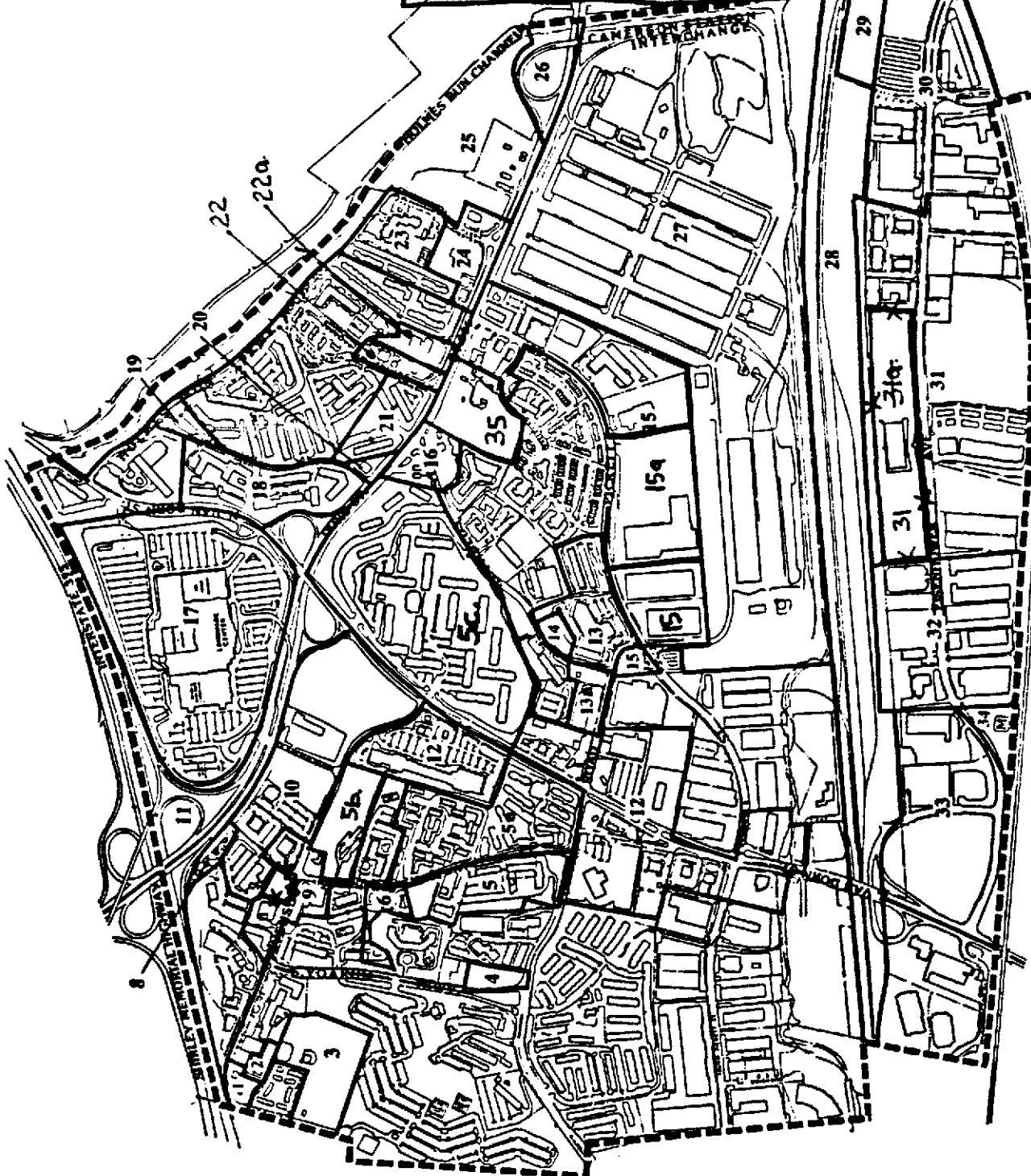


# Proposed Zoning Changes

1. From R-3 to RB
2. From RA to RC
3. From RR to zone consistent with P
4. From RC to zone consistent with P
5. From I-1 and C-2-B to RC
- 5a. From RC to ~~RCX~~ **RC**
- 5b. From RC to ~~RCX~~ **RC**
6. From C-2 to RC
7. From C-2 to RC
8. From C-2 to zone consistent with C1
9. From C-2 to zone consistent with OCM
10. From C-2 and C-2-B to zone consistent with CRMU-M
11. From C-2-C-B and RC to zone consistent with U/T
12. From C-2-B and I-1 to zone consistent with CG
13. From I-1 to zone consistent with SCL
- 13a. From I-1 to zone consistent with CRMU-M
14. From R-8 and I-1 to zone consistent with P
15. From I-1 to zone consistent with CG
16. From C-2 to zone consistent with CG
17. From C-2 to zone consistent with CR
18. From C-2 to RC
19. From C-2 to RC
20. From C-2 to zone consistent with OCM
21. From C-2 to RC
22. From C-2 to RC
23. From C-2 to RC
24. From C-2 to zone consistent with CG
25. From R-20 and C-2 to zone consistent with P
26. From C-2 and R-20 to zone consistent with U/T
27. From I-1 to zone consistent with CDD
28. From I-2 to zone consistent with U/T
29. From I-2 to zone consistent with P
30. From I-2 to zone consistent with OCH
31. From I-2 to zone consistent with ~~OCM-MD~~ **OCM-MD**
32. From I-2 to zone consistent with ~~OCM-MD~~ **OCM-MD**
33. From I-2 to zone consistent with OCH
34. From I-2 to zone consistent with U/T



Landmark-Van Dorn Area Plan

22 a. From C-2 to zone consistent with OCM

23 a. From I-2 to zone consistent with OCH

35. From CO to RC  
From I-1 to CDD.

From C-2-B to a zone which allows office development up to a 1.5 FAR and 50' heights.

Revised 5-30-89 P.C.

5. From I-1 and C-2-B to RC, residential multifamily.

These parcels are currently developed in small, older office buildings and service/retail uses. The existing and proposed land use plan designate these parcels residential high. The parcels' location in the midst of a residential area makes them inappropriate for significant commercial development; residential redevelopment is desirable. The existing uses should be given an amortization period, after which residential redevelopment should occur.

5a. From RC Residential Multifamily to <sup>RCX</sup> ~~RA~~ Residential Multifamily.

These are the Crestview Gardens and Landmark Terrace garden apartments. At 34 and 28 units/acre, respectively, they are substantially less dense than is allowed under the existing RC zoning, but slightly more dense than the RA zone allows. In order to preserve a mixture of housing types within the area, to include garden apartments such as these, these parcels are recommended for rezoning to the ~~RA~~ <sup>RCX</sup> zone in order to discourage redevelopment at higher densities in the future. ~~The projects, with existing density which is slightly greater than that allowed under the RA zone, should be grandfathered so that they are not non-conforming.~~ <sup>The RCX zone should allow 35 units/acre by right, with up to 54 units/acre with</sup>

6. From C-2 to RC.

<sup>SUP. Heights should be limited to 50', with up to 150' allowed under an S.U.P.</sup>  
This parcel is within the Park at Landmark high density residential development and is recommended for rezoning to RC to be consistent with this use, and the surrounding RC zoning.

7. From C-2 to RC.

This area contains the Olympus high-rise residential project and a vacant parcel. The proposed zoning would remove the existing residential use from a commercial zone, ensuring its preservation as a residential use, while also providing for residential development on the adjoining vacant lot.

8. From C-2 to a zone consistent with the Commercial Low land use designation.

This site is developed in professional townhouse office units at densities much lower than those allowed under the existing C-2 zoning; the size and the configuration of this site make notably higher densities of development impracticable. The proposed zoning is for a zone consistent with the Commercial Low designation, which reflects the existing type of use.

9. From C-2 to a zone consistent with the Office Commercial Medium land use designation.

<sup>and part of the Landmark Towers site.</sup>  
This area includes six parcels. Four are developed in small to medium size office buildings, with a fifth building planned on one vacant parcel. New zoning on these parcels should provide for the existing and planned office buildings, and also would allow redevelopment of the gas station at the southeast corner into a small office building.

5b. From RC to RCX. This is the Juvenile Detention Facility. IF this site is ever redeveloped, the RCX zoning will allow 35 units/acre and 50' heights by right, with up to 54 units/acre and 150' allowed with an S.U.P.

5c. From RC to RCX. These are the Oakwood Apartments. RCX should allow 35 units/acre and 50' heights by right, which provides for the existing level of development. Additional development, up to 54 units/acre and 150' heights should be allowed only with an S.U.P.

10. From C-2 and C-2-B to a zone consistent with the Commercial Residential Mixed Use-Medium land use designation.

The existing zoning on these parcels allows for very high density commercial development which is inconsistent with the existing and proposed land use plan for the sites. These parcels should be rezoned to a zone consistent with the proposed Commercial Residential Mixed Use-Medium land use designation. The zone should allow for the continuance of the existing uses, including the restaurants and car dealership, but should also provide for redevelopment of the sites at medium densities for a mix of uses. Alternatively, lower densities should be allowed under the new zoning if new development is entirely commercial. Heights greater than 77 feet may be appropriate.

11. From C-2, C-2-B and RC to a zone consistent with the Utility/Transportation land use designation.

This area includes the large sections of street right-of-way along the Shirley Highway and Duke Street, particularly at the major interchanges. Rather than be zoned for development which will never occur, these areas are recommended for rezoning to a new Utility/Transportation zone being developed for the City.

12. From C-2-B and I-1 to a zone consistent with the Commercial General land use designation.

This area includes the Van Dorn Shopping Plaza and other retail/service oriented commercial uses along Van Dorn Street. The proposed land use designation, Commercial General, provides for the preservation of these types of uses along the Van Dorn Street arterial, while ensuring the parcels are not redeveloped into major office areas. The parcels should be rezoned accordingly, with a zone which provides for auto-oriented commercial and service activities and allows only very limited office uses.

13. From I-1 to a zone consistent with the Service Commercial Low land use designation.

These parcels, located on the northern side of the Edsall Road/Pickett Street intersection, are located directly adjacent to residential development. The proposed SCL zoning should allow only those uses compatible with the adjoining residential.

- 13a. From I-1 to a zone consistent with the Commercial Residential Mixed Use-Medium (CRMU-M) land use designation.

These two parcels have been designated for CRMU-M to provide for their redevelopment from industrial to residential and commercial uses which are compatible with the adjoining residential development. The CRMU-M zoning should provide for primarily residential development on this site.

14. From R-8 and I-1 to a zone consistent with the Park land use designation.

This is a public park, and should be rezoned to the Park zone which is being developed for public park and open space within the City.

15. From I-1 to a zone consistent with the Commercial General land use designation.

This area includes parcels on the south side of Duke Street at the Duke/Pickett intersection, and ~~all the~~ parcels on the south side of Pickett Street as far west as Edsall Road. Existing development in the area is primarily auto-oriented general commercial activities, including retail, restaurants, a car-dealership and other service uses. There are also a few industrial warehouse uses on Pickett Street, west of the Trade Center. These parcels have been recommended for Commercial General land use in the proposed plan, in recognition on the appropriateness of general commercial activities along these arterials. The new zoning for these parcels should provide for auto-oriented commercial uses and should limit office development on these parcels.

15a. From I-1 to a zone consistent with the Coordinated Development District Designation

16. Change from C-2 to a zone consistent with the Commercial General land use designation.

This area was designated for Commercial General land use and should be rezoned accordingly. The zone should provide for retail and service oriented low density commercial uses, with limited office.

17. From C-2 to a zone consistent with the Commercial Regional Land Use Designation.

This is Landmark Shopping Center, which was designated for Commercial Regional Land Use in recognition of it existing use: Alexandria's only regional commercial mall. The new zoning for this parcel should be consistent with the Commercial Regional designation, allowing uses normally located in regional malls.

18. From C-2 to RC

This is the Barton's Crossing Apartments, currently under construction. They are recommended for rezoning to a high density residential zone which is consistent with the development under construction.

19. From C-2 to RC.

This small area of C-2 zoning on an existing high-density residential project with primarily RC zoning is recommended for rezoning to RC for consistency, and to reflect the actual high-density residential use of the parcel.

20. From C-2 to OCM.

This small parcel, developed with an office building, is recommended for Office Commercial Medium land use in the proposed plan. The zoning should allow the existing use or a similar commercial activity.

21. From C-2 to RC.

This zoning is located on part of a high density residential development. It is recommended for rezoning to RC to be consistent with rest of the development.

This is the tra center, designat as a CDI in the land us section. The zoni for this parcel should incorpor the CD. guidelin for this site, present in the urban design recomm ations section

22. From C-2-B to a zone consistent with the Commercial General land use designation.

This area includes a bank, retail and fast-food uses, ~~a small office building~~ and a City fire station. The proposed land use designation, Commercial General, provides for auto-oriented retail and service activities, with limited office. The parcels should be rezoned accordingly.

- 22a. From C-2-B to OC. City Council felt this site was appropriate for OC levels of development, with an F.A.R. up to 1.5 and heights up to 50 feet.
23. From C-2 to RC.

This area includes part of a medium density residential development, and a high density residential development. They are recommended for rezoning from the commercial C-2 zone to the RC high density residential zone, which is located on all the residential uses in the surrounding area.

24. From C-2 to a zone consistent with Commercial General land use designation.

As with other commercial parcels located along Duke Street in this area, these parcels have been designated Commercial General in the proposed land use. The existing uses include fast-food restaurants and an auto-dealership. The new zoning should allow for these existing uses or some other auto-oriented commercial retail and service activities, but should limit office development on these sites.

25. From R-20 and C-2 to a zone consistent with the Park land use designation.

These parcels are part of the City's Holmes Run Park area, and include a number of parcels currently used commercially that are being acquired for parkland. All of these parcels are recommended for rezoning to the new Park and Open Space zone being developed for public parks and open space. The zoning should allow for the continuation of the existing commercial uses until the parcel's acquisition is completed by the City.

26. From C-2 and R-20 to a zone consistent with the Utility/Transportation land use designation.

This is street right-of-way at the Clermont interchange with Duke Street. Large areas of right-of-way are shown as Utility Transportation on the proposed land use plan, and the zoning should reflect this transportation use.

27. From I-1 to a zone consistent with the Coordinated Development District land use designation.

This is Cameron Station, a large parcel now used for a government installation. Designated for Coordinated Development in the proposed land use plan, the tract is recommended for rezoning to a CDD zone which will allow its development in accordance with a coordinated plan for the site. ~~The CDD should provide for primarily residential development on the site, while providing flexibility in heights and building arrangements that allow for the maintenance of a large park area.~~ Design guidelines for the Cameron Station CDD ~~are listed in the section on Urban Design.~~ ~~Will be developed by the Cameron Station Task Force.~~ are listed in the section on urban design.

28. From I-2 to a zone consistent with the Transportation/Utility land use designation.

This is operating railroad property, which has been recommended for Transportation/Utility land use in recognition of that existing use. A new Transportation/Utility zone has been proposed for the City, and it is recommended that this area be rezoned to such a zone.

29. From I-2 to a zone consistent with the Park land use designation.

This is the Clermont Natural Park. A new park zone is being developed by the City for use on public parks and open space, and this park should be zoned with this new zone.

30. From I-2 to a zone consistent with the Office Commercial High land use designation.

These parcels are located around the planned Clermont interchange with the Beltway (I-95), to allow for high density office development when the interchange is built. Existing uses are primarily service-commercial/light-industrial. The new zoning should allow high density office development and should also allow the existing uses to continue.

31. From I-2 to a zone consistent with the Office Commercial land use designation.  
32. High-Medium Density land use designation.

(F.A.R.s of 1.25 to 1.75) These parcels are outside of the two designated development nodes in the western part of the valley, and are designated for ~~low~~ to moderate densities of commercial development in order to encourage consolidation of intense development at the nodes. Existing uses include office and service-commercial/light industrial uses. The zoning should allow office development at ~~low~~ to moderate densities and should provide for light industrial and service commercial activities similar to those now existing in the area. Heights up to 150 feet should be allowed.

- ~~31a. From I-2 to OCH. This parcel has been designated for OCH land use.~~  
32. From I-2 to a zone consistent with the Office Commercial Medium land use designation.

These parcels have been designated for medium density office development in the proposed land use plan. The zoning should allow moderate densities of office development and should also allow for the continued use of the parcels in light industrial/service-commercial activities, similar to existing uses.

33. From I-2 to a zone consistent with the Office Commercial High land use designation.

These parcels are within the node designated for high density commercial development on Eisenhower Avenue, near Van Dorn Street and the metro station.

reflect the existing 150' office building on the site. The OCH zone should allow high density office development.

34. From I-2 to a zone consistent with the Utility/Transportation land use designation.

This is the site of the Van Dorn Metro station, which is shown as Utility/Transportation on the proposed land use plan. A new Utility zone is proposed for the City which would be used on regulated utility and transportation facilities whose change of use would require government approval. This facility is recommended to be zoned accordingly.

35. From CO to RC. The Calibre site is designated for high density residential land use. It should be rezoned accordingly, to RC, to provide for appropriate development in the case that the approved Calibre project is not built.

Map 15 shows the existing height limits in the Landmark-Van Dorn area, which are determined by zoning. Most of the residential areas have a height limit of 150 feet, while the industrial areas and Cameron Station have height limits of 77 feet (or 200 feet with a P.U.D.). The general heights associated with proposed zoning for the areas results in some changes in allowable heights. The allowable heights under the proposed zoning are shown in Map 16. Map 17 details the specific changes in heights resulting from the proposed zoning. Implementation of the proposed zoning will result in these changes.

URBAN DESIGN

~~One~~ <sup>TWO</sup> sites within the area have been proposed for a Coordinated Development District. The urban design recommendations focus on establishing a set of design guidelines for the CDD. These guidelines should form the basis of specific CDD zoning to be developed by the Zoning Task Force.

CDD Guidelines for Cameron Station (Map 18)

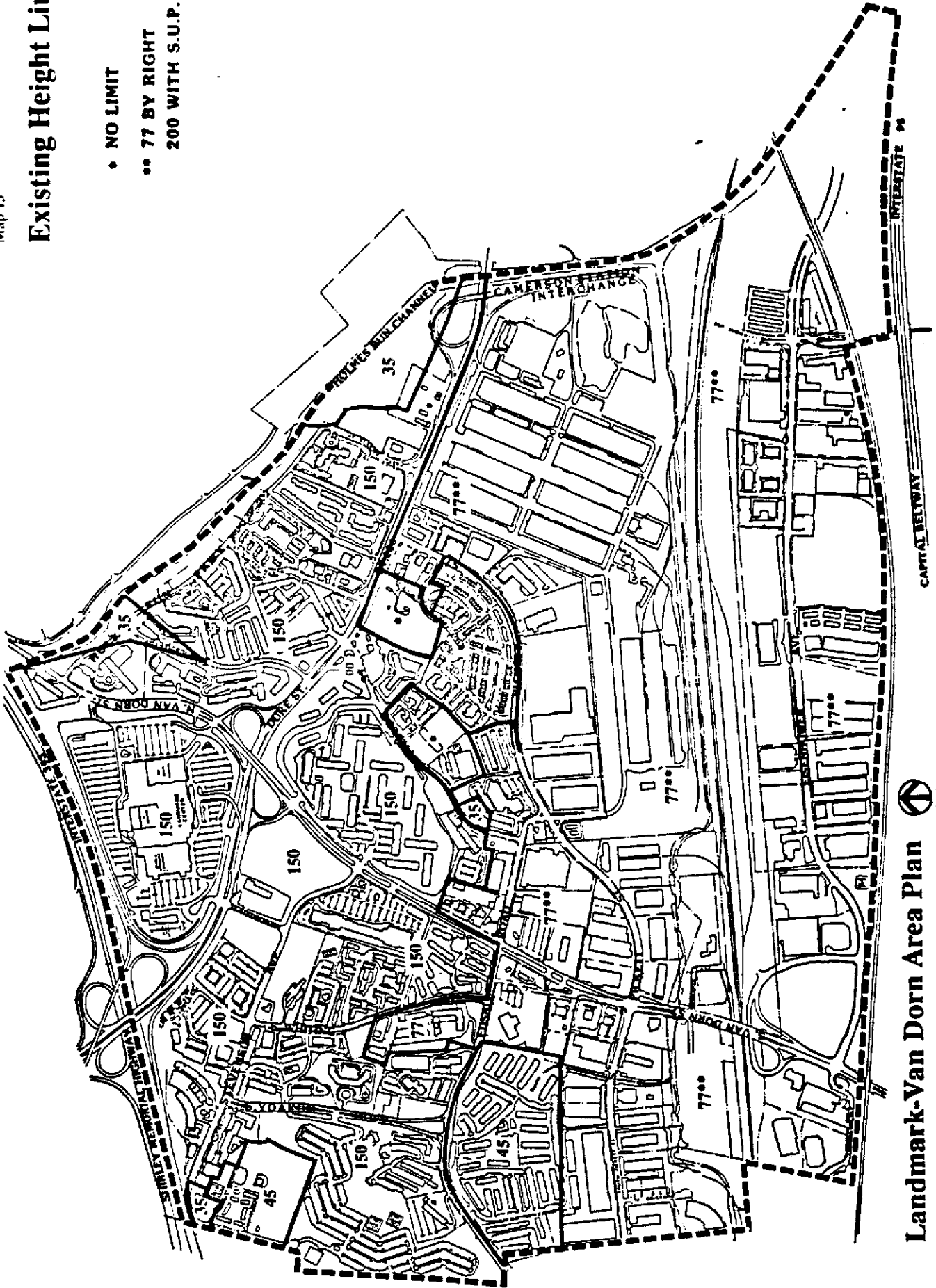
Open Space

1. A minimum of 35 percent of the site will be set aside for parks and open space.
2. The pond area east of First Street will remain as passive open space with existing features and natural areas preserved.
- 2a. The wooded area and recreational facilities at the western end of the site should be preserved.
3. The area in the 100 year flood plain located along the southern boundary of the site will be kept open at the ground level. The area will be used only for:
  - a. active and passive recreation
  - b. buildings built on columns, leaving the ground floor open
  - c. a limited amount of surface parking for adjacent buildings located outside the flood plain

KEEP  
DELETE

# Existing Height Limits

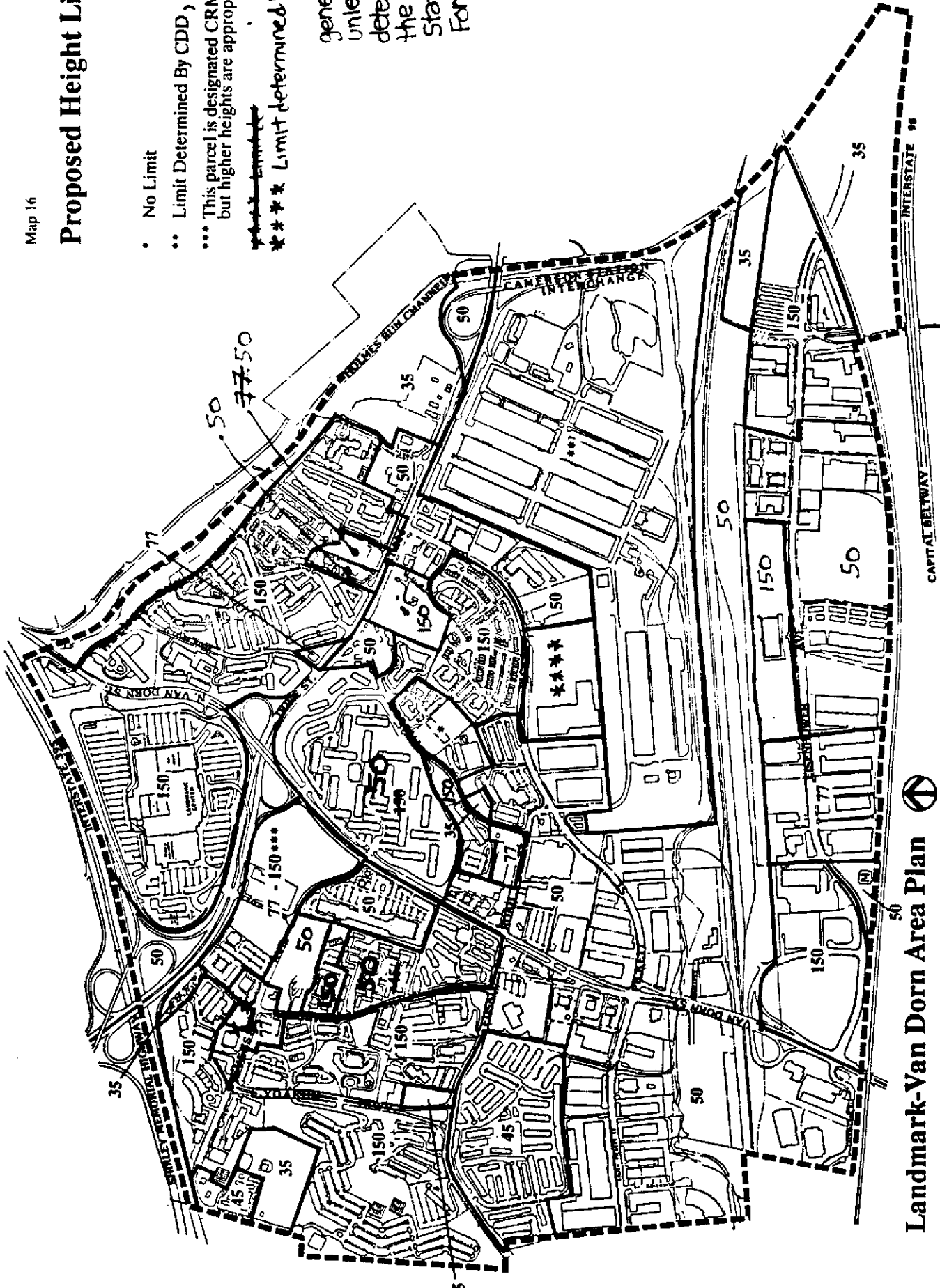
- NO LIMIT
- 77 BY RIGHT  
200 WITH S.U.P.



Landmark-Van Dorn Area Plan

# Proposed Height Limits

- No Limit
- Limit Determined By CDD, but
- This parcel is designated CRMU-M (77 feet) but higher heights are appropriate
- \*\*\* Limit determined by CDD generally 77' unless otherwise determined by the Cameron Station Task Force.

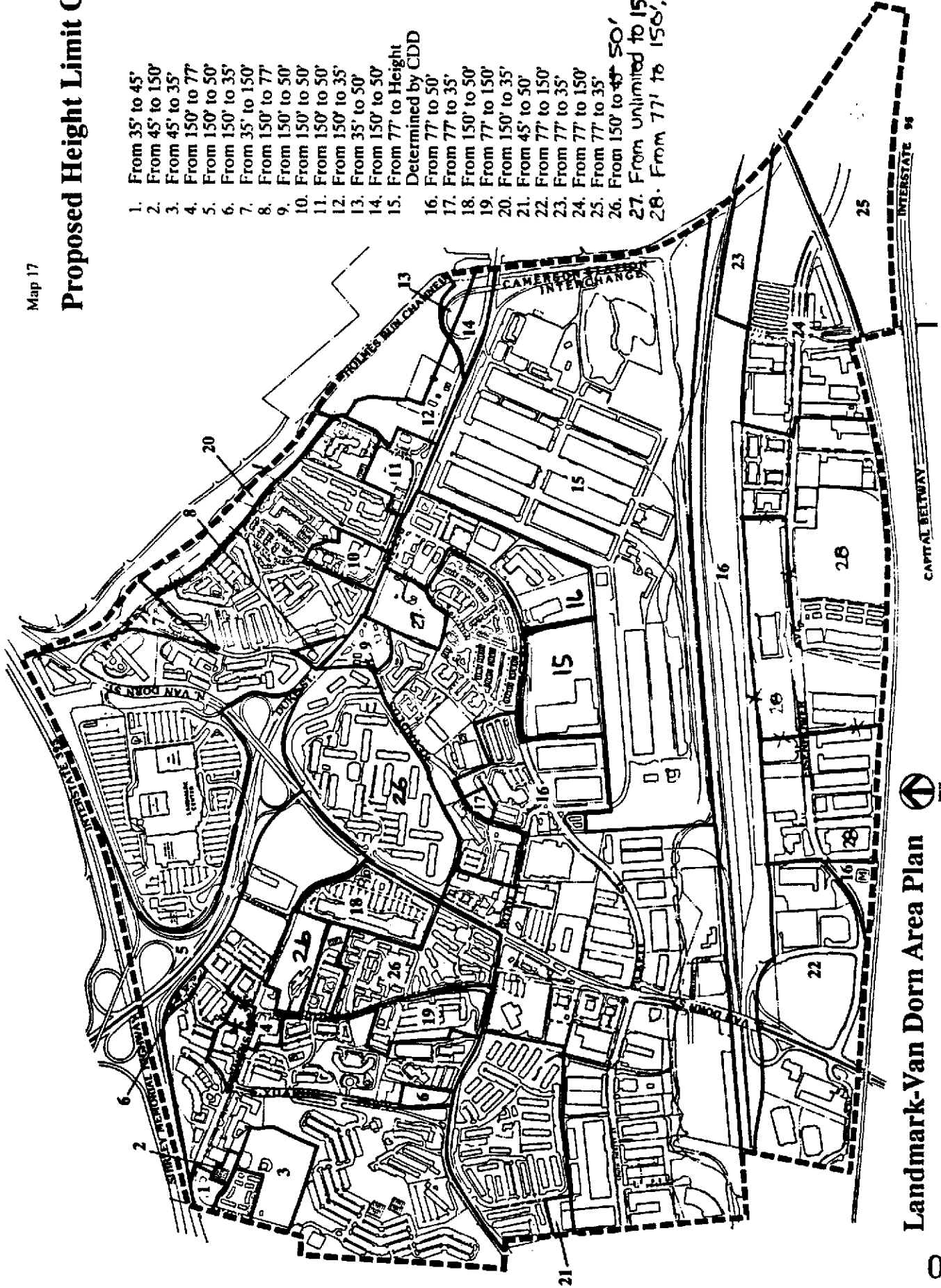


Landmark-Van Dorn Area Plan

Revised 5-30-83 iC  
Dated 2-7-89 CC

# Proposed Height Limit Changes

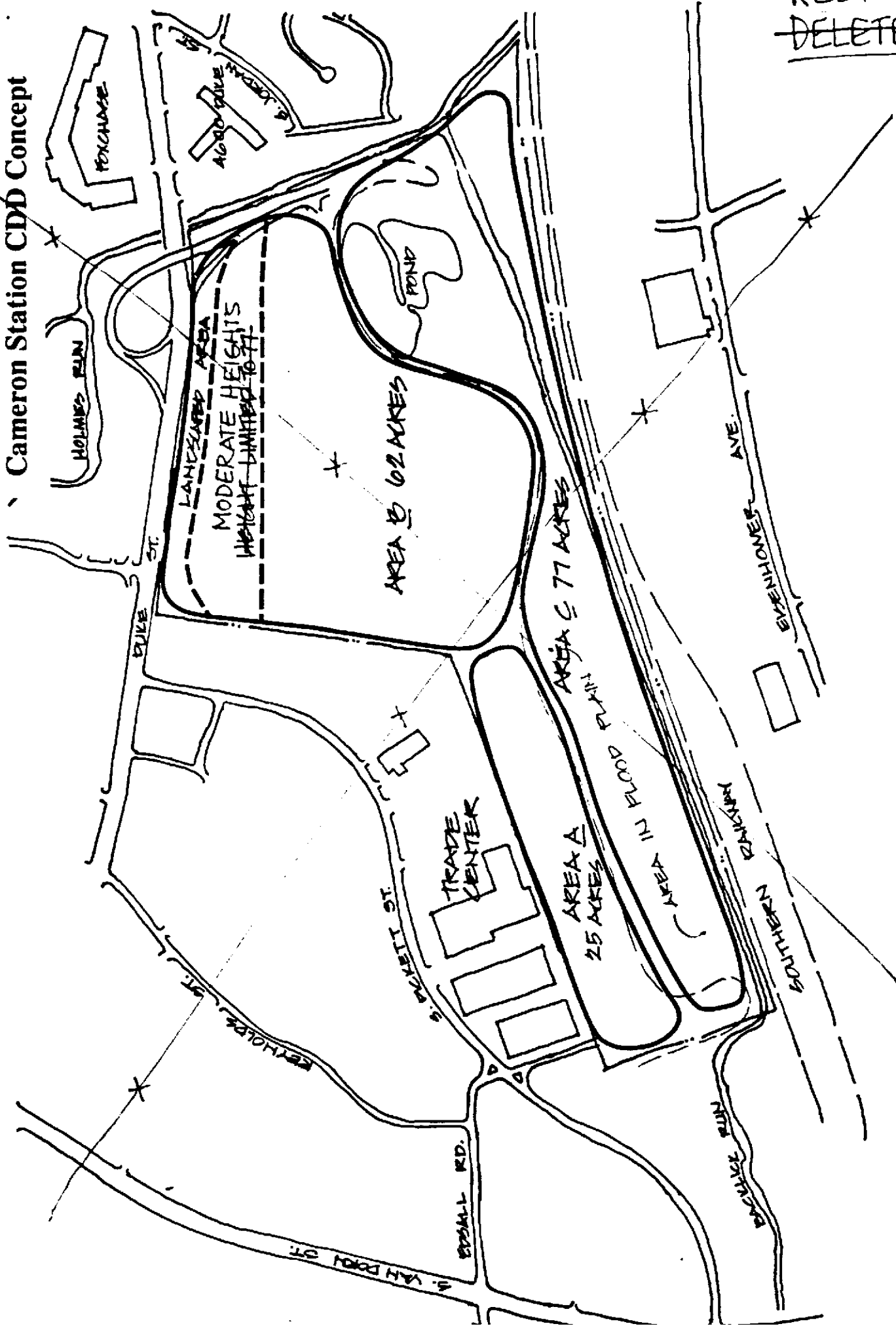
1. From 35' to 45'
2. From 45' to 150'
3. From 45' to 35'
4. From 150' to 77'
5. From 150' to 50'
6. From 150' to 35'
7. From 35' to 150'
8. From 150' to 77'
9. From 150' to 50'
10. From 150' to 50'
11. From 150' to 50'
12. From 150' to 35'
13. From 35' to 50'
14. From 150' to 50'
15. From 77' to Height Determined by CDD
16. From 77' to 50'
17. From 77' to 35'
18. From 150' to 50'
19. From 77' to 150'
20. From 150' to 35'
21. From 45' to 50'
22. From 77' to 150'
23. From 77' to 35'
24. From 77' to 150'
25. From 77' to 35'
26. From 150' to 45' 50'
27. From unlimited to 150'
28. From 77' to 150'



Landmark-Van Dorn Area Plan

Revised 5-30-89 P.C.  
Revised 6-7-89 C.C.

# Cameron Station CDD Concept



~~KEEP~~  
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REVISED 5-30-89 - P.C.  
CIVIL 1-7-88 - P.C.

Development

- 4. The developable areas of the site shall be mixed use but predominantly residential. At least 75 percent of the developed land will be in residential uses, at both medium and high densities.
- 5. A mix of housing types should be provided, including townhouses and apartments or condominiums.
- ~~6. Office will be limited to 200,000 square feet if there is no direct connection between the site and Eisenhower Avenue and 800,000 if there is a connection.~~
- ~~7. Retail will be limited to 100,000 square feet and will be predominantly convenience goods and services serving residents of the site and nearby residents.~~
- 8. A hotel will be allowed.
- 9. Services, storage, and clean industrial uses are allowed on the western part of the site.

Transportation/Circulation

- 10. Some form of access will be created between the site and the Van Dorn Metro Station. Possibilities include shuttle busses, a vehicular access over the tracks. Vehicular access over the tracks shall be coordinated with any Clermont EIS groups or any decisions and recommendations made by such groups.

Housing

- 11. Twenty percent of the housing on the site shall be for low and moderate income families.

Building Heights

- 12. ~~The first 50 feet south of Duke Street will be free of buildings and landscaped.~~ The land along Duke Street will be landscaped.
- 13. Buildings along Duke Street ~~shall not exceed 77 feet in height.~~ Will be of moderate heights.
- 14. Building heights on the site shall generally be limited to ~~8~~ moderate heights stories, except that a limited number of taller residential buildings may be allowed upon negotiation and after a review of design.

INSERT A (NEXT PAGE)

TRANSPORTATION RECOMMENDATIONS

- 1. Refer to Transportation and Environmental Services a study of the Van Dorn Corridor to determine how to improve traffic flow along Van Dorn Street, particularly the intersection with Edsall Road.

KEEP  
DELETE

[INSERTA]

CDD Guidelines for the Trade Center Site

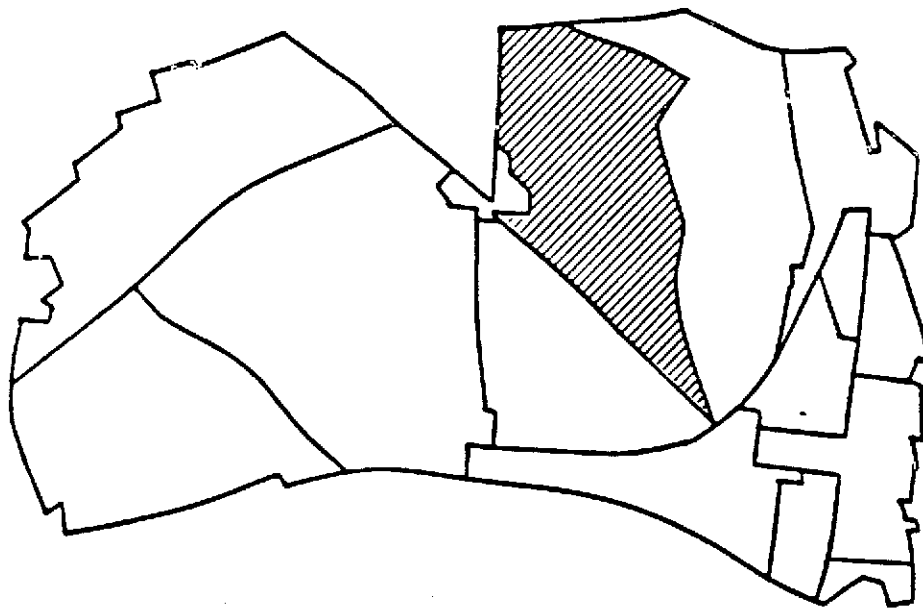
1. The site should be redeveloped for mixed use development with a mix of residential and retail uses with a limited amount of office development. This site should not be an office center as there is sufficient and more accessible land for office development in the west end of the Cameron Run Valley and near the Van Dorn Metro station.
2. Insofar as possible, the development of this site should be coordinated with the development of the Cameron Station site.
3. The possibility of the need for alternate access over the site to Cameron Station should be considered in the development plan.

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# NORTH RIDGE / ROSEMONT

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## SMALL AREA PLAN



APRIL 1989

As revised by the Planning Commission 5/17/89  
As revised by the City Council 5-31-89  
As Adopted by the City Council 9/26/89

Department of Planning and Community Development  
City of Alexandria, Virginia

EXHIBIT C

0126

# **NORTH RIDGE / ROSEMONT**

## **SMALL AREA PLAN**

**Department of Planning and Community Development  
City of Alexandria, Virginia**

### **Staff:**

**Sheldon Lynn, Director**

**Larry Grossman, Chief  
Comprehensive Planning**

### **Project Planner:**

**Ralph Rosenbaum**

### **Graphics:**

**William Benjamin**

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## PURPOSE OF THE PLAN

The purpose of this document is to update the Adopted 1974 Consolidate Master Plan for the North Ridge/Rosemont area and to adopt a 1989 Plan as part of the City's new Master Plan. Once adopted, the Small Area Plan will serve as the basis for future City Council policy initiatives and actions affecting land use, zoning, capital improvements and programs in the North Ridge/Rosemont area.

## ORGANIZATION AND CONTENTS

The Small Area 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 in the area, including the 1974 Master Plan, rezoning, 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

The final draft of this Plan will be sent to the Master Plan Task Force for review and to the Planning Commission and to 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.

# **BACKGROUND AND ISSUES**

## DESCRIPTION

847.5

The North Ridge/Rosemont study area occupies an ~~820~~ acre pentagon of land in the eastern half of Alexandria. The study area is delineated by Four Mile Run, Glebe Road, Russell Road, King Street and Quaker Lane. (See Map I, Study Area.)

The Fairlington/Bradlee commercial area is not included in the study area. Instead, Fairlington/Bradlee is the subject of a separate study.

From the corner formed by the intersection of King Street and Russell Road the topography of the North Ridge/Rosemont area rises in a series of rolling hills. At 200 feet <sup>above</sup> ~~about~~ sea level, Beverly Hills is the apogee of the rise and from there the topography falls away to Four Mile Run's flood plain.

The hilly topography lends itself well to the suburban detached housing that is now so characteristic of the North Ridge/Rosemont Area. Although streets of detached, single family houses surrounded by mature trees are typical of much of the area, the Northwest corner of North Ridge/Rosemont is the site of garden apartments and townhouses. These apartments and townhouses comprise the attractively landscaped Parkfairfax Condominium and Lloyd apartments.

## HISTORY OF THE STUDY AREA

Indians lived in the North Ridge/Rosemont area as long as 12,000 years ago, but it was only in the early 19th century that many permanent homes, were built in the area. Until ~~1846~~ North Ridge/Rosemont was part of the District of Columbia; thereafter, the area was retroceded to Virginia.

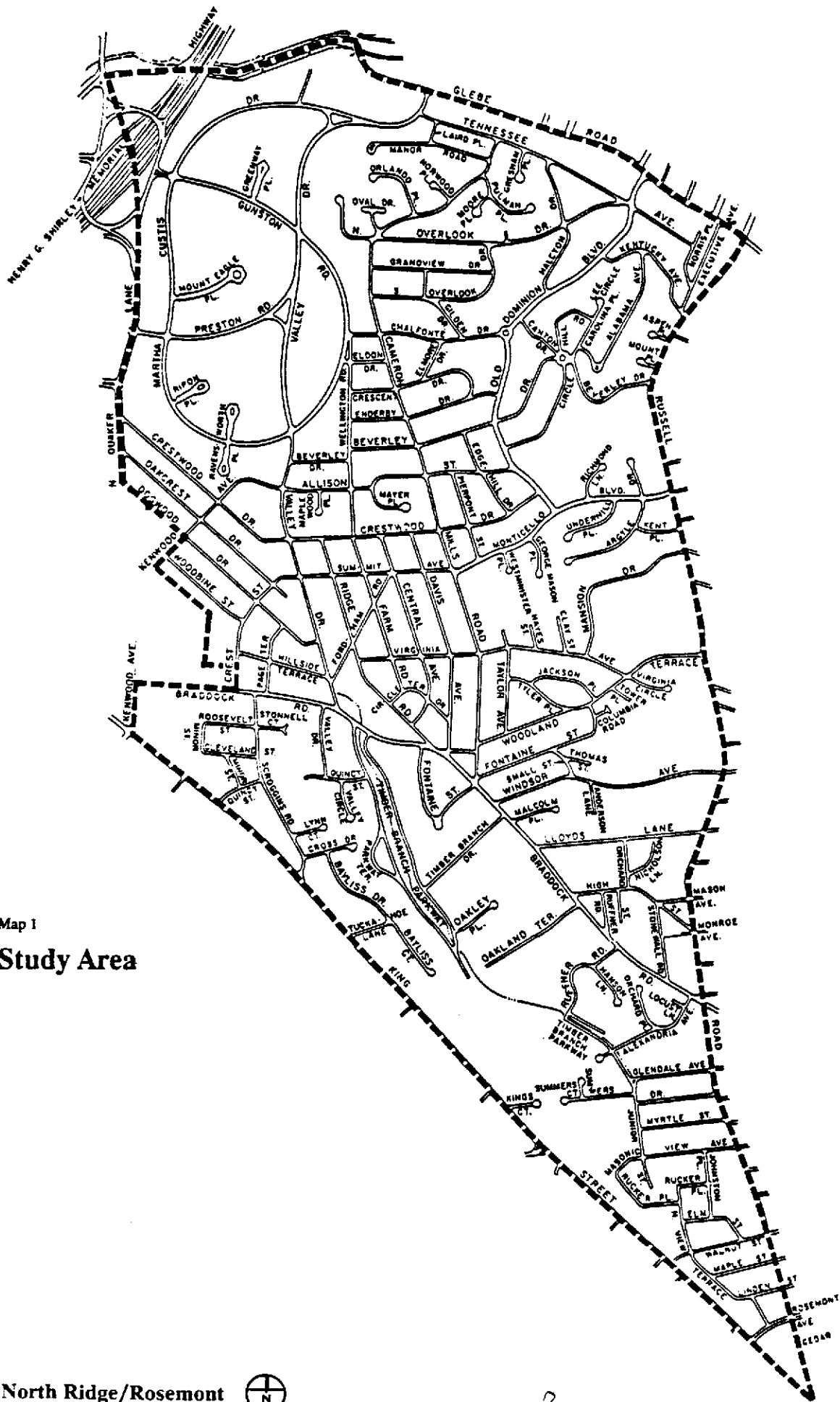
During the nineteenth century North Ridge/Rosemont was the site of farms and some large houses such as Mount Ida, Lloyd House and Oaklands. As the nineteenth century waned the farms became summer residences. Later Mount Ida and the Lloyd House would become private girls schools. These houses are now part of the St. Mary's Academy and St. Agnes Episcopal School.

The North Ridge/ Rosemont neighborhoods were transformed into so called "street car suburbs" with the advent of an electric streetcar system along Commonwealth Avenue. Constructed at the turn of the century, the streetcar system linked North Ridge/ Rosemont with Old Town and with Washington D.C..

In 1905 the electric streetcar was joined by the railroad. The railroad moved its tracks to their present location and constructed Union Station at the intersection of King Street and Russell Road.

Rosemont has the distinctive plan of a streetcar suburb. City blocks have their short side facing the railway and their long face at right angles to the rails. This layout was meant to reduce the length of a commuters walk to the street car.

Houses began appearing in Rosemont after 1900 and in the early 1920's there was a second period of growth in Rosemont. Braddock Heights and Beverly Hills also began to be developed in the 1920's. It was also in this decade that bus service was introduced and the ownership of autos became common. Both of these innovations gave further impetus to suburban growth.



Map 1  
**Study Area**



All of North Ridge/Rosemont was not incorporated into the City of Alexandria until 1930 and it was after the incorporation that the construction of housing in North Ridge began in earnest. The Permanesque Homes company offered all electric houses for \$5,850 in Beverly Hills during the latter half of the 1930's. This company was responsible for most of the development in Beverly Hills.

The last large development to occur in North Ridge/Rosemont was Parkfairfax. Parkfairfax's ~~1687~~<sup>1684</sup> apartments and townhouses were built by the Metropolitan Life Company between 1940 and ~~1944~~<sup>1943</sup>. The housing here ceased to be rental in 1977 when Parkfairfax was converted to condominium ownership.

INSURANCE

The history of North Ridge/Rosemont is that of twentieth century suburban growth. It is the intent of this plan to maintain the suburban and residential nature of the area into the twenty first century.

**DEMOGRAPHICS**

**Population**

Between 1970 and 1980 the population of North Ridge/Rosemont declined by 18%, falling from 13,320 to 10,933 people. The decline was due to a trend toward smaller average household sizes. This is a long term national trend that in North Ridge/Rosemont meant the average household size was half a person smaller in 1980 than 1970 (Table 1).

TABLE 1

**Population Characteristics  
North Ridge/Rosemont Area**

	<u>1970</u>	<u>1980</u>	<u>1985</u>	<u>1990</u>	<u>2000</u>
Population	13,320	10,933	10,865	10,753	10,602
Housing Units	5,068	5,049	5,084	5,148	5,196
Households	4,819	4,896	4,939	5,002	5,048
Housing Vacancy Rate	4.9%	3.0%	2.8%	2.8%	2.8%
Average Household Size	2.74	2.23	2.20	2.15	2.10

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

A contributing cause of the decline in average household size was the aging of the area's population. The form this aging took was the loss of children. North Ridge/Rosemont had only half the number of children in 1980 as it had in 1970.

The trend towards smaller households is expected to continue but at a slower rate. By the year 2010 the average household size may fall to 2.05 people. The decline will slow because children are now a smaller portion of the population so there are fewer children to grow up and leave the area.

In other parts of Alexandria the loss of population will be offset in the future by new housing construction. This is not possible in North Ridge/Rosemont, where the opportunities for new housing are few. Most of the vacant land that is available for new housing is in lots of less than a half acre. These lots are not conducive to large new housing developments.

### Housing

The potential for new housing is limited to infill projects. These projects will yield only a few hundred units during the next two decades or average of ten units a year.

Household ownership has increased since 1970. This increase is due to the conversion of Parkfairfax and Parc East to condominium ownership.

Even with the conversion to condominium ownership, Parkfairfax and Parc East are still major sources of rental housing in North Ridge/Rosemont. Approximately 43% of all of the rental housing in the area are in these condominiums.

### Employment

North Ridge/Rosemont is primarily a residential area and not the site of commerce or industry. Taking this into consideration, the Metropolitan Washington Council of Governments' "Regional Employment Census was still able to locate 944 jobs in the area in 1985 (Table 2). This, however, was little more than 1 % of all employment in Alexandria.

TABLE 2

Employment  
North Ridge/Rosemont Area

	<u>1976</u>	<u>1980</u>	<u>1985</u>	<u>% Change</u>
Industrial	4	0	0	--
Wholesale/Retail	16	0	37	+ 131.3
F.I.R.E.	168	96	62	- 63.1
Services	302	397	428	+ 41.7
Federal/State/Local	177	172	182	+ 2.8
Self Employed	<u>119</u>	<u>167</u>	<u>235</u>	<u>+ 97.5</u>
Total	786	832	944	+ 20.1

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

Half of the employment in the area are service jobs. These range from the professions such as doctors and lawyers to barbers and janitors.

Between 1976, the date of the first Regional Employment Census, and 1985 employment in the area rose by 20%. Three quarters of the 156 jobs created in North Ridge/Rosemont between the two employment censuses were the result of increased self employment.

By 1990 it is estimated that there will be 1658 employees in the study area. This 75% increase in employment will result from businesses moving into Shirlington Gateway, an office building constructed in 1986. This building has 198,280 gross square feet of space.

Employment in the area is not likely to change significantly after 1990. There are no new office buildings under construction or proposed for North Ridge/Rosemont nor are there any sites for the development of large commercial buildings.

Summary - Demographics

- o Over the last fifteen years the population of North Ridge/Rosemont has declined because of a national trend towards smaller average households.
- o Over the last fifteen years the number of people employed in North Ridge/Rosemont grew because of the increase in self employment and the construction of a large office building.

EXISTING LAND USE

847.5

The North Ridge/Rosemont study area encompasses ~~820~~ acres of land. This land is used for residential, commercial, industrial, institutional and recreational purposes. By far, the major use of land is for residential purposes (Table 3 and Map 2) with the other uses scattered through the residential land.

TABLE 3

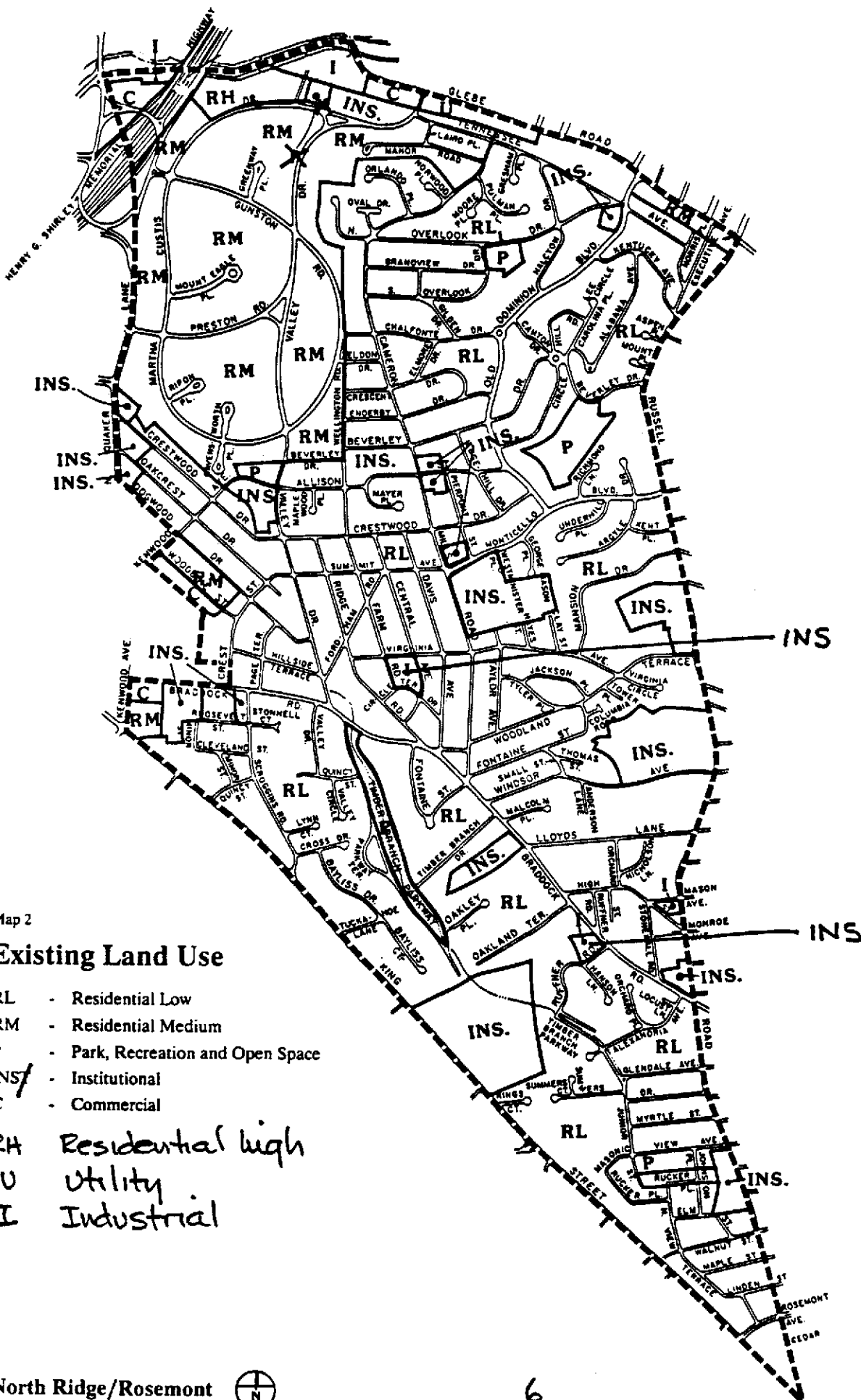
Existing Land Use  
North Ridge/Rosemont Area

<u>Land Use</u>	<u>Acres</u>	<u>% of Total</u>
Residential	<del>691.3</del> 718.3	<del>84.3</del> 84.8
Commercial	6.1	0.7
Utility	2.6	0.3
Industrial	4.2	0.5
Institutional	83.4	<del>10.2</del> 9.8
Parks	16.8	2.0
Vacant-Residential	12.3	1.5
Vacant-Commercial	1.7	0.2
Common Areas	<u>2.1</u>	<del>0.3</del> 0.2
Total	<del>820.5</del> 847.5	100.0

Residential Land Use

718

Approximately 85% of the land (~~691~~ acres) is used for residential purposes. With the notable exceptions of Parkfairfax, Lloyd apartments, and Parc East almost all of the residential land is occupied by single family detached housing.



Parkfairfax and the Lloyd apartments which are in the north west of the study area are townhouses and garden apartments. The only high rise apartment building in the North Ridge/Rosemont area is the 283 unit Parc East. These apartments are located north of Parkfairfax between Martha Custis Drive and Four Mile Run.

Inclusive of all types of housing in the study area there were an estimated 5,084 housing units in North Ridge/Rosemont. With only 12.3 acres of vacant residential land available, the number of housing units in the area is forecasted to rise by only a 160 units in the next twenty years. A few acres of land now zoned for industrial use are recommended for rezoning to residential. If this land is redeveloped, the number of new houses in the study area would be slightly higher.

### Commercial Land Use

Commercial land use is very limited in North Ridge/Rosemont. Only 6.1 acres are used for commercial purposes. The study area's commercial needs are served by the adjacent Fairlington/Bradlee area, an area of shops and offices.

Almost all of the land used for office uses is located in the triangle of land north of I-395. This is the location of Shirlington Gateway, a new high-rise office building.

There are few opportunities to expand commercial land use in the study area. There are only 1.7 acres of vacant commercial land in North Ridge/Rosemont area and it is unlikely that much more land will become available for commercial use.

### Other Land Use

There are 4.2 acres of land used for industrial purposes in North Ridge/Rosemont. All of this acreage is adjacent to Parkfairfax and is used by this condominium for maintenance activities.

There is a small amount of land in the study area used by a utility. Virginia Power Company has a 2.6 acre parking lot on the south side of West Glebe Road which serves its office building on the north side of Glebe Road.

Institutional land use accounts for 10.3% of the land in North Ridge/Rosemont. These uses include schools, cemeteries, hospitals, churches and government uses. Much of the institutional land in the study area is occupied by schools, both public and private schools. The public schools include George Mason, Maury and Charles Barrett Schools. The private schools in the area are ~~Mt. Ida Academy~~ <sup>St. Marys</sup> and St. Agnes Episcopal School. Together the schools account for over 42 acres of land in North Ridge/Rosemont.

Ivy Hill Cemetery on King Street also accounts for a large portion of the study area's institutional land. This cemetery covers 22.7 acres and is the largest single open space in the study area.

Circle Terrace hospital, the only hospital in the North Ridge/Rosemont, area has been closed. The 1.6 acres occupied by the hospital will remain in institutional use and may become a nursing home. There is an existing nursing home in the area, Woodbine, which occupies a four acre site on King Street.

Parks occupy 16.8 acres of North Ridge/Rosemont. The two largest parks are Timber Branch Parkway with 5.6 acres and Monticello Park with approximately 5 acres located on Beverly Drive.

Leidner

Other parks in the study area include Beverly park on Overlook Drive - 1.9 acres, ~~Leiter~~ Park on Kenwood Avenue - 1.3 acres, and Beach Park on Junior Street - 1.3 acres. These parks are augmented by recreational facilities located on the area's three public school sites.

SUMMARY - LAND USE

- o Residential land accounts for ~~84.3%~~ <sup>84.8%</sup> of all of the land in North Ridge/Rosemont.
- o There is little commercial land in the study area and most of that is confined to the area north of I-395.
- o There are few parks in the area accounting for 16.8 acres.
- o There is little vacant land whether for residential or commercial uses and most of the vacant land is in lots of less than a half acre.

ZONING

Almost all of the North Ridge/Rosemont area is zoned for residential development. Only 12.3 acres or less than 2% of the acreage in the study area is zoned for commercial or industrial purposes (Table 4). The non-residentially zoned land is located adjacent to I-395 and next to Fairlington/Bradlee.

TABLE 4  
Existing Zoning  
North Ridge/Rosemont Area

	<u>Acres</u>	<u>% of Total</u>
RA	2.1	<del>0.3</del> 0.2
RB	<del>130.2</del> 162.8	<del>16.0</del> 19.2
R-5	61.0	<del>7.5</del> 7.2
R-8	551.4	<del>67.7</del> 65.1
R-12	57.9	<del>7.1</del> 6.8
C-2	2.8	0.3
C-1	0.9	0.1
I-1	<u>8.6</u>	<u>1.1</u>
Total	<del>814.9</del> 847.5	100.0

\* Exceeds 100% because of rounding

### Residential Zoning

R-8 is the most common residential zoning in the study area. Almost <sup>65%</sup>~~68%~~ of the land in North Ridge/Rosemont has this zoning. This zoning allows as many as five single family dwellings per acre, a density not uncommon in older suburbs.

One hundred and ~~thirty~~<sup>sixty three</sup> acres in the northwest part of North Ridge/Rosemont ~~is~~<sup>are</sup> zoned R-B. R-B zoning allows multi-family dwellings and townhouses. It is used exclusively in the study area to zone Parkfairfax, Parc East, the Lloyd Apartments townhouses on West Glebe Road between Old Dominion Boulevard and Executive Avenue and townhouses near Fairlington/Bradlee.

The rest of the residential zoning in the study area is R5, R12 or RA. The first two zones are for areas of single family housing. R-12 zoning permits houses on lots 12,000 square feet or more while R-5 zoning is for more modest houses on lots as small as 5,000 square feet. Mansion Drive is an example of R-12 zoning while the higher density found in R-5 is characteristic of streetcar suburbs such as Rosemont.

A small area of North Ridge/Rosemont along Glebe Road is zoned RA. Although this zoning allows multi-family housing, the land in this case is used for townhouses, as well as small apartment buildings.

### Non-Residential Zoning

There are small amounts of C-1, C-2 and I-1 zoning in North Ridge/Rosemont. Collectively these zones account for 12.3 acres much of which is near I-395.

In North Ridge/Rosemont, land used for commercial purposes is zoned either C-1 or C-2. Property zoned C-1 can be used for a wide variety of purposes including professional and business offices, banks, drug stores, laundries, child care homes and schools. C-2 zoning permits all of the uses allowed under C-1 zoning as well as a wider variety of retail uses, caterers, contractors, repair shops and radio and television stations. Both C-1 and C-2 allow residential uses. Uses not mentioned may be allowed in these commercial zones with a Special Use Permit.

C-2 zoning permits office buildings with up to a 3.0 Floor Area Ratio (FAR) and up to a 150 foot building height. The Shirlington Gateway building is an example of an office project developed under the C-2 zone. The FAR for this 13 story project is 1.74.

There ~~is~~<sup>are</sup> also over eight acres of industrially zoned property in the study area. I-1 zoning allows all of the commercial uses allowed under C-1 and C-2 and allows warehousing and manufacturing. Other uses are allowed with a Special Use Permit. Residential uses are not permitted by right. The I-1 zone allows development of up to 2.5 FAR by right and buildings up to 77 feet by right.

### Theoretical Development Envelope

Although there is a relatively small amount of commercial and industrial zoning in the North Ridge/Rosemont neighborhood, theoretically, under current zoning, there could be developed some 1.3 million square feet of office space in the area.

## SUMMARY - ZONING

- o Over 98% of the land in North Ridge/Rosemont is zoned residential.
- o Over ~~85%~~<sup>79%</sup> of the land in North Ridge/Rosemont is zoned for detached single family housing.
- o Although ~~only~~<sup>less than</sup> 2% of the land in North Ridge/Rosemont is zoned for commercial or industrial use, if this land was redeveloped to its maximum F.A.R, approximately 1.3 million square feet of commercial space could be built.

## DEVELOPMENT ACTIVITY AND TRENDS

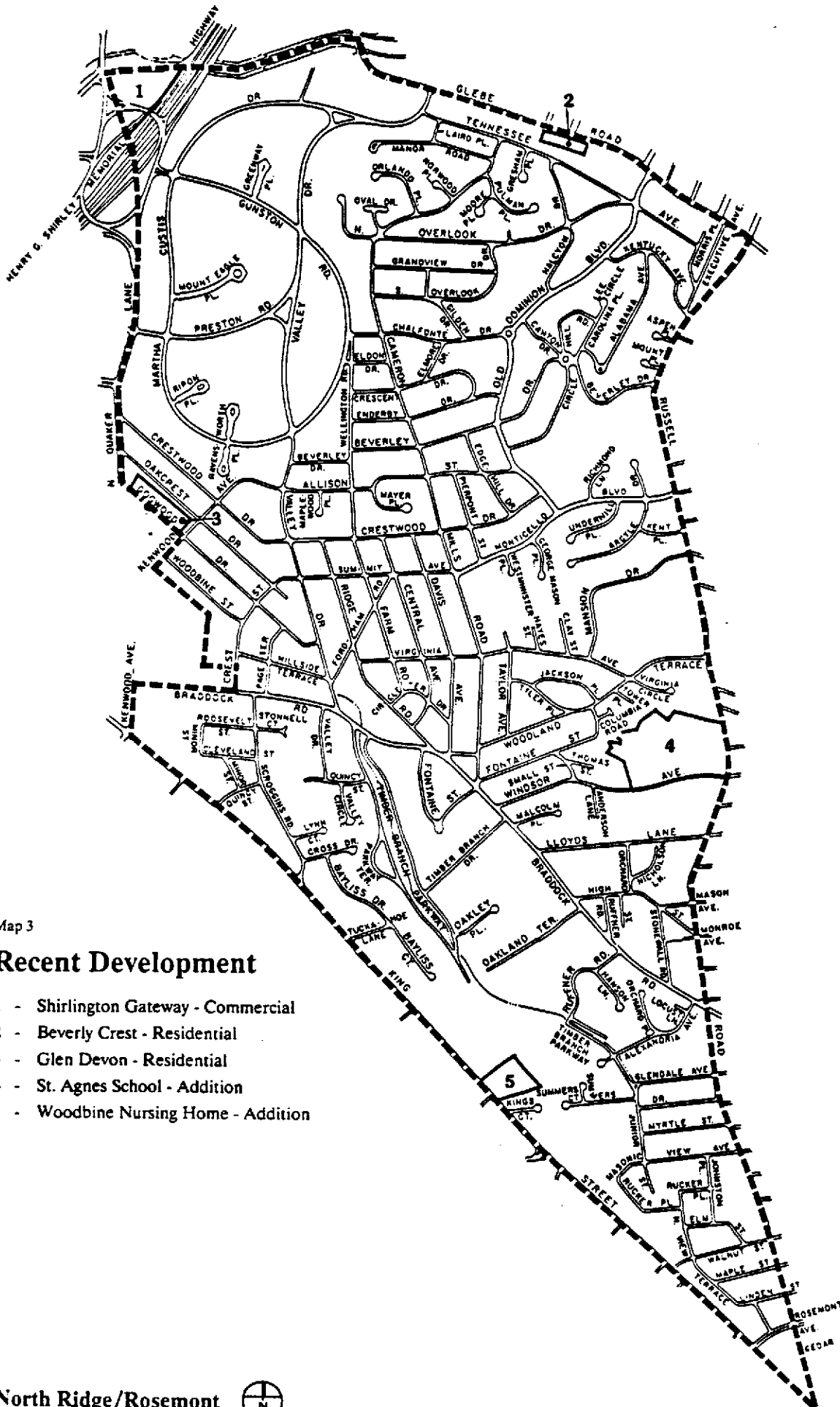
The study area has only one major commercial building, Shirlington Gateway, located north of I-395. There are no commercial buildings under construction or currently proposed for the North Ridge/Rosemont area. This situation is unlikely to change drastically in the future because the area only has 1.7 acres of land that are vacant and zoned for commercial purposes.

There are two new small town house developments in the study area. These are Beverly Crest on West Glebe Road and Glen Devon on the north side of Dogwood Drive (Map 3). These two developments add thirty townhouses to the approximately 5,000 dwellings already in North Ridge/Rosemont. Small increases in housing such as those created at Glen Devon and Beverly Crest are typical of possible housing development in the study area.

Large increases in the number of housing units in the area are unlikely because there are only 12.3 acres of vacant residential land in the study area. Not all of this limited amount of vacant residential land can be used because some of the land is divided into substandard lots. These lots are too small to be used for housing construction under the current zoning. A small amount of additional residential acreage could be added by rezoning industrially zoned land and this land could be redeveloped for housing in the future.

## SUMMARY - DEVELOPMENT ACTIVITY

- o Shirlington Gateway an office commercial building of 198,280 square feet was constructed in 1986. This is the only commercial building erected in the study area in recent years.
- o Beverly Crest and Glen Devon are two small townhouse developments in North Ridge/Rosemont. These recent developments are typical of the kind of housing that might be built in the area in the future.



Map 3

## Recent Development

- 1 - Shirlington Gateway - Commercial
- 2 - Beverly Crest - Residential
- 3 - Glen Devon - Residential
- 4 - St. Agnes School - Addition
- 5 - Woodbine Nursing Home - Addition



## TRANSPORTATION

The street system in North Ridge/Rosemont is designed for local residential traffic and not through traffic. The arterial roads servicing the study area are, Quaker Lane and King Street both of which primarily run along the edge of the study area.

In Rosemont the streets form a grid pattern that is common to street car suburbs. The grid has the narrow face of the blocks facing the tram line to reduce the walk of a commuter.

In North Ridge the streets are not a strict grid but are modified to follow the area's topography. Later suburbs such as North Ridge also had curving streets because such streets had desired connotations of the countryside.

### 1974 Major Thoroughfare Plan

The 1974 Major Thoroughfare classified streets throughout the City into five categories: expressway, arterials, primary collectors and local streets. (See Map 5.)

There is a small portion, less than 1,500 feet, of I-395 in the northwest corner of North Ridge/Rosemont. This is the only expressway or regional highway in the study area. I-395 does separate a small triangle of land used for commercial purposes from the rest of the study area.

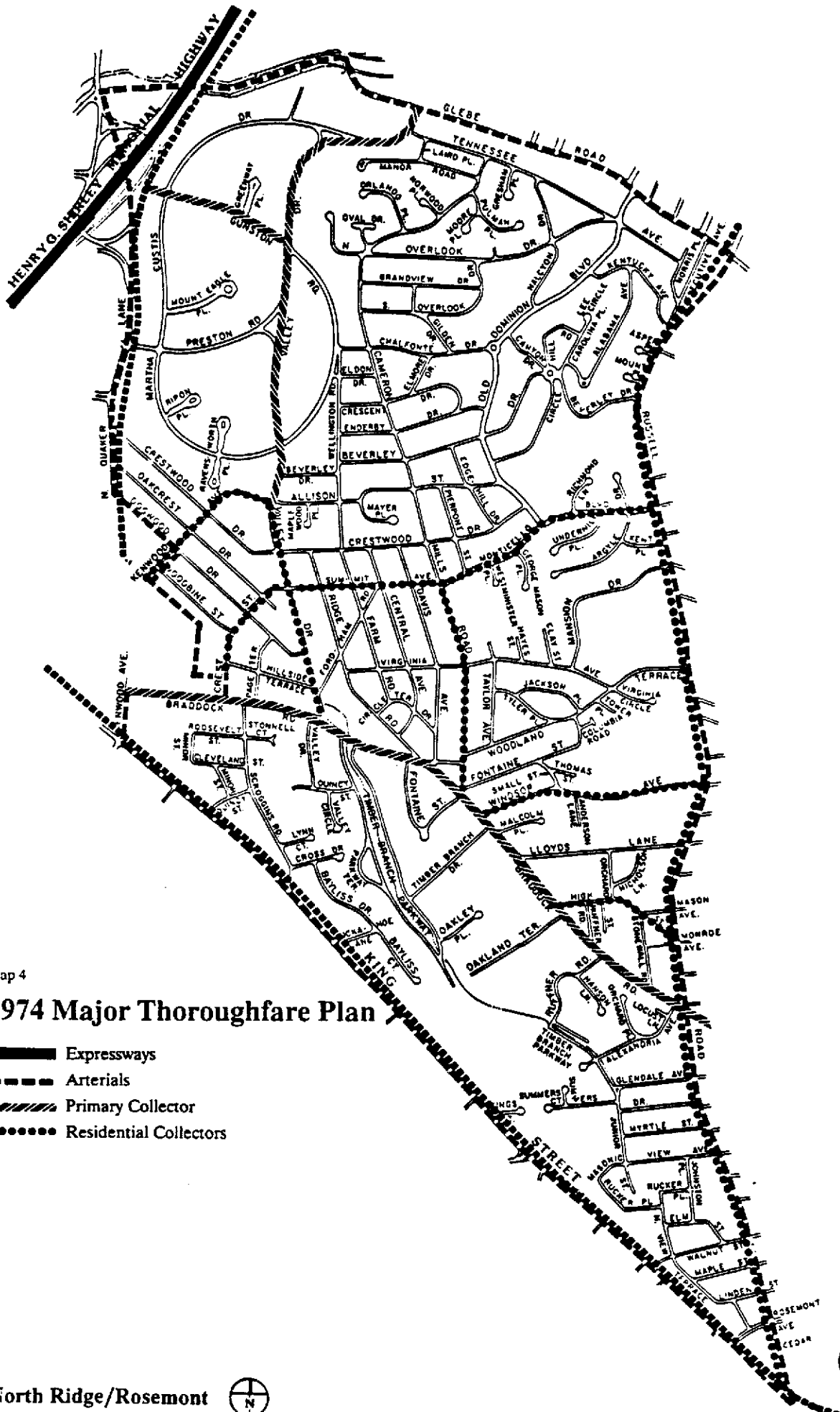
Arterial streets connect the principal traffic generators within the City and handle large volumes of traffic. King Street and Quaker Lane are the only two arterial streets in the study area.

With the exception of a short length of Quaker Lane that parallels I-395, the arterials servicing North Ridge/Rosemont run along the southern and western edges of the study area. The traffic on King Street and Quaker Lane, therefore, has a limited impact on the area.

Collector streets are secondary streets that serve the City's internal traffic. Collectors move traffic between local roads and arterials or connect other collectors to arterials.

Primary collectors connect two arterials or other collectors to arterials. They serve traffic that usually is making a longer trip than the traffic on residential collectors. Primary collectors can also be alternatives to arterial roads and often provide direct links to shopping areas. In North Ridge/Rosemont, Braddock Road, Glebe Road, part of Valley Drive and a small portion of Gunston Road are primary collectors (see map).

Residential collectors basically serve to connect residential areas with arterials or other collectors. Russell Road, part of Cameron Mills Road, part of Valley Drive, Kenwood Avenue, Crest Street, Summit Avenue, Monticello Boulevard, Old Dominion Boulevard, High Street and Windsor Avenue are the residential collectors in North Ridge/Rosemont.



Map 4

### 1974 Major Thoroughfare Plan

- Expressways
- - - -** Arterials
- ////** Primary Collector
- .....** Residential Collectors



### Existing Traffic Flow

North Ridge/Rosemont's street system is adequate to serve its existing and future land uses. Traffic is mainly carried around the study area rather than through it.

Most of the roads within the study area that are not local streets, function as primary and residential collectors these streets are designed to link residential areas with other collectors or arterials. In North Ridge/Rosemont, Braddock Road and Glebe Road are primary collectors. Residential collectors are roads such as Crest Street, Valley Drive and Summit Avenue.

The majority of the streets in the study area are local streets. These streets are not continuous connecting streets like those in the Major Thoroughfare Plan System. Argyle Street, Enderby Drive, Sanford Street and Timber Branch Parkway are examples of local streets.

With the exception of I-395 none of the roads in the study area are near capacity. Even with the heavy traffic on I-395 there is rarely a backup on the Gunston Road ramps to this highway.

Traffic is increasing on King Street, but this is due to through traffic generated by development outside of North Ridge/Rosemont. Traffic on King Street is ~~linked~~ by two congested intersections, one at each end of the study area. There is the possibility of improving the flow at each of these intersections by altering turning movements or by changing traffic light cycles.

limited

The traffic light cycle at King street and Russell Road has been changed. The cycle facilitates King Street movement and provides less green time to Russell Road.

### Planned Capital Improvements

There are no planned capital improvements in North Ridge/Rosemont. There are proposals for capital improvements in the areas adjacent to the study area and these improvements could smooth the flow of traffic on streets in the study area.

The Fairlington/Bradlee Plan recommends that the Quaker Lane, King Street and Braddock Road intersection be studied to determine possible improvements. Improvement to King Street near the railroad underpass will also be studied.

### Bike and Pedestrian Paths

There are four designated bike trails in North Ridge/Rosemont. All of these are on street trails.

One trail connects bike trails in Arlington by crossing over I-395 and running along Martha Custis Drive and Glebe Road. A second bike trail runs along Braddock Road. A third trail runs along Timberbranch Parkway and Masonic Avenue. A small part of a fourth trail runs south along Radford to King Street and from King to Chinquapin Park.

### Public Transit Facilities

The North Ridge/Rosemont area is served by Metrobus and DASH. There are two DASH routes serving the study area. The A.T.4 route joins the Pentagon and ~~Old Town~~ by running along Martha Custis Drive, Cameron Mills Road and Braddock Road. The A.T.3 route runs along Martha Custis Drive, Glebe Road, Russell Road and Braddock Road and joins the Pentagon with ~~Hunting Towers~~ <sup>Old Town</sup>

Hunting Towers

Metrobus runs a number of routes through North Ridge/Rosemont. Some of these routes originate in Fairfax County and terminate at the Pentagon. One route, the 28 AB, travels down King Street or Braddock Road and ultimately connects Tysons Corner with Old Town.

### Future Traffic Flow

The opportunities for development in the North Ridge/Rosemont area are few, therefore little additional traffic will be generated internally. Future growth outside of the study area will increase the traffic on I-395 and the arterials on the periphery of the study area.

### SUMMARY - TRANSPORTATION

- o The capacity of the area's streets is adequate for the traffic currently generated.
- o Delays along King Street could be alleviated by improvements at the King, Braddock, Quaker intersection and at the underpass east of the King and Russell intersection.

### POLICY HISTORY

The adopted land use plan map for North Ridge/Rosemont is based on the 1974 Master Plan and is shown on Map 5. Most of the land in the study area is designated for residential uses with institutional uses the second most common category.

The 1974 Plan does not show any uses for the triangle north of I-395 although in 1974 the land in the triangle was used for industrial purposes.

The 1974 Master Plan expected that Planning District II, the district in which North Ridge/Rosemont is located, would remain residential with single-family homes predominating. The following recommendations are from the 1974 Master Plan are:

1. Maintain the residential character of most of Planning District II.
2. Encourage the protection and upgrading of Parkfairfax as a residential community for middle income families.

### Rezoning

Since 1974, rezonings have been rare in North Ridge/Rosemont. The major rezoning involved all of the W.O. & D. railway right of way which parallels West Glebe Road. The right of way was rezoned from R-8 to R-B. This rezoning allowed the

construction to townhouses or multi-family housing in an area that had previously been zoned for single family housing.

The change from single family to townhouse and multi-family zoning is typical of the rezonings which have occurred in the study area. Rezonings were needed for the construction of Glen Devon and Beverly Crest. Both of these townhouse projects are located on the edge of North Ridge/Rosemont. Glen Devon is adjacent to the Parkfairfax Beverly Shopping area and Beverly Crest is on West Glebe Road opposite apartment building. These rezonings do not indicate a general policy towards higher density housing but were appropriate because of the density of development near the rezoned site.

#### SUMMARY - POLICY HISTORY

- o The 1974 Master Plan goals for North Ridge/Rosemont emphasized the protection of the residential character of the study area.
- o A limited number of rezonings that allowed townhouse development on land previously zoned for single family houses have occurred. These rezonings do not represent a general policy to introduce higher density development in the area.

#### ISSUES

The North Ridge/Rosemont area is almost completely developed. There has been very little additional development in the study area in recent years.

The major issues facing the North Ridge/Rosemont area are the following:

1. The need to preserve existing neighborhoods in the North Ridge/Rosemont area.
2. The need to rezone property now zoned for high density commercial development to zones which are more compatible in uses and scale with adjacent residential areas.
3. The need to discourage through traffic in residential areas.
4. The need to deal with substandard lots

#### Substandard Lots

The single family development located in the North Ridge area is part of the Jefferson Park, Braddock Heights and Beverly Hills subdivisions. The original plats for these developments were prepared between 1924, when the area was part of Arlington County, and the early 1940's, after annexation by the City of Alexandria. The lots range in area from 2300 square feet to 40,000 square feet and have lot frontages which start at as little as 50 feet. A large number of the lots in the subject area are in the 5,000, 6,000 and 7,000 square foot range. ~~Many of these subdivision plats were recorded prior to zoning being enacted in the City of Alexandria.~~

When the current zoning code was adopted in 1951, the R-8 single family residential zone was applied to most of the single family land in the North Ridge area. This zone required a minimum lot area of 8,000 square feet of land, a minimum lot frontage of 65 feet and a minimum width of 65 feet at the front building line. Because many of the lots in North Ridge did not conform to these minimums, the lots became substandard.

The main consequence of substandard platted lots is that, by virtue of a later City Council action, a substandard lot which is in the same ownership as an adjacent lot cannot be developed. Recently, City Council voted to revise that provision to allow those substandard lots to be developed with a special use permit if they meet one of two tests which assures that the substandard lot is substantially the same size and width as most of the lots in the same block face.

A second consequence of substandard lots is that under the current zoning code, buildings located on these substandard lots may not conform to the yard restrictions of the zone in which they are located. Consequently, these homeowners have not been permitted to make improvements such as adding a porch, making an additions, or adding a patio or deck as a matter of right. Instead, they have been forced to apply to the Board of Zoning Appeals for a variance, and to make a case for hardship.

~~Some of these issues can be resolved by rezoning those R-8 residential areas where the homes are predominately of a smaller size to R-5 so that the lots become standard. Such an action may engender fears within the neighborhood that the change in zones would result in a significant new round of subdivision of land, resulting in new buildings and higher densities. Staff believes that those fears are unwarranted since so much of the area is already built up.~~

~~Rather than recommend that the residential property be rezoned at this time, staff recommends that the subject be given an extended study and discussed extensively with homeowners in North Ridge to make sure that there is adequate understanding of and support for such a measure before proceeding further.~~

Delete

Revised 5-31-89 CC

# **RECOMMENDATIONS**

## GOALS AND OBJECTIVES

The goals of this plan are to protect and preserve existing residential areas and to protect the residential neighborhoods from non-local traffic. These goals translate into the following objectives;

- o Protect the residential nature of the study area by changing commercial and industrially zoned sites to zones more appropriate adjacent to residential areas and by controlling professional home occupations in residential zones.
- o Protect the density and scale of existing residential areas by allowing the development of substandard vacant lots <sup>with a SUP</sup> only when the size and dimensions of the lots ~~approach the zoning requirements for development.~~ are essentially identical to existing developed lots.
- o Ensure preservation of existing open space and, if opportunities occur, expand the amount of recreational or open space in the area.
- o Discourage improvements to local streets when such improvements will bring through traffic into the study area.

## LAND USE RECOMMENDATIONS

Map 5 shows the existing (1974) land use plan for the area. The proposed land use concept is shown on Map 6, and the specific proposed land use is shown on Map 7. The land use reflects the existing primarily residential character of the area. There are significant institutional land uses throughout the study area and several parks.

There are four areas of commercial use in North Ridge/Rosemont. These include the triangle north of I-395, the west end of Dogwood Drive, a funeral home at Braddock and Kenwood Roads, and an auto repair shop at Four Mile Run and West Glebe Road.

The land north of Charles Barrett School and along the south side of West Glebe Road, previously designated for industrial use, has been proposed for redesignation to commercial, residential and park uses.

Each of the proposed changes to the land use plan is shown on Map 8 and described below.

### Recommendations:

1. From Undesignated On The 1974 Land Use Plan To Office Commercial High

The existing use is primarily the Shirlington Gateway office building. The change reflects this use.

2. From Commercial to Residential Medium.

The existing use is the Parkfairfax maintenance yard and buildings; an accessory use to the Parkfairfax residential condominium.

3. From Commercial to Commercial General

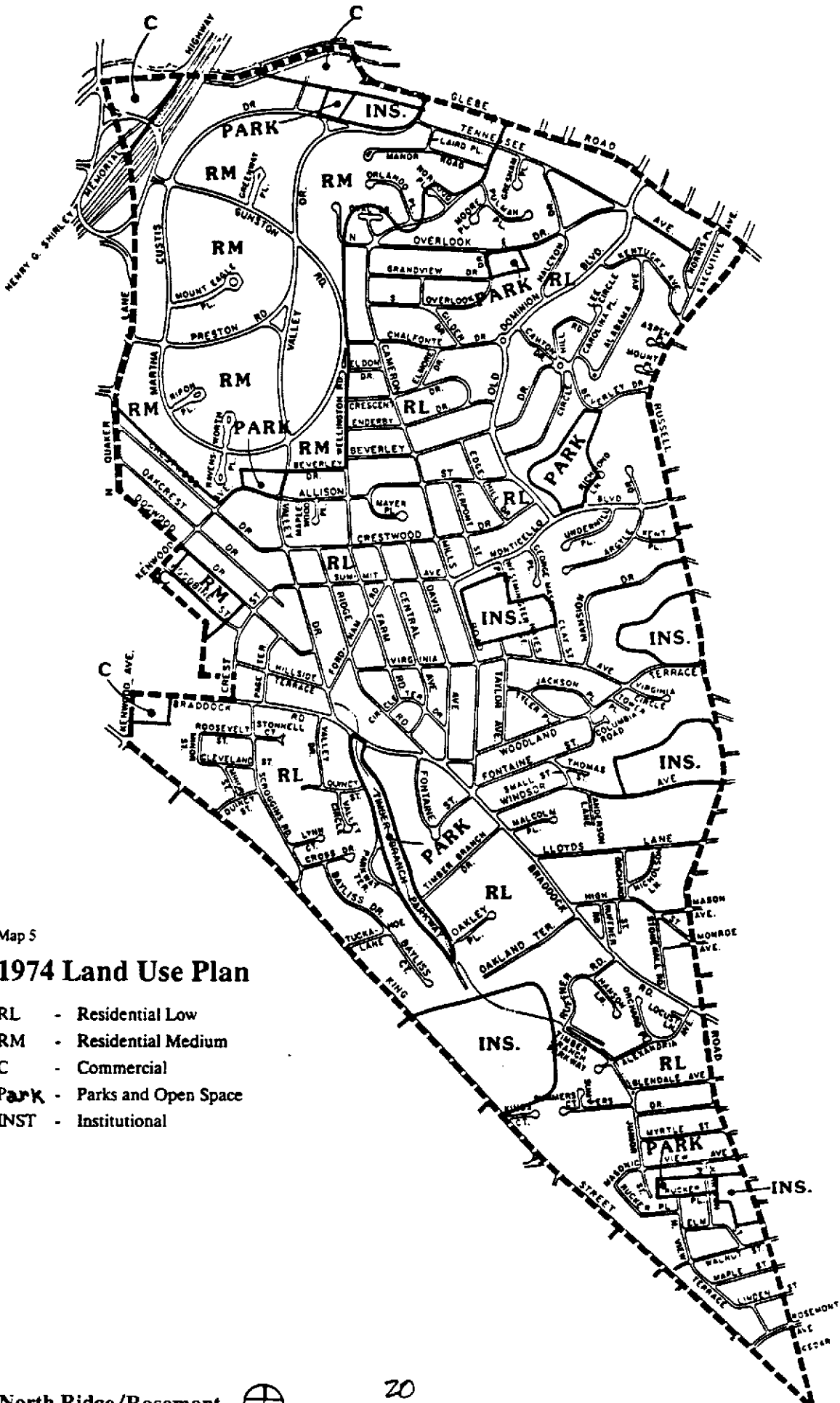
The existing use of this site is a auto repair garage. Commercial General is appropriate for auto-related commercial uses.

4. From Commercial to ~~Park and Open Space~~ Utility/Transportation

The property is former railroad right-of-way that runs along the south side of West Glebe Road just north of the Charles Barrett school. This strip of land is owned by VEPCO but has easements that allow it to be used by the school for recreational purposes. ~~The property is best used as an open space buffer between the school and heavily trafficked West Glebe Road.~~

5. From Residential Low and Residential Medium to Utility/Transportation.

This change reflects the current use of the site as a parking lot for VEPCO.

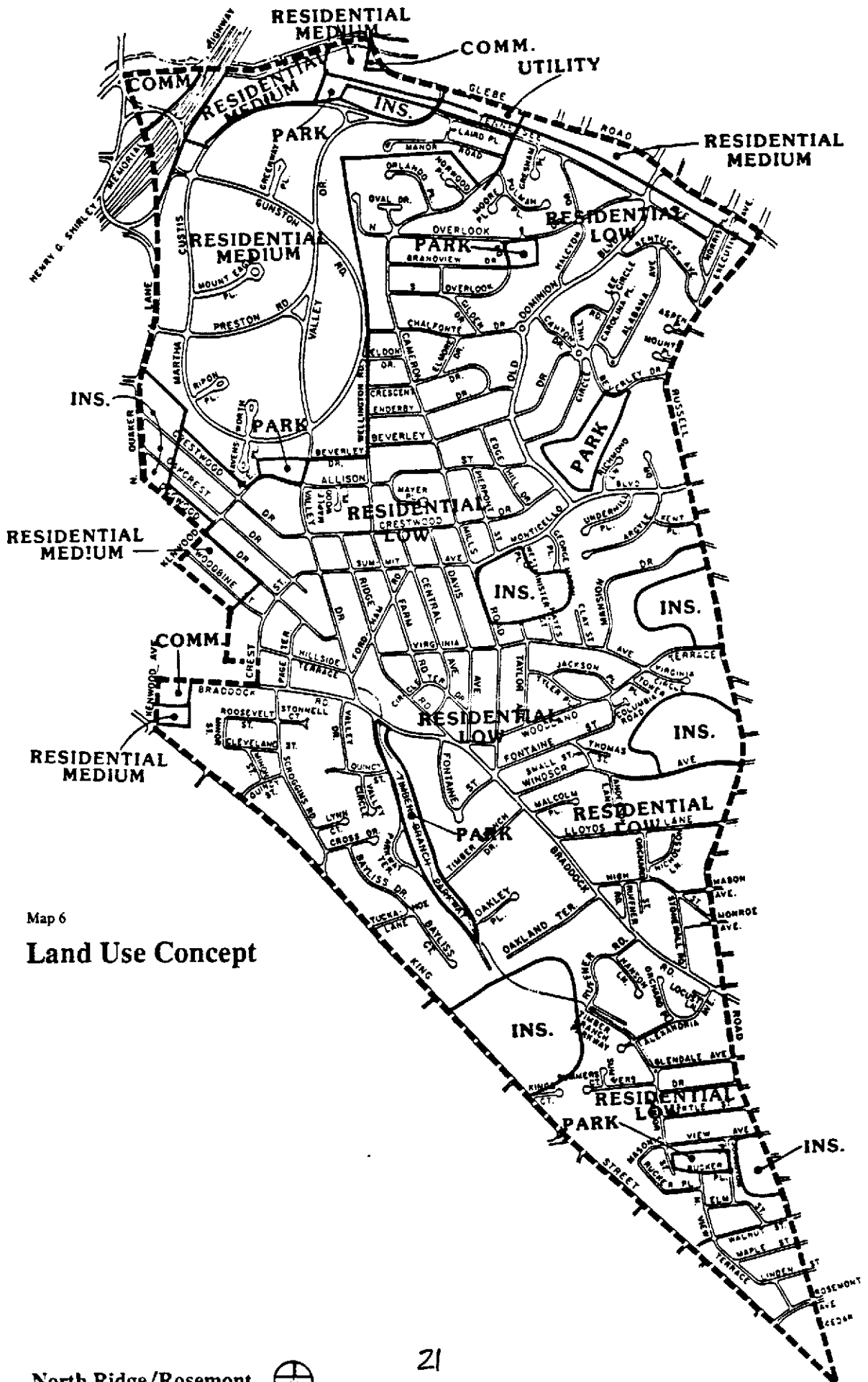


Map 5

### 1974 Land Use Plan

- RL - Residential Low
- RM - Residential Medium
- C - Commercial
- Park - Parks and Open Space
- INST - Institutional

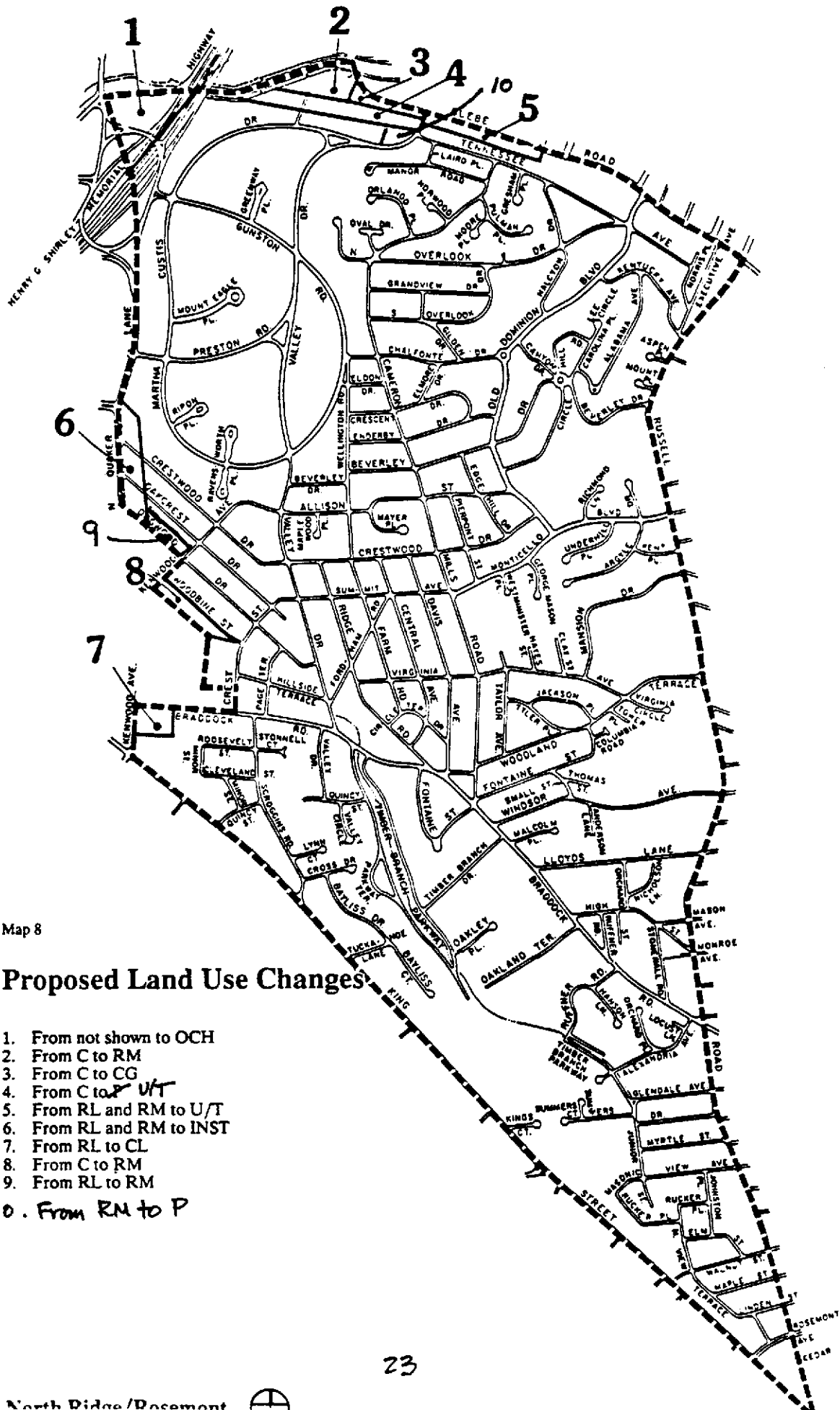




Map 6

**Land Use Concept**





Map 8

### Proposed Land Use Changes

1. From not shown to OCH
2. From C to RM
3. From C to CG
4. From C to ~~C~~ UT
5. From RL and RM to U/T
6. From RL and RM to INST
7. From RL to CL
8. From C to RM
9. From RL to RM
10. From RM to P



6. Residential Low and Residential Medium to Institutional.

The existing uses on these sites are the Fair Park Baptist Church and the Church of St. Clement. The change would reflect the current use and be in keeping with the townhouses that share the block.

7. From Residential Low to Commercial Low.

This is Everly Wheatley funeral home, a use which is most appropriately located in a commercial area. The Commercial Low land use designation allows very low density commercial development, which would be compatible with the adjoining medium density residential. More intense commercial activity is not appropriate for this site.

8. From Commercial to Residential Medium.

This change reflects the existing residential use of the site.

9. From Residential Low to Residential Medium

This reflects the construction of the Devon Place townhouses.

10. from Residential Medium to Park and Open Space

This reflects the existing use of the space  
ZONING RECOMMENDATIONS

The existing zoning for the area is shown on Map 9, and the proposed zoning is shown on Map 10. The proposed zoning is based on the Proposed Land Use Map. The Plan recommends no changes to residential zones. All of the commercial and industrial designations are changed.

Each of the proposed changes to zoning is shown on Map 11 and detailed below.

1. Rezone from I-1 and C-2 to a zone consistent with Office Commercial High

The property is along the northern half of the triangle north of I-395. The change reflects current use of this site for the Shirlington Gateway office building.

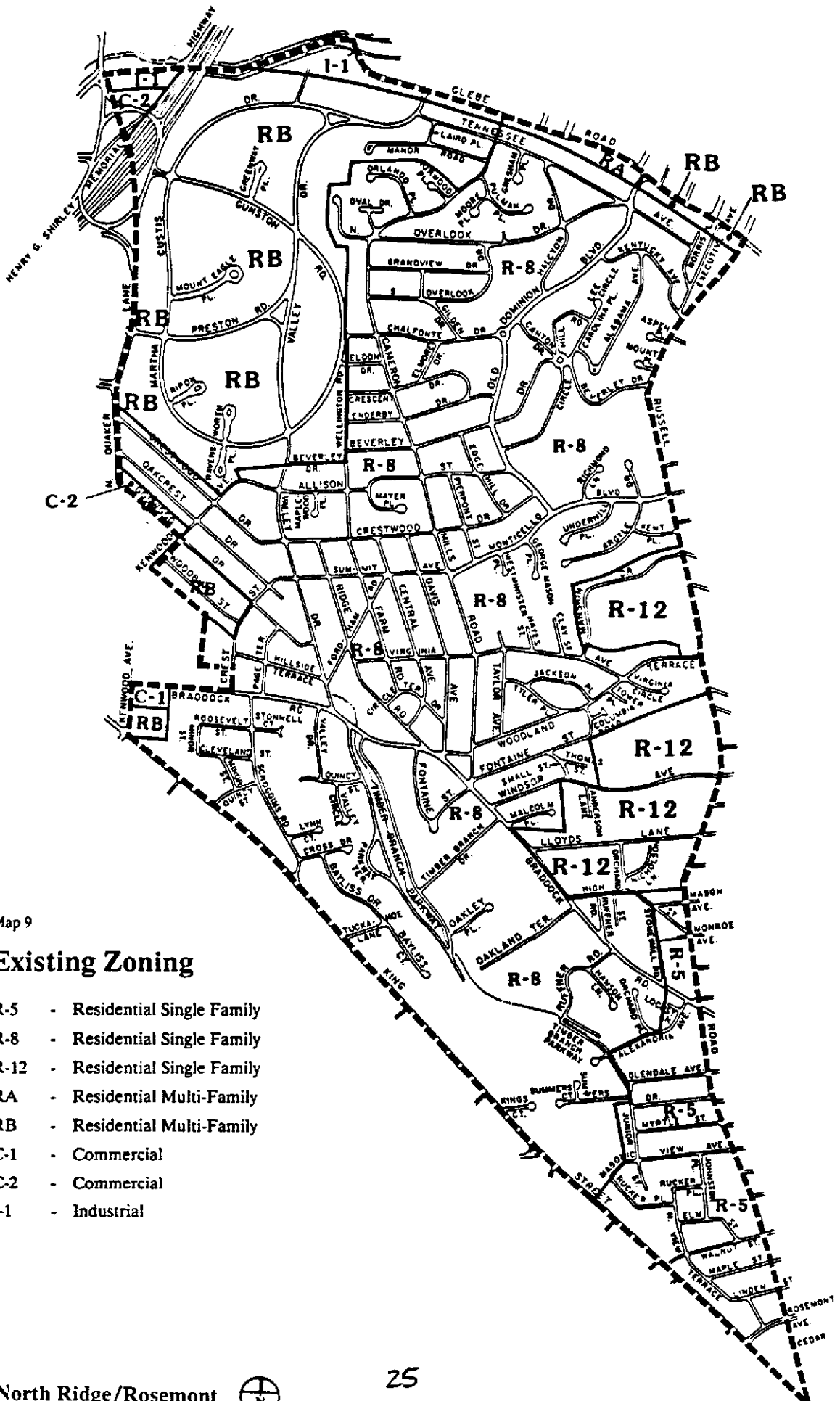
2. Rezone I-1 to R-B

The property is north of Charles Barrett School and is owned by Parkfairfax. The condominium uses this property for maintenance and repair work. ~~The use is an accessory use to the residential condominium and RB zoning is consistent with the zoning of the residential part of the condominium.~~

3. From I-1 to a zone consistent with the Commercial General land use designation.

This is an auto-repair garage. Designated for Commercial General on the proposed land use, the site should be zoned accordingly. The CG zoning should allow for the existing use and similar auto-oriented commercial activity, but should not allow for redevelopment in high density commercial uses.

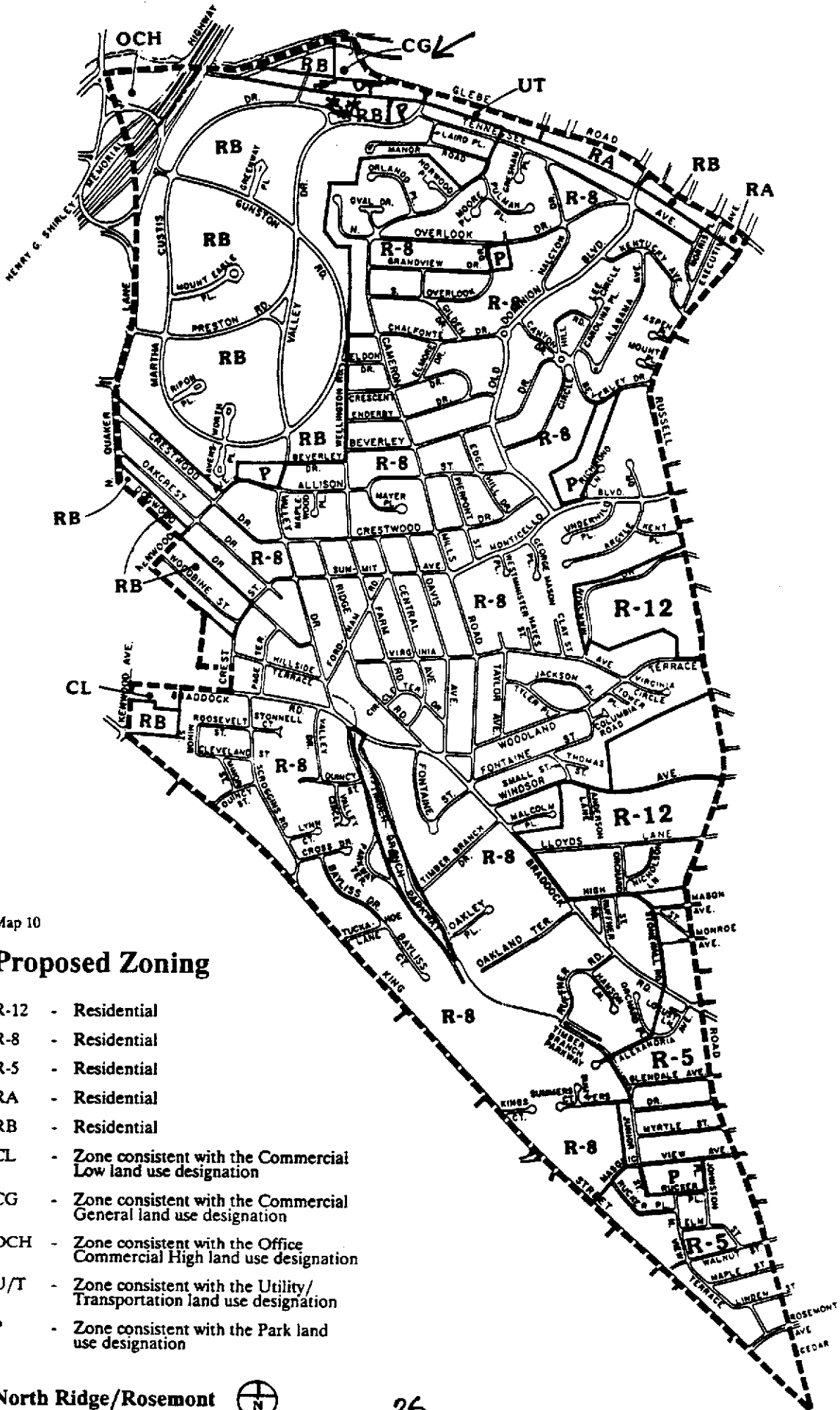
RB zoning will continue to allow accessory uses as a function of the Parkfairfax condominium



Map 9

### Existing Zoning

- R-5 - Residential Single Family
- R-8 - Residential Single Family
- R-12 - Residential Single Family
- RA - Residential Multi-Family
- RB - Residential Multi-Family
- C-1 - Commercial
- C-2 - Commercial
- I-1 - Industrial

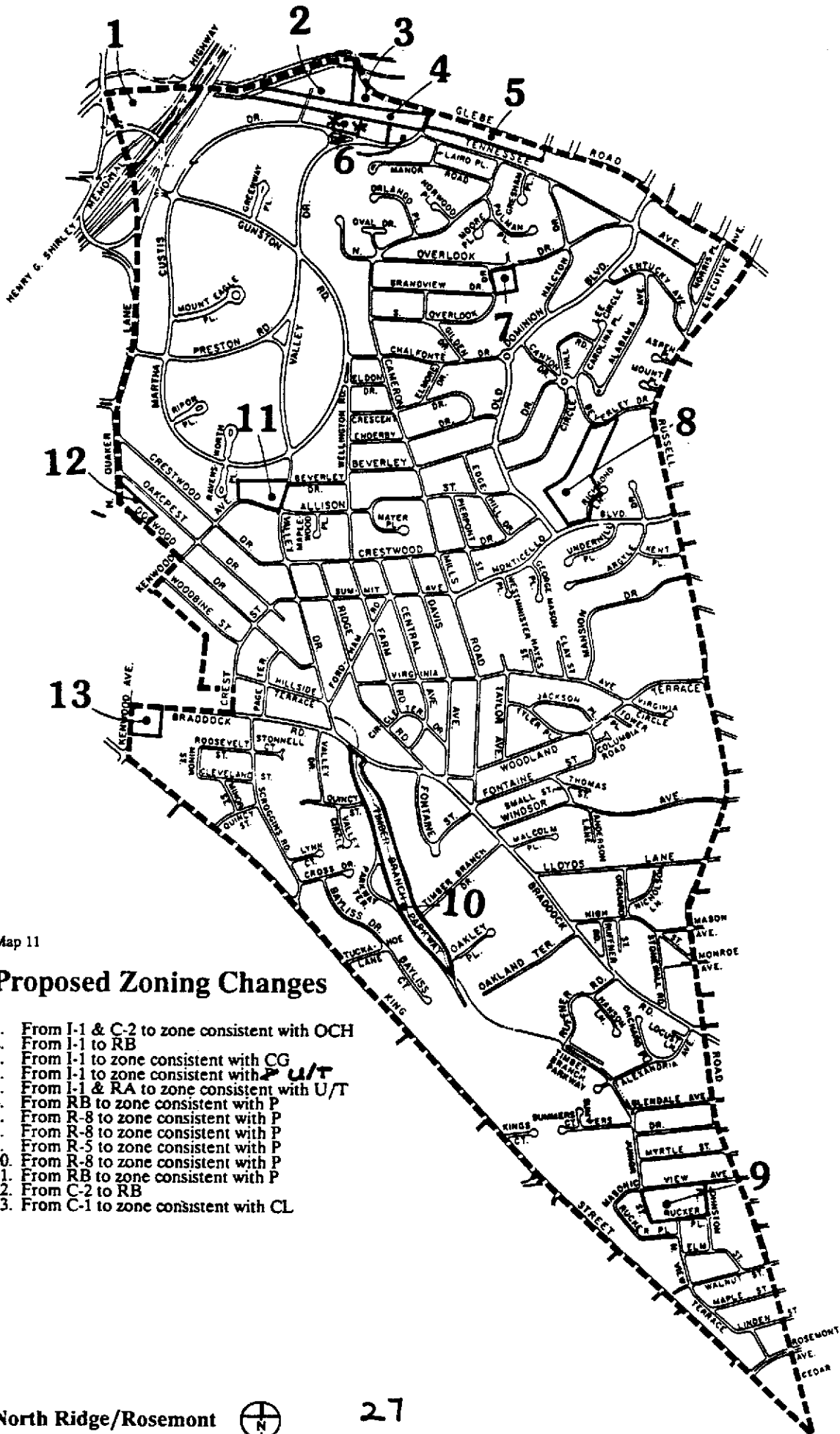


Map 10

### Proposed Zoning

- R-12 - Residential
- R-8 - Residential
- R-5 - Residential
- RA - Residential
- RB - Residential
- CL - Zone consistent with the Commercial Low land use designation
- CG - Zone consistent with the Commercial General land use designation
- OCH - Zone consistent with the Office Commercial High land use designation
- U/T - Zone consistent with the Utility/Transportation land use designation
- P - Zone consistent with the Park land use designation





Utility/Transportation

- 4. From I-1 to a zone consistent with the ~~Park and Open Space~~ land use designation.

The property is former railroad right of way that runs along the south side of West Glebe Road just north of the Charles Barrett school. This strip of land is owned by VEPCO but has easements that allow it to be used by the school for recreational purposes. ~~The property is best used as an open space buffer between the school and heavily trafficked West Glebe Road.~~

- 5. From I-1 and RA to a zone consistent with the Utility/Transportation land use designation.

This is a VEPCO parking lot. The proposed Utility/Transportation zone would allow the existing use or some other VEPCO related use. The Utility zone would be designed to restrict use of the site to utility related functions whereas the existing industrial zone allows a wide variety of uses including high density office which is not appropriate near lower density residential areas.

- \*6/11. From RB, R-8 and R-5 to a zone consistent with the Park and Open Space land use designation.

These are all public parks within the North Ridge/Rosemont Area.

- 12. From C-2 to RB.

This is the St. Clemens Church. Although designated Institutional on the land use plan to reflect the church use, an Institutional zone is not envisioned for the City. The site is recommended for rezoning to the RB zone which is located on all of the surrounding parcels. If the church was ever to leave, this would ensure residential redevelopment.

- 13. From C-1 to a zone consistent with the Commercial Low land use designation.

The Everly Wheatley Funeral Home was designated Commercial Low in the land use plan. The CL zoning should allow for this existing use and only very low intensity commercial uses which would not impact the surrounding medium density residential areas. Residential uses would also be appropriate for this site.

Other Zoning Recommendations

- 14. Study the desirability of changing the R-8 zone to R-5

~~This is a very complex issue which needs extended study and discussion with affected property owners.~~

NEW TEXT

[ Any change in the existing R-8 zoning would have two purposes. First, to make it easier to improve existing property and second, to protect residential areas from redevelopment at excessive densities.

NEW  
TEXT

15. Promote Affordable Housing

A study of alternatives will be developed with the consultation of residents in order to promote the area's "fair share" of affordable housing, while preserving the current housing stock and the value thereof for current residents.

HEIGHT RECOMMENDATIONS

Map 12 shows the existing height limits, and Map 13 shows the proposed height limits for the area. Map 14 details the differences between the existing and proposed height limits. The height limits are those dictated by the proposed zoning.

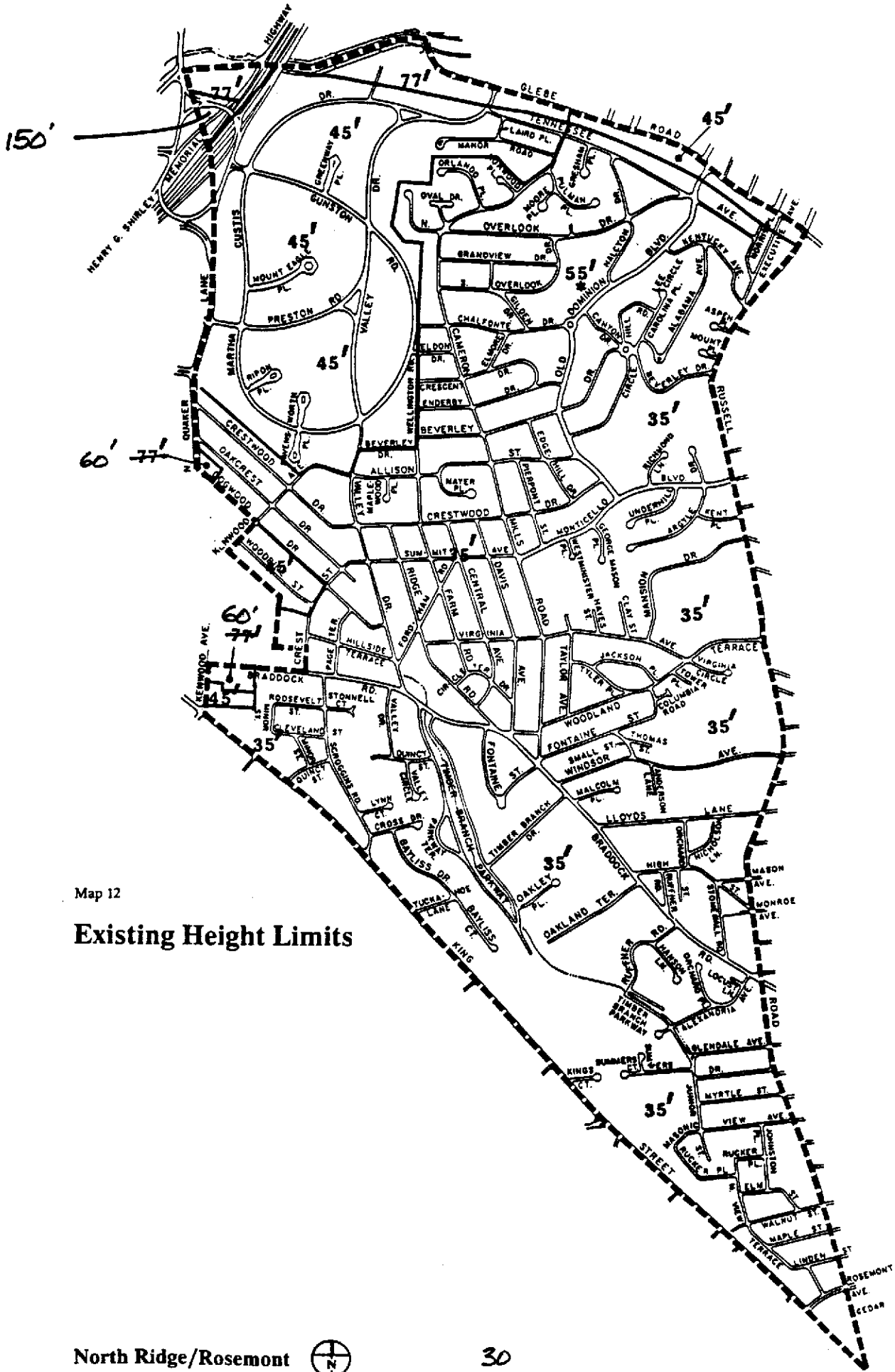
NEW  
TEXT

TRANSPORTATION RECOMMENDATIONS

Delays along King Street could be alleviated by improvements at the King, Braddock, Quaker intersection and at the underpass east of the King and Russell intersection. However, these improvements will increase the amount of traffic flow and mitigating alternatives such as those addressed in Plan Recommendations will need to be pursued.

Valley Drive from West Glebe Road to Allison Street and Gunston Road from Quaker Lane to Valley Drive should be designated residential collectors instead of primary collectors.

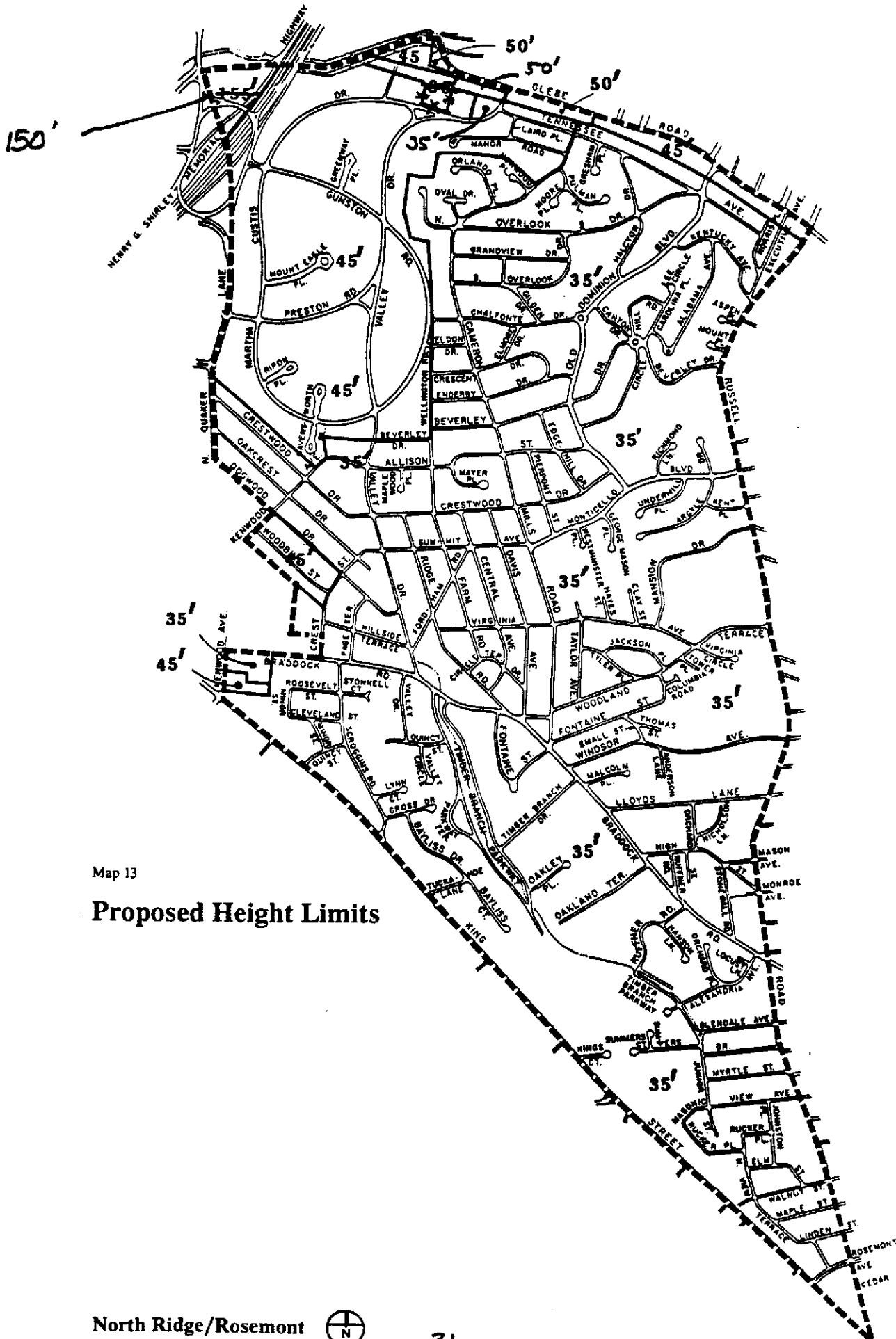
The City should undertake a comprehensive transportation study and identify the transportation systems management actions needed for efficient traffic flow.



Map 12

**Existing Height Limits**

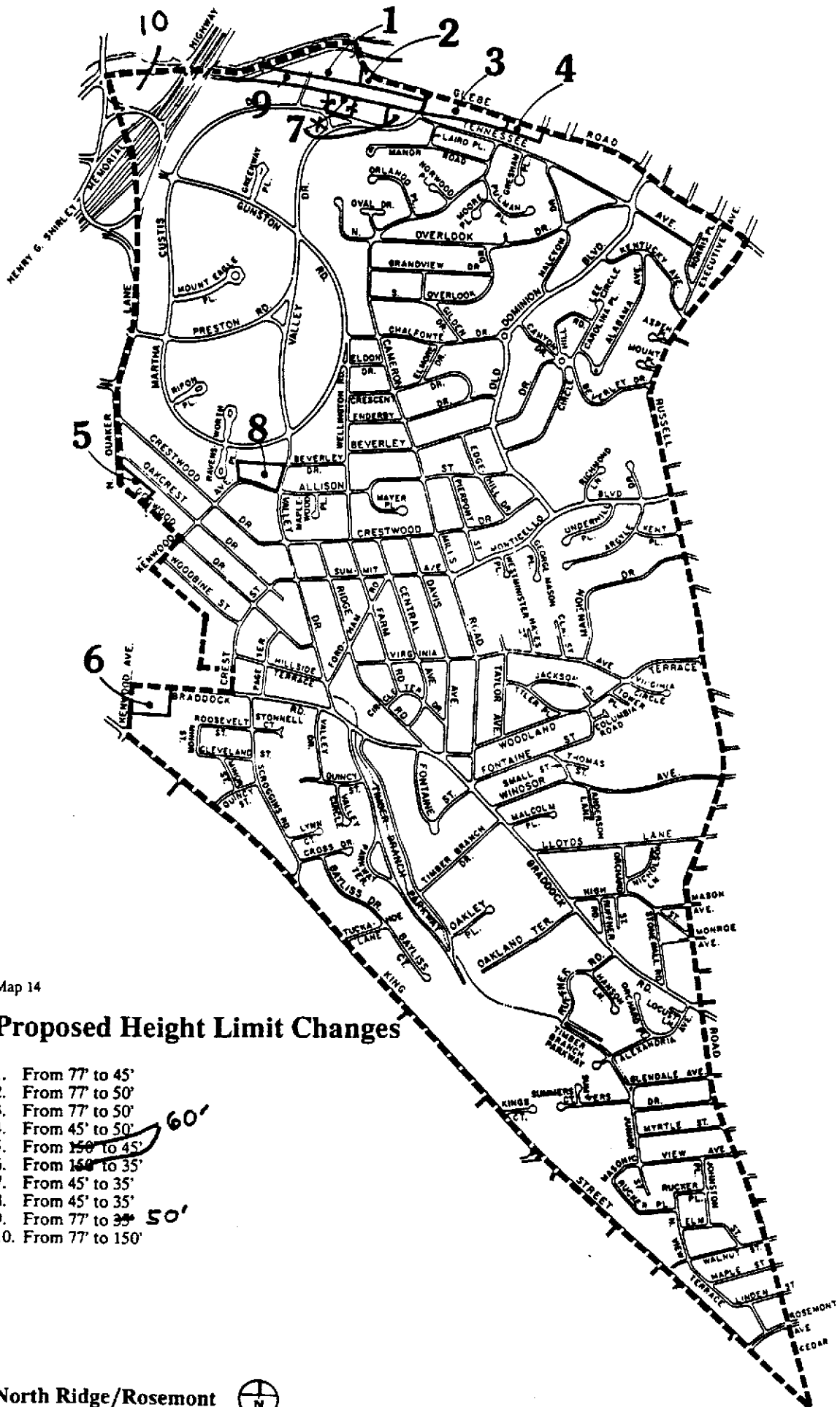




Map 13

**Proposed Height Limits**





Map 14

### Proposed Height Limit Changes

- 1. From 77' to 45'
- 2. From 77' to 50'
- 3. From 77' to 50'
- 4. From 45' to 50'
- 5. From 150' to 45'
- 6. From 150' to 35'
- 7. From 45' to 35'
- 8. From 45' to 35'
- 9. From 77' to 35'
- 10. From 77' to 150'

North Ridge/Rosemont

Deleted pages 165-240 pertain to the Southwest Quadrant Small Area Plan and Addendum which has been adopted by separate ordinance.

RESOLUTION  
NO. MP-89-10

WHEREAS, under the Provisions of Section 9.05 of the City Charter, the City Planning Commission may adopt amendments in the Master Plan of the City and submit to the City Council such revisions in said plans as changing conditions may make necessary; and

WHEREAS, the Department of Planning and Community Development, as directed by City Council, has prepared the Braddock Road Metro Station Small Area Plan for adoption as an amendment to the 1974 Consolidated Master Plan of the City of Alexandria, Virginia, as amended; and

WHEREAS, a duly advertised public hearing on said small area plan was held on the 16th day of May 1989 with all public testimony and written comment considered; and

WHEREAS, the Commission finds that:

1. The Department of Planning and Community Development has made comprehensive surveys and studies of the existing conditions, trends of future developments and probable future requirements of the City as a whole and of the geographical division of the City within said small area plan which the Commission ratifies and adopts; and
2. The said Plan should be amended as shown in the Braddock Road Metro Station Small Area Plan as revised by the Planning Commission May 16, 1989; and
3. The said plan is necessary or desirable to guide and accomplish a coordinated, adjusted and harmonious development of the City and the geographical division thereof encompassed within said small area plan; and
4. The said small area plan shows the Commission's long range recommendations for the general development of the geographical division of the City encompassed therein; and
5. The said small area plan is generally consistent with the newly adopted Master Plan goals and objectives for the City for preserving neighborhoods and for directing economic growth to appropriate locations for the general welfare of the citizens of the City; and
6. Based on the foregoing findings and all other facts and circumstances of which the Commission may properly take notice in making and adopting a master plan for the City of Alexandria, adoption of the Braddock Road Metro Station Small Area Plan will, in accordance with present and probable future needs and

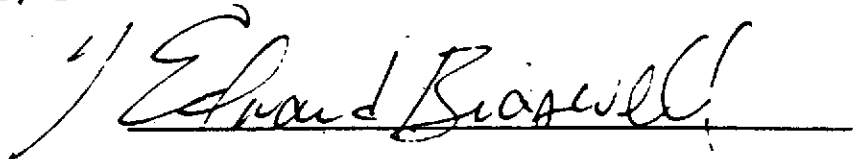
resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the residents of the City;

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Alexandria that:

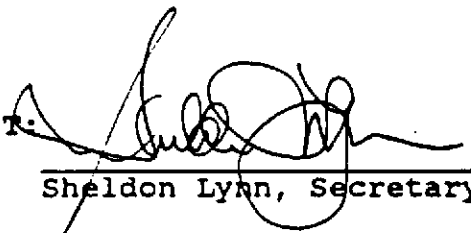
1. The Braddock Road Metro Station Small Area Plan, comprised of the maps, plats, charts and descriptive matter attached hereto and incorporated by reference, is hereby adopted in its entirety as an amendment to the 1974 Consolidated Master Plan of the City of Alexandria, Virginia in accordance with Section 9.05 of the Charter of the City of Alexandria, Virginia; such Small Area Plan to supercede all text and references to the geographic division of the City known as the Braddock Road Metro Station Area as may be contained in the 1974 Consolidated Master Plan.

2. This resolution shall be signed by the Chairman of the Commission and attested by its secretary, and a true copy of this resolution accompanied by the Braddock Road Metro Station Small Area Plan be forwarded and certified to the City Council.

ADOPTED THE 16TH DAY OF MAY, 1989.



T. Edward Braswell, Chairman

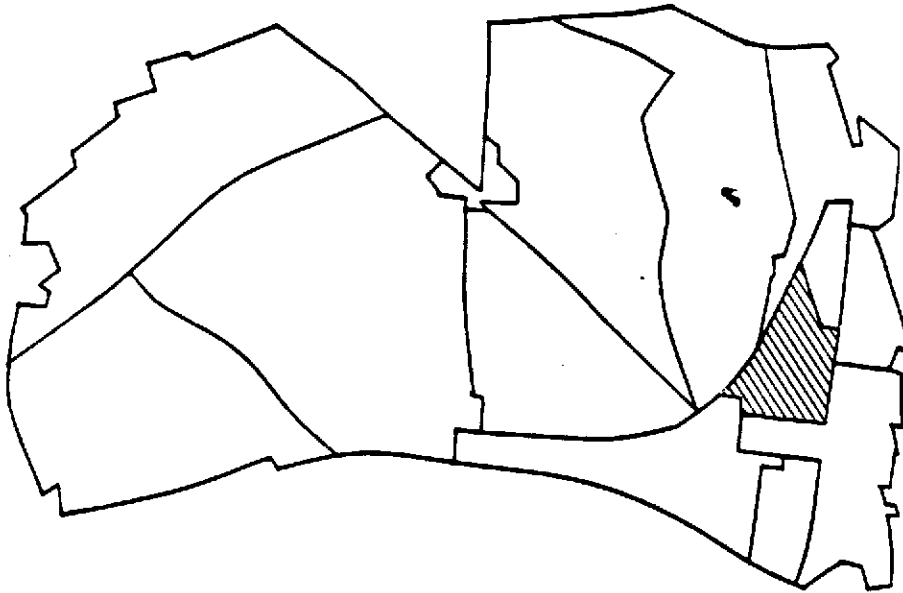
ATTEST:   
Sheldon Lynn, Secretary

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# BRADDOCK ROAD METRO STATION AREA

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## SMALL AREA PLAN



SEPTEMBER 1988

AS REVISED BY THE PLANNING COMMISSION, MAY 16, 1989

Department of Planning and Community Development  
City of Alexandria, Virginia

# **BRADDOCK ROAD METRO STATION AREA**

## **SMALL AREA PLAN**

**Department of Planning and Community Development  
City of Alexandria, Virginia**

### **Staff:**

Sheldon Lynn, Director

Larry Grossman, Chief  
Comprehensive Planning

### **Principal Author:**

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Gregory Tate

### **Graphics:**

Pat Townsend

Carla Childress

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## PURPOSE OF THE PLAN

The purpose of this document is to update the Adopted 1982 Braddock Road Metro Station Area Plan and to incorporate a new 1988 Braddock Road Station Area 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 Braddock Road Metro Station Area.

## ORGANIZATION AND CONTENTS

The Braddock 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 Braddock area, identification of issues, review of the 1982 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 AREA

The Braddock Road Metro Station area is located in Planning District I, in the eastern part of the City. The area is bounded, generally, by the RF&P railroad to the west, Route 1 and Montgomery Street to the north, Washington Street to the east and King Street to the south, with the parcels facing King and Washington Streets not included. (See Map 1.)

These boundaries are consistent with the 1982 Braddock Metro ~~with a range of~~ Station Area Plan except for expansion of the area eastward to the rear of the property lines of parcels fronting North Washington Street. This adjustment was made in recognition of the establishment of the Parker Grey Historic District in 1984. The adjusted boundaries maintain all but two blocks of the Historic District within one planning area.

The Braddock Road area is mostly a mix of residential and light industrial uses with larger scale commercial office uses located near the northern and southern boundaries of the area. The residential area has been occupied by free Blacks since prior to the Civil War and is one of the oldest primarily Black neighborhoods in the City. In recognition of the cultural and historic significance of the area, most of the residential and some of the commercial portions of the planning area were designated as the Parker Gray Historic District in 1984.

The Braddock Road area also has a long history of non-residential use. Until the turn of the century, the main north/south through railroad tracks ran along both Fayette and Henry Streets with a passenger station located on Cameron Street. Rail related uses were housed in warehouse style buildings located along or near the railroad tracks. Behind these commercial and industrial uses were houses generally occupied by the people who worked for the rail and rail related businesses. In the early 1900's the railroad relocated its through tracks from Fayette and Henry Streets to the present location on the embankment to the west. The tracks remained, however, until recently to serve the industrial uses on Fayette Street.

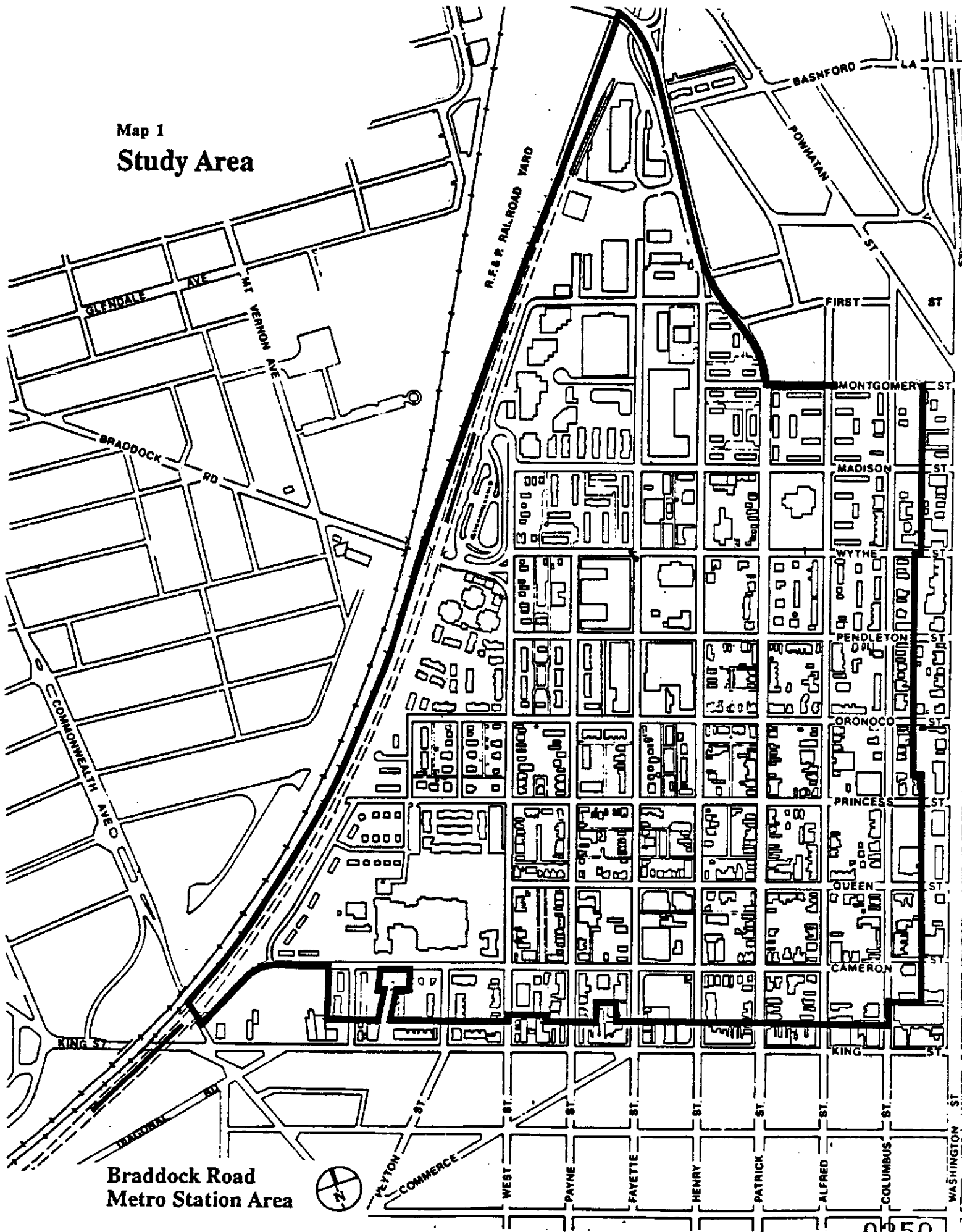
## DEMOGRAPHICS

### Population

The population of the Braddock study area has been decreasing steadily since 1970. The 1987 estimated population of the area was 3,019, down 32 percent from the 1980 staff estimate of 4,469.

Most of this population decrease is attributable to the decrease in average household size from 2.9 persons per household (pph) in 1980 to 1.8 pph in 1987, a nationwide phenomena which is particularly pronounced in Alexandria. The number of households actually increased during the same period the population decreased. In 1987 there were an estimated 1,647 households in the Braddock study area, up 7 percent from the 1980 estimate of 1,536.

Map 1  
Study Area



Braddock Road  
Metro Station Area



## Employment

An estimated 2,600 people worked at locations within the Braddock area in 1988, not including self-employed persons. This reflects an increase of approximately 1,100 jobs in the area since 1980, primarily as a result of office development. It is estimated that an additional 1,900 jobs would be added to the area within the next several years if office projects with proposed site plans are actually built as planned, bringing the total number of jobs in the Braddock area to 4,500 in the early 1990's.

## EXISTING LAND USE

Excluding street and alley right-of-ways, the Braddock Road Metro Station study area includes approximately 155 acres of land, with a mix of residential, industrial, commercial, institutional and open space uses, with residential uses predominating (Table 1). Generally, the non-residential uses are concentrated in the triangular area north of the metro station, along the Henry Street corridor (Route 1) and at the southern end of the study area near King Street. The rest of the study area is mostly residential (Map 2).

TABLE 1  
Existing Land Use  
Braddock Road Metro Station Area

<u>Land Use</u>	<u>Sq. Ft.</u>	<u>Acres</u>	<u>% of Total</u>
Industrial	1,089,612	25.0	16.1%
Commercial	724,570	16.6	10.7%
Residential	2,771,433	63.6	41.0%
Institutional	554,924	12.7	8.2%
Open Space/Recreation	369,043	8.5	5.5%
Metro ROW	698,110	16.0	10.3%
Vacant	<u>546,781</u>	<u>12.6</u>	<u>8.1%</u>
Total	6,754,473	155.1	100.0%




## Residential Land Use

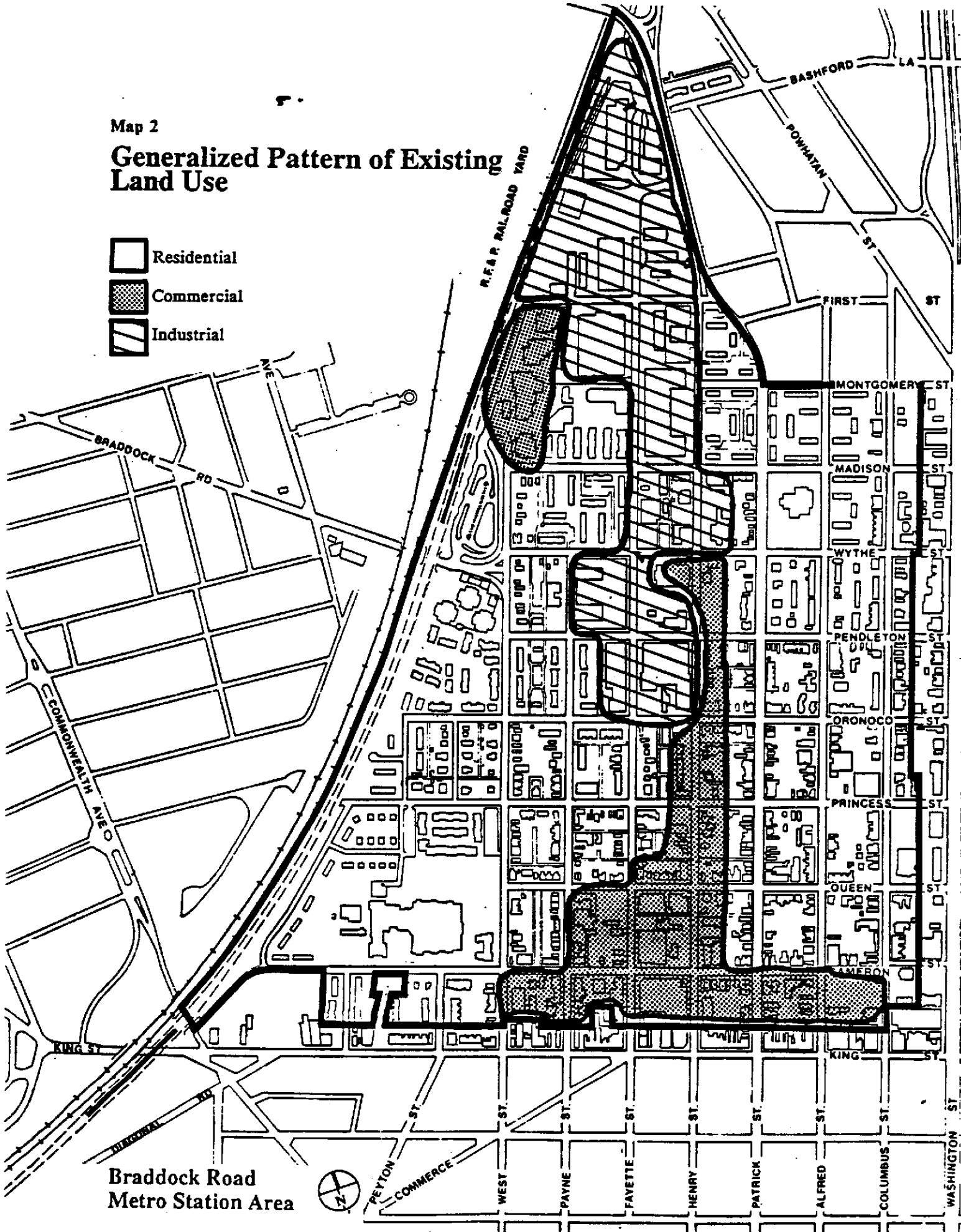
About 41 percent of the total land area (63.6 acres) is developed in residential uses. Most of these residences are at medium densities, with single family row-houses or townhouses being the predominant housing type.

There were an estimated 1725 dwelling units within the Braddock study area in 1987. In the late 1970's, over 100 residential units were demolished to make way for the metro right-of-way. In 1982, another 90 residential units were demolished at the former site of the John Roberts public housing, immediately south of metro. The John Roberts site was redeveloped and 131 units have replaced the 90 demolished, with additional units planned. Another 42 units have recently been built at the Braddock Place project adjacent to the metro station. Infill residential development has also been occurring on scattered sites throughout the residential areas. The overall result is that the number of housing units in the area has remained fairly stable over the past decade.

Map 2

# Generalized Pattern of Existing Land Use

-  Residential
-  Commercial
-  Industrial



Braddock Road  
Metro Station Area



A significant portion (19%) of the residential development in the area is public housing. There are 325 public housing units within the study area, most toward the northeast corner of the study area along Patrick, Henry, Alfred, Madison and Montgomery Streets. This includes the James Bland and James Bland Addition housing with 194 units; part of the Samuel Madden project with 26 units; and the Ramsey House project with 15 units. The other 90 public housing units, the Andrew Adkins apartments, are located east of Fayette Street between Wythe and Madison.

### Industrial Land Use

Industrial uses are the second most common type of land use in the study area, covering 16.1 percent (25.0 acres) of the study area. These industrial uses are focused in the triangular area north of Madison Street and are also scattered along Henry Street and the northern part of Fayette Street. They include warehouse, storage and distribution facilities, printing plants; and auto and truck storage, repair and rental businesses.

### Commercial Land Use

Commercial uses cover 10.7 percent (16.6 acres) of the total land area and are concentrated south of Cameron Street, along Henry Street and around the metro station. The commercial uses include midrise and townhouse offices and neighborhood convenience services and stores.

There is approximately 720,000 gross square feet (gsf) of office space in the study area, not including buildings smaller than 5,000 gsf. Most of this space is contained in only two projects, both located at the periphery of the area: Braddock Place, immediately north of the metro station, has about 323,000 gsf and the Tycon building, covering most of the block bounded by King, Henry, Cameron and Fayette Streets, has about 213,000 gsf.

There is no concentration of retail uses in the area. Convenience retail exists, mostly scattered within the residential area and along Route 1.

### Other Land Use

Institutional uses cover about 8.2% (12.7 acres) of the land in the study area and includes both publicly and privately owned facilities. Public institutional uses in the Braddock area are the U.S. Post Office, a Virginia Department of Motor Vehicles facility, the Jefferson Houston Elementary School, the main branch of the Alexandria Public Library and Fire Station #5. Private institutional uses include Hopkins House, the Boy's Club, the Black Heritage Resource Center, several fraternal orders and several churches.

The Braddock area has 2 open space areas, 1 park and 2 recreational facilities, covering a combined total area of 8.2 acres, about 5.5% of the land area. The 2 open space areas are landscaped interior courts of city blocks. The recreation centers are the Durant Center on Cameron Street and the Charles Houston Center north of Wythe Street between Alfred and Patrick Streets. The City Park is located at the southwest corner of Fayette and Queen Streets.