USE RECOMMENDATIONS

The previous plan for the Landmark-Van Dorn area was prepared in 1986. Since it was prepared so recently, few substantive changes need to be make to the plan. However, this plan implements new City-wide master plan land use categories which has resulted in a number of changes to commercial, mixed use and industrial designations. The new commercial and mixed use land use categories provide more specificity, in terms of use and scale, than the old categories.

The 1986 plan is shown on Map 8. Map 9 shows a general concept for the area, and Map 10 shows the proposed land use plan. The proposed plan reflects few changes within the primarily residential areas. Generally, existing medium and high density residential uses are designated accordingly, including those developed since 1986.

Areas previously shown as commercial or mixed use on the 1986 plan are now designated to reflect more precisely the types and levels of commercial development desired. Landmark Shopping Center is designated Commercial Regional, reflecting the large-scale character of this regional shopping center. South of Duke Street, in the Landmark area, parcels designated Mixed Use in the 1986 plan are now designated Commercial Residential Mixed Use (CRMU). The CRMU designation requires a mix of use at moderate densities while providing for lower densities if development is entirely commercial. Generally, commercial parcels along Duke, Pickett and Van Dorn Streets are designated for Commercial General, which provides for retail and service activities similar to those existing and does not allow major office redevelopment.

The service commercial and industrial parcels in the area along South Pickett Street and Van Dorn Street have retained the industrial designation of the 1986 plan. However, the industrial land use designation has been redefined to exclude any major office development.

Along Eisenhower Avenue, which the 1986 plan designated for Mixed Use High and Industrial development, this plan calls for similar uses. The section of Eisenhower Avenue within this study area includes over 6 million square feet of land area. It is not possible or desirable for the entire area to be developed at high densities. This plan recommends the development of two higher density commercial nodes at the two locations on the Avenue which are best situated for development. The first node is at the Van Dorn metro station, where several parcels are designated for high and medium density commercial development. The second high density node is designated at the Clermont/Eisenhower Avenues intersection, where direct access to the Beltway will be available with the construction of the Clermont interchange. Between these two high density nodes, the area is designated for Office Commercial, which would allow for more moderate commercial development and would also provide for the service commercial and light industrial activities now located in this area. Consolidating high density commercial development at a few nodes instead of allowing it to scatter along Eisenhower Avenue will facilitate effective Transportation Management Plan measures, with greater potential for car/van pooling.

The AMC site on Eisenhower Avenue is also designated OCH, to reflect the existing 150' office building

Finally, Cameron Station is designated in this plan as a Coordinated Development District (CDD). The CDD designation is being applied to large sized development growth areas and provides for development of the site in a mix of ~~residential, commercial and park/recreational~~ uses in accordance with guidelines developed by the City. ~~The Cameron Station Task Force appointed by City Council will be developing specific guidelines for development of the site~~ The adjoining Trade Center site is also shown as a CDD.

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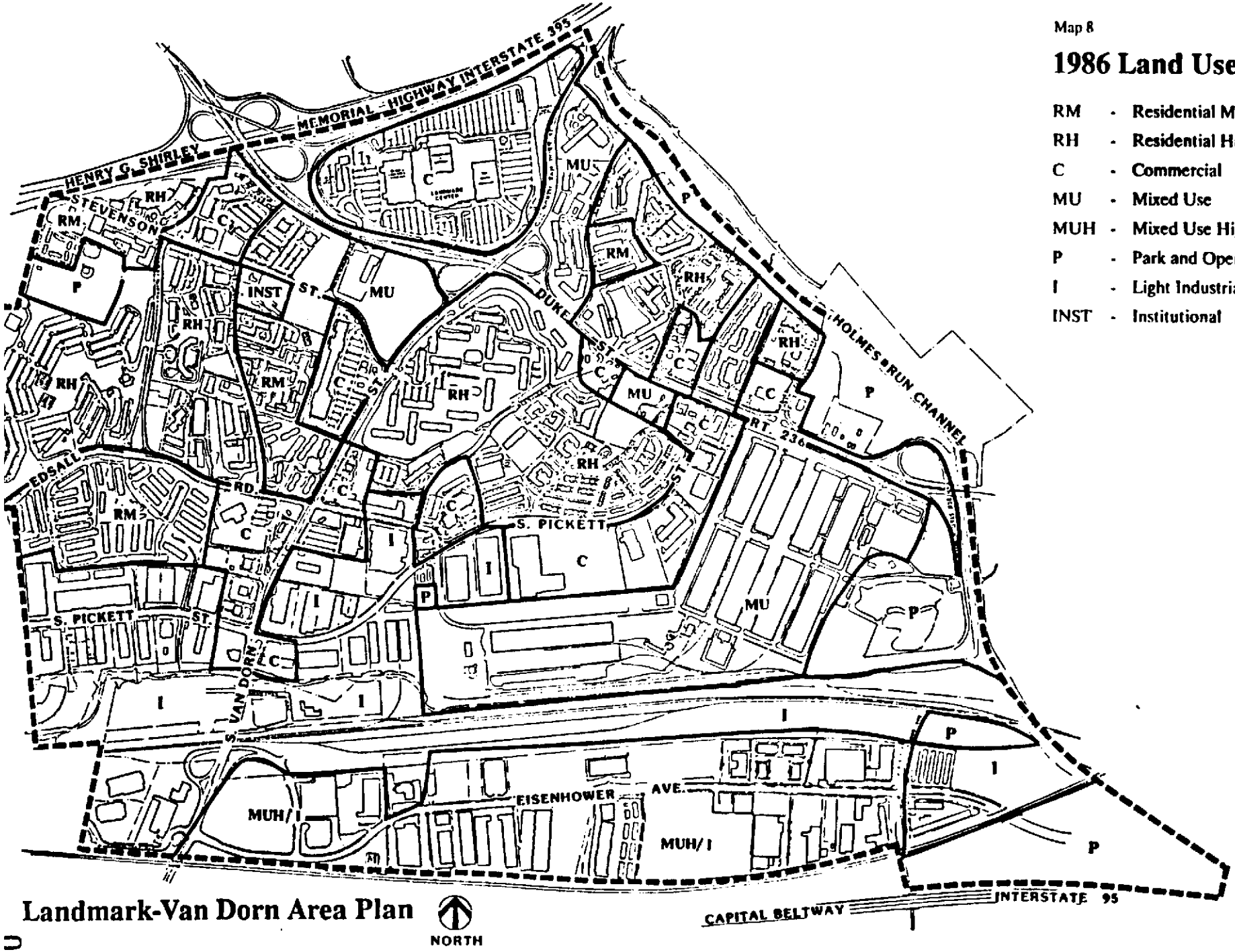
Map 8

1986 Land Use Plan

- RM - Residential Medium
- RH - Residential High
- C - Commercial
- MU - Mixed Use
- MUH - Mixed Use High
- P - Park and Open Space
- I - Light Industrial
- INST - Institutional



Landmark-Van Dorn Area Plan

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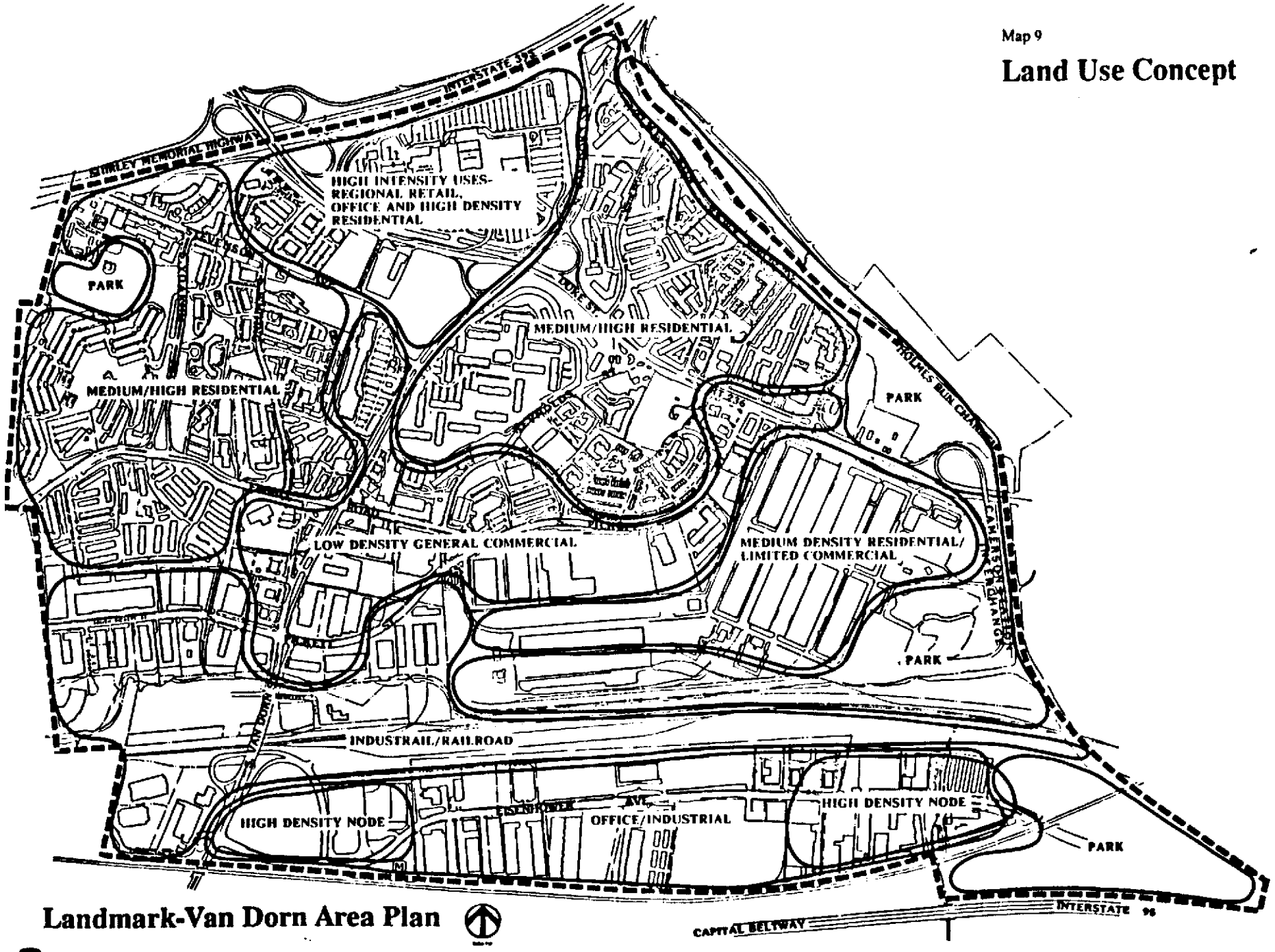
Map 9

Land Use Concept



Landmark-Van Dorn Area Plan

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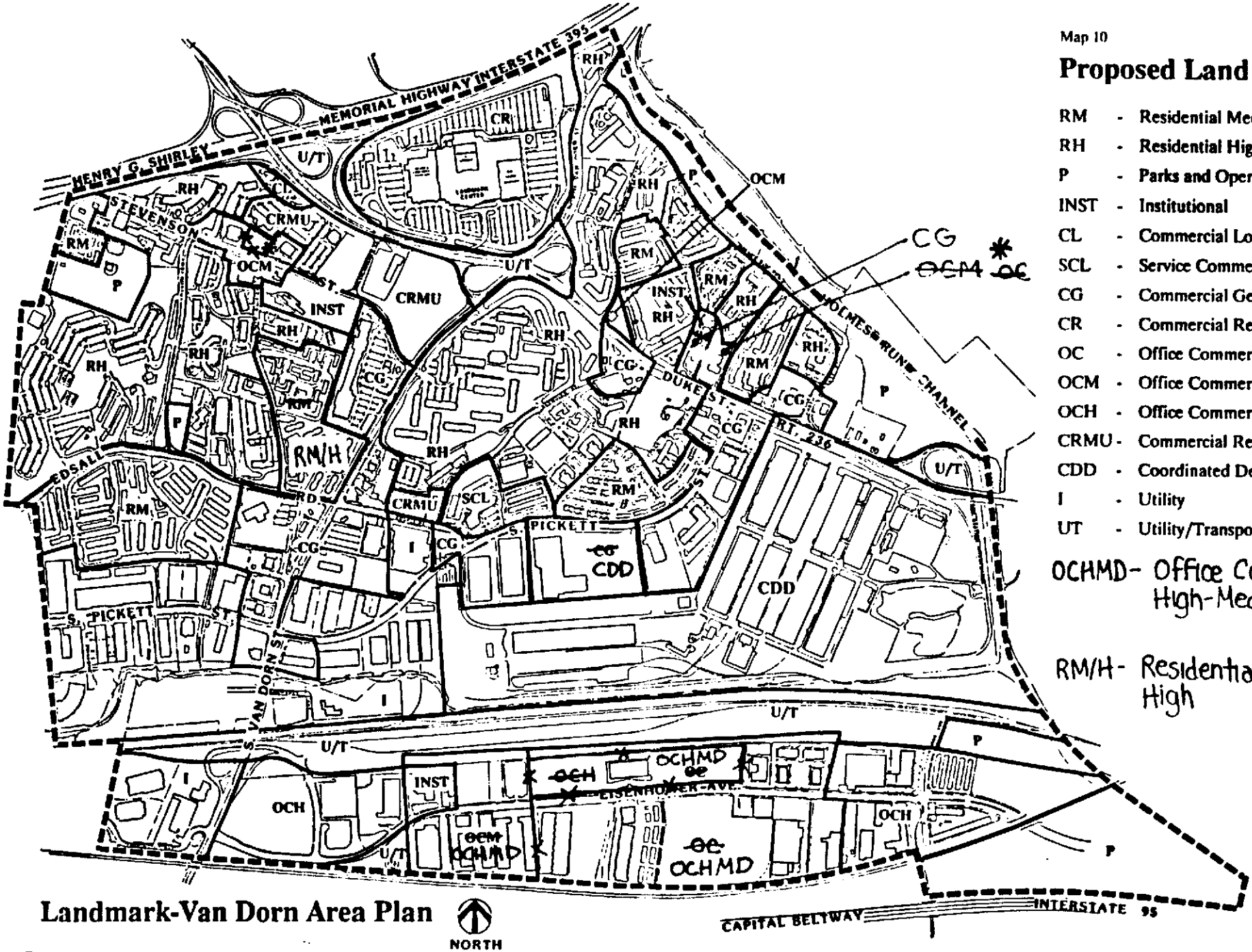

Map 10

Proposed Land Use

RM	-	Residential Medium
RH	-	Residential High
P	-	Parks and Open Space
INST	-	Institutional
CL	-	Commercial Low
SCL	-	Service Commercial Low
CG	-	Commercial General
CR	-	Commercial Regional
OC	-	Office Commercial
OCM	-	Office Commercial Medium
OCH	-	Office Commercial High
CRMU	-	Commercial Residential Mixed Use
CDD	-	Coordinated Development District
I	-	Utility
UT	-	Utility/Transportation

OCHMD- Office Commercial High-Medium Density

RM/H- Residential Medium/ High

Landmark-Van Dorn Area Plan

* Council decided to create a special zone for the Landmark Professional Building Site which will allow an F.A.R. of 1.5 and heights up to 50 feet, with a setback along Duke Street

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Each recommended change to the 1986 plan is shown on Map 11 and described below.

Recommendations:

1. Change the Sentinel of Landmark site, at the southwest corner of Stevenson Avenue and Yoakum Parkway, from Residential Medium (RM) to Residential High (RH).

   This change reflects the existing use of this site, high-rise residential development.

2. Change the ~~office~~ sites located around the intersection of Stevenson Avenue and South Whiting Street from Residential High (RH), Commercial (C) and Mixed Use (MU) to Office Commercial Medium (OCM).

   These six parcels at the corner of Stevenson Avenue and South Whiting Street, create a commercial cluster comprised of four office buildings, a gas station, ~~and~~ a vacant lot. The Office Commercial Medium designation reflects the existing office uses which range in F.A.R. from .58 to 1.63 and in height from three to six stories, and would allow for redevelopment/development of the gas station site and the vacant site for small office buildings.

3. Change the Landmark Towers site, north of Stevenson Avenue on South Walker Street from Commercial (C) to Commercial-Residential Mixed Use High (CRMU-H) and part of the Landmark Towers parcel.

   This is the site of Landmark Towers, a high density fourteen story building with 182 units. Although predominately residential, 28 of the units in this building are commercially used. The proposed Commercial Residential Mixed Use designation reflects this mix of uses.

4. Change the professional offices on Tower Court from Commercial (C) to Commercial Low (CL).

   This change reflects the existing low density (.56 F.A.R.) townhouse type office development on the site. Although higher heights or densities are appropriate in this general area, the size and configuration of this particular site would preclude development at medium to high densities.

5. Change the Freeman and Hirst parcels from Mixed Use (MU) to Commercial Residential Mixed Use-Medium (CRMU-M).

   The existing plan called for development of these sites in a mix of uses, with lower densities if development of these sites was not mixed use. However the Mixed Use designation in the existing plan does not require mixed use, it merely allowed it. The proposed CRMU-M designation on these sites provides for medium density development only for mixed uses or all residential uses, and provides for low densities if development is entirely commercial. Heights above 77 feet may be appropriate on these parcels. This proposal would allow continuation of the restaurants and car dealer.

Revised 6-7-89 C.C.

Map 11

Proposed Land Use Changes

1 From RM to RH
2 From RH, C and MU to OCM
3 From C to CRMU-H
4 From C to CL
5 From MU to CRMU-M
6 From RM to INST
7 From RM to RH
8 From RH to P
10 From C to CG
11 From C to SCL
11a From C to CRMU-M
12 From RH and C to CG
13 From MU to RH
14 From RH to RM
15 From C to CG
16 From C to CR
17 From C and MU to RH
18 From MU to RH
19 From RH to RM
20 From RH to INST
21 From RH and C to CG
22 From RH to OCM
23 From RM and C to CG
24 From MU and P to CDD
25 From I to U/T
26 From MUH/I to OCH
27 From MUH/I to OCH
28 From MUH/I to ~~OCM~~ OCHMD
29 From MUH/I to ~~OC~~ OCHMD
30 From MUH/I to U/T
31 From I to INST
32 From C and MU to U/T

21a. From C to ~~OCM~~ OC *

~~29a From MUH/I to OCH~~

7a. From RM to RM/H

From C to CDD.

* Zone with 1.5 F.A.R. and height limit of 50'

Revised 5-30-89 P.C.

Landmark-Van Dorn Area Plan

NORTH

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6. Change the Northern Virginia Juvenile Detention Center from Residential Medium (RM) to Institutional (INST).

Institutional is the appropriate land use designation for a State Institution.

7. Change the Foxwood Place site, on South Whiting Street, from Residential Medium (RM) to Residential High (RH).

This change reflects the existing use of this site as a 10 story high-rise residential development at 54.4 dwelling units/acre.

7a. From RM to RM/H. These are existing medium density residential units. City Council

8. Change the City-owned parcel at the northeast corner of Yoakum Parkway and Edsall Road From Residential High (RH) to Park (P). designate these site RCX to provide fc increased density w a SUP.

This site was acquired by the City for use as a park.

10. Change the commercial parcels along Van Dorn Street from Commercial (C) to Commercial General (CG).

This area includes two shopping centers, restaurants, auto service and sales and other retail and service uses serving more than a neighborhood market. The proposed Commercial General designation is more specific than the existing Commercial designation. The designation provides for the preservation of the existing retail and service uses or development/redevelopment of similar types of auto-oriented commercial activity which characterize Van Dorn Street, while restricting major office development on the sites.

11. Change the parcels at the corner of South Reynolds, Edsall Road and Pickett Street from Commercial (C) to Service Commercial Low (SCL).

These parcels are located adjacent to medium and high density residential uses. The Service Commercial Low designation would provide for the existing car dealership and mini-warehouse use.

11a. Change the parcels on Edsall Road west of Pickett Street from Commercial (C) to Commercial Residential Mixed Use-Medium (CRMU-M).

These two parcels along Edsall Road are adjacent to high density residential. The existing industrial use is not appropriate. Commercial Residential Mixed Use Medium would provide for redevelopment in a substantially residential use which is compatible with the adjoining residential development.

12. Change the parcels along the southern half of the Reynolds Street/Duke Street intersection from Residential High (RH) and Commercial (C) to Commercial General (CG).

This area includes seven parcels developed in an assortment of retail, restaurant and service uses, with two of the parcels vacant. The Commercial General designation provides for these types of existing uses, appropriate along Duke Street.

13. Change part of the Calibre site from Mixed Use (MU) to Residential High (RH).

This area is part of the site which has been approved for the high density Calibre residential project. The remainder of the site was already designated for Residential High in the existing plan. This recommendation is consistent with the approved plan.

14. Change the site of the Waple residential from Residential High (RH) to Residential Medium (RM).

Although designated for high density residential in the existing plan, these sites are currently under construction and approved for construction of townhouse and split-level garden style units, at medium densities. This proposed designation will more accurately reflect the existing uses.

15. Change the commercial area long the south side of South Pickett Street from Commercial (C) to Commercial General (CG).

The south side of Pickett Street has a general commercial character. ~~The~~ This area includes ~~the Trade Center (a large retail/warehouse structure~~), two auto dealers and an auto repair facility, a bowling alley, limited office space and other, primarily retail/service, commercial uses and several warehouses. This designation provides for retail and service uses similar to the existing uses, while restricting development of major office uses on these sites.

15a. Change the Trade Center from Commercial to Coordinated Development District. ~~Within this area~~, the Trade Center site is ~~the~~ largest parcel ~~and the parcel most~~ likely to be redeveloped in the next ten years. Development on this site should relate to any redevelopment of the adjoining Cameron Station, which is designated as a Coordinated Development District. Although ~~not~~ designated as ~~part of this~~ a separate CDD, the developer of this site should be encouraged to join with any future developers of Cameron Station ~~and become part of the Coordinated Development District. Alone or as part of the CDD, this site is recommended for primarily retail/service uses, in keeping with the character of Pickett Street. Major office development is not recommended.~~ to coordinate development. Guidelines for this CDD are shown in the Urban Design Recommendations. (15 acres)

16. Change the Landmark Shopping Center from Commercial (C) to Commercial Regional (CR).

The Landmark Shopping Center is the City's only regional shopping center, and this designation reflects that existing use.

17. Change the parcels at the Holmes Run Parkway and Van Dorn Street intersection from Commercial (C) and Mixed Use (MU) to Residential High (RH).

Both of these uses are high density residential. The proposed designation reflects these existing uses, which are appropriate.

18. Change the Barton's Crossing Apartments at the Northeast Corner of Duke and Van Dorn Streets from Mixed Use (MU) to Residential High (RH).

This change reflects the existing use, high density garden-type apartments. Although garden apartments are generally considered medium density residential, the very high density of these units (52 units/acre), makes the residential high designation appropriate.

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19. Change the townhouses on North Paxton from Residential High (RH) to Residential Medium (RM).

The proposed designation reflects the exiting medium townhouse density residential townhouse use.

20. Change the fire station parcel on North Paxton Street from Residential High (RH) to Institutional (INST).

The Institutional designation reflects the existing use.

21. Change the commercial parcels at the northeast corner of North Paxton Street from ~~Residential High (RH) and~~ Commercial (C) to Commercial General (CG).

The proposed change to Commercial General reflects the existing auto-oriented character of these uses, which include a bank, ~~and~~ restaurant, ~~retail and a medical office building~~. The low density, auto-oriented Commercial General designation is appropriate for these commercial parcels along Duke Street. This site is not appropriate for significant increases in office development.

21a. Change the Landmark Professional building from C to ~~OCM-66-X~~. an Office Zone allowing a 1.5 F.A.R and heights up to 5

22. Change the commercial parcel at the northeast corner of Duke Street and North Ripley Street from Residential High (RH) to Office Commercial Medium (OCM).

This change reflects the existing office used, with planned expansion.

23. Change the commercial parcels along the northern side of Duke Street at North Pickett Street from Residential Medium (RM) and Commercial (C) to Commercial General (CG).

The proposed Commercial General designation reflects the existing uses and provides for similar auto-oriented, low density commercial activities which are appropriate along Duke Street.

24. Change Cameron Station from Mixed Use (MU) and Park (P) to Coordinated Development District (CDD).

The large size of this potential redevelopment site make it appropriate for coordinated development. The CDD ~~designation will provide for development in a mix of park, residential, office and retail uses. Development guidelines and urban design criteria for the site are detailed in the Urban Design section of this plan.~~ development guidelines ~~will be determined by the Cameron Station Task Force, appointed by City Council~~ are detailed in the urban design section.

25. Change the operating railroad property between Cameron Run and the western City line from Industrial (I) to Utility/Transportation (U/T).

This proposed Utility/Transportation reflects the existing railroad use.

26. Change the parcels near the Eisenhower Avenue/Clermont intersection from Mixed Use High/Industrial (MUH/I) to Office Commercial High (OCH).

The Eisenhower Avenue section of this study area provides substantial redevelopment/development opportunities. The appropriate levels of future development are tied directly to the level of road improvements which occur in the area, particularly the construction of the Clermont interchange with

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~~The Planning Commissioners~~ felt that this site was appropriate for ~~OCM~~ OC levels of development, ~~including~~ with an F.A.R. of additional office space 1.5 and heights up to 50 feet

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the beltway and/or a connection to Duke Street. This intersection at Clermont and Eisenhower can become a strong office node if necessary roadway improvements are made.

27. Change the Southern Railroad parcel and the adjoining metro and UPS parcels from Mixed Use High/Industrial (MUH/I) to Office Commercial High (OCH).

The Van Dorn Metro area has been acknowledged as a development opportunity area because of major vacant parcels and the presence of the Van Dorn Metro Station. These vacant parcels are the best situated for high density commercial development near the metro station.

~~28.~~ Change the parcels along Eisenhower Avenue west of the Van Dorn Metro Station from Mixed Use High/Industrial (MUH/I) to Office Commercial Medium (OCM).

These sites are near the Metro station, a proposed development node in the Eisenhower Avenue corridor. The OCM would allow for medium density office development.

~~28,~~29. Change the parcels along the central section of Eisenhower Avenue from Mixed Use High/Industrial (MUH/I) to Office Commercial ~~(OC)~~ High-Medium Density (OCHMD)

The parcels in this area are developed in office and warehouse/office uses, and other service/commercial, service/industrial uses. A few parcels remain vacant. The proposed designation will provide for continuance of the existing uses, allow additional service-commercial uses and will also allow office development at low to medium densities.

~~29a. Change the AMC site from MUH/I to OCH.~~

30. Change the Van Dorn Metro Station site from Mixed Use High/Industrial (MUH/I) to Utility/Transportation (U/T).

This designation reflects the use of this parcel for the Metro station.

31. Change the City Incinerator parcel from Industrial (I) to Institutional (INST).

All municipal facilities are being shown as Institutional.

32. Change interchange areas along Duke Street from Commercial (C) and Mixed Use (MU) to Utility/Transportation (U/T).

These large road areas are designated Utility/Transportation to reflect the existing road use.

~~This designation reflects the existing 150 feet AMC office building.~~

Council felt that development along Eisenhower Avenue, outside of the two nodes, should be limited to moderate densities with allowable heights up to 150 feet.

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ZONING RECOMMENDATIONS

Existing zoning for the Landmark-Van Dorn area is shown on Map 12. Map 13 shows the proposed zoning for the area. Some of the proposed recommended changes make existing zoning more in conformance with existing development patterns, including removing residential uses from commercial zones and removing retail areas from high-density office zones. In many cases, these recommendations involve development of new zoning categories to reflect the types and scales of uses desired for a given land use designation in the recommended master plan. These recommendations should serve as a guide to the development and implementation of new zones.

Most of the parcels now zoned industrially are recommended for rezoning to new commercial or mixed-use zones to be consistent with the land use recommendations. However, the industrially zoned areas at the western end of Pickett Street, along Farrington Avenue, and along a small section of Van Dorn Street, are not recommended for rezoning but are recommended to retain the industrial zone. However, the industrial zone should be a true industrial zone, which provides for light industry and service-commercial uses, and very limited office development. Such uses are important to the City's economy, and the Valley, along with the western end of South Pickett Street are two of the key locations within the City where such uses are appropriate.

The following zoning changes, shown on Map 14, are recommended in order to implement the proposed land use plan.

1. From R-5 Single Family Residential to RB Multi-Family Residential.

   The last two single family dwellings in the Landmark-Van Dorn study area are located on these two parcels, which together include slightly less than one acre. The location, in the midst of high density development and adjacent to I-395 make these sites appropriate for redevelopment to higher density residential uses. The recommended RB zoning would provide for townhouse development similar to the adjoining Stevenson Square.

2. From RA Multi-family to RC Multi-Family.

   This RA zoned parcel is used for tennis courts and open space, as part of the adjoining high density residential development. This parcel is recommended for rezoning to RC to be consistent with the RC zoning on the remainder of the development.

3. From RB to a zone consistent with the Park land use Designation.

   This is Stevenson Park. A new zone is being developed for public parks and open space areas, and this park should be rezoned to this new zone.

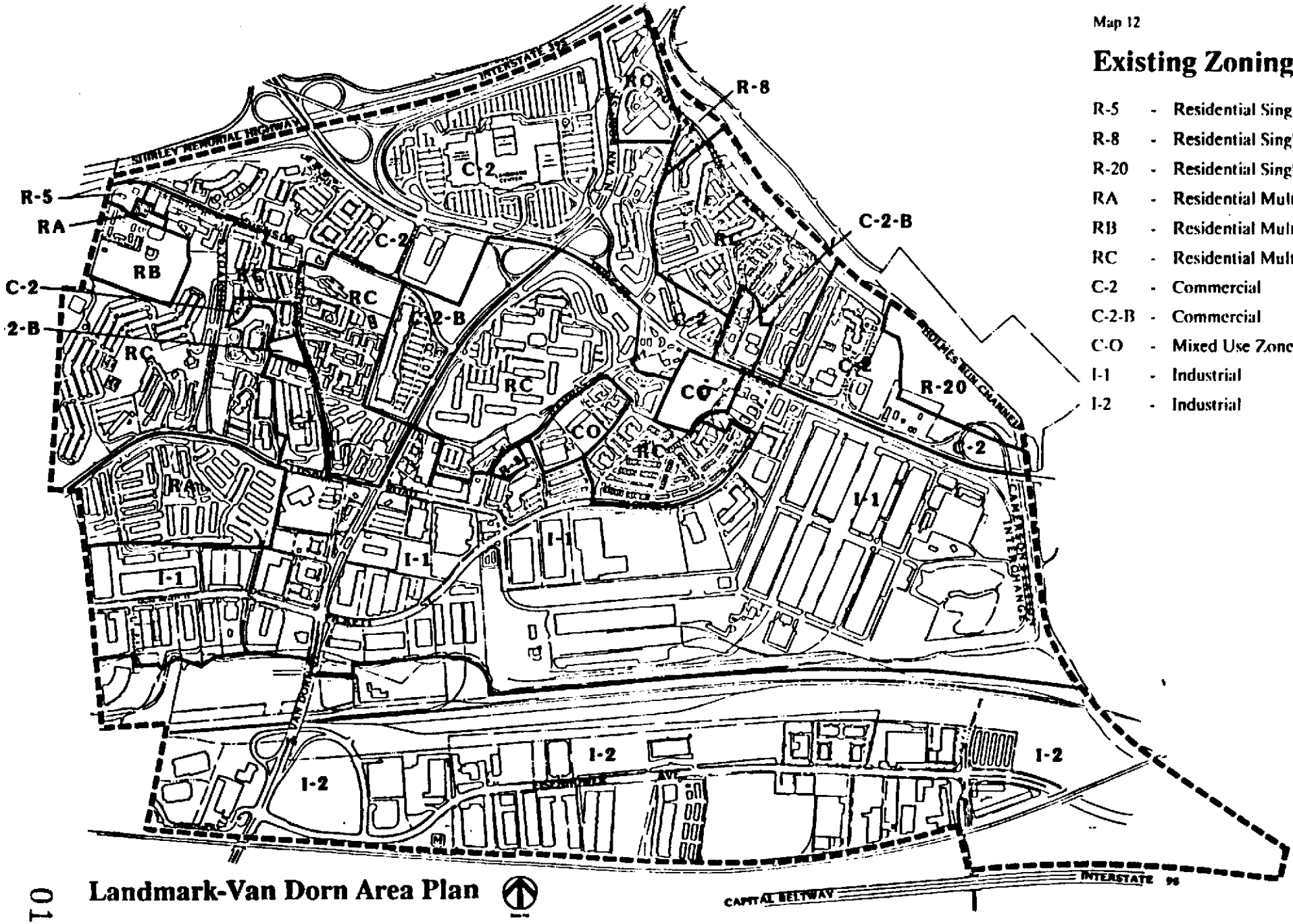
4. From RC to a zone consistent with the Park land use designation.

   This is the a City park at the northeast corner of Edsall Road and Yoakum Parkway. A new zone is being developed for public parks and open space areas, and this park should be rezoned to this new zone.

Map 12

Existing Zoning

- R-5 - Residential Single Family
- R-8 - Residential Single Family
- R-20 - Residential Single Family
- RA - Residential Multi-Family
- RB - Residential Multi-Family
- RC - Residential Multi-Family
- C-2 - Commercial
- C-2-B - Commercial
- C-O - Mixed Use Zone
- I-1 - Industrial
- I-2 - Industrial



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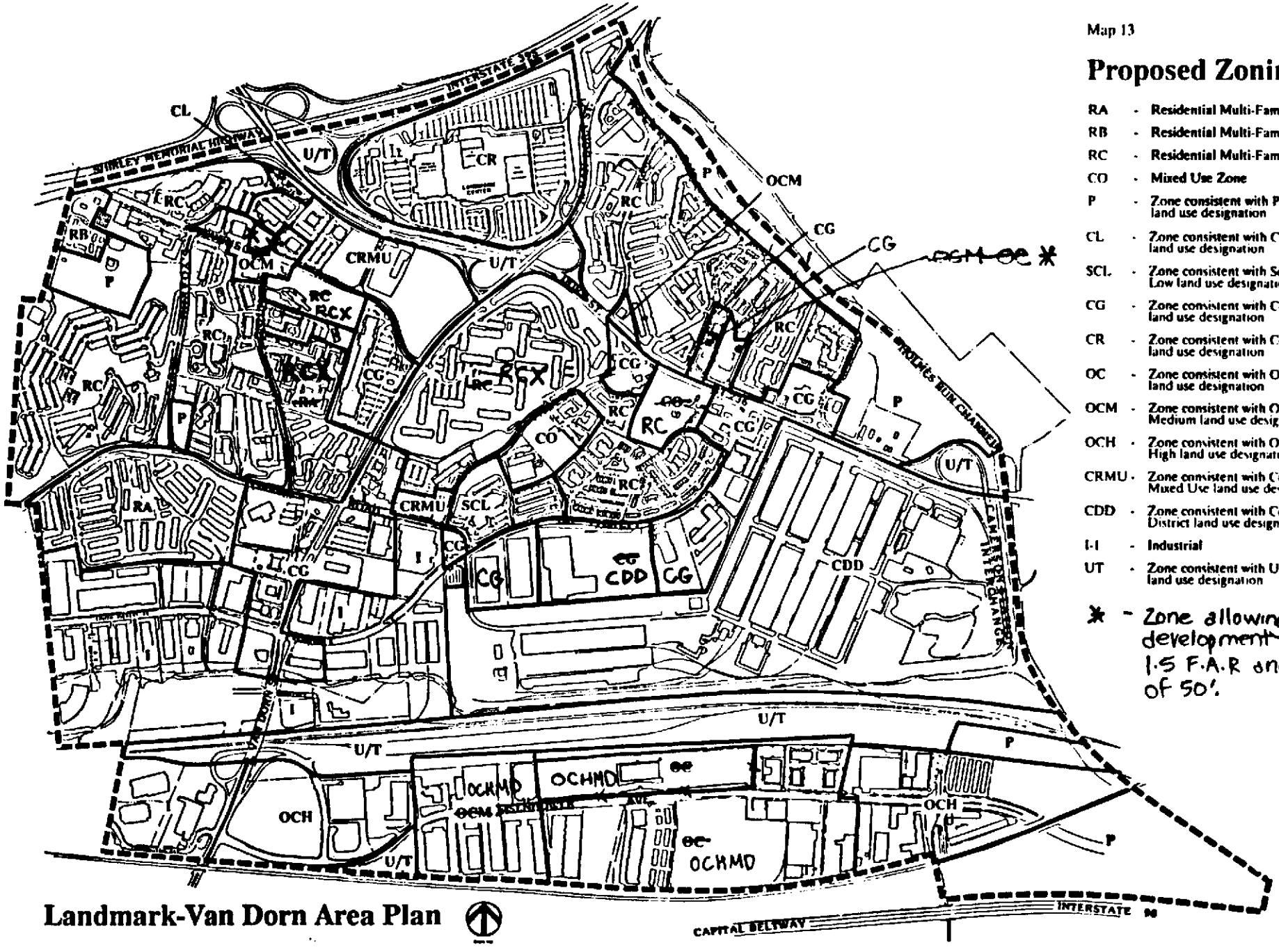
Map 13

Proposed Zoning

RA	-	Residential Multi-Family
RB	-	Residential Multi-Family
RC	-	Residential Multi-Family
CO	-	Mixed Use Zone
P	-	Zone consistent with Park and Open Space land use designation
CL	-	Zone consistent with Commercial Low land use designation
SCL	-	Zone consistent with Service Commercial Low land use designation
CG	-	Zone consistent with Commercial General land use designation
CR	-	Zone consistent with Commercial Regional land use designation
OC	-	Zone consistent with Office Commercial land use designation
OCM	-	Zone consistent with Office Commercial Medium land use designation
OCH	-	Zone consistent with Office Commercial High land use designation
CRMU	-	Zone consistent with Commercial Residential Mixed Use land use designation
CDD	-	Zone consistent with Coordinated Development District land use designation
I-1	-	Industrial
UT	-	Zone consistent with Utility/Transportation land use designation

* - Zone allowing office development up to a 1.5 F.A.R and heights of 50'.



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