Vacant Land

About 8.1 percent (12.6 acres) of the land in the study area is vacant. The vacant parcels are generally small and are scattered throughout the study area.

SUMMARY --LAND USE

- Land use within the Braddock area is split almost evenly between residential and non-residential uses.

- Residential uses are mostly low scale townhouses with a few garden apartment type buildings.

- Non-residential land uses include some newly constructed commercial office buildings; more typically, non-residential uses are large scale industrial buildings, warehouses and printing establishments.

ZONING

Zoning in the Braddock area is split almost evenly between residential and non-residential; about 52 percent (80.9 acres) of the land area is zoned for residential development while the remaining 48 percent (74.2 acres) is zoned for industrial and commercial development. (See Table 2.) Zoning patterns resemble the patterns of existing land use, with commercial and industrial zoning concentrated around the metro station, in the northern triangle, along Henry Street and south of Cameron Street; and residential zoning elsewhere.

TABLE 2

Existing Zoning
Braddock Road Metro Station Area

		Sq. Ft.	Acres	% of Total
Industrial:	I-1	1,590,513	36.5	23.5%
	I-2	167,621	3.8	2.5%
Commercial:	M-2	625,457	14.4	9.3%
	C-1	35,168	0.8	0.5%
	C-2	222,122	5.1	3.3%
	C-2-B	3,744	0.1	0.1%
	C-3	587,729	13.5	8.7%
Residential:	RB	3,285,151	75.4	48.6%
	RC	67,968	1.6	1.0%
	RM	169,000	3.9	2.5%
Total:		6,754,473	155.1	100.0%

Residential Zoning

Most of the residential zoning in the area is RB-residential, which permits single family and townhouse homes at densities up to 22 units per acre (and multifamily units and densities to 27 units per acre if built prior to 1973). There are also small amounts of RM and RC zoning, which allow 30 and 54 dwelling units per acre, respectively.

Industrial Zoning

Industrial zoning covers 26.0 percent of the land area (36.5 acres). Except for a small band of I-2 zoning north of the metro station, the rest of the industrial zoning is I-1. The industrial zoning is concentrated in the triangular area north of Madison Street and along Henry and Fayette Streets.

The I-1 zoning allows nonnoxious industrial activities including warehousing, storage, distribution, light manufacturing; and most commercial uses, including office, retail and service uses. In addition, under a Planned Unit Development provision, residential uses are allowed. Densities and heights permitted under I-1 zoning are a 2.5 F.A.R. and heights up to 77 feet by right, or a 5.0 F.A.R. and heights up to 150 feet with a P.U.D..

Commercial Zoning

Commercial zoning in the study area is predominately M-2 and C-3. Small amounts of C-2, C-2-B and C-1 zoning are also found in the eastern part of the study area.

The M-2 mixed use zoning is located around the metro station. The M-2 zone allows office, retail and residential development up to a F.A.R. of 3.0 and a maximum of 54.45 dwelling units/acre with heights up to 77 feet.

The C-3 zone is focused on the southern part of the study area, toward King Street. The C-3 zoning allows office, retail and service development, at densities up to a 3.0 F.A.R. and heights up to 77 feet. (Heights are further limited to 50 feet by the Parker Gray Height District over all areas now zoned C-3).

The C-2 zone allows the same commercial uses as the C-3 zone at the same density (3.0 F.A.R.), but allows heights up to 150 feet. All but one of the parcels zoned C-2 have an overlaying height limit of 50 feet because they are located in the Parker Gray Historic District. The one C-2 parcels with a 150 foot height limit by right is part of the parcel on which the metro station is built. The C-2 zone also allows conversion of existing row-units into residential uses.

The small amount of C-1 zoning is located east of Alfred Street along Princess and Oronoco Streets. The C-1 zoning allows commercial and residential uses at densities up to a 1.0 F.A.R. and heights up to 150 feet. Again, heights are actually limited to 50 feet by the Parker Gray Historic District.

Theoretical Development Potential

In theory, given the density and height restrictions of the zoning, over 4 million gross square feet of commercial development could be built by right on potential redevelopment parcels (Table 3 and Map 3). Most of this development

could occur in the industrial areas north of Oronoco Street. This does not include any existing development or development that could be achieved under the P.U.D. provision of the I-1 zone which allows densities up to a 5.0 F.A.R..

TABLE 3

Maximum Development Allowed by Right With Existing Zoning
Braddock Road Metro Station Study Area

Site*	Site Size (Sq. Ft.)	Existing Zoning	Maximum F.A.R.	Maximum Height (Ft.)	Maximum Gross Sq. Ft.
1	528,249	I-1,I-2	2.5	77	1,500,707
2	100,405	I-1	2.5	77	285,241
3	190,102	I-1	2.5	77	540,063
4	62,867	I-1	2.5	77	178,599
5	87,137	I-1	2.5	77	247,548
6	50,554	I-1	2.5	77	143,619
7	20,995	I-1	2.5	77	59,645
8	48,079	I-1	2.5	77	136,588
9	63,540	I-1	2.5	77	180,511
10	77,176	I-1	2.5	77	219,250
11	76,793	C-3	3.0	50	261,794
12	83,409	C-3,I-1	3.0	50	284,349
13	46,954	I-1,C-3	2.5	50	133,392
14	34,473	C-3	3.0	50	117,522
Total	1,470,733				4,288,830

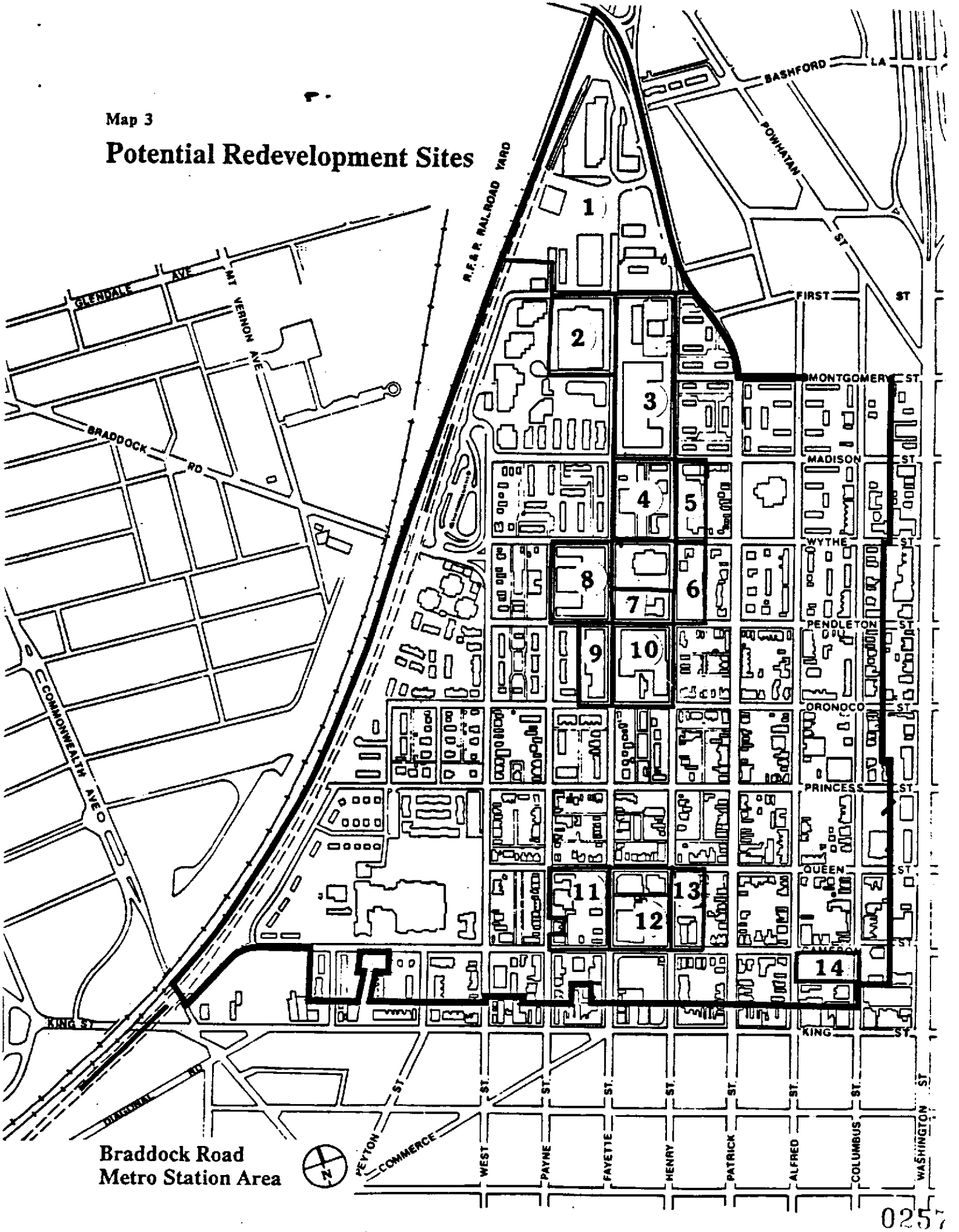
* Site numbers keyed to map of Potential Redevelopment Sites

Historic Districts

In addition to zoning, two Historic Districts provide development controls over much of the Braddock area. Most of the residential areas and the commercial areas toward the southern end of the study area are covered by the Parker Gray Historic District, and the southeast corner of the study area is within the Old and Historic District. The Historic Districts do not include most of the industrial areas around the metro station. (See Map 4.) Within the Districts, new construction and renovation, as well as the moving, removing or razing of buildings must be approved by an architectural review board. In addition, heights within the Districts are limited to 50 feet, regardless of zoning.

Map 3

Potential Redevelopment Sites



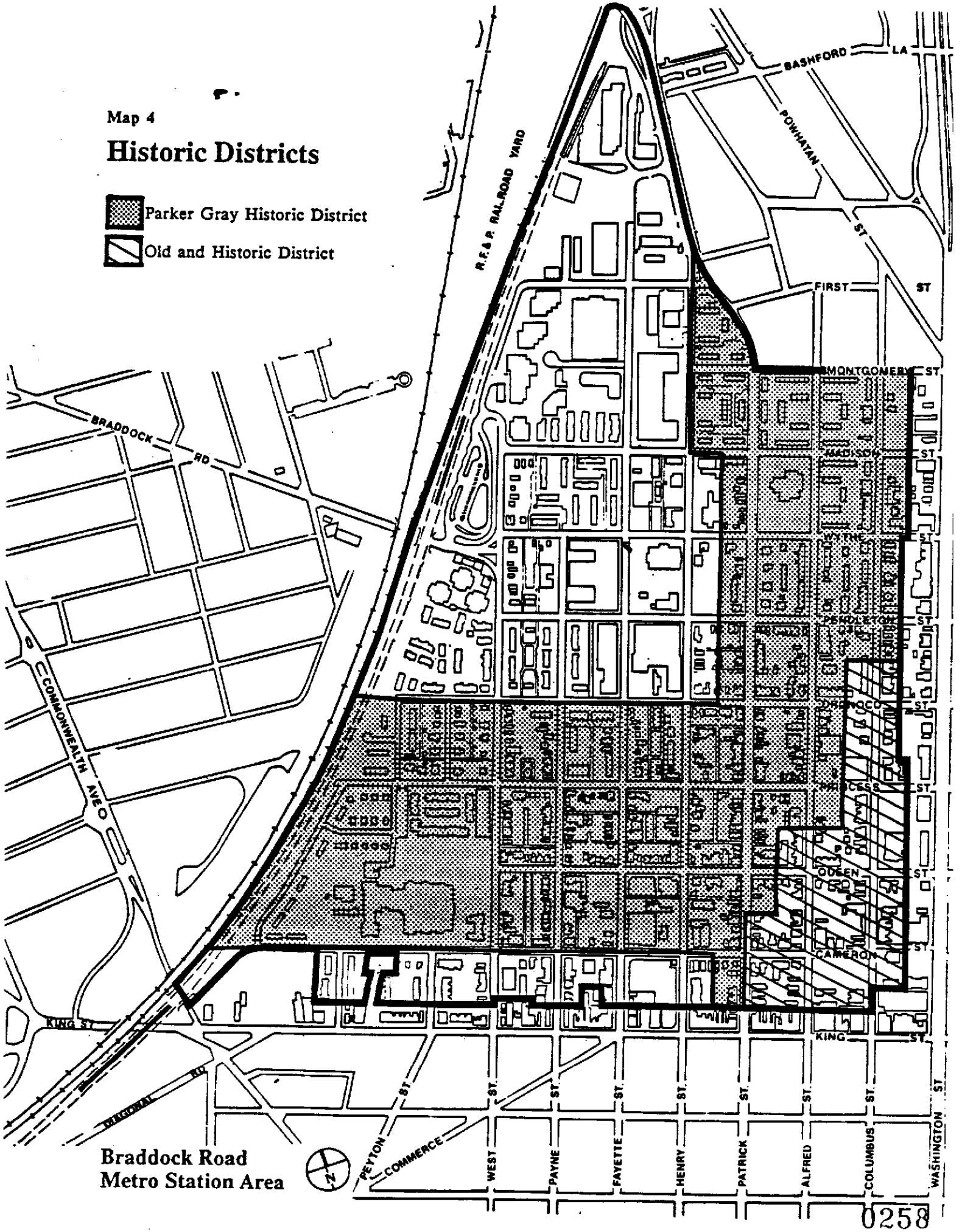
Braddock Road Metro Station Area

Map 4

Historic Districts

Parker Gray Historic District

Old and Historic District



Braddock Road Metro Station Area

SUMMARY -- ZONING

- Zoning in the Braddock area is split almost evenly between residential and non-residential, with slightly more residential.

- Residential zoning is designed for medium density townhouse development whereas the commercial and industrial zones allow for high density office development.

- The existing zoning would allow over 4 million sq. ft. of new commercial development to be built in the Braddock area, which is over 5 times the square footage of office already within the Braddock area.

ECONOMIC ACTIVITY AND TRENDS

Prior to the onset of the Braddock Road Metro Station in 1983 there had been virtually no significant development activity in the area. Although there were underutilized industrial parcels which could be redeveloped in conjunction with the metro station, Metro related development was inhibited by the presence of two large institutional uses abutting the station - the John Roberts Public Housing and the Parker Grey School.

City acquisition of the surplus Parker Grey School and the decision by the Alexandria Redevelopment and Housing Authority to relocate the residents and sell the housing site provided the opportunity for planned development near the metro station and for spurring real estate activity on adjacent industrial properties.

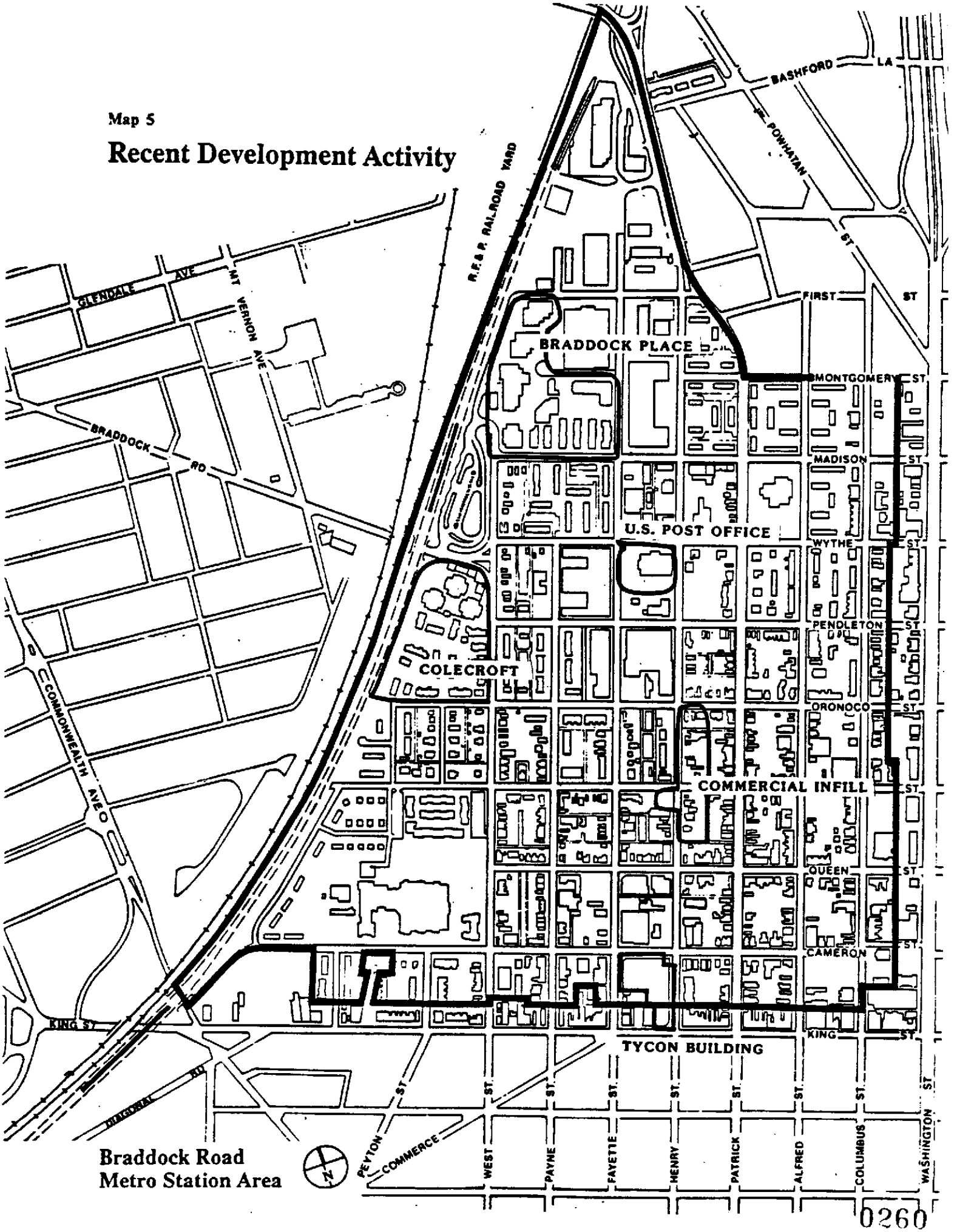
The City was able to acquire both sites and then require that these sites be redeveloped for a mix of commercial and residential uses. The Braddock Place project is located on the Old Parker Gray School site, directly northeast of the metro station. The first phase of the Braddock Place project, completed in 1986, consists of almost 363,000 gross square feet of office and retail space in four mid-rise buildings. The second phase of the Braddock Place project, completed in 1988, was a 42 unit residential townhouse development. Planned for the future are a 120 unit mid-rise apartment building and an additional 65,000 sq. ft. of office space. The Braddock Place office space was absorbed very slowly and is currently at 60% occupancy, with PBS as the major tenant. The Braddock Place townhouses sold rapidly. (See Map 5.)

The Colecroft project is located directly south of the metro station, on the previous site of the John Roberts public housing. Originally planned as a mixed use project with a substantial office component, the project evolved into a predominately residential development. A 131 unit townhouse/garden apartment phase was completed in early 1988. An additional 156 apartment units and 20,000 square feet of office space are planned for the project. The completed residential units at Colecroft were sold very quickly, and the assessments of these residential units increased by almost 30% the first year.

The only other new development in the immediate Metro station area is a small (13,000 square feet) office building at 1000 N. Payne St., completed in 1987.

Map 5

Recent Development Activity



Braddock Road Metro Station Area

A major mixed use, residential, office and retail project is being planned for the 2.3 acre Washington Cold Storage property adjacent to Braddock Place. This project includes 288,000 net square feet of commercial office, retail and restaurant space and 183 residential units. The Braddock Center project was approved by the City, Spring 1988, and represents the first mixed use project on private property in the Braddock Road Metro Station area.

Some redevelopment activity has also been occurring along the Henry Street commercial corridor. One large office project and a significant number of small commercial projects have been developed. The large project is the Tycon office building with about 212,000 square feet, covering most of the block bounded by Henry, King, Fayette and Cameron Streets. The Tycon office space was also absorbed very slowly into the market. The small projects are primarily townhouse style offices, located along Henry Street south of Oronoco Street. In addition, the U.S. Post Office relocated to a new site on Henry Street, south of Wythe Street.

Potential Development Sites

Although there is limited potential for development on vacant parcels, there are a number of sites in the study area which are likely to undergo redevelopment in the future. As shown previously in Table 3 and Map 3, there are some 33.76 acres of redevelopable industrial property throughout the Braddock Road Station Area. One key indicator of a site's redevelopment potential is a low building assessment relative to its land assessment; this implies underutilization of the parcel. In the Braddock study area, most of these underutilized sites are located in the northern triangular area and along Fayette and Henry Streets. In fact, all of the sites north of Oronoco have strong redevelopment potential. Most have industrial or auto-related commercial uses, such as warehouses, distribution and storage facilities and garages housed in obsolete structures. Many of the industrial parcels have assessed building values which are 20 percent or less of the assessed land value.

SUMMARY -- ECONOMIC ACTIVITY

- Existing industrial properties in the area are ripe for more intense redevelopment; assessed land values far exceed assessed improvement values.
- The industrial zoning in the area is obsolete; except for the Hennage Printer's renovation, no new industrial construction has occurred since 1982.
- The area has been slow to absorb large amounts of speculative office space and is not a major office center
- The market has produced townhouse scale office along Henry Street, even though the theoretical development potential under the zoning was much higher.
- Residential renovation and rehabilitation has occurred and new residential development has been rapidly absorbed.
- There are approximately 37 acres of industrial property at various locations which are potential redevelopment sites.

TRANSPORTATION

Street System

Except at the boundary of the study area, the street system in the Braddock area is a basic grid pattern. Route 1 is the major north-south route through the area. The major east-west movements within the study area occur on Braddock Road, and Madison, Montgomery and Pendleton Streets.

1974 Major Thoroughfare Plan

The 1974 Major Thoroughfare Plan classified streets throughout the City into five categories: expressways, arterials, primary collectors, residential collectors and local streets. (See Map 6.)

The Braddock area is bisected by a major north-south arterial, Route 1 (Patrick and Henry Streets); and another major north-south arterial, Washington Street, is directly outside the Braddock area's boundary to the east. The portion of Braddock Road within the study area was also designated an arterial in the 1974 Major Thoroughfare Plan. These streets, as the arterial classification implies, are designated to handle large volumes of traffic through the area. Route 1, on Patrick and Henry Streets, has three lanes in each direction. Braddock Road currently has only two lanes, one in each direction.

West Street, Pendleton Street and the one-way pair of Madison and Montgomery Streets were designated as Primary Collectors in the 1974 Plan. Another primary collector, King Street, is directly outside of the study area to the the south. As primary collectors, these streets are intended to serve traffic between arterials and between residential collectors and arterials. West Street is a north-south two-way street with only one lane in each direction. Pendleton Street is an east-west two-way street with one lane in each direction. Madison and Montgomery Streets form a one-way east-west pair, with two lanes in each direction.

Columbus and Cameron Streets are both designated as residential collectors in the 1974 major thoroughfare plan. Columbus street is a two-way north-south street with one lane in each direction and Cameron Street is one-way west within the study area, with two lanes.

All other streets in the study area were not designated in the 1974 Major Thoroughfare Plan and are therefore considered local streets.

Existing Traffic Flow

The heaviest traffic volumes within the Braddock area occur on Patrick and Henry Streets (Route 1), a major arterial. Their 1987 peak hour flow was about 2,400 northbound in the a.m. and southbound in the p.m.. Much of this traffic is through traffic; that is, the traffic is not originating from nor destined for Alexandria locations. West Street is probably the second most heavily trafficked north-south route in the Braddock area. In addition to handling traffic destined for the metro station and nearby development, it provides access to Braddock Road, a major east-west route through the City. Traffic counts for West Street

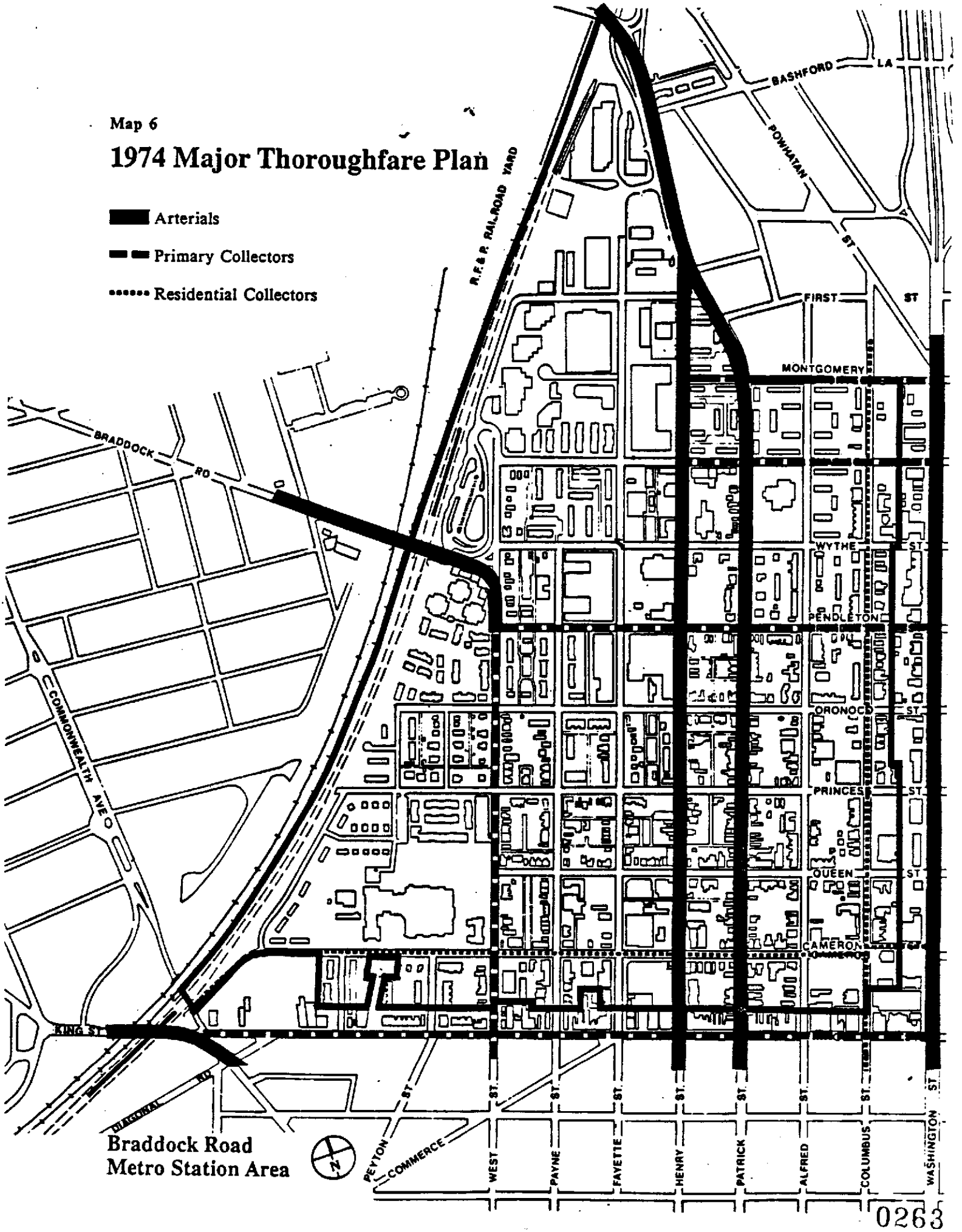
Map 6

1974 Major Thoroughfare Plan

Arterials

Primary Collectors

Residential Collectors



Braddock Road
Metro Station Area

and Braddock Road are not available; however, it is estimated that the West Street/Braddock Road intersection is near capacity at peak periods and is likely to be one of the most congested intersections in the Braddock area as traffic increases.

In addition to Braddock Road, the major east-west routes in the study area are Madison and Montgomery Streets, a one-way pair. Madison and Montgomery Streets provide the primary access between Route 1 and Washington Street. The Madison/Washington and Montgomery/Washington intersections are nearing capacity and are likely to experience heavy congestion as traffic within and through the Braddock area increases.

Recent and Planned Capital Improvements

Most of the capital improvements projects for the Braddock area help improve east-west movement, improving access to the metro station and the redevelopment area.

Several changes were made in the street system in conjunction with the opening of the metro station. The Braddock Road/West Street intersection was signalized and channelized. This project facilitated bus turning movements into the metro station. Also completed in conjunction with the metro station was the Metro access road between the station and First Street.

Just north of the study area, the new Monroe Street bridge, providing access over the railroad yards for Route 1, was recently completed. The new bridge replaces the old bridge with the same number of lanes, two in each direction and an additional left turn northbound lane. In conjunction with the bridge project Fayette Street is being extended to connect to Route 1. This will improve access to the development around Braddock station, and the station itself, from the north.

Two other improvements in the Braddock area street system have been approved and are in the Capital Improvements Plan. These include the widening of Braddock Road from Mt Vernon to West Street, including the railroad underpass, from two lanes to four lanes; and the extension of Montgomery Street from Henry Street to Fayette Street (one way westbound).

Future Traffic Flow

Regardless of the level of future development in the Braddock area, traffic volumes through the study area on Route 1 are likely to remain heavy; Route 1 is one of the main north south routes from areas south of Alexandria to the Pentagon, Crystal City and the District. Future development within the Braddock area will add an additional traffic burden. Development at the theoretical levels allowed by existing zoning (over 4 million square feet of commercial) would generate much more traffic than the arterials and collectors in the area could handle and would force substantial amounts of traffic onto the local, and residential, streets in the area.

Development in commercial uses to the maximum densities allowed by current zoning on redevelopment parcels within the Braddock area would add a demand for approximately 7,000 vehicles to the traffic flow in the area during the a.m. peak hour. The total amount of development rights is too great for the carrying capacity of the street system. Mixed use development would generate less peak

hour traffic and would also provide a more balanced flow of traffic in and out of the area. For example, development in a 50-50 mix of residential and commercial uses to the maximum densities allowed by current zoning would add a demand for approximately 5,000 vehicles to the a.m. peak hour flow, and many of these vehicles would be leaving rather than entering the area. (See Tables 4 & 5.)

TABLE 4

Maximum Development Allowed by Right Under Existing Zoning and Peak Hour Auto Trips Generated**
Braddock Road Metro Station Study Area

Site*	Site Size (Sq. Ft.)	Existing Zoning	Max. F.A.R.	Max. Height (Ft.)	Max. Gross Sq. Ft.	Estimated A.M. Peak Hour Trips	Estimated P.M. Peak Hour Trips
1	528,249	I-1,I-2	2.5	77	1,500,707	2,251	2,071
2	100,405	I-1	2.5	77	285,241	494	470
3	190,102	I-1	2.5	77	540,063	855	798
4	62,867	I-1	2.5	77	178,599	330	319
5	87,137	I-1	2.5	77	247,548	437	418
6	50,554	I-1	2.5	77	143,619	274	266
7	20,995	I-1	2.5	77	59,645	129	128
8	48,079	I-1	2.5	77	136,588	262	255
9	63,540	I-1	2.5	77	180,511	333	321
10	77,176	I-1	2.5	77	219,250	394	378
11	56,793	C-3	3.0	50	261,794	459	437
12	83,409	C-3,I-1	3.0	50	284,349	492	469
13	46,954	I-1,C-3	2.5	50	133,392	257	250
14	34,473	C-3	3.0	50	117,522	230	225
Total	1,470,733				4,288,830	7,196	6,804

* Site numbers keyed to map of Potential Redevelopment Sites.
** Based on ITE trip generation rates and equations for general office.

Public Transit Facilities

The Braddock area is well served by Public Transit. The Braddock Road Metro Station is located within the study area and the King Street Metro Station is immediately south of the study area. In addition, all of the City's four Dash lines have routes through the Braddock area, as does one metro bus line. An additional three Metrobus lines have routes along King and Washington Streets, immediately outside of the Braddock Study area and close enough to provide service to people living and/or working in the Braddock area.

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TABLE 5

Peak Hour Auto Trips Generated By
Mixed Use Development at Maximum F.A.R.s
Allowed Under Existing Zoning**
Braddock Road Metro Station Area

Site*	Site Size (Sq. Ft.)	Existing Zoning	Max. F.A.R.	Max. Height (Ft.)	Max. Gross Sq. Ft.	Estimated A.M. Peak Hour Trips	Estimated P.M. Peak Hour Trips
1	528,249	I-1,I-2	2.5	77	1,500,707	1,416	1,408
2	100,405	I-1	2.5	77	285,241	349	357
3	190,102	I-1	2.5	77	540,063	599	607
4	62,867	I-1	2.5	77	178,599	235	241
5	87,137	I-1	2.5	77	247,548	285	287
6	50,554	I-1	2.5	77	143,619	219	231
7	20,995	I-1	2.5	77	59,645	113	122
8	48,079	I-1	2.5	77	136,588	198	206
9	63,540	I-1	2.5	77	180,511	246	255
10	77,176	I-1	2.5	77	219,250	239	237
11	56,793	C-3	3.0	50	261,794	324	332
12	83,409	C-3,I-1	3.0	50	284,349	348	356
13	46,954	I-1,C-3	2.5	50	133,392	183	189
14	34,473	C-3	3.0	50	117,522	165	170
Total	1,470,733				4,288,830	4,919	4,998

* Site numbers keyed to map of Potential Redevelopment Sites.
** Mixed use with 50% residential and 50% commercial uses assumed; based on ITE trip trip generation rates and equations for general office and residential condominiums; assumes 900/sq.ft./d.u. on average.

The Braddock Road Metro Station, located on the western edge of the study area at Braddock Road and West Street, opened on December 17, 1983. The Braddock Road Station is part of the Huntington Yellow line, extending from downtown D.C. to the Huntington Station in Fairfax County. In 1982, it was estimated that the Braddock Station's service area contained 2.62 square miles or 16 percent of the City. This includes about 35,000 people, or about 30 percent of the City's population.

The station includes five bus bays, twenty kiss-and-ride spaces and bike parking. Permanent parking is not provided at the Braddock station. All of the City's four DASH bus lines provide service to the Braddock Metro Station, as does one Metrobus line.

During Braddock station's first month of operation in December 1983 the average weekday boardings and alightings numbered about 1500. In 1987 this had increased to about 5100 boardings and alightings per weekday, with slightly more people alighting at Braddock than boarding. March 1988 data shows that on a typical weekday during the 6 to 9 a.m. period, about 1420 people board at Braddock Station while 275 people alight. During the 3 to 6:30 p.m. period, about 430 people boarded at Braddock Station while 1385 got off at Braddock Station. These numbers show clearly that the Braddock Station is used primarily by persons living in Alexandria to get to work elsewhere, rather than by people living outside of Alexandria commuting to work in Alexandria.

SUMMARY -- TRANSPORTATION

- The Braddock study area does not have good vehicular access; the major north-south routes, Patrick and Henry Streets (Route 1) are already near capacity and the east-west access is poor.

- Capital improvements in the area, including those currently planned, have focused on improving the east-west access through the area, including access to the metro station and the adjacent redevelopment sites.

- With the Braddock Road metro station within the study area's boundaries and the King Street metro station directly south of the study area, the Braddock area has excellent metro access.

- The existing street system cannot handle all of the traffic that would be generated if redevelopment occurred to the maximum allowed under the existing zoning; mixed use development would help decrease the total amount of peak hour traffic as well as balance the directional flow of traffic.

URBAN DESIGN

Density, Height and Use Character

The Braddock Road area is comprised primarily of two to three story single family and row housing built in the 1930's and 1940s. A small percentage of units were built prior to 1900; these are located close to Old Town, away from key redevelopment areas. Intermixed among the residential uses are some commercial uses, which are also very low scale and low density. Toward the northern end of the study area along N. Fayette and Henry Streets are light warehousing operations and other light industrial uses. Although many of these industrial buildings have large footprints, they are generally low scale (1-2 stories) and have overall low densities.

New development along Henry Street has tended to be small scale, with townhouse scale office predominating. Only two new major projects that have notable densities and heights have been built to date; both are at the edges of the study area. The Braddock Place office buildings north of the metro station at the western boundary of the study area have an overall floor area ratio (F.A.R.) of 3.0 and are six stories high. The Tycon building (1101 King St.), covering most of the block bounded by Henry, Cameron, Fayette and King Streets is 6 stories with a F.A.R. of 3.0.

Along N. Henry and Fayette Streets the properties have industrial zones that currently allow by right commercial office developments at a maximum F.A.R. of 2.5 and 3.0 and heights up to 77 feet directly adjacent to townhouse scale residential areas. A similar situation exists with properties near King and Cameron Streets. Zoned C-3 commercial, these parcels can be developed to a 3.0 F.A.R.. However, a height restriction of 50 feet and other restrictions are on most of these parcels because of their location within the Parker Gray Historic District.

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Redevelopment of the industrial and commercial parcels in the Braddock area would not change the almost 50-50 balance between industrial/commercial and residential use of land. However, if redevelopment replaces most of the low scale industrial structures with taller and/or bulkier commercial buildings, the character of the area would dramatically change. A substantial increase in commercial mass over most of the redevelopable areas would change the balance between residential and commercial, weakening the residential character of some of the area, particularly where existing residential uses would be adjacent to new commercial.

The industrial zoning allows buildings with tremendous foot prints and large masses directly adjacent to the very low scale residential structures. Redevelopment that could occur under the existing zoning would only be required to make minimal allowances for transition between the existing low-scale residential structures and what would be built.

General urban design guidelines and principals prescribe that low scale residential areas should be buffered and/or protected from intense commercial development. Controls for density, setbacks, height and massing should be used to decrease the negative impact of commercial development when it is directly adjacent to residential uses and to provide transitions between low-scale residential and more bulky commercial development.

In addition to scale and density transitions, organizing different uses along different street frontages can help minimize the negative impacts of adjoining uses. If a street, such as Fayette Street, has primarily residential uses along the frontage on both sides, a residential character can be more easily achieved, creating a sense of community. Where commercial and residential uses do front on the same street, the commercial uses should be of a similar scale as adjoining residential in order to preserve and strengthen a residential character.

More intense commercial development would be most appropriate in the area north of the metro station, where low scale residential is not located and parcel sizes provide room for transitions in scales and densities. One or two key buildings with high heights in this area could serve as a focal point for the area, but development in the remaining areas should have buildings that are at moderate scales relating to the existing scale of the built area.

<u>Pedestrian Access and Visual Character</u>

The street grid system for vehicular and pedestrian circulation and the strong residential element in the Braddock area provides a solid foundation for providing a well defined pedestrian environment. Existing pedestrian paths, particularly to and from the metro station, need improvement. Visually, the area suffers from a lack of streetscape treatment. Street trees are inconsistently located and many properties in the immediate vicinity of the Metro Station are fenced off from public walkways.

Pedestrian paths to and from the metro station need delineation. This can be achieved through the provision of street trees, street lighting, accented crosswalks and crossings at controlled points across the heavily trafficked Route 1 and other major streets. The pedestrian environment could further be improved by encouraging private development to adhere to minimum standards which include pedestrian areas or plazas, seating, landscaping, streetscaping, etc..

The City's Capital Improvements Plan currently includes some limited improvements in the Braddock area, including some undergrounding of utilities, some streetscaping and improvement of a linear park between Braddock Road and King Street metro stations along the metro right-of-way. These planned projects will help to improve the visual appearance of the area and pedestrian access to the metro station.

Two streets within the Braddock area will undergo the most change as redevelopment occurs: Henry and Fayette Streets. Strong redevelopment potential exists on almost all of the blocks between these two streets, primarily north of Oronoco Street. Henry Street has a largely established character, with commercial and industrial development predominating along this heavily trafficked street and should remain commercial.

Fayette Street has a less identifiable character, with some commercial uses at the lower edge, then, moving north, several blocks of low-scale residential, two blocks of industrial, two blocks with industrial to the east and residential to the west, ending with industrial at the northern edge. Fayette Street is potentially a strong residential street, with the established residential uses to the south and new residential uses built and planned toward the north. The Braddock Place mixed use project sited the residential townhouse component along Fayette Street and has an approved site plan for a mid-rise residential building along Fayette. On the next block, to the north, there is an approved site plan for a large mixed use project which includes a high-rise residential building along Fayette Street. With the substantial amounts of existing residential uses along Fayette, it is not an appropriate location for intense, high scale, commercial development. The residential character of Fayette Street can be developed by providing for additional residential uses along Fayette Street, design standards to guide new development and a streetscaping program.

SUMMARY--URBAN DESIGN

- Currently, almost all of the Braddock area has a low scale, moderate density character.
- The existing zoning within the area does not provide for any transitions between existing low scale moderate density residential areas and potential higher density commercial areas.
- Even if the 50-50 balance of residential and non-residential land uses does not change within the area, redevelopment of all the underutilized parcels to the levels allowed under existing zoning could dramatically change the character of the area.
- Fayette Street, currently a mix of residential and industrial uses, will change dramatically as redevelopment occurs and could be developed as a residential street to strengthen and link the old residential uses toward the south and the newer residential uses toward the north.
- A pedestrian link and streetscape plan needs to be established for the area in order to improve pedestrian access and visual character, and to reinforce the residential identity of residential streets.

LAND USE POLICY HISTORY

In the 1960's and 1970's City policy in the Braddock area focused on improving the residential neighborhoods through the removal of blighting influences and the improvement of housing stock. In 1972, as a response to declining neighborhood conditions in an area including the Braddock Study area, the City established the Potomac East Neighborhood Improvement Area as a special district to receive a comprehensive program of planning and capital expenditures. The program resulted in the implementation of public improvements during the 1970's, including the construction of the Charles Houston Community Center, the renovation of the Durant Center pool facility, the upgrading of public right-of-ways and several parks and beautification programs. In the mid 70's the emphasis of the conservation program shifted to improving housing quality in the area. The Potomac East Conservation District, including most of the Braddock study area, was established. Low or no interest loans were granted to residents of that district for home improvements and many blighted properties within the District were acquired by the City for renovation and resale. CBDG funds were used by the City to implement many of the programs under the Conservation plans, including public improvements, and loans and grants to rehabilitate housing.

Resolution 276, adopted by City Council in January 1974, stated that City policy would be to "preserve and maintain (the Braddock area) as a predominately residential community" and that the City "...will strive to preserve the opportunity for homeowners of all income levels to reside (there)...and to find effective ways to protect residents from the threat of rising land values and taxes resulting from speculation and development."

The 1974 Consolidated Master Plan for the City reaffirmed the City's policy of strengthening and improving the residential neighborhoods within the Braddock area and also promoted development of the area around the then-proposed metro station.

The 1974 Master Plan specifically recommended that the residential character of the Braddock area be preserved; that redevelopment, where appropriate, emphasize residential reuse and the relocation of displaced families; and that traffic be channeled away from residential streets. The 1974 Plan also encouraged the relocation of industrial uses from many parts of Planning District I, including most of the Braddock area.

The 1974 Plan identified the Braddock Road Station Area as one of nineteen development areas within the City, because of its proximity to the then-proposed metro station and its large amounts of redevelopable industrial land. Mixed use development, with an emphasis on residential uses, were recommended for the area, particularly within walking distance of the metro station.

In 1973, the final decision was made to place a Metro Station at the Braddock Road location. Two studies, the 1975 Report of the Committee on Potential Growth Areas and volume II of the 1976 Alexandria Metro Station Impact Study each addressed development potential in the Braddock metro area by examining a range of development scenarios. Both studies considered mixed use development, including residential, retail and office uses.

In order to promote redevelopment adjacent to the Metro station, in May 1981 the City rezoned the site of the surplus Parker Gray School, located on Madison and Fayette Streets, for mixed use and offered the parcel for sale for office, retail

and residential development. In February 1982 another surplus City property located immediately adjacent to the metro station, the former site of the John Roberts Public Housing, was rezoned for mixed use and offered for sale by the City. As with the Parker Gray site, a mix of office, retail and residential uses were envisioned for the site.

Resolution 845 was adopted by City Council in 1982 in conjunction with the rezoning of the John Roberts site for commercial development. This resolution reaffirmed Council's "commitment to maintaining, in their current uses, the remaining residential, recreational and school properties in the vicinity of the Braddock Road Metro Station area."

In 1982, The Braddock Road Station Area Plan was adopted by the City. The major goal of the 1982 Braddock plan was to minimize the negative impacts on the residential areas while still providing redevelopment opportunities generated by the Metro station, scheduled to open in 1983. The parcels north of Madison Street, including the Parker Gray School and the John Roberts Homes sites; and the parcels along Henry and Fayette Streets north of Oronoco Street were designated for redevelopment. The commercial and industrial corridor south of Oronoco along Henry Street was designated for revitalization and the rest of the study area was designated for preservation. Major new development, both commercial and residential, was recommended only within the area designated for redevelopment. Within the revitalization area, lower scales of commercial and residential development were proposed. The rest of the area was designated for preservation of the existing primarily residential uses and only infill development on vacant parcels. (See Map 7.)

In anticipation of increased traffic generated by the metro station, several street system improvements had been approved by the City in order to improve traffic circulation. The West Street/Braddock Road intersection was improved to facilitate movement into the metro station and the metro access road between the station and Fayette Street was built. In addition the widening of Braddock Road between Mt. Vernon Avenue and West Street was approved, as was the extension of Fayette Street north of Route 1 and the extension of Montgomery Street from Henry Street to Fayette Street.

In 1986, City Council considered the rezoning from commercial to residential of 95 parcels with residential uses located within areas designated for residential uses in the 1982 Plan. Council finally rezoned 51 of the 95 parcels considered. Generally, the parcels which were not rezoned were found by Council to be of "an established commercial nature" even though they were within an area the approved 1982 plan recommended for residential land use.

The City established the Parker Gray Historic District in 1984, primarily in response to citizen concern about development pressures arising from the proximity of the Braddock Road Metro Station. Covering much of the Braddock study area, the Parker Gray District seeks to preserve and protect the architectural and cultural character of the approximately 40 block predominately residential neighborhoods. Within the District, new construction and renovation, as well as the moving, removing or razing of buildings must be approved by a review board. The blocks within the Parker Gray District are also protected by a height district which restricts heights to 50 feet or less.

Map 7

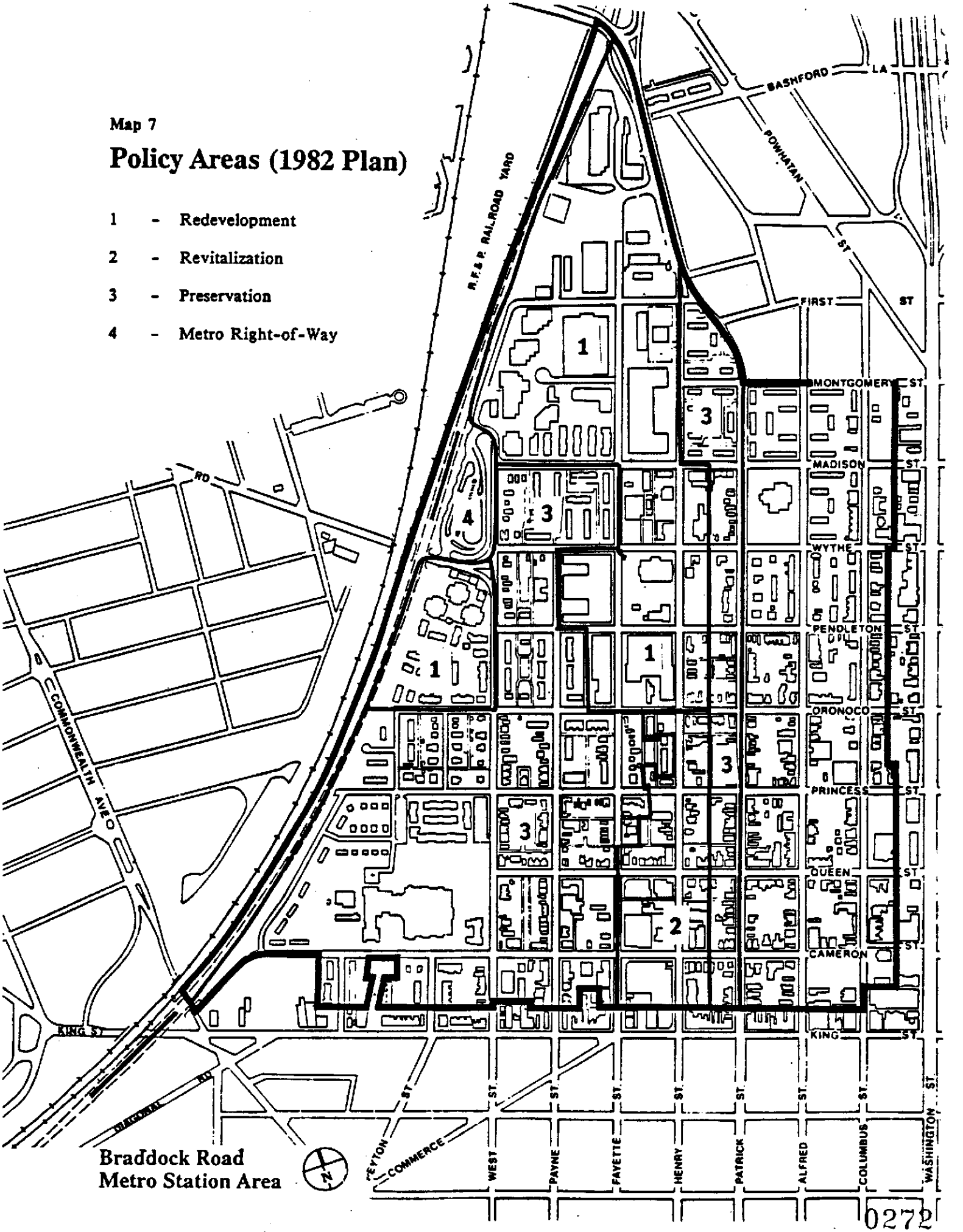
Policy Areas (1982 Plan)

1 - Redevelopment

2 - Revitalization

3 - Preservation

4 - Metro Right-of-Way



Braddock Road
Metro Station Area

In general, the policies adopted and implemented by the City throughout the 1970's and 80's consistently reflect a commitment to two separate and sometimes conflicting goals: preservation of the residential areas and development around the metro station.

The goal of preserving the residential areas was reflected in the establishment of the Potomac Conservation District and reaffirmed continuously in subsequent plans, resolutions and rezonings. The 1974 plan promoted residential preservation and called for modest development levels near the metro station and relocation of adjacent industrial uses in order to protect the residential area. The development potential of land around the metro station was acknowledged in the 1974 plan, but very moderate levels of development were envisioned. However, other than the continuation of residential renovation and rehabilitation programs in the context of the Potomac Conservation Plan, little was done to implement any of the 1974 Plan's recommendations for the Braddock area. No attempt was made to rezone the large amounts of industrial zoning to a mixed use or even commercial zone, even though industrial uses had been deemed inappropriate and mixed use promoted as desirable. Within the areas designated as residential, large areas of commercial zoning existed but no attempt was made to rezone them to residential until 1986 when 51 residential parcels were rezoned from commercial to residential.

The City's decisions, in 1981 and 1982, to promote the intensive redevelopment of the surplus John Roberts and Parker Gray sites adjacent to the metro, marked a turning point in City policy for the area. For the first time, the City was encouraging more intense development around the metro station. The goal of residential preservation was certainly still considered critical, as evidenced by the Council resolution (#845) issued concurrently with the rezoning/redevelopment decision stating Council's commitment to maintaining existing residential uses in the Braddock area. But the decision to promote redevelopment around the Braddock Station also signaled the City's intention to encourage and actively promote development adjacent to the metro station. The City reaffirmed this position in May, 1986, when it approved a P.U.D. for a mixed use project including office, residential and retail uses at heights up to 149 feet and an F.A.R. in excess of 4.0.

The 1982 plan further defined the dual goal of residential preservation and metro redevelopment, and recommended specific implementation strategies for balancing the two conflicting goals. The plan clearly demarcated the areas for preservation and the areas for redevelopment, calling for very strict development controls within the preservation area and more intense mixed use residential and commercial development in the redevelopment area.

Mixed use residential and commercial development, a strategy that had been emerging over the past decade, was used by the 1982 plan as the major means of accomplishing and balancing the redevelopment/preservation goals for the area. The 1982 plan argued that "mixed uses are appropriate for the redevelopment area because they are flexible in responding to a variety of needs. Problems of achieving transitional building scales, appropriate adjacent uses, compatibility with existing uses, and market responsiveness can best be achieved through a mixed use strategy. In contrast, a single use redevelopment strategy may be less sensitive and less able to achieve the goals of compatibility with a residential area and the use of the metro."

In order to implement the mixed use strategy, the plan called for rezoning of the redevelopment area to the M-2 mixed use zone, which allowed mixed use residential, office and retail development up to 77 feet with a maximum floor area ratio of 3.0 and a maximum residential density of 54.45 units/acre. However, except for the two surplus parcels the City offered for redevelopment, none of the parcels within the Braddock area have been rezoned to mixed use. Even those areas which have been designated for mixed use commercial and residential development as early as 1974, still retain I-1 and I-2 industrial zoning. The I-1 and I-2 zoning do not require or even encourage mixed use development, but rather allow total commercial or industrial development at substantial densities and scales. I-1 and I-2 zoning also remain along Henry Street, south of Oronoco Street, an area where City land use policy has been to promote lower scales and densities of commercial development; the adopted 1982 plan recommended development of a new lower density mixed use zone for application to these areas, but a new zone was never developed. One mixed use proposal at very high densities was approved on I-1 zoned land with a P.U.D.

Within the primarily residential area, designated for preservation, large amounts of commercial zoning, including C-3, C-2, C-2-B and C-1, remain. The City did consider rezoning 95 residential parcels with commercial zoning in areas designated for residential from commercial to residential zoning in 1986 and finally rezoned about half of them. The others were deemed "essentially commercial" even though used residentially and zoned residentially, because they were in what the City considered to be established commercial areas. This failure to rezone half the parcels suggests that the boundaries between commercial and residential areas in the plan need to be examined in order to ensure that no essentially commercial areas are included in the areas designated for residential land use. This suggests, in turn, the need for a less generalized land use map which can better reflect specific City land use policy.

SUMMARY -- POLICY

- The City has consistently encouraged redevelopment around the Braddock Metro station and preservation of residential uses within the Braddock study area.

- Although past plans for the area have called for a mix of uses and lower density development on some parcels, City Council has not implemented these adopted recommendations through the application of appropriate zoning.

ISSUES

The analysis reveals several major issues which need to be addressed in the plan.

- how to protect and strengthen the viability of the residential neighborhoods.

- how to create transitional land uses, building scales and building densities to protect residential areas from high density commercial redevelopment.

- how to ensure appropriate development of vacant and underutilized industrial and commercial properties to add transit ridership, tax base and vitality to the area without overwhelming the street system and without harming adjacent residential neighborhoods.

Residential Preservation

With over 40 percent of the land in residential uses, the Braddock area has a substantial residential base. The residential areas are moderate in density and low in scale, with some historical significance. The City has consistently expressed a desire to preserve these residential areas. The residential areas are more economically viable than in the past; many blighted units have been demolished or rehabilitated and residential assessments and sales are increasing. The economic viability, residential zoning and Historic District will help ensure preservation of most of the existing dwelling units, but the residential area needs additional protection from the effects of intensive and/or encroaching commercial activity. Most of the residential blocks in the Braddock area are only a few blocks from commercial activity or from zoning which allows relatively intense commercial activity. Transitions between intense activity and established residential areas need to be provided; commercial activities within or adjacent to the residential areas should be low in scale and density in order to protect the residential uses. The residential areas could also be strengthened by encouraging additional residential uses on adjacent sites. Finally, there are a few residential uses which currently have commercial zoning; rezoning these residential uses to residential zones would further protect the residential uses, and limiting or refusing commercial to residential rezonings would also ensure residential preservation.

Redevelopment

Most of the redevelopable parcels have industrial zoning and light industrial uses such as warehousing, storage and distribution. The industrial uses are housed in old, often obsolete buildings and are sited on land which is substantially more valuable than the buildings. The industrial uses and the industrial zoning, allowing new industrial uses, are clearly inappropriate in this area, near the metro station and adjacent to the residential areas. Most of the industrial uses will certainly be replaced with more intense commercial uses as the value of the land continues to rise, the already obsolete industrial buildings deteriorate further, and the availability of sites in other favored development areas decreases. Under existing industrial zoning, redevelopment would probably be primarily commercial, although residential could be built under the P.U.D. provision of the I-1 zone on some of the larger parcels. The existing zoning would allow almost 4.5 million square feet of development in the Braddock area on redevelopable commercial and industrial parcels, which would generate over 7,000 a.m. peak hour vehicles.

Appropriate Development

Three major factors determine what is appropriate development in the area. They are City-wide goals; the market; and the local context, including adjoining land use, the street system and urban design issues. City goals can support a very wide range of potential development which is then limited by what is economically feasible. But the major factor defining appropriate redevelopment is the local context. Redevelopment must provide for appropriate transitions in scales and densities adjacent to the established low-scale residential area in order to

avoid overshadowing of the residential character and intrusions into the residential area of noise, light and shadow. Redevelopment must not generate traffic volumes greater than what the area's street system can handle and cannot result in large traffic volumes on the residential streets. Redevelopment should also be sensitive to the area's established aesthetic quality by providing visual interest, open space and pedestrian access.

Commercial Redevelopment

It is obviously in the City's interest to encourage intense commercial development for fiscal reasons. However, the City has a substantial amount of land suitable for commercial development and redevelopment in other locations, some of which is better located for intense commercial development. Access to the Braddock Area is fairly poor, with a increasingly congested street system with little opportunity for improvement. And there are other potential development areas in the City which are not directly adjacent to low-scale residential areas. On the other hand, the Braddock Area does have a significant amount of redevelopable industrial land near a metro station; and the Braddock area's location in Planning District I near the King Street Development area, Old Town and the North Waterfront is relatively desirable.

Intensive redevelopment of all the industrial parcels in commercial uses would impact the adjoining low-scale residential areas. Although the ratio of land in residential vs. commercial and industrial land uses would not change significantly if all of the redevelopable land is developed in intensive commercial uses, relatively low bulk, low scale buildings could be replaced by medium to high scale, high bulk buildings resulting in a substantially increased commercial character for the area.

The traffic that could potentially be generated by intensive commercial development would overwhelm the Braddock area arterials and collectors, forcing traffic onto the residential streets. Even the residential streets could not realistically handle the potential increase in traffic that would be generated by total commercial redevelopment at allowable densities. While it is difficult to examine the Braddock Street network outside of the context of the entire Alexandria street system because of the large amounts of through traffic, several local issues must be addressed. The Braddock Street system, at the very least, must be able to handle the traffic generated by new development on redevelopment parcels. The area's location, bisected by Route 1 and bounded by Washington and King Streets results in large amounts of through traffic which place an additional burden on the area's streets system. The street system within the Braddock area should be designed to move the traffic through the area as efficiently as possible, while minimizing the impacts of the traffic on the residential areas.

Residential Redevelopment

The Braddock area already has a substantially residential character, and the rapid sales of the Braddock and Colecroft residential units attest to the Braddock area's desirability as a residential location. There is a very limited amount of residentially zoned vacant land in the City. Residential uses compete with commercial uses for commercially zoned land. In the Braddock area, the redevelopable parcels have industrial zoning, which does not allow for residential uses except under the P.U.D. provision. Mixed use zoning could promote or require a residential component on parcels adjacent to existing

residential uses, creating new residential opportunities while also providing for a transition between existing low scale residential and any new higher density commercial development in the area. The Braddock area provides an excellent opportunity for providing new medium and high density residential development within the City.

Mixed Use Redevelopment

Past land use plans for the Braddock area have called for redevelopment in a mix of commercial and residential uses. Mixed use was used in the 1982 plan as the major means of accomplishing and balancing the redevelopment and residential preservation goals for the area. The 1982 plan argued that mixed use was appropriate in the redevelopment area because it was more flexible than a single use strategy in responding to a variety of needs, including transitional building scales, appropriate adjacent uses and market responsiveness. However, mixed use zoning was never implemented for the area other than on the two parcels sold by the City for redevelopment.

A mix of commercial and residential redevelopment for the Braddock area is in concert with both city-wide goals and the market. It would provide for commercial development opportunities while also providing for new residential units in the City. A mix would promote round-the-clock activity, improving safety. A mix of uses would probably also maximize metro usage. A residential and commercial mixed use land use strategy would also help to avoid or mitigate conflicts which are likely to arise between the residential and commercial land uses.

A residential/commercial mixed use area between more intensive commercial uses and established low scale residential neighborhoods would provide a transition in uses, and could also provide a transition in scales and densities, helping to strengthen the residential character of the established residential areas.

A mixed use strategy could help to mitigate some of the potential traffic impacts of development. Even at maximum densities, a mix of residential and commercial uses generates fewer vehicles than total commercial development. In the Braddock area, it was illustrated that total commercial development of all of the underutilized parcels would add 45 percent more vehicles to the streets during the a.m. peak hour than would developing the same parcels at the same densities but with a 50-50 mix.

A mixed use strategy applied to most of the redevelopable parcels would facilitate the organization of uses around streets. Fayette Street could be developed as a residential street, thereby strengthening the residential character of that section of the area and also providing a link between older established residential uses along Fayette Street and the newer residential units at Braddock Place and any other new residential uese along Fayette Street.

Implementation

As noted above, the concept of mixed use in the Braddock Area is not new; the 1982 plan designated all of the commercial areas in Braddock for mixed uses. Nor is the concept of ensuring appropriate transitions in density and scale between residential and commercial uses new; this is also discussed in the 1982 plan. However, these and many other past recommendations were never implemented, primarily due to the lack of appropriate zoning. The city has several mixed use zones, including the M-2 zone developed for the Braddock area. The M-2 zone

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permits a mix of uses at a maximum F.A.R. of 3.0, a maximum of 54.45 dwelling units per acre and heights up to 77 feet. However, the M-2 zone does not require or even promote a mix of commercial and residential development, rather it allows total commercial development. In any case, the M-2 zone was never applied to any parcels in the Braddock area other than on the sites of the two City initiated projects; rather, the industrial zoning remained. Industrial zoning also remains within the primarily residential area, allowing uses inappropriate within a residential area at densities which are also inappropriate directly adjacent to residences. If the City wishes to ensure that appropriate development occurs, it should implement new zones which promote the land use goals.

SUMMARY -- ISSUES

- Although a number of past City policies have helped strengthen the established residential areas, the residential areas need additional protection from the effects of future commercial development in the area.

- The industrial uses and zoning on many of the parcels near the metro station are obsolete; redevelopment of the parcels is desirable and inevitable and new zoning is needed on the parcels to provide for appropriate redevelopment.

- Redevelopment of the parcels in all commercial uses at the intensities allowed under existing zoning would dramatically change the character of the study area, would not provide needed transitions between existing residential uses and would generate more traffic than the areas street system could absorb.

- The study area is an excellent location for new residential development.

- A mixed use redevelopment strategy on most of the redevelopable parcels would: strengthen the existing residential uses by providing for additional residential uses and transitions between new commercial development, would decrease the traffic impacts of development and increase metro usage, would help preserve the existing character of the area.

- New zoning is needed to implement land use goals for the area. A mixed use zone which does not merely allow, but which promotes or requires a mix of residential and commercial uses is needed on parcels where a mix of uses is desired. Zoning which provides for appropriate transitions in scales and densities between the existing low scale residential areas and any new development is also needed.

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RECOMMENDATIONS

GOALS AND OBJECTIVES OF THE PLAN

The goals of this plan are to preserve and strengthen the residential areas within the Braddock Road area, to protect residential areas from high density commercial office development abutting existing residential uses, and to encourage mixed use development, to include residential uses, near the Metro Station. To achieve these goals, the plan includes the following objectives:

- o Preserve the residential areas by retaining the existing residential zoning, vigorously adhering to the Parker Gray Historic District standards, and rezoning commercially zoned residentially used land to residential.

- o Strengthen the residential area by providing for height and density transitions between commercial uses and existing residential uses, by encouraging new residential uses adjacent to the existing residential uses, and providing for the development of Fayette Street as residential.

- o

- o Encourage higher density commercial development in areas accessible to the metro station and away from the established residential neighborhoods.

- o Provide for mixed use zoning which encourages or requires a mix of residential and commercial uses on sites where mixed use is desired.

- o Provide for zoning which ensures height and density transitions between established low scale residential areas and areas of potentially more intense commercial development.

- o Remove industrial zoning to prevent further industrial uses.

- o Decrease the traffic impacts of development and maximize usage of the Braddock Metro Station by providing for a mix of residential and commercial uses on redevelopable parcels.

- o Provide for efficient traffic circulation by improving east-west access.

- o Improve access to the metro station by improving east-west vehicle access and creating a system of pedestrian linkages between the station and residential areas.

- o Improve safety by promoting round-the-clock activity in the area by providing for a mix of residential and commercial uses.

→ Encourage stability in the existing and future residential areas, including the area devoted to public housing and set aside for low income rental or ownership. The City reaffirms the policies set forth in Res. 276.

LAND USE RECOMMENDATIONS

The existing land use plan for the area is shown on Map 8. The proposed land use concept for the study area (Map 9) provides for medium density commercial development on most of the parcels west of Henry Street and North of Madison Street, and higher density residential development adjacent to the medium density commercial uses, southward along the northern half of Fayette Street and directly south of the metro station. The areas of existing moderate and low density residential development, generally west of the Henry Street corridor south of Pendleton Street and east of the Henry Street corridor, are designated for lower density residential uses. The Henry Street corridor is designated for low density commercial development. The commercial areas along King and Cameron Streets are designated as the Central Business district, because of their location within and adjacent to the City's central business district. This land use concept for the study area is translated into more specific land use designations which are shown on Map 10 and described below.

Medium Density Commercial Development

In the 1974 and 1982 Master Plans for the Braddock Area, the blocks north of First Street were designated for mixed use. The parcels are zoned I-1 and are currently the site of light industrial activities. The proposed designation of these blocks is Office Commercial Medium (OCM), medium density and scale commercial development. These parcels are more appropriate for denser and higher commercial development than the rest of the study area; they are more removed from residential areas and are directly adjacent to the RF&P railroad tracks and the heavily trafficked Route 1 and Monroe Avenue bridge. The OCM designation allows for all commercial development.

Higher Density Residential Areas

South of First Street, west of Henry Street is a transitional area between existing residential uses and the relatively higher density commercial area provided for to the north. Medium to high density mixed use development with a substantial residential component is recommended in order to provide the transition in uses and densities, but also to reinforce the residential character of the Braddock area, maximize metro usage, reduce potential traffic impacts and provide round-the-clock activity in the area.

The Braddock area presents an excellent opportunity for providing medium and high density residential development within the City. The success of the Colecroft and Braddock Place residential components, as demonstrated by the unit's rapid sales, attest to this area's desirability in terms of residential development, and the large, underutilized parcels make residential redevelopment possible.

The parcels directly adjacent to those designated OCM for medium density commercial development are designated for Commercial Residential Mixed Use (CRMU), mixed use with at least 40 percent residential at medium or high densities and limited densities with no residential.

In the absence of residential-commercial mixed use on the CRMU designated blocks, commercial development should be kept at moderate levels. Without the residential component of mixed use to serve as a transition between residential areas and more intense commercial development, lower densities and scales of commercial development should provide that transition. Furthermore, the street

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Map 8

1982 Land Use Plan

RM - Residential Medium

MUM - Mixed Use Medium

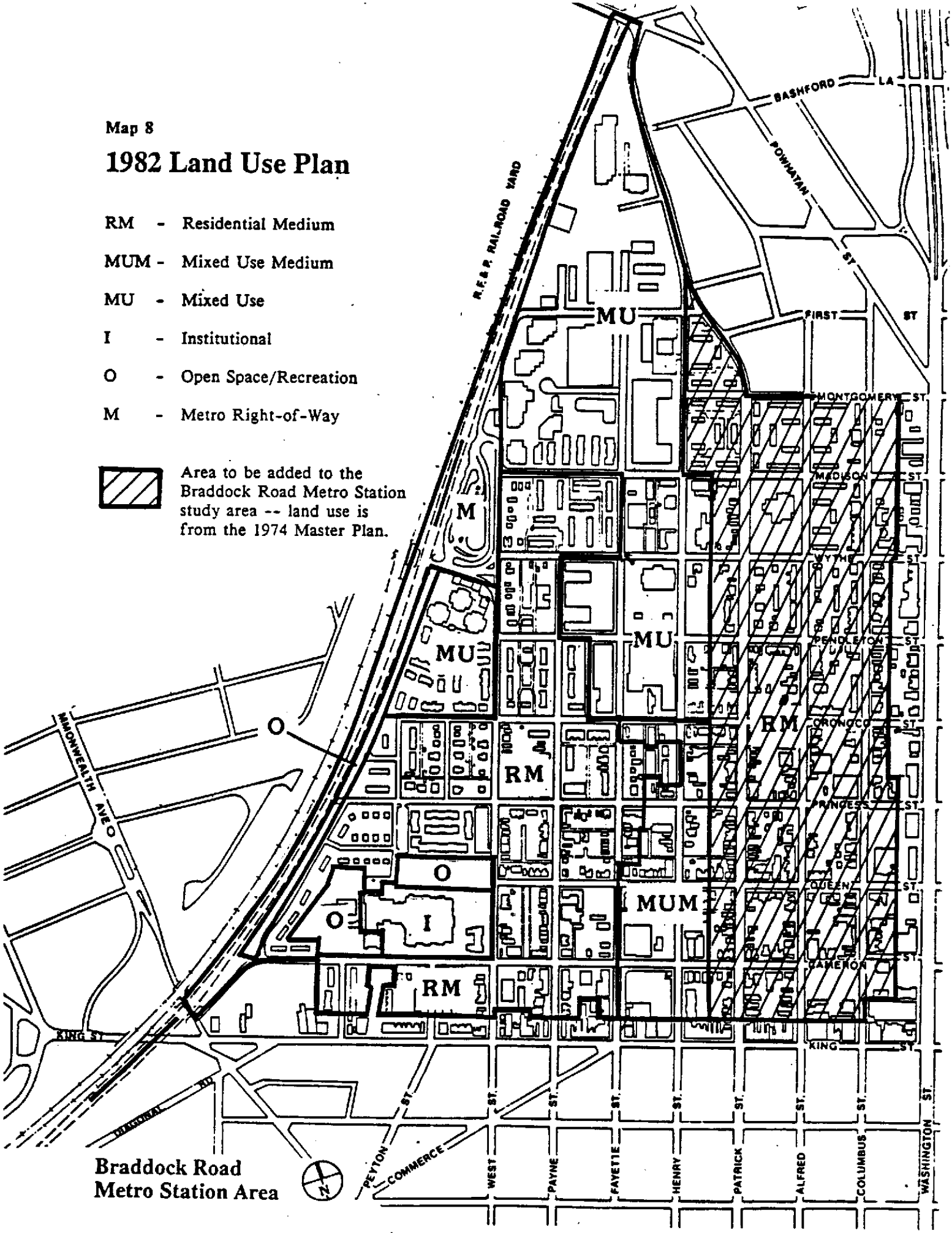
MU - Mixed Use

I - Institutional

O - Open Space/Recreation

M - Metro Right-of-Way

Area to be added to the Braddock Road Metro Station study area -- land use is from the 1974 Master Plan.



Braddock Road Metro Station Area

Map 9

Land Use Concept

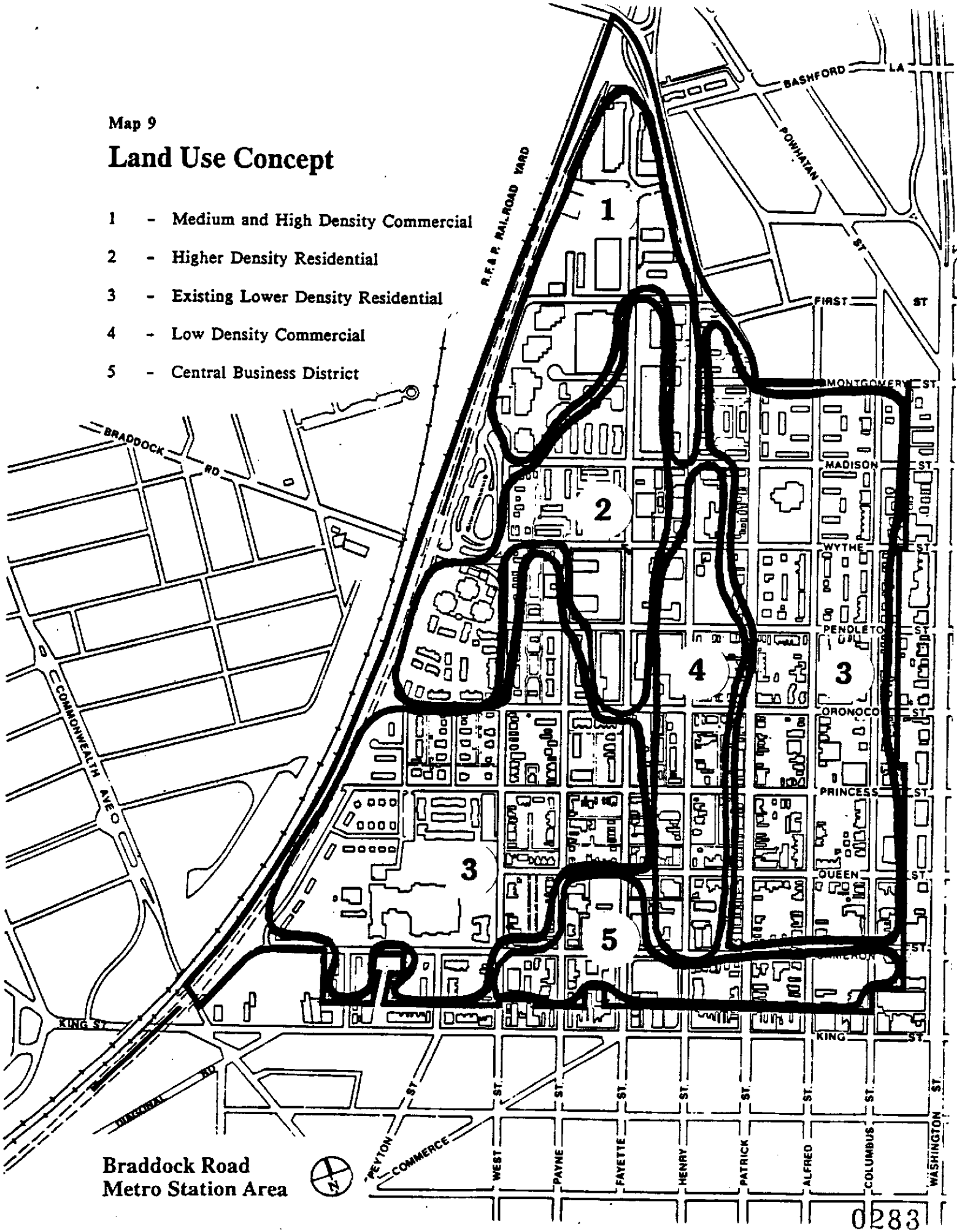
1 - Medium and High Density Commercial

2 - Higher Density Residential

3 - Existing Lower Density Residential

4 - Low Density Commercial

5 - Central Business District



Braddock Road Metro Station Area

Map 10

Proposed Land Use

RM - Residential Medium

CL - Commercial Low

CD - Commercial Downtwon

OCM - Office Commercial Medium

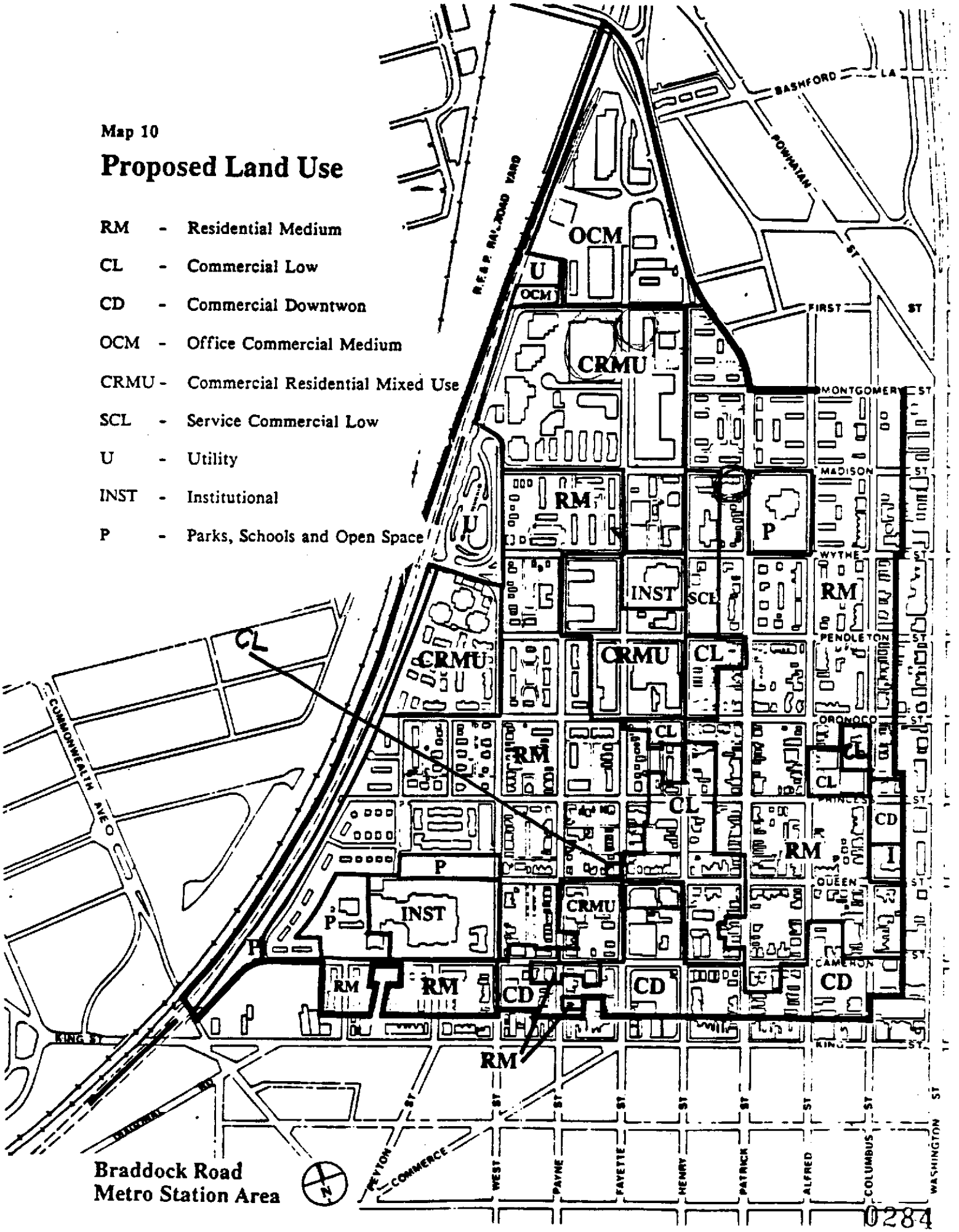
CRMU - Commercial Residential Mixed Use

SCL - Service Commercial Low

U - Utility

INST - Institutional

P - Parks, Schools and Open Space



Braddock Road
Metro Station Area

system in the Braddock Road metro station study area would be unable to handle the high volume of traffic which would be generated if all of these commercial parcels would be allowed to develop entirely as higher density commercial uses. A mix of uses would mitigate some of the traffic problems anticipated from development by reducing the amount of traffic during the a.m. peak hour and promoting a bi-directional traffic flow (in-bound office trips against outbound residential trips).

Moving southward west of Henry Street the parcels are also designated CRMU, but with lower densities since these parcels are surrounded on three sides by existing lower density residential uses. These parcels south of Wythe Street are designated CRMU, mixed use with at least 40 percent residential at medium densities and limited densities when residential is not part of the project. The proposed land use, CRMU, will allow for continuance of existing uses on these blocks or commercial redevelopment at low scales and low intensities, similar to those allowed under the SCL designation, which are unlikely to impact the surrounding residential areas. This plan recommends allowing increased development if the blocks are redeveloped for residential or mixed use commercial and residential development. Both higher density residential and mixed use residential-commercial development could provide the same transitions as low density commercial development.

Development on the Washington Cold Storage block northeast of the Braddock Place development, at the southwest corner of First and Fayette Streets, should relate physically to the existing Braddock Place development. The commercial component of this mixed use block is designated as high to allow for more density and height than allowed in the rest of the mixed use area because this block is not adjacent to established low scale residential areas.

Because they are surrounded on three sides by residential development, the Security Storage block and Old Dominion Printer's site are ideally suited for redevelopment as residential. If the blocks are not developed as residential, they should be developed in a mix of residential and commercial uses so that the residential uses can be used as a transition between any new commercial development and the surrounding residential. Should the owner choose to develop as commercial only, densities should be kept low in order to reduce traffic impacts of the new development and ensure compatibility with the surrounding residential uses.

The residential components of these mixed use areas should be oriented, where possible, along Fayette Street. There is already a significant amount of residential development along Fayette Street and orienting new residential development toward Fayette will provide a focus for new residential development and help link it to established residential areas.

Lower Density Commercial Area

The rest of the parcels along Henry Street are designated for low density commercial development; the parcels east of Henry Street and north of Pendleton Street are recommended for Service Commercial Low (SCL), while the remaining parcels, toward the south, are designated for Commercial Low (CL). SCL and CL both provide for very similar types of land use; low scale, low intensity commercial which is compatible next to low scale residential areas, including

retail, service and townhouse scale office. In addition, SCL allows for limited clean light industrial or service uses which are compatible with residential; SCL allows slightly greater density and heights (50') than does CL (~~45'~~).

35'/45' WITH SUP.

Generally, the areas designated SCL and CL are on blocks with small parcels and fragmented ownership. All of the SCL and CL areas are directly adjacent to existing low scale residential development and within the Parker Gray Historic District. These two land use designations, CL and SCL, would allow for low intensity commercial development similar to that which has been occurring along Henry Street over the past few years. This form of development is compatible in scale and density with the adjacent historic residential areas. The two half blocks are designated SCL rather than CL because of existing uses which are not likely to redevelop in the near future and which are not harmful to the neighborhood.

Central Business District Area

The third commercial area within the Braddock Road Metro Station area includes all of the blocks south of Cameron Street as far west as West Street and a few adjacent blocks. These are commercial blocks strongly tied to either King Street or Washington Street development. No residentially zoned parcels are included within this area, although there are a few residentially used parcels which Council has previously declined to rezone to residential.

Except for the blocks facing Henry Street, the existing land use plan calls for residential land use over these blocks. However, the zoning is predominately C-3, with small amounts of I-1, C-2 and C-1 and the uses are almost all commercial, primarily office with some retail, service and very light industrial. This subarea of the Braddock Area is unique in that it is tied directly to the City's Central Business District. Some of the blocks are within the City's CBD, while others are directly adjacent to it. As such, this area is generally appropriate for a higher density of commercial uses than found along Henry Street. All but a small part of this area is covered by either the Parker Gray or the Old and Historic Districts. As such, much of the existing lower density development within this area is already protected from redevelopment at significantly higher densities.

Proposed land use over this area is Commercial Downtown (CD); retail, office, service, hotel and residential activities within the central business area at high densities and limited heights. Commercial-Residential Mixed Use (CRMU); mixed use with at least ~~50%~~ residential at medium densities and limited densities with no residential; and Commercial Low (CL); low intensity office, retail and service; are proposed on those blocks further removed from the central commercial corridors, providing a transition back to residential.

50%

The block at the northwest corner of Fayette and Cameron Streets is proposed for CRMU. CRMU would allow the existing commercial and light industrial development on this block to remain; but promotes residential or a mix of commercial and residential development by allowing more density if mixed use redevelopment occurs. Surrounded on three sides by residential development, this is another block within the area which is inappropriate for high density commercial redevelopment but which would make an excellent location for residential redevelopment or for a mix of residential and commercial development.

Commercial Low (CL) is proposed along Alfred Street, northeast of Princess. These CL parcels at the northeast corner of Princess and Alfred Streets are actually within a residential area; since commercial uses already exist they are recognized with a commercial designation but are designated for only low densities to ensure compatibility with the bordering residential parcels.

Residential Area

The rest of the study area is designated for Residential Medium. The 1974 Master Plan and 1982 Braddock Road Metro Station Area Plan also designated these areas as medium residential. These ares are well established residential neighborhoods, with a few scattered isolated commercial uses. Almost all of the area is within the Parker Gray Historic District and zoning is predominately RB, with some RC, RM, C-1, C-2 and C-2-B.

This plan seeks to preserve the residential areas and protect the existing residential neighborhoods from encroaching commercial development. Therefore, it is recommended that existing residential structures be retained and renovated, where possible, and that infill residential development occur on vacant parcels. Even though there is a considerable amount of commercial zoning in the area east of Patrick Street, north of Princess Street and south of Wythe Street, these commercially zoned parcels are residentially developed, and it is recommended that the commercial zoning within this area be eliminated, except in the few scattered instances where commercial uses are already occurring. Such uses should be allowed to continue. A few scattered neighborhood oriented commercial uses within an area like Braddock can be beneficial for residents; however, a delicate balance between commercial and residential development exists and should be maintained. A large part of the Braddock area is already designated for a range of commercial activities. While isolated commercial activity at low intensities and low scales within the residential area is not necessarily detrimental, increasing conversion of residential property to commercial endangers the residential nature of the area and should be controlled. Increased commercial uses within the residential areas should not be allowed.

Land Use Recommendations:

The following is a summary of the proposed changes to the Land Use Plan, as discussed in general in the previous section.

Staff recommends that the Planning Commission and City Council Adopt the "Proposed Land Use" (Map 10) to replace the Braddock Road Station Area Plan and 1974 Master Plan for the Braddock Area. The sites proposed to be changed from the 1974 and 1982 plans are shown on Map 11 and are summarized below.

1. From Mixed Use to Commercial Residential Mixed Use (High Density).

   The blocks south of First Street, west of Henry Street and north of Wythe and Madison Streets have been designated for Commercial Residential Mixed Use to provide for intense redevelopment of the large industrially zoned parcels. Commercial Residential Mixed Use will provide a transition between the

Map 11

Proposed Land Use Changes

1 From MU to CRMU

2 From MU to OCM

3 From MU to OCM

4 From MU to CRMU

5 From MU to U

6 From MU to CRMU

7 From MU to I

8 From MU to SCL

9 From MU and MUM and R to CL

10 From MUM and R to CD

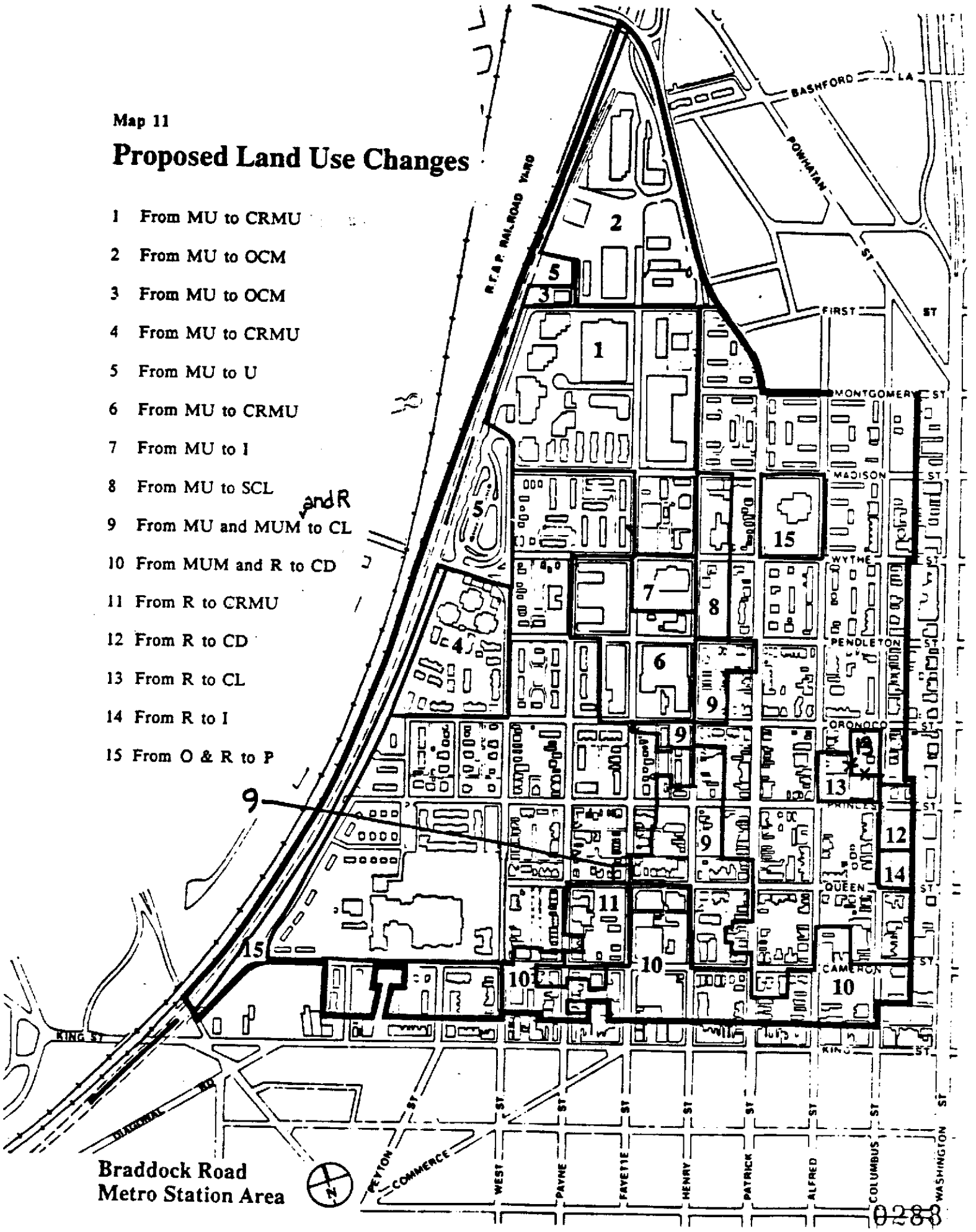
11 From R to CRMU

12 From R to CD

13 From R to CL

14 From R to I

15 From O & R to P



Braddock Road
Metro Station Area

existing low scale residential to the south and the commercial development proposed north of First Street. Slightly more density and height may be appropriate on the Washington Cold Storage block which is well located to serve as a focal point for the development area and which is not adjacent to existing low scale residential areas. The residential component of future development should focus on Fayette Street, while the commercial component should focus on the heavily trafficked Henry Street. Included in this CRMU area is the existing Braddock Place mixed use development. In May, 1988, while this plan was in process, the City approved a special use permit for this site. The proposed Braddock Center is a mixed use residential, office and retail project with a 4.25 F.A.R. and heights grading up to 149 feet. While this density and height is not appropriate on most of the sites in the Braddock Area, the height and density will provide the focal point noted above, and also allow for a large plaza/open space area in the project.

2. From Mixed Use to Office Commercial Medium.

These parcels north of First Street are recommended for designation as Office Commercial Medium. Although not directly adjacent to lower density residential areas and near the metro station, these parcels have limited vehicular access. Development should focus on First and Fayette Street to create a node with Braddock Center, with transitional densities and heights further north and east as the area narrows and begins to abut the low scale residential areas to the northeast.

3. From Mixed Use to Office Commercial Medium.

The Association of Old Crows Building is designated OCM to reflect existing use.

4. From Mixed Use to Commercial-Residential Mixed Use.

The Colecroft site is designated Commercial Residential Mixed Use to reflect existing use.

5. From Metro Right of Way, Mixed Use and Residential to Utility.

The water tower and metro right-of-way are designated utility to reflect existing use.

6. From Mixed Use to Commercial-Residential Mixed Use (Medium Density).

These commercial parcels, outside of the growth area and currently being used for predominately light industrial activities, are proposed for Commercial Residential Mixed Use at medium intensities. This designation allows for the continuance of low intensity light industrial activities compatible with the adjacent medium density residential areas or commercial redevelopment at low scales, but encourages redevelopment with a mix of residential and commercial uses by allowing slightly greater heights and densities for projects which include residential.

7. From Mixed Use Medium to Institutional.

The site of the U.S. Post Office is shown as Institutional to reflect existing use.

8. From Mixed Use Medium to Service Commercial Low.

These two half blocks, adjacent to Henry Street on the west and low scale residential neighborhoods to the east, are proposed for service commercial low to allow existing low intensity commercial/industrial uses to continue and to ensure redevelopment at low scales compatible with the adjacent residential uses.

9. From Mixed Use, Mixed Use Medium and Residential to Commercial Low.

These parcels are adjacent to established low scale residential areas, in the middle of the area covered by the Parker Gray District. This area is designated for appropriate development adjacent to the low-scale residential development. The Commercial Low designation proposed for these parcels allows low intensity retail and service uses and townhouse scale office, up to 3 1/2 stories.

10. From Mixed Use Medium and Residential to Commercial Downtown.

These blocks are strongly tied to either King Street or Washington Street development, which comprise the Alexandria Central Business District. Accordingly, this area is designated Commercial Downtown which provides for retail, office, service, hotel and residential activities within the central business area at medium to high densities and limited heights. Included within this CD area are some parcels which were designated as residential on the 1982 plan. The commercially designated area has been expanded to include additional adjoining areas where those areas are primarily commercial in nature. Although medium to high densities are allowed, most of the area is within the historic districts which protect the existing structures from redevelopment. The portion of the area west of Fayette Street is not included in a historic area and Council declined to extend the historic area to cover these blocks.

11. From Residential to Commercial-Residential Mixed Use (Medium Density).

These parcels are currently used for commercial/light industrial uses and are adjacent to low scale residential uses on three sides. Staff recommends a Commercial Residential Mixed Use land use designation which would allow the continuance of the existing low density uses but would encourage residential or residential/commercial uses should the land be redeveloped. If the land is redeveloped in commercial uses, with no residential uses, the commercial redevelopment should be low in scale and density to protect the surrounding residential area. The low intensity commercial or the medium intensity residential or the commercial residential mixed use allowed under CRMU would all provide a transition between the more intense development within the core CD area and the residential area.

12. From Residential to Commercial Downtown.
13. From Residential to Commercial Low.

These parcels are linked to development along Washington Street; they represent a spread of commercial activity from Washington Street into the neighboring residential areas. The parcels closest to Washington Street are

designated Commercial Downtown, while the others are designated Commercial Low. This proposed land use provides for a gradual decrease in commercial intensity as distance from the Washington Street commercial area increases.

14. From Residential to Institutional.

    The Alexandria Public Library on Queen Street is designated Institutional to reflect existing use.

15. From Open Space/Recreational, Institutional and Residential to Parks, Public Schools and Open Space.

    The Linear park along the metro line, the Charles Houston Recreation Center and park area around Jefferson Houston school are shown as Parks, Public Schools and Open Space to reflect existing uses.

ZONING RECOMMENDATIONS

Existing zoning in the Braddock Road Metro Station area is shown on Map 12. Most of the residential areas are zoned RB, with some RC and RM, almost all in the eastern part of the study area. Commercial zoning is predominately C-3 in the areas adjacent to King and Washington Streets; and I-1, I-2 and M-2 in the areas along Fayette and Henry Street and adjacent to the metro station.

Development of New Zones

In order to implement the land use changes proposed for the Braddock Road Metro Station area, zoning changes are recommended within the Braddock Area. It is particularly important that zoning provide a means for either mandating or encouraging mixed use development on parcels specified for mixed use by restricting pure commercial development to lower densities than those allowed for mixed use. The existing industrial zoning covering most of the areas designated for mixed use is inappropriate for the area and does not promote mixed use. Parcels within the Braddock area recommended for low density commercial uses (CL), also need new zoning to ensure low density development; most of the CL areas are currently zoned I-1, which allows very high densities.

The following zoning changes are recommended in order to implement the proposed land use. In almost all 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. (See Map 13 and Map 14 for proposed changes to the current ordinance.)

Non-Conforming Uses

Another zoning issue in the Braddock study area is the existence of non-conforming uses. There are seven non-conforming uses (commercial uses operating on parcels zoned only for residential) within the Braddock Road Metro Station area. (See Map 15.) These seven non-conforming uses are shown on the attached map.

Map 12

Existing Zoning

RB - Residential Multi-Family

RC - Residential Multi-Family

RM - Residential Multi-Family

C-1 - Commercial

C-2 - Commercial

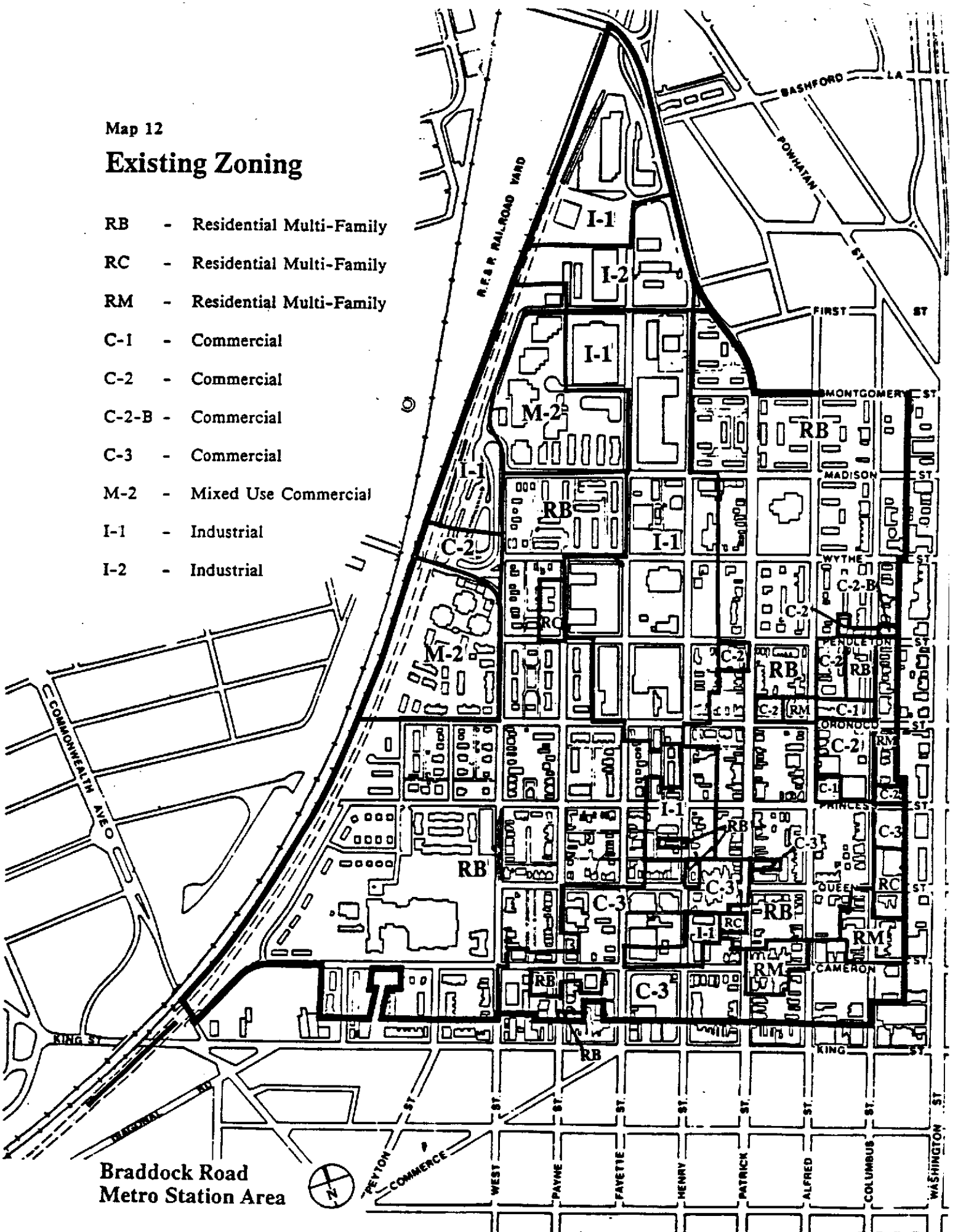
C-2-B - Commercial

C-3 - Commercial

M-2 - Mixed Use Commercial

I-1 - Industrial

I-2 - Industrial



Braddock Road
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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

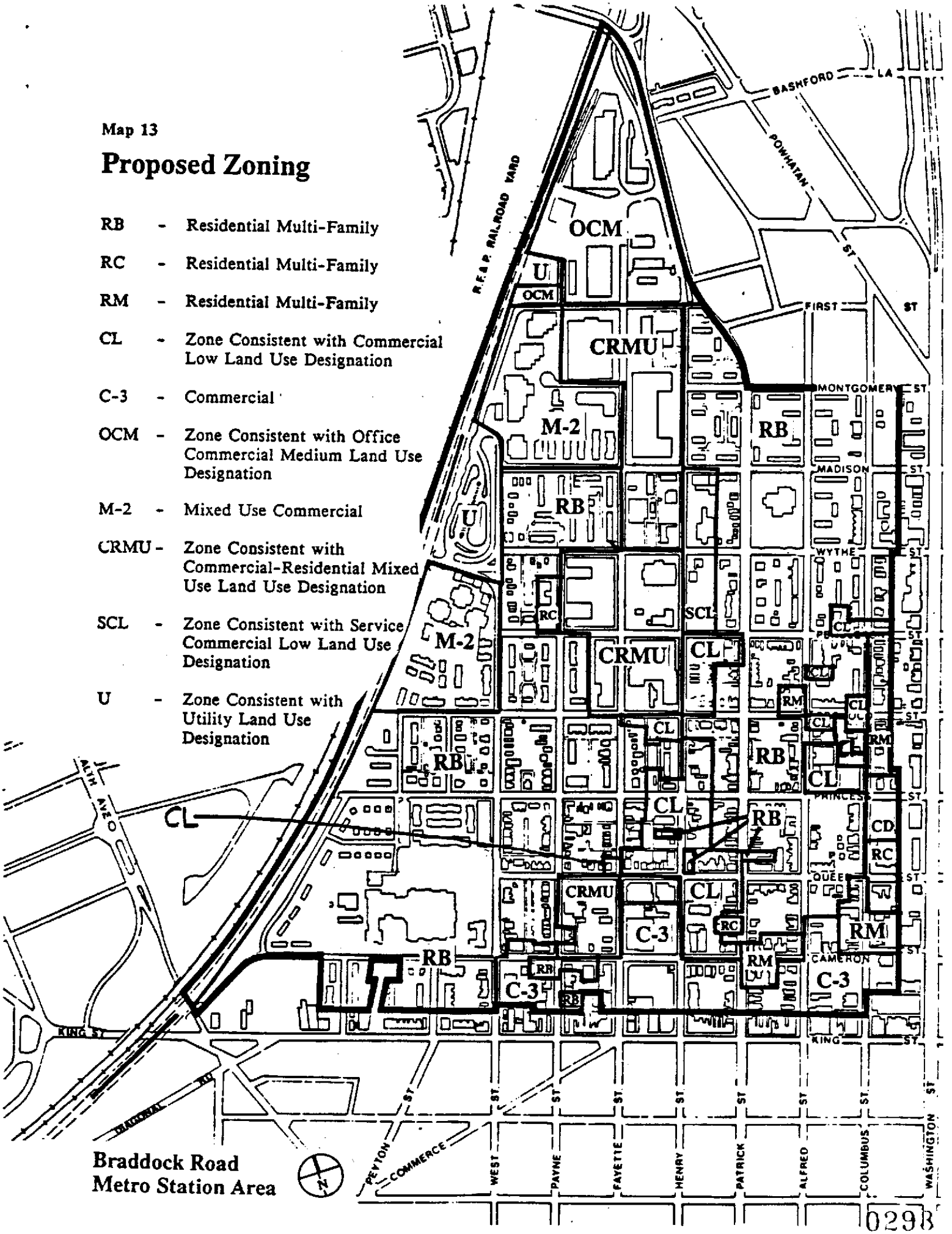
OCM - Zone Consistent with Office Commercial Medium Land Use Designation

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



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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 to SCL

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

9 From I-1 to C-3

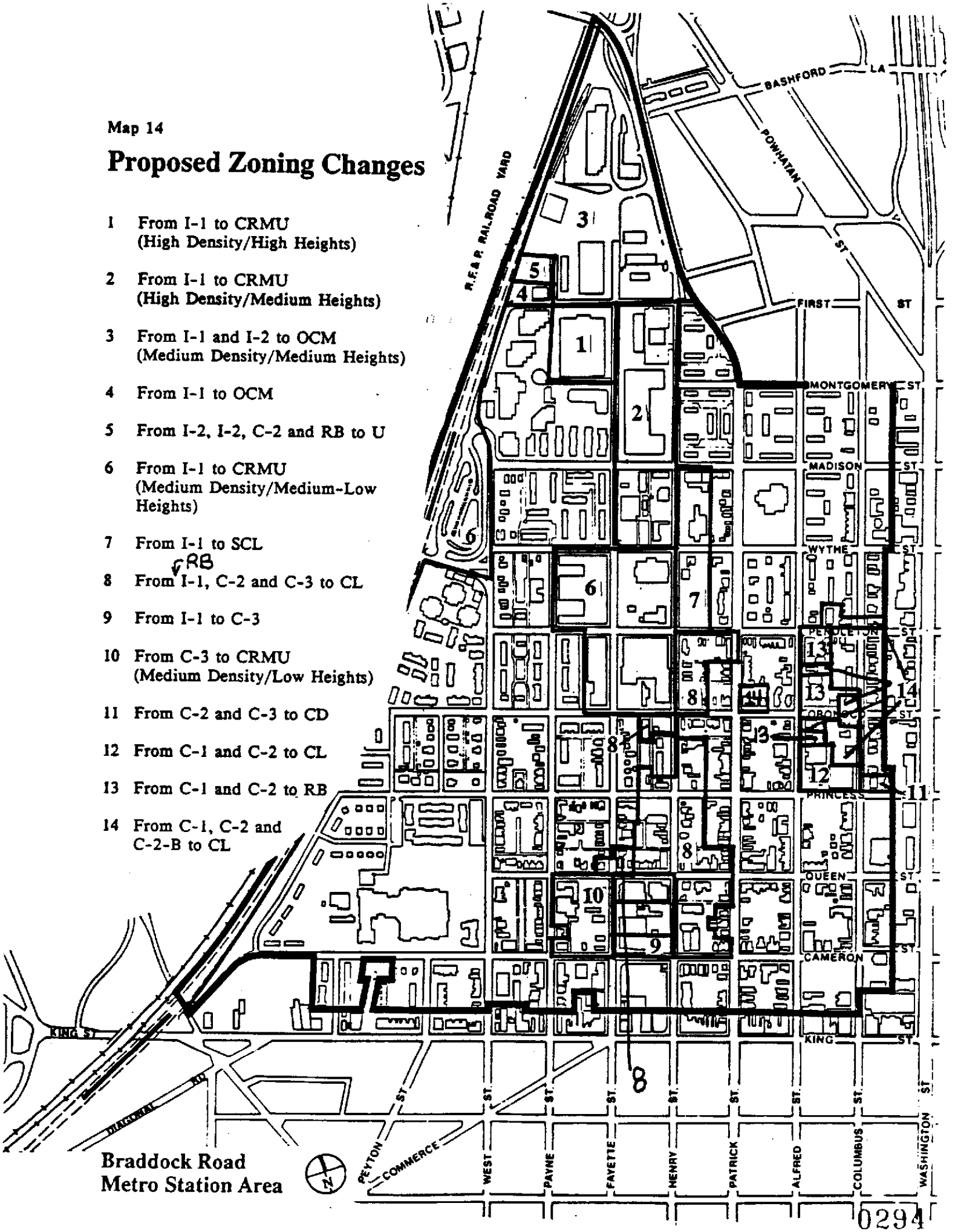
10 From C-3 to CRMU
(Medium Density/Low Heights)

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



Braddock Road
Metro Station Area

Map 15

Non-Conforming Uses

1 - 1006 Madison St. - RB - Community Market

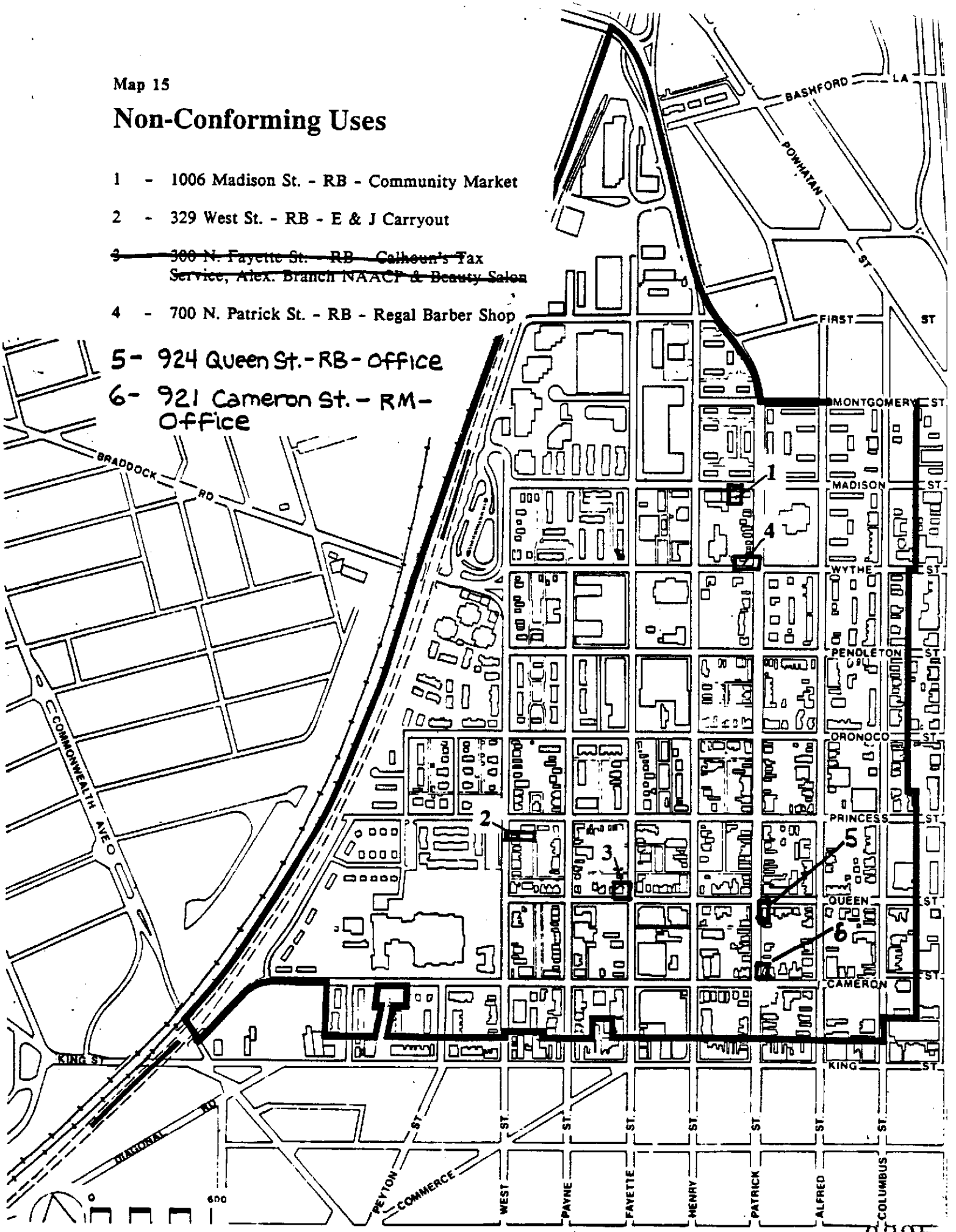
2 - 329 West St. - RB - E & J Carryout

~~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 April 1989, City Council considered the non-conforming use issue and decided that non-conforming uses would be handled through a SUP process. Each owner of an existing nonconforming use is to come before Council, and Council will grant SUPs for those deemed compatible with the surrounding neighborhood

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

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.

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 zone consistent with the Master Plan Commercial Residential Mixed Use designation (CRMU). (With medium heights/medium density).

This area was designated for CRMU 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~~ 77 feet, with the possibility of ~~90~~ feet for residential uses.

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

These two half-blocks along Henry Street are currently used for service commercial/light industrial 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

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.

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~~ Washington Cold

In the mixed use area, north of Wythe Street,

INSERT

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.

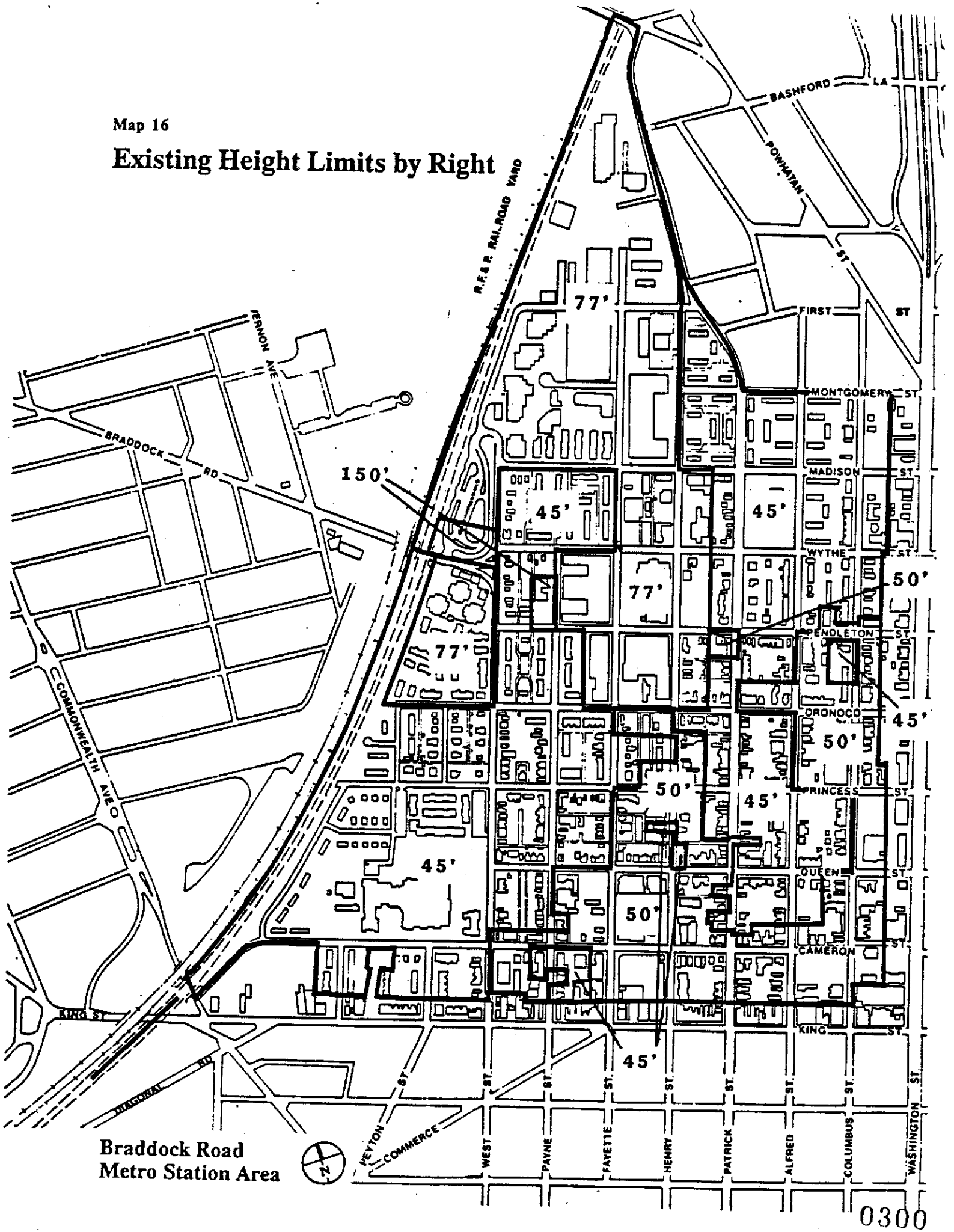
Recommendation:

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 characte for this area and are not appropriate.

Map 16

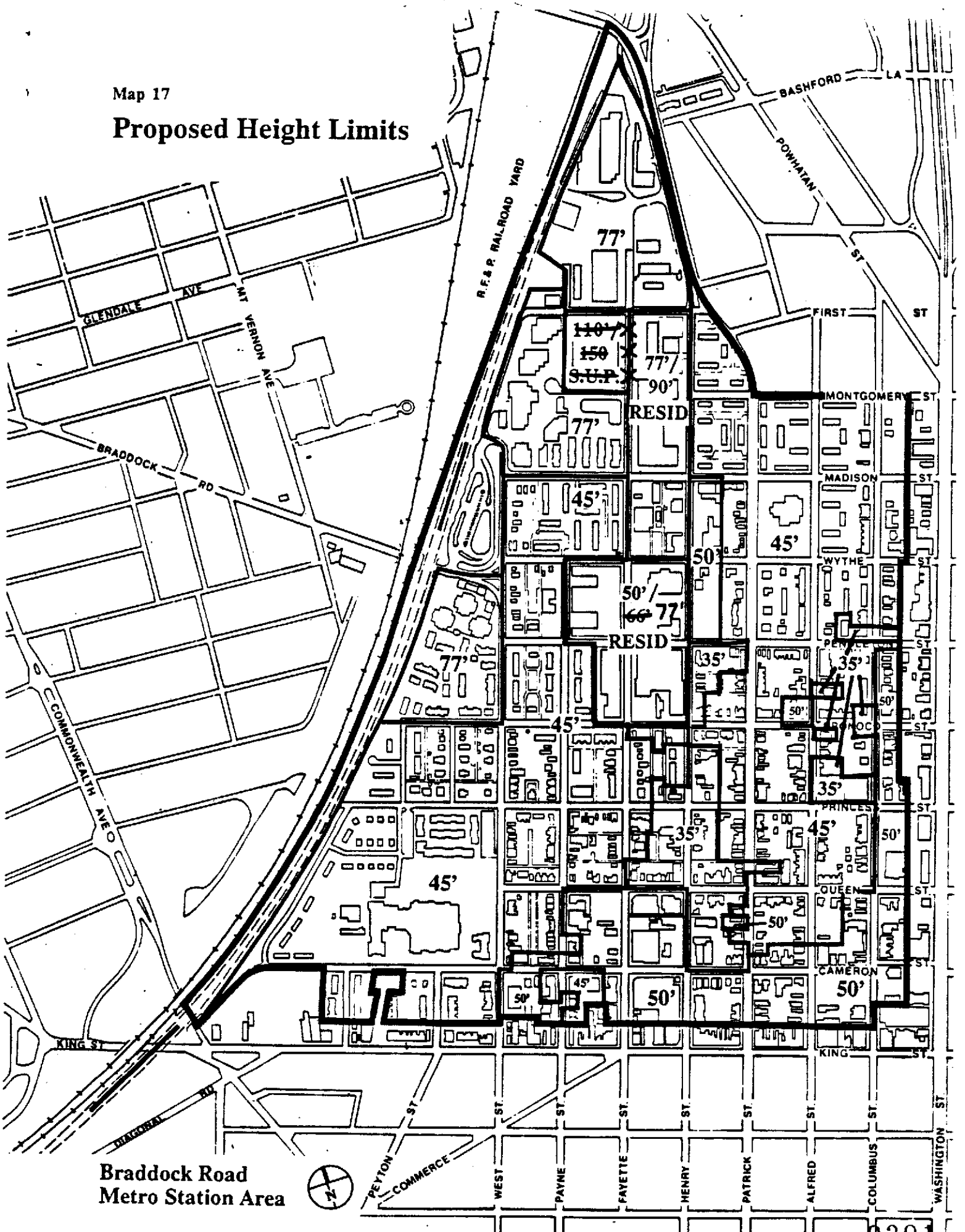
Existing Height Limits by Right



Braddock Road
Metro Station Area

Map 17

Proposed Height Limits



Braddock Road Metro Station Area

Map 18

Proposed Height Limit Changes

1 ~~Increase from 77' to 110' by right up to 150' with S.U.P.~~ Retain 77' and allow 90' for residential along Fayette Street.

2 Retain 77' and allow up to 90' for residential along Fayette Street and 90' for residential and mixed use along Fayette Street between First and Montgomery Streets

3 Reduce from 77' to 50'

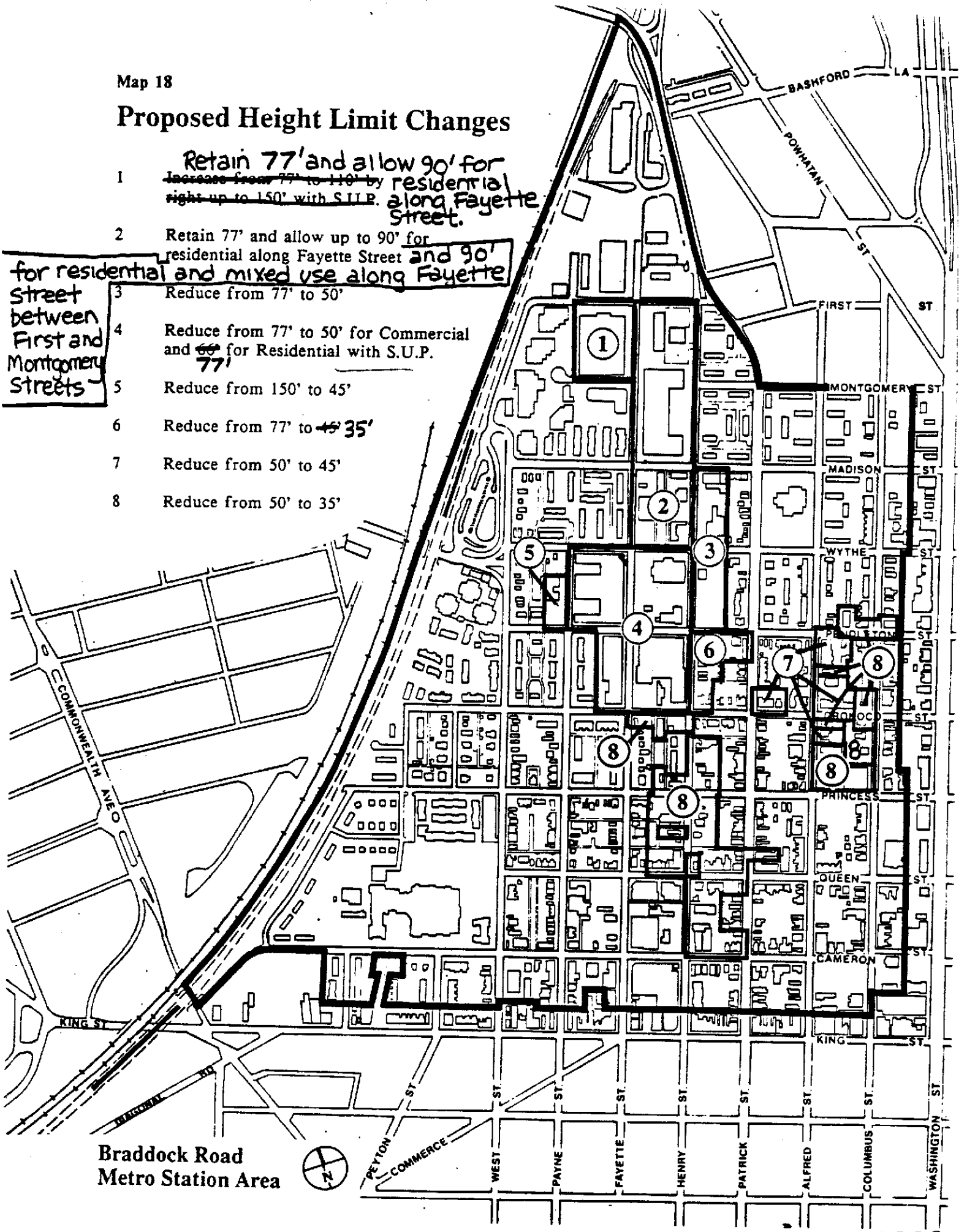
4 Reduce from 77' to 50' for Commercial and ~~66'~~ 77' for Residential with S.U.P.

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

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.

RESOLUTION
NO. MP-89-11

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 Landmark/Van Dorn 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 30th 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 Landmark/Van Dorn Small Area Plan as revised by the Planning Commission May 30, 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 Landmark/Van Dorn Small Area Plan will, in accordance with present and probable future needs and resources,

Appendix 2

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 Landmark/Van Dorn 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 Landmark/Van Dorn 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 Landmark/Van Dorn Small Area Plan be forwarded and certified to the City Council.

ADOPTED THE 30TH DAY OF MAY, 1989.

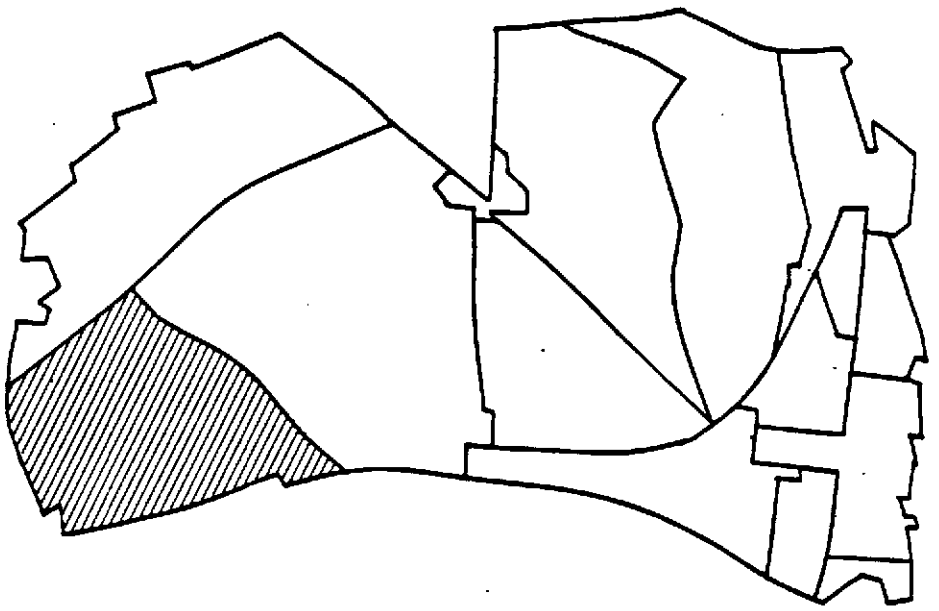
T. Edward Braswell, Chairman

ATTEST:

Sheldon Lynn, Secretary

LANDMARK - VAN DORN

SMALL AREA PLAN



MAY 1989

AS AMENDED BY THE PLANNING COMMISSION 5/30/89

Department of Planning and Community Development
City of Alexandria, Virginia

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.

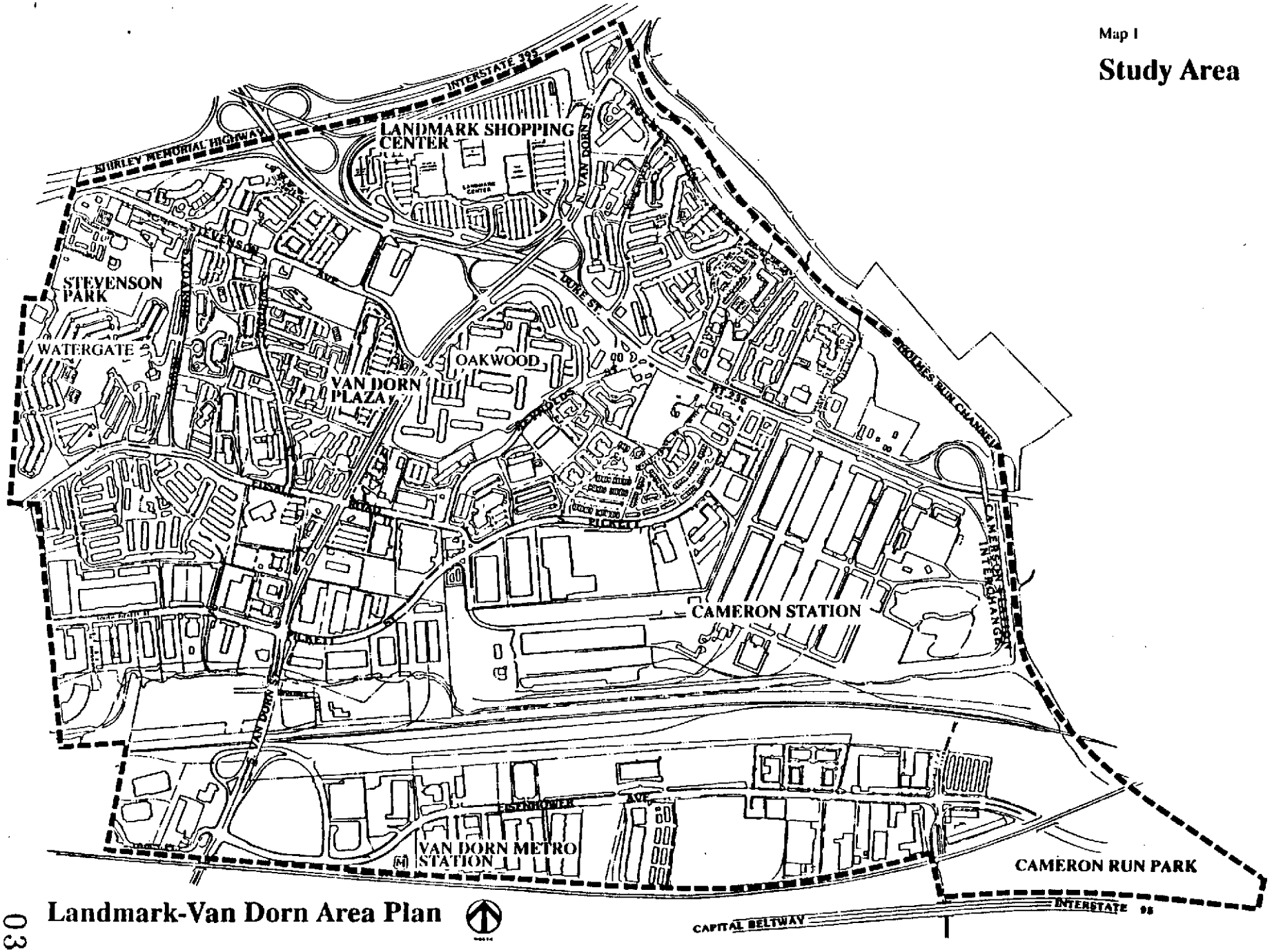
The third identifiable subarea is Cameron Station, a 164.1 acre federal military installation which is located to the east of the residential areas south of Duke Street between Holmes Run, Backlick Run and Pickett Street. One of the earliest uses within the Landmark-Van Dorn study area, Cameron Station 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 I

Study Area



Landmark-Van Dorn Area Plan

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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

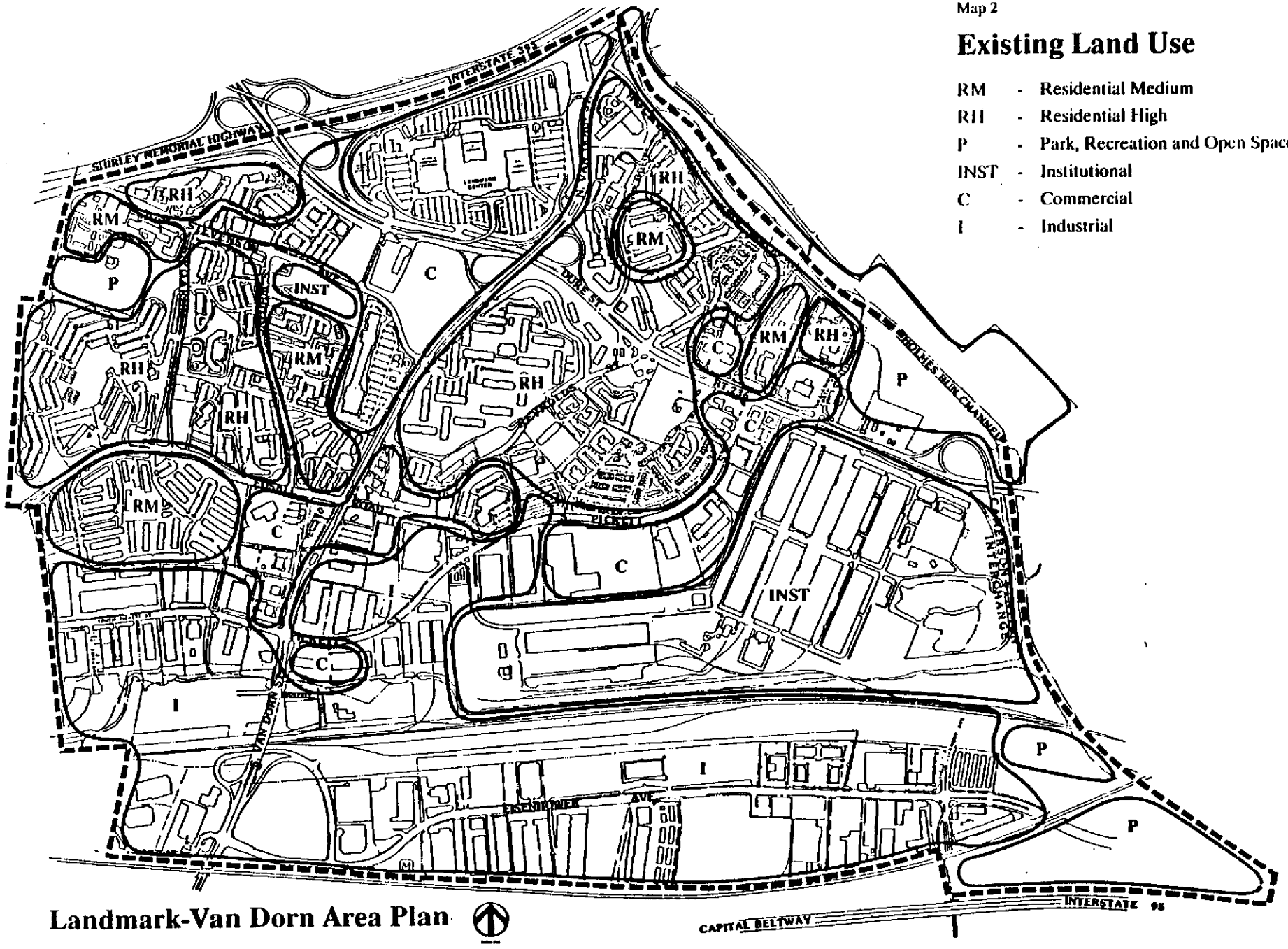
About one-quarter of the land area within the Landmark-Van Dorn area is developed in residences. Except for two single family residences, these residential uses are at medium and high densities, with high densities dominating.

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.

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-

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

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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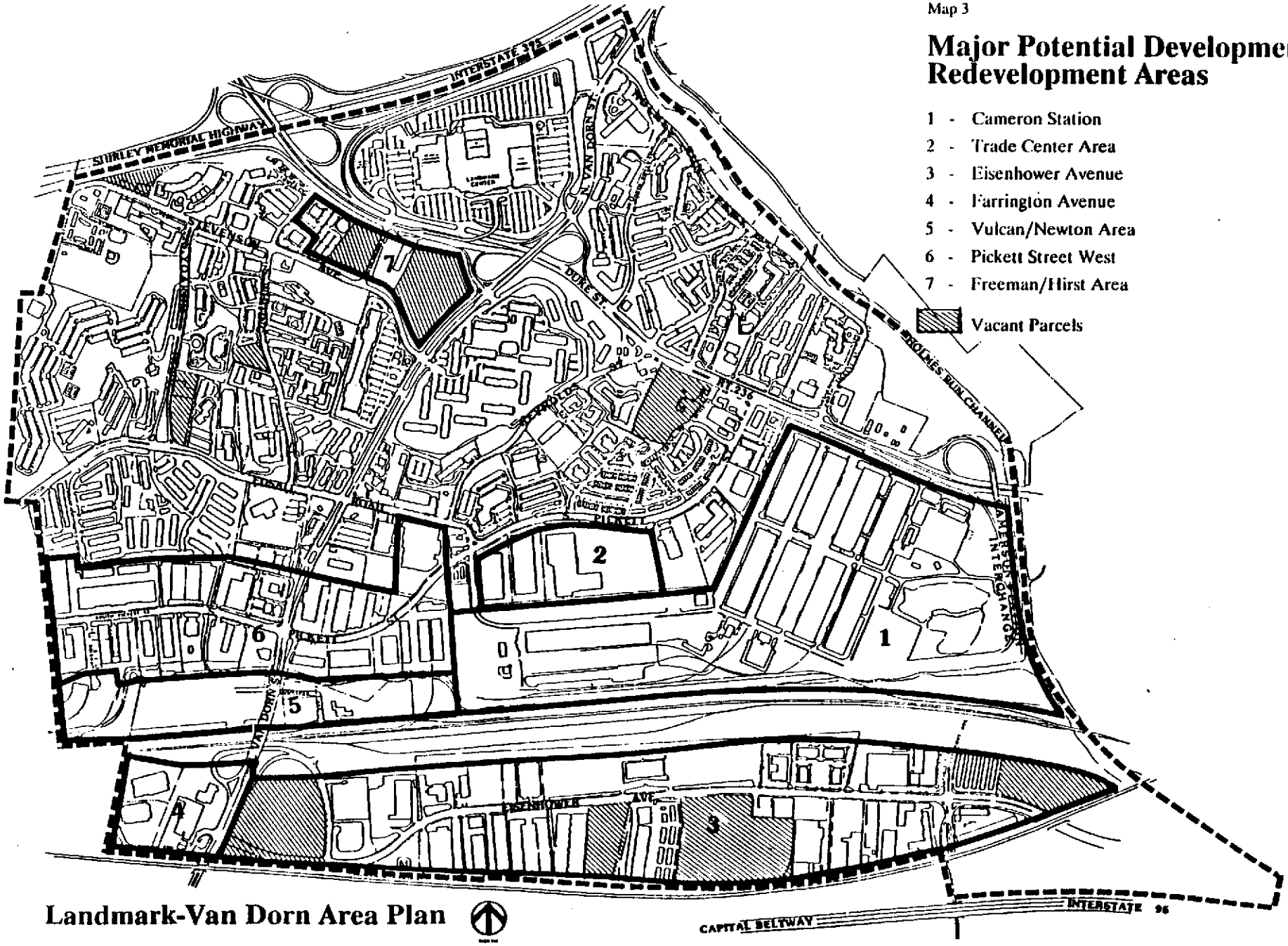
Map 3

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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