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

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

SUMMARY

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

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

- Some residential developments are located on commercially zoned land.

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

ECONOMIC ACTIVITY AND DEVELOPMENT TRENDS

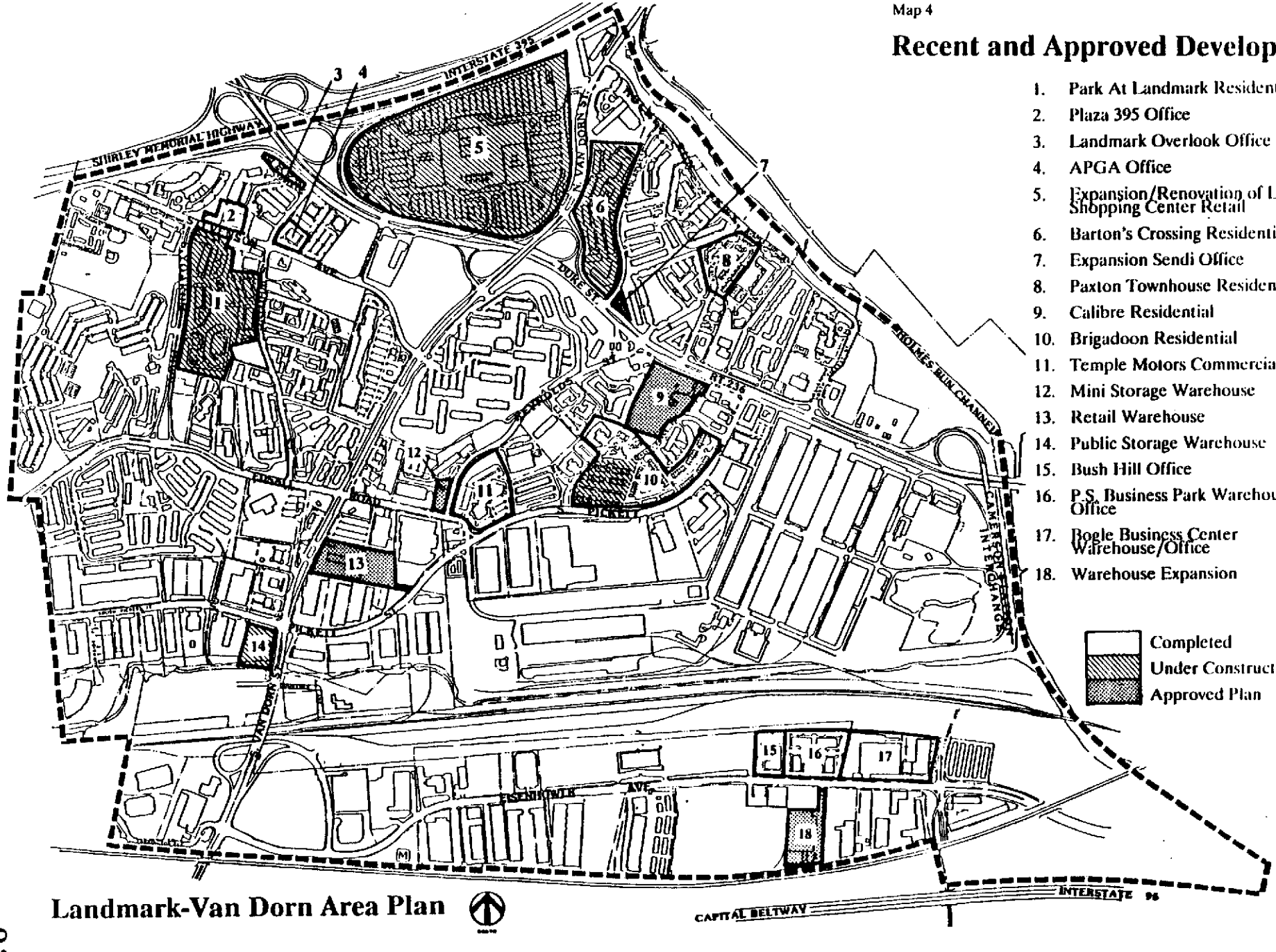
Recent and Approved Development

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

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

Map 4

Recent and Approved Development



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

Completed
Under Construction
Approved Plan

Landmark-Van Dorn Area Plan

0324

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

Potential Development Sites

Cameron Station

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

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

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

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

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

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

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

Trade Center Area

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

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

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

Eisenhower Avenue

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

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

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

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

Freeman/Hirst Tracts

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

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

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

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

SUMMARY--ECONOMIC ACTIVITY AND DEVELOPMENT TRENDS

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

TRANSPORTATION

Street System

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

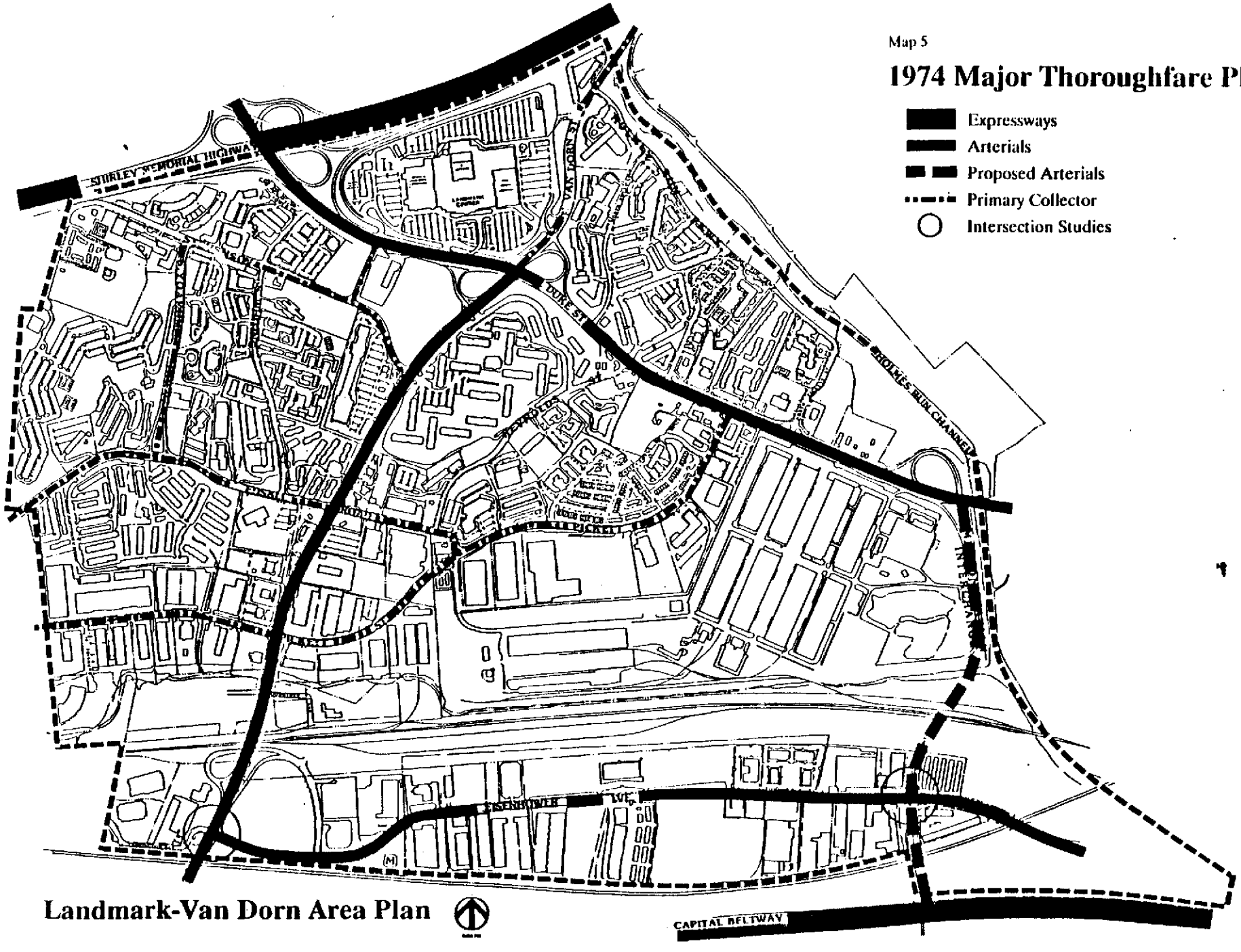
1974 Major Thoroughfare Plan

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

Map 5

1974 Major Thoroughfare Plan

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



Landmark-Van Dorn Area Plan

and S. Walker between Duke Street and Stevenson Road.

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

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

Existing Traffic Flow

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

TABLE 6

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

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

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

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

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

Recent and Planned Capital Improvements

Recent Improvements

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

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

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

Planned Improvements

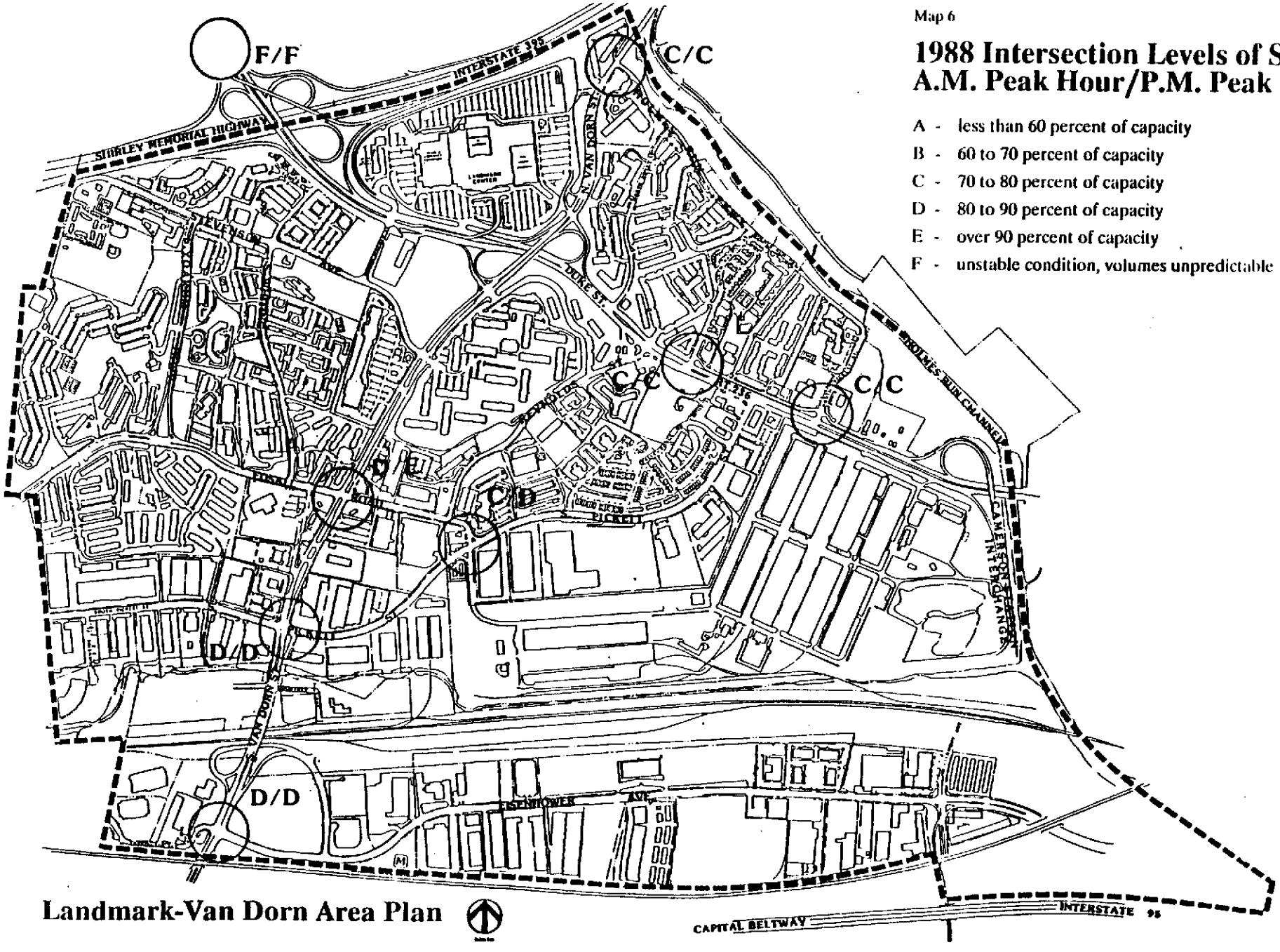
The only project funded in the 1988 Capital Improvements Plan for the City is the an Environmental Impact Study (E.I.S.) for the planned Clermont interchange with the Beltway and possible alternative connections between Eisenhower Avenue and Duke Street. The need for improved access to the Eisenhower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

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

Map 6

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

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



Landmark-Van Dorn Area Plan

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

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

Fairfax County Capital Improvements

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

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

Transit System

Metro Station

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

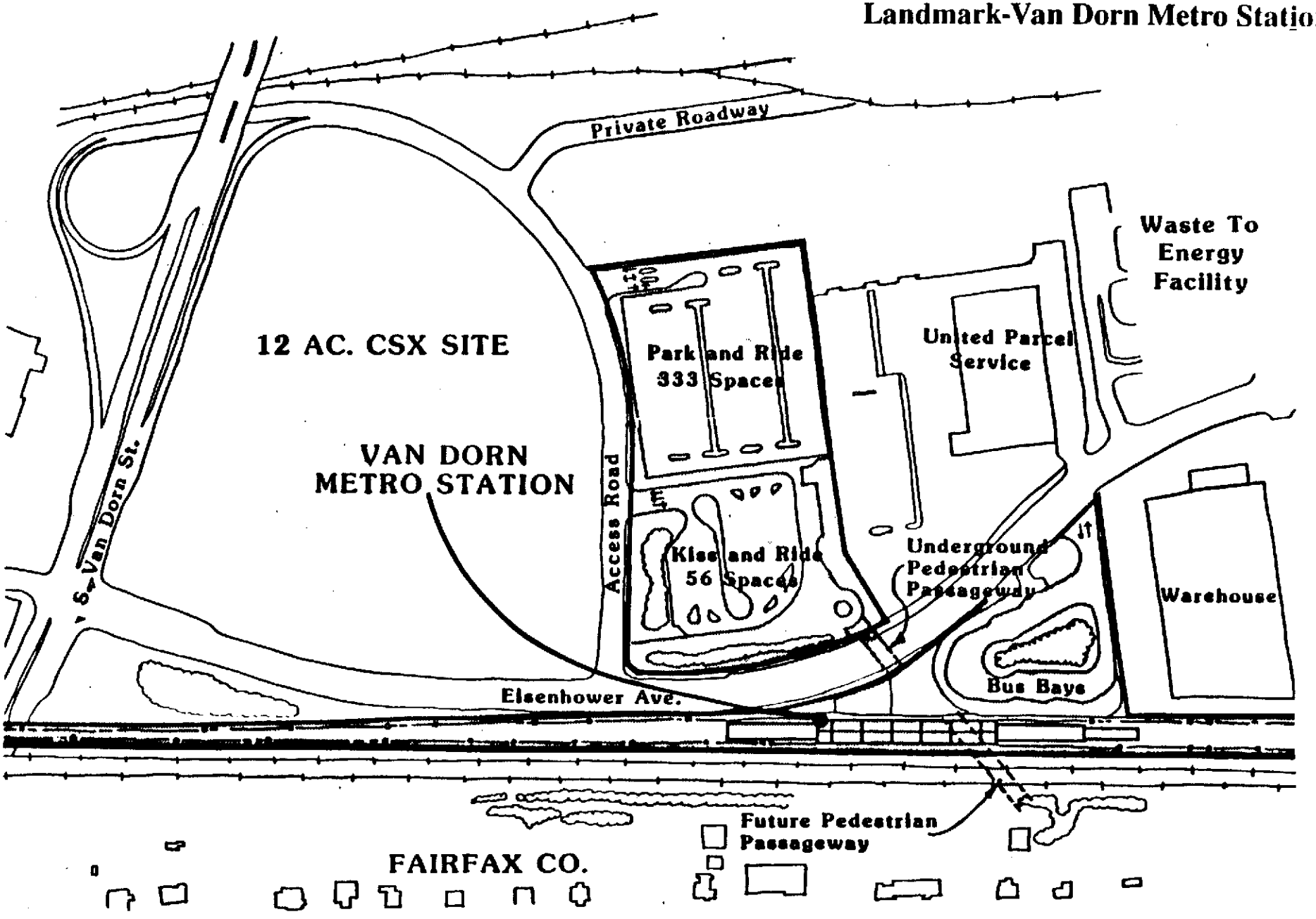
The Van Dorn Station was not designed to be a permanent terminus, although on an interim basis it will be the end of the line until the Springfield extension is built in Fairfax County. Because Federal funding for the Springfield Station is not now available and no alternative source of funding is now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

Bus Service

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

Map 7

Landmark-Van Dorn Metro Station



Landmark-Van Dorn Area Plan

SUMMARY--TRANSPORTATION

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

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

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

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

URBAN DESIGN

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

Cameron Station

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

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

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

Eisenhower Avenue

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

Streets

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

SUMMARY--URBAN DESIGN

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

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

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

POLICY HISTORY

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

1974 Consolidated Master Plan

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

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

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

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

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

5. Encourage consolidation of commercial development.

6. Discourage through traffic in residential neighborhoods.

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

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

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

1986 Landmark-Van Dorn Plan

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

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

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

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

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

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

Rezonings

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

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

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

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

SUMMARY--POLICY HISTORY

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

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

- Cameron Station was designated for mixed use redevelopment.

ISSUES

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

Traffic

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

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

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

Zoning and Redevelopment

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

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

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

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

RECOMMENDATIONS

GOALS AND OBJECTIVES

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

The plan objectives are to:

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

LAND USE RECOMMENDATIONS

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

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

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

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

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

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

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

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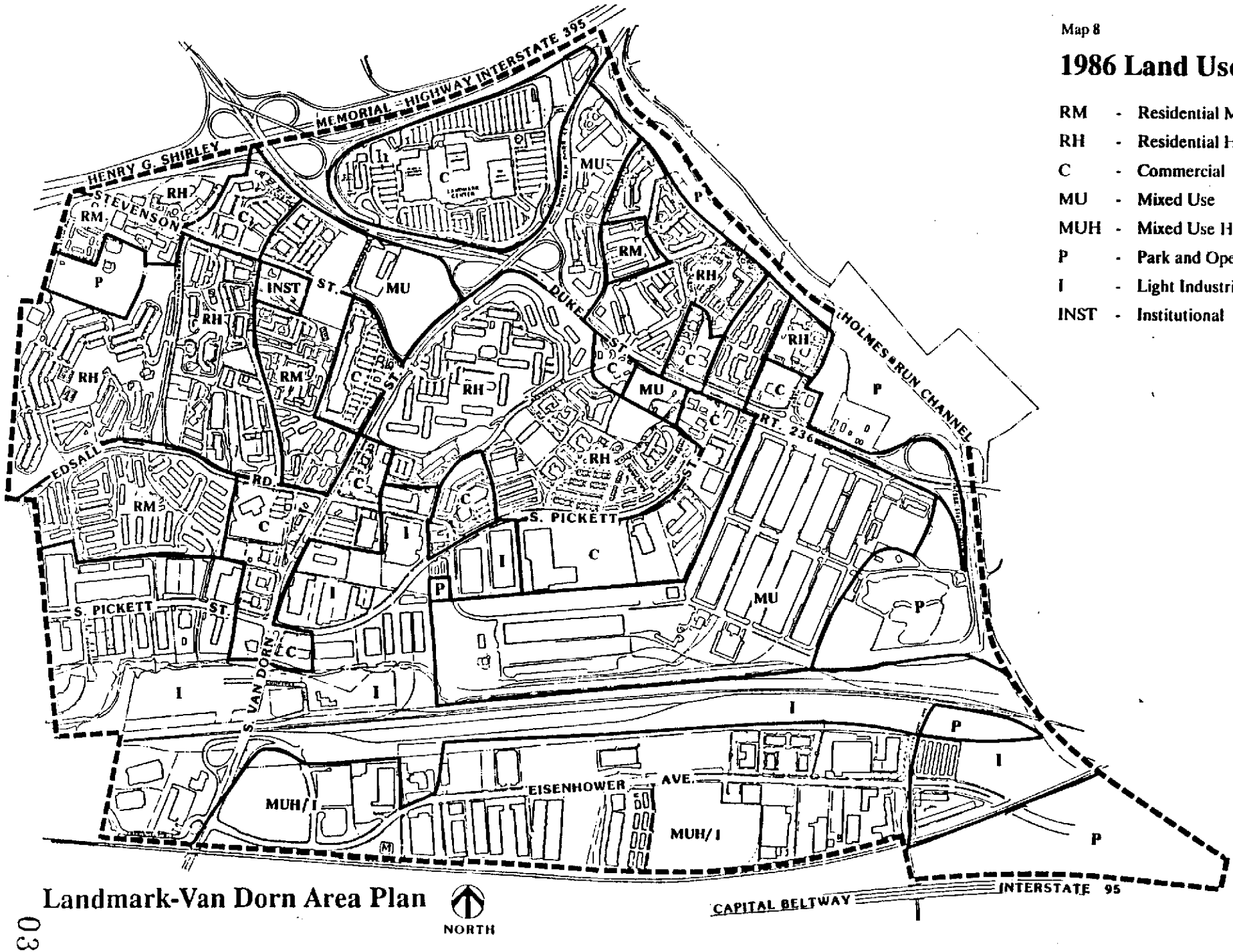

Map 8

1986 Land Use Plan

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

Landmark-Van Dorn Area Plan

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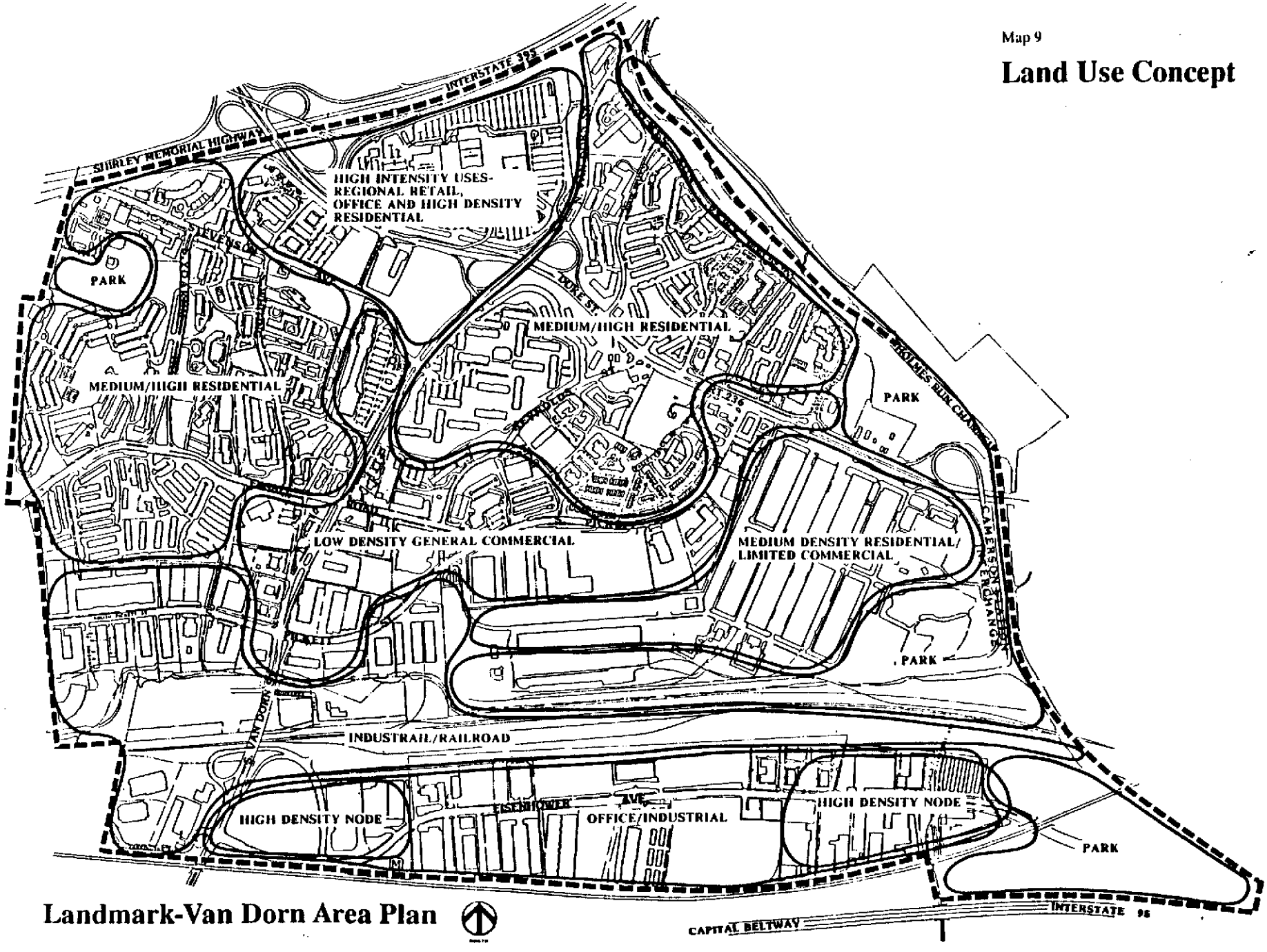
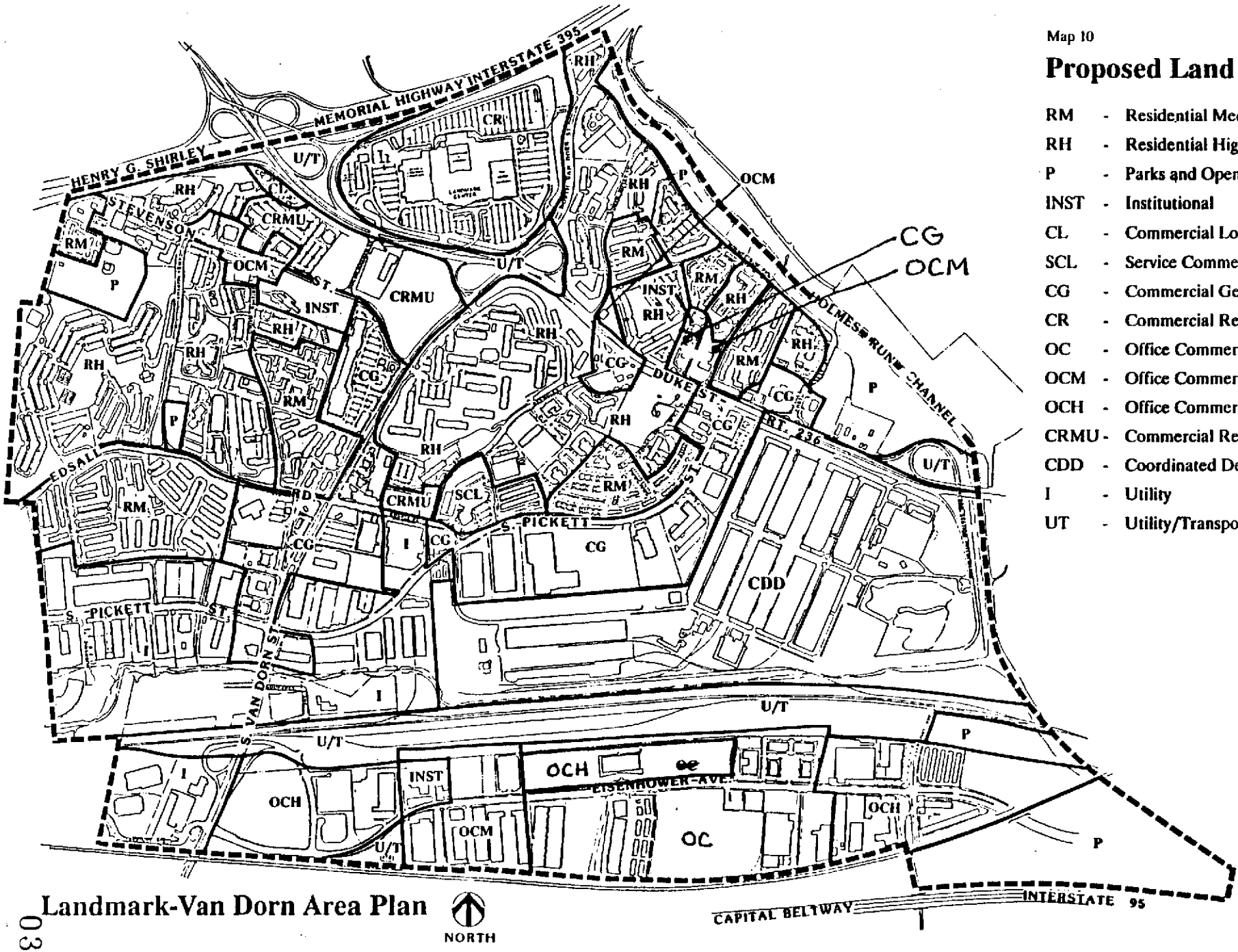
Map 9

Land Use Concept



Landmark-Van Dorn Area Plan



Map 10

Proposed Land Use

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

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NORTH

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

Recommendations:

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

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

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

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

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

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

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

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

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

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

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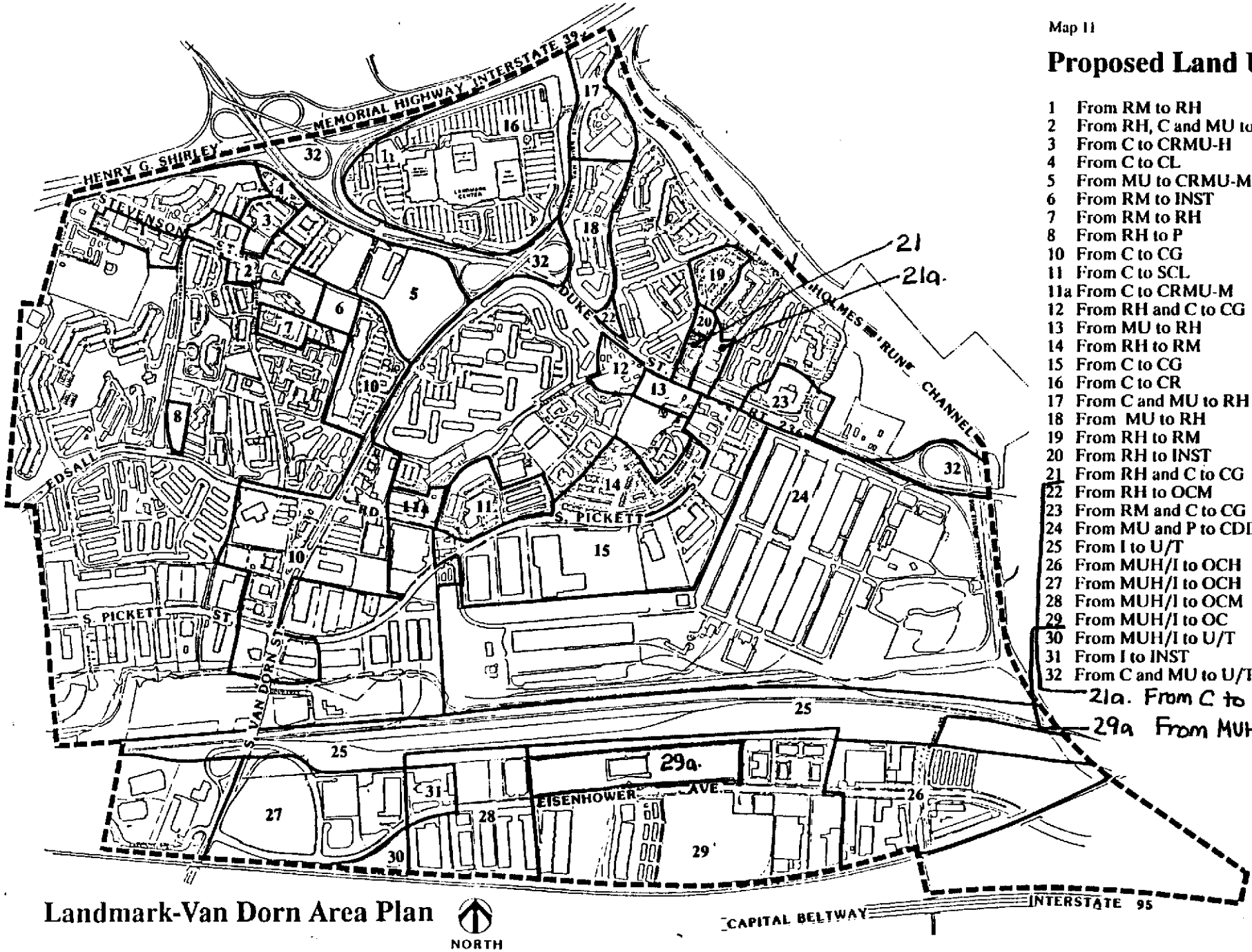
Map 11

Proposed Land Use Changes

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

21a. From C to OCM

29a From MUH/I to OCH



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

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

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

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

8. Change the City-owned parcel at the northeast corner of Yoakum Parkway and Edsall Road From Residential High (RH) to Park (P).

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The Institutional designation reflects the existing use.

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

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

21a. Change the Landmark Professional Building from C to OCM

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

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

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

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

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

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

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

This proposed Utility/Transportation reflects the existing railroad use.

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

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

→ The Planning Commissioners felt that this site was appropriate for OCM levels of development, including additional office space.

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

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

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

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

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

29. Change the parcels along the central section of Eisenhower Avenue from Mixed Use High/Industrial (MUH/I) to Office Commercial (OC).

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

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

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

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

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

    All municipal facilities are being shown as Institutional.

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

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

7 This designation reflects the existing 150 foot AMC office building.

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ZONING RECOMMENDATIONS

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

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

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

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

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

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

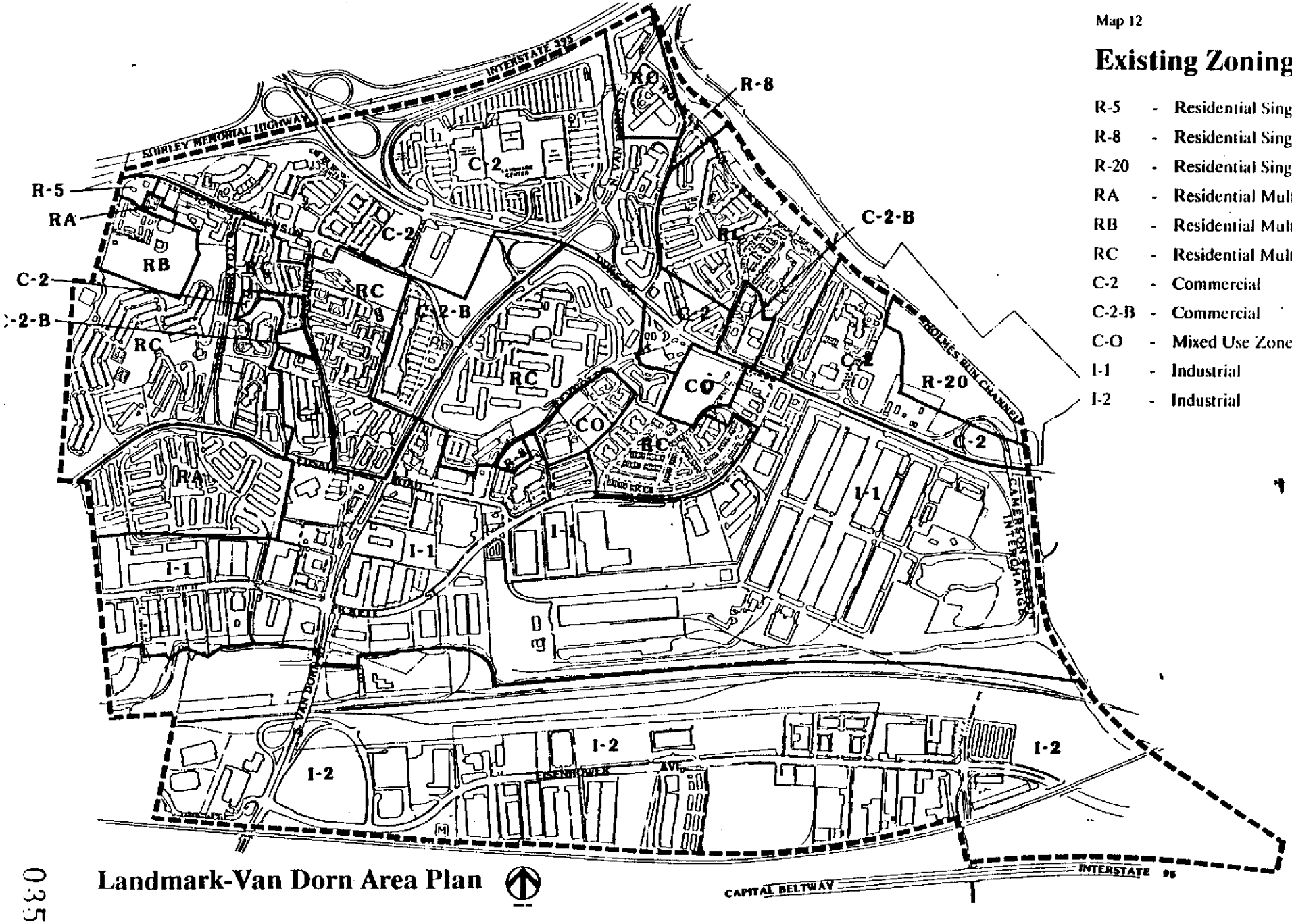
   This RA zoned parcel is used for tennis courts and open space, as part of the adjoining high density residential development. This parcel is recommended for rezoning to RC to be consistent with the RC zoning on the remainder of the development.

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

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

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

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



Map 12

Existing Zoning

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

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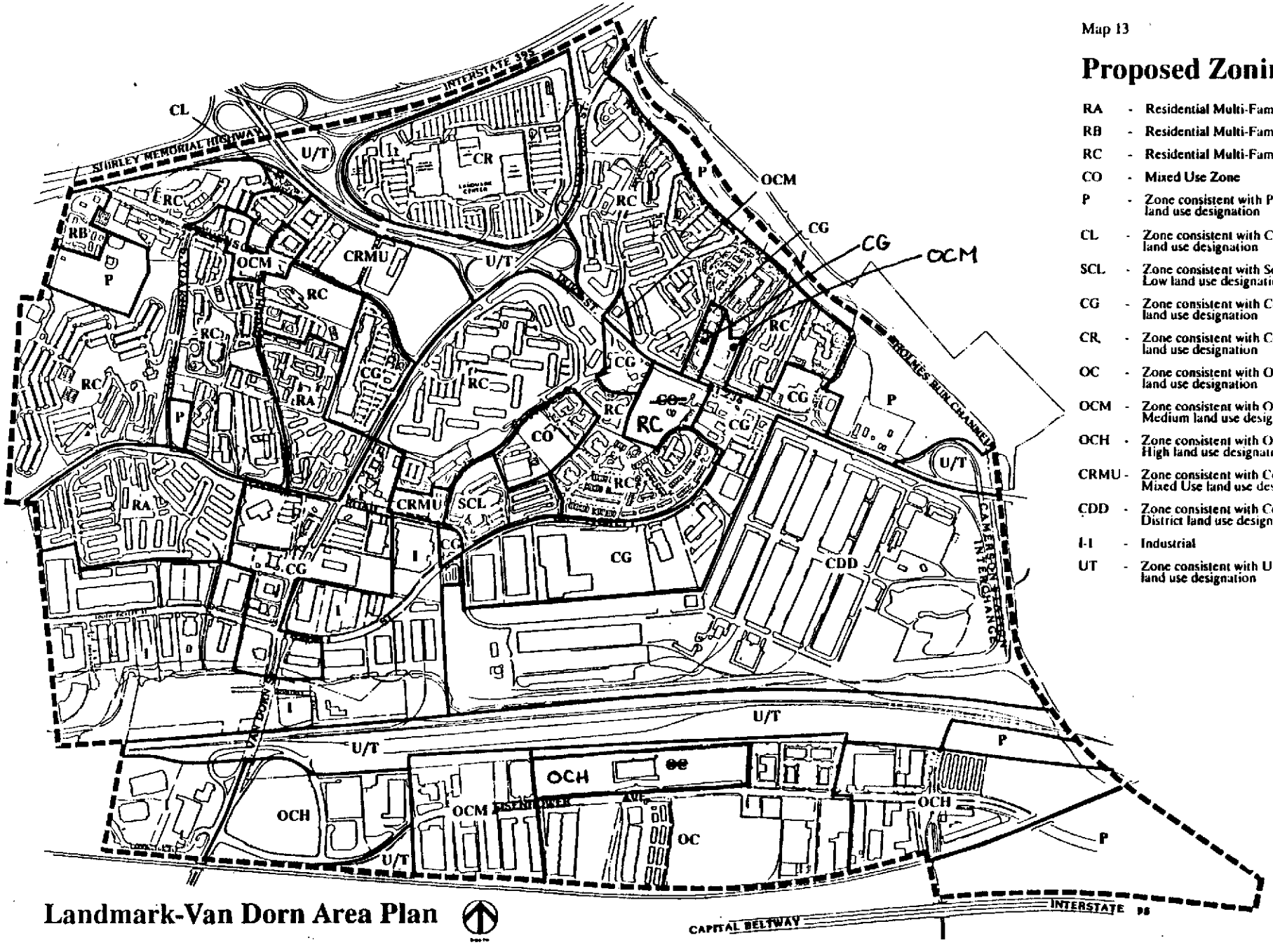
Map 13

Proposed Zoning

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



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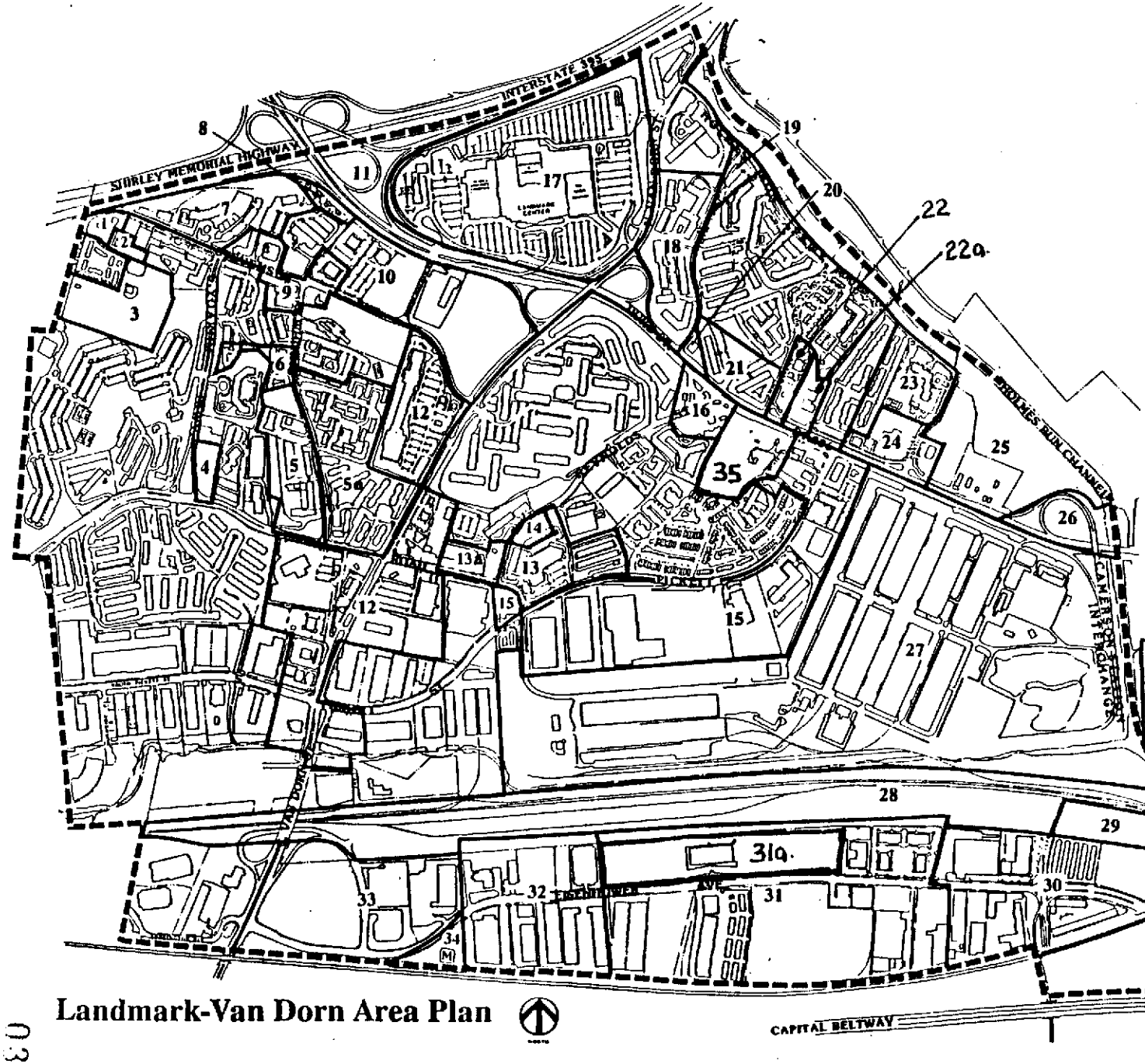

Map 14

Proposed Zoning Changes

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

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

31a. From I-2 to zone consistent with OCH

35. From CO to RC

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

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

5a: From RC Residential Multifamily to RA Residential Multifamily.

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

6. From C-2 to RC.

This parcel is within the Park at Landmark high density residential development and is recommended for rezoning to RC to be consistent with this use, and the surrounding RC zoning.

7. From C-2 to RC.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

18. From C-2 to RC

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

19. From C-2 to RC.

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

20. From C-2 to OCM.

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

21. From C-2 to RC.

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

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

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

22a. From C-2-B to OCM. The Planning Commissioner's felt this site was appropriate for OCM levels of development, including additional office uses. It should be rezoned accordingly.

23. From C-2 to RC.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

These parcels are outside of the two designated development nodes in the western part of the valley, and are designated for low to moderate densities of commercial development in order to encourage consolidation of intense development at the nodes. Existing uses include office and service-commercial/light industrial uses. The zoning should allow office development at low to moderate densities and should provide for light industrial and service commercial activities similar to those now existing in the area.

31a. From I-2 to OCH. This parcel has been designated for OCH land use, to reflect the existing 150' office building on the site. The OCH zone should allow high density office development.

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

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

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

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

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

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

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

HEIGHTS

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

URBAN DESIGN

One site within the area has been proposed for a Coordinated Development District. The urban design recommendations focus on establishing a set of design guidelines for the CDD. These guidelines should form the basis of specific CDD zoning to be developed by the Zoning Task Force.

DELETE

CDD Guidelines for Cameron Station (Map 18)

Open Space

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

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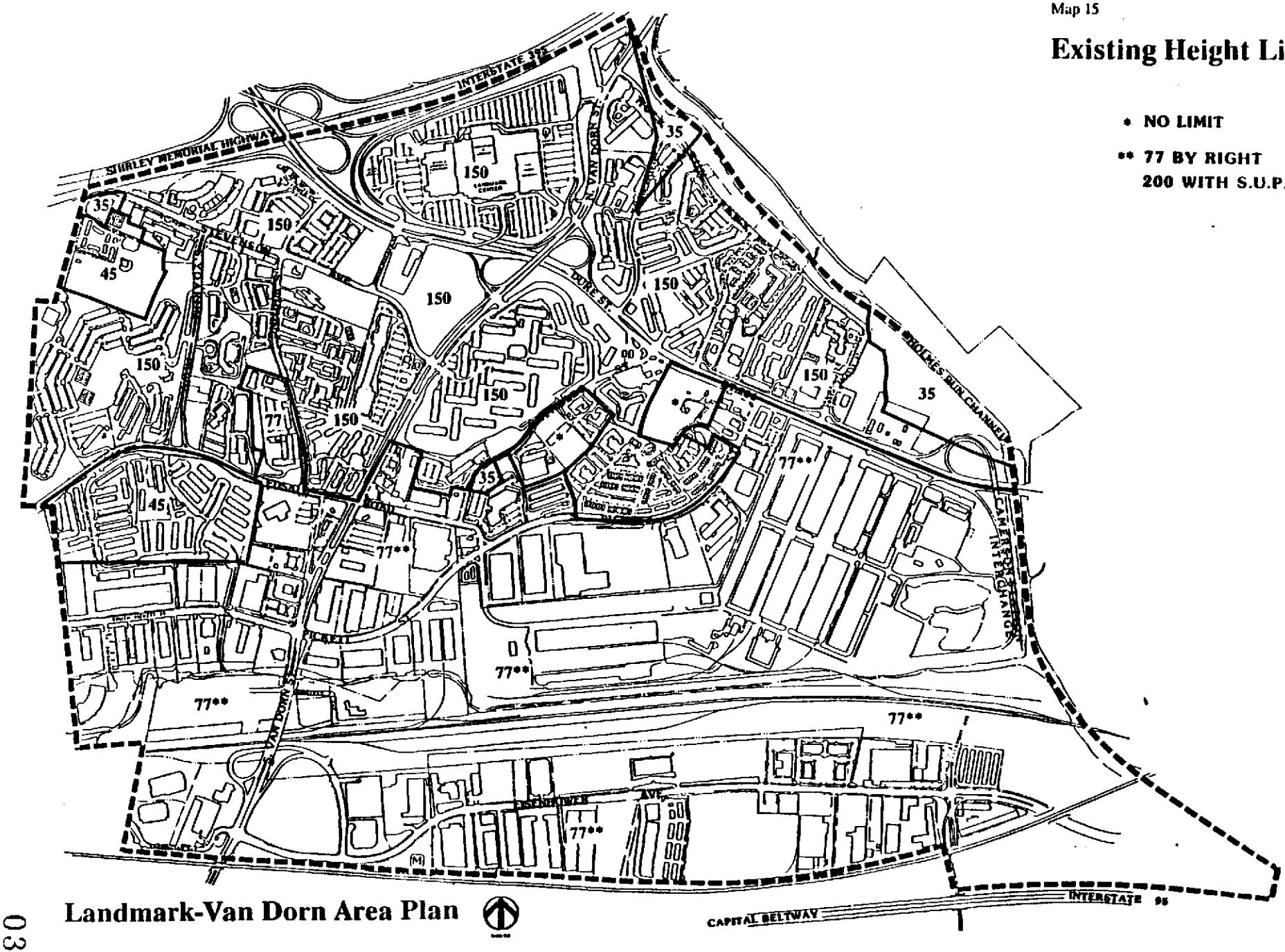
Map 15

Existing Height Limits

* NO LIMIT

** 77 BY RIGHT
200 WITH S.U.P.



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Map 16

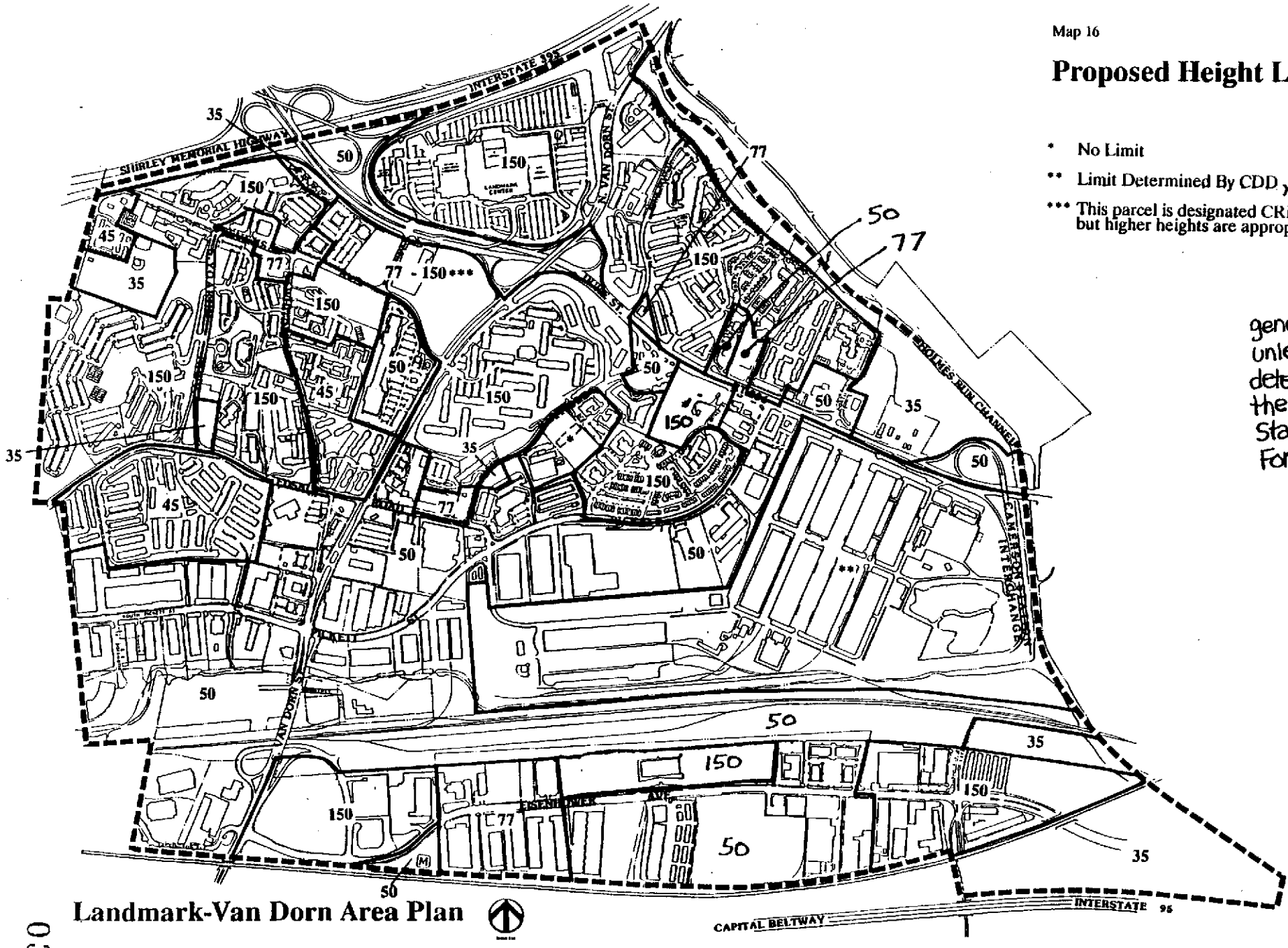
Proposed Height Limits

* No Limit

** Limit Determined By CDD, but

*** This parcel is designated CRMU-M (77 feet), but higher heights are appropriate

generally 77' unless otherwise determined by the Cameron Station Task Force.



Landmark-Van Dorn Area Plan

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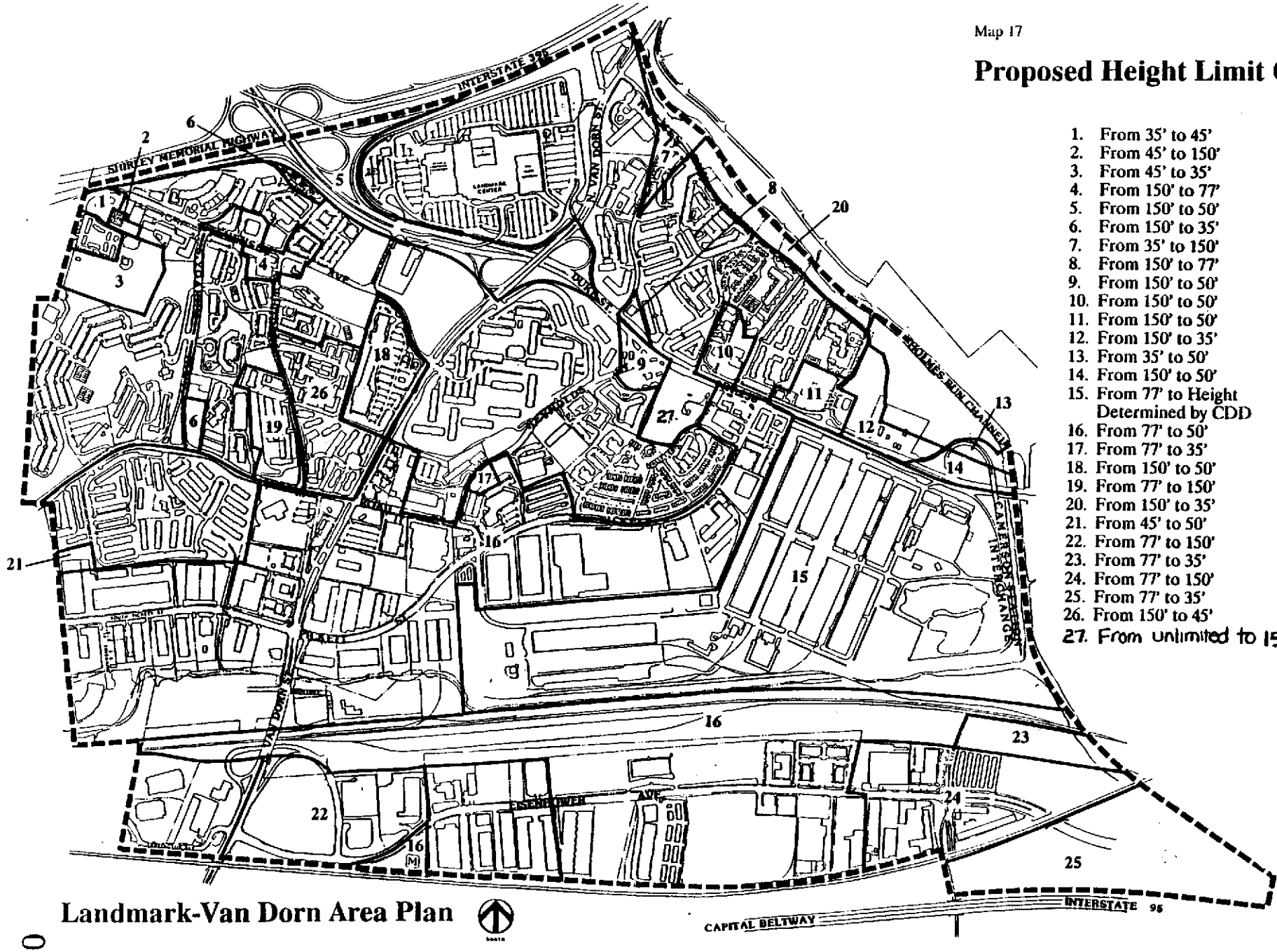
Revised 5-30-85 i.c.

Map 17

Proposed Height Limit Changes

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



Landmark-Van Dorn Area Plan

Revised 5-30-89 P.C.

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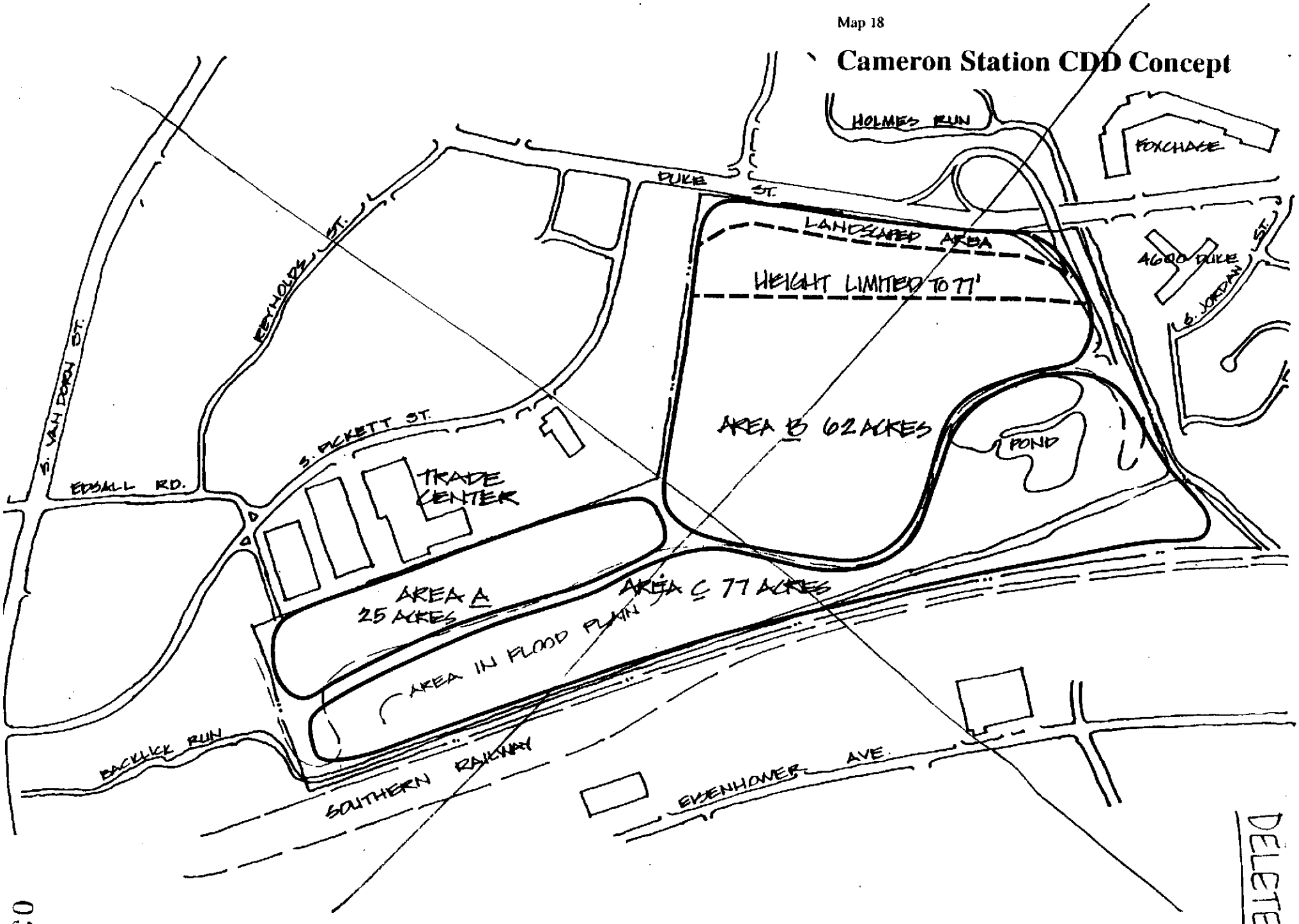
Map 18

Cameron Station CDD Concept



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Landmark-Van Dorn Area Plan

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Development

4. The developable areas of the site shall be mixed use but predominantly residential. At least 75 percent of the developed land will be in residential uses, at both medium and high densities.

5. A mix of housing types should be provided, including townhouses and apartments or condominiums.

6. Office will be limited to 200,000 square feet if there is no direct connection between the site and Eisenhower Avenue and 800,000 if there is a connection.

7. Retail will be limited to 100,000 square feet and will be predominantly convenience goods and services serving residents of the site and nearby residents.

8. A hotel will be allowed.

DELETE

9. Services, storage, and clean industrial uses are allowed on the western part of the site.

Transportation/Circulation

10. Some form of access will be created between the site and the Van Dorn Metro Station. Possibilities include shuttle busses, a vehicular access over the tracks.

Housing

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

Building Heights

12. The first 50 feet south of Duke Street will be free of buildings and landscaped.

13. Buildings along Duke Street shall not exceed 77 feet in height.

14. Building heights on the site shall generally be limited to 8 stories, except that a limited number of taller residential buildings may be allowed upon negotiation and after a review of design.

TRANSPORTATION RECOMMENDATIONS

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

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RESOLUTION
NO. MP-89-9

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 North Ridge/Rosemont Small Area Plan for adoption as an amendment to the 1974 Consolidated Master Plan of the City of Alexandria, Virginia, as amended; and

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

WHEREAS, the Commission finds that:

1. The Department of Planning and Community Development has made comprehensive surveys and studies of the existing conditions, trends of future developments and probable future requirements of the City as a whole and of the geographical division of the City within said small area plan which the Commission ratifies and adopts; and

2. The said Plan should be amended as shown in the North Ridge/Rosemont Small Area Plan as revised by the Planning Commission May 16, 1989; and

3. The said plan is necessary or desirable to guide and accomplish a coordinated, adjusted and harmonious development of the City and the geographical division thereof encompassed within said small area plan; and

4. The said small area plan shows the Commission's long range recommendations for the general development of the geographical division of the City encompassed therein; and

5. The said small area plan is generally consistent with the newly adopted Master Plan goals and objectives for the City for preserving neighborhoods and for directing economic growth to appropriate locations for the general welfare of the citizens of the City; and

6. Based on the foregoing findings and all other facts and circumstances of which the Commission may properly take notice in making and adopting a master plan for the City of Alexandria, adoption of the North Ridge/Rosemont Small Area Plan will, in accordance with present and probable future needs and resources,

Appendix 3

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 North Ridge/Rosemont 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 North Ridge/Rosemont 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 North Ridge/Rosemont Small Area Plan be forwarded and certified to the City Council.

ADOPTED THE 16TH DAY OF MAY, 1989.

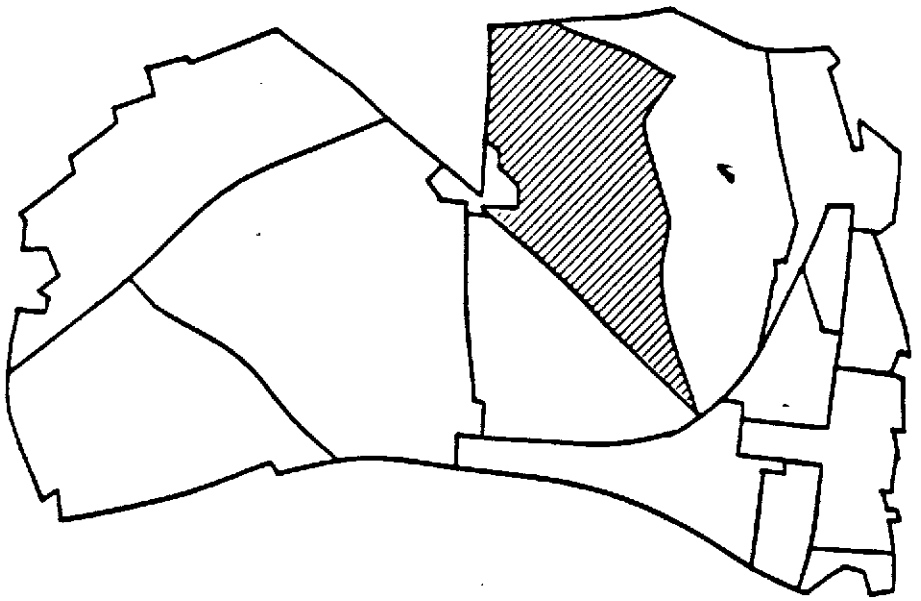
T. Edward Braswell, Chairman

ATTEST:

Sheldon Lynn, Secretary

NORTH RIDGE / ROSEMONT

SMALL AREA PLAN



APRIL 1989

As revised by the Planning Commission 5/17/89

Department of Planning and Community Development
City of Alexandria, Virginia

NORTH RIDGE / ROSEMONT

SMALL AREA PLAN

Department of Planning and Community Development
City of Alexandria, Virginia

Staff:

Sheldon Lynn, Director

Larry Grossman, Chief
Comprehensive Planning

Project Planner:

Ralph Rosenbaum

Graphics:

William Benjamin

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PURPOSE OF THE PLAN

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

ORGANIZATION AND CONTENTS

The Small Area Plan is organized into two sections: Background and Issues and Plan Recommendations. The first section reviews and analyzes existing conditions and trends in the study area including physical description, demographics, land use, zoning, economic development activities and trends, transportation and urban design. This section also retraces past City policies in the area, including the 1974 Master Plan, rezoning, resolutions and capital improvement programs. Based on this analysis this section identifies issues which need to be addressed in the plan for this area.

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

PLANNING PROCESS

The final draft of this Plan will be sent to the Master Plan Task Force for review and to the Planning Commission and to City Council for review and adoption. Once approved, the plan will be referred to the Zoning Task Force for input into the City-wide zoning code revision effort.

BACKGROUND AND ISSUES

DESCRIPTION

The North Ridge/Rosemont study area occupies an ~~820~~ 847.5 acre pentagon of land in the eastern half of Alexandria. The study area is delineated by Four Mile Run, Glebe Road, Russell Road, King Street and Quaker Lane. (See Map 1, Study Area.)

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

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

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

HISTORY OF THE STUDY AREA

Indians lived in the North Ridge/Rosemont area as long as 12,000 years ago, but it was only in the early 19th century that many permanent homes, were built in the area. Until ~~1846~~ 1847 North Ridge/Rosemont was part of the District of Columbia; thereafter, the area was retroceded to Virginia.

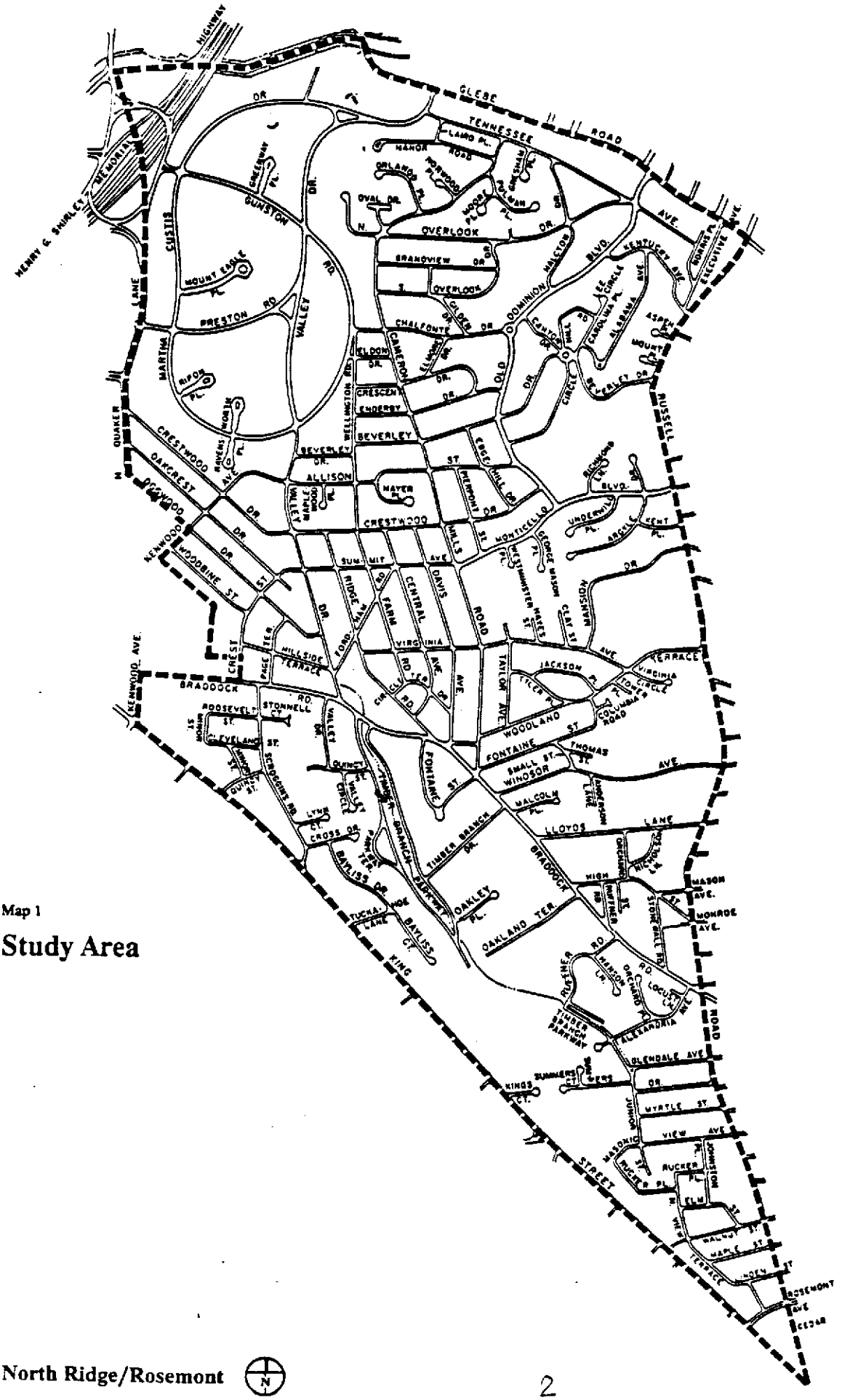
During the nineteenth century North Ridge/Rosemont was the site of farms and some large houses such as Mount Ida, Lloyd House and Oaklands. As the nineteenth century waned the farms became summer residences. Later Mount Ida and the Lloyd House would become private girls schools. These houses are now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

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

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

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

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



Map 1

Study Area

North Ridge/Rosemont

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

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

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

DEMOGRAPHICS

Population

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

TABLE 1

Population Characteristics
North Ridge/Rosemont Area

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

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

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

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

0377

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

Housing

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

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

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

Employment

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

TABLE 2

Employment
North Ridge/Rosemont Area

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

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

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

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

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

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

Summary - Demographics

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

EXISTING LAND USE

The North Ridge/Rosemont study area encompasses ~~820~~ 847.5 acres of land. This land is used for residential, commercial, industrial, institutional and recreational purposes. By far, the major use of land is for residential purposes (Table 3 and Map 2) with the other uses scattered through the residential land.

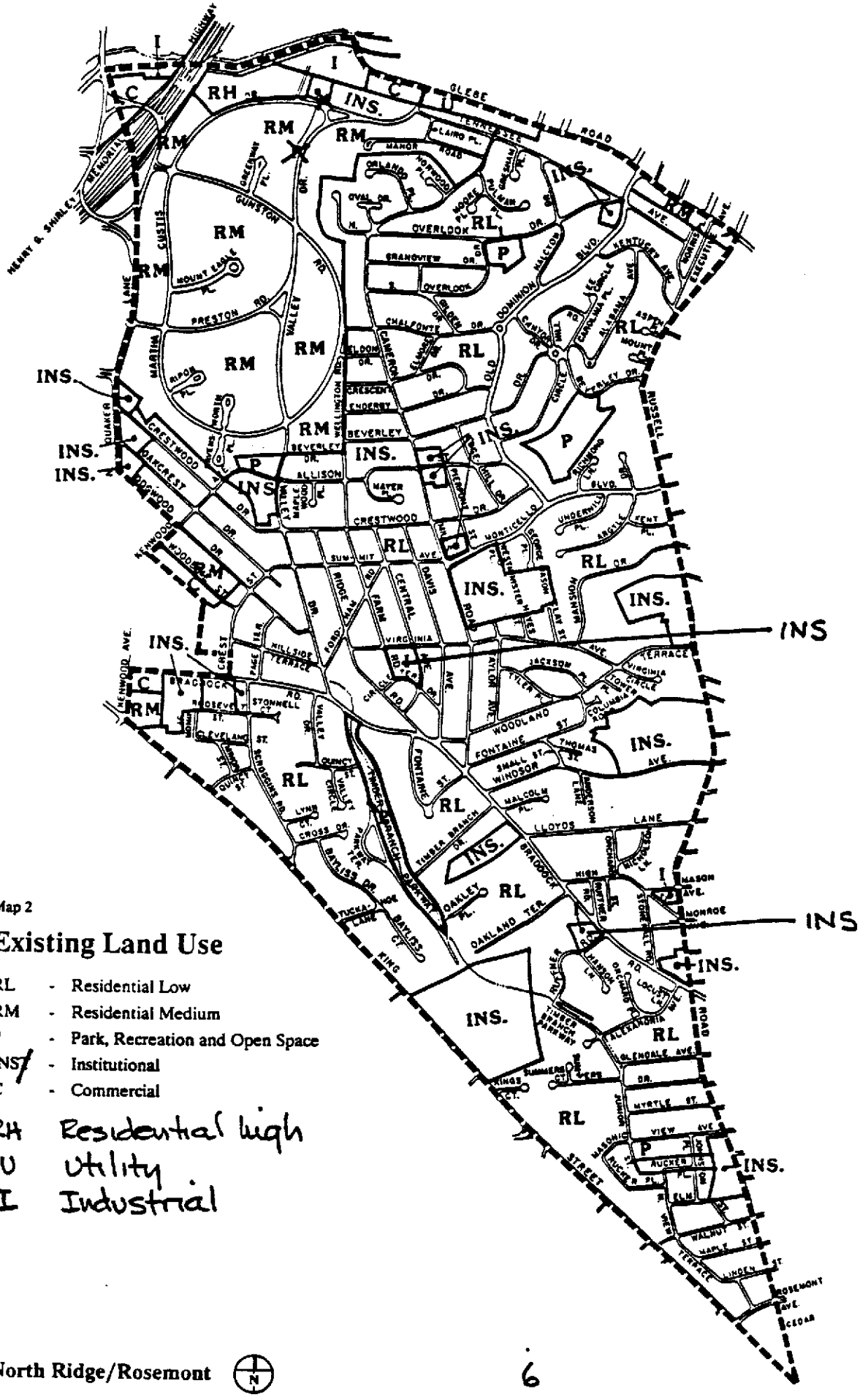
TABLE 3

Existing Land Use
North Ridge/Rosemont Area

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

Residential Land Use

Approximately 85% of the land (~~691~~ 718 acres) is used for residential purposes. With the notable exceptions of Parkfairfax, Lloyd apartments, and Parc East almost all of the residential land is occupied by single family detached housing.



Map 2

Existing Land Use

- RL - Residential Low
- RM - Residential Medium
- P - Park, Recreation and Open Space
- INST - Institutional
- C - Commercial

RH Residential high
U Utility
I Industrial

North Ridge/Rosemont

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

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

Commercial Land Use

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

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

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

Other Land Use

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

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

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

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

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

0381

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

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

SUMMARY - LAND USE

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

ZONING

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

TABLE 4

Existing Zoning
North Ridge/Rosemont Area

	Acres	% of Total
RA	2.1	~~0.3~~ 0.2
RB	~~130.2~~ 162.8	~~16.0~~ 19.2
R-5	61.0	~~7.5~~ 7.2
R-8	551.4	~~67.7~~ 65.1
R-12	57.9	~~7.1~~ 6.8
C-2	2.8	0.3
C-1	0.9	0.1
I-1	8.6	1.1
Total	~~814.9~~ 847.5	100

~~* Exceeds 100% because of rounding~~

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Residential Zoning

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

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

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

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

Non-Residential Zoning

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

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

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

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

Theoretical Development Envelope

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

SUMMARY - ZONING

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

DEVELOPMENT ACTIVITY AND TRENDS

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

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

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

SUMMARY - DEVELOPMENT ACTIVITY

- Shirlington Gateway an office commercial building of 198,280 square feet was constructed in 1986. This is the only commercial building erected in the study area in recent years.

- Beverly Crest and Glen Devon are two small townhouse developments in North Ridge/Rosemont. These recent developments are typical of the kind of housing that might be built in the area in the future.

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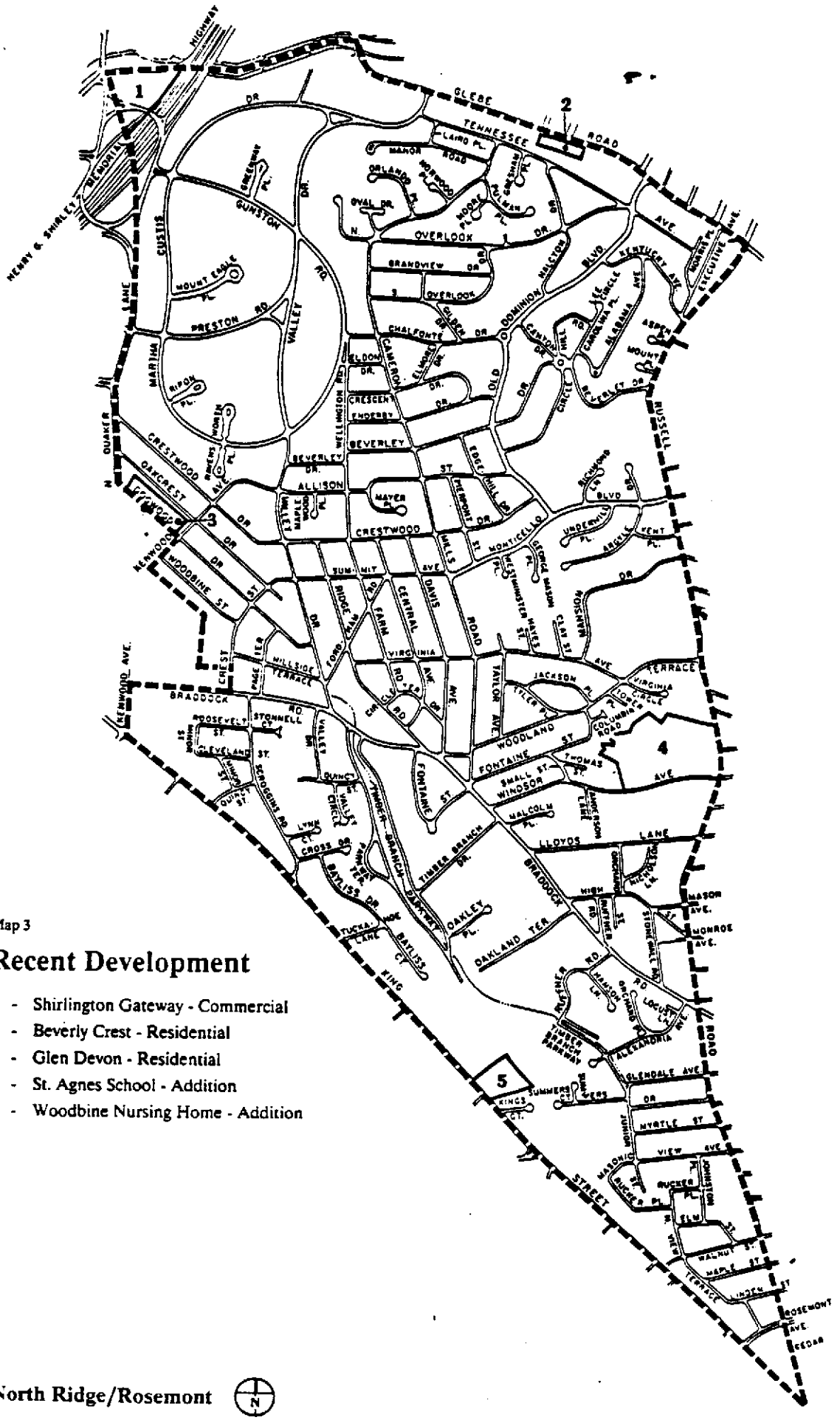

Map 3

Recent Development

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

North Ridge/Rosemont

TRANSPORTATION

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

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

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

1974 Major Thoroughfare Plan

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

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

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

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

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

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

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

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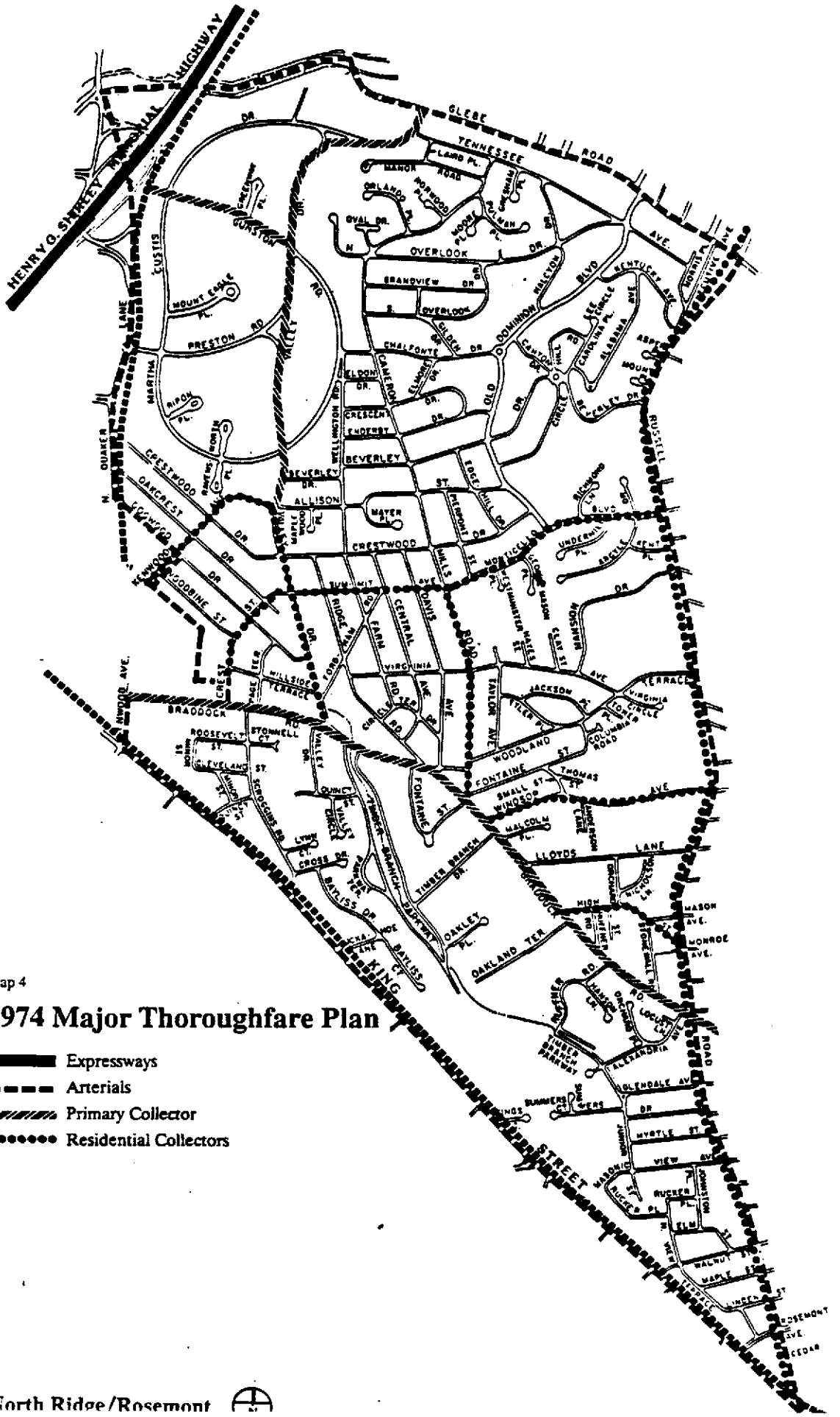

Map 4

1974 Major Thoroughfare Plan

- Expressways
- Arterials
- Primary Collector
- Residential Collectors

North Ridge/Rosemont

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Existing Traffic Flow

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

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

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

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

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

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

Planned Capital Improvements

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

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

Bike and Pedestrian Paths

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

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

0338

Public Transit Facilities

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

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

Future Traffic Flow

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

SUMMARY - TRANSPORTATION

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

POLICY HISTORY

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

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

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

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

Rezoning

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

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

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

SUMMARY - POLICY HISTORY

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

ISSUES

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

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

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

Substandard Lots

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

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

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

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

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

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

RECOMMENDATIONS

GOALS AND OBJECTIVES

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

- o Protect the residential nature of the study area by changing commercial and industrially zoned sites to zones more appropriate adjacent to residential areas and by controlling professional home occupations in residential zones.

- o Protect the density and scale of existing residential areas by allowing the development of substandard vacant lots with a SUP only when the size and dimensions of the lots ~~approach the zoning requirements for development~~ are essentially identical to existing developed lots.

- o Ensure preservation of existing open space and, if opportunities occur, expand the amount of recreational or open space in the area.

- o Discourage improvements to local streets when such improvements will bring through traffic into the study area.

LAND USE RECOMMENDATIONS

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

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

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

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

Recommendations:

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

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

2. From Commercial to Residential Medium.

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

3. From Commercial to Commercial General

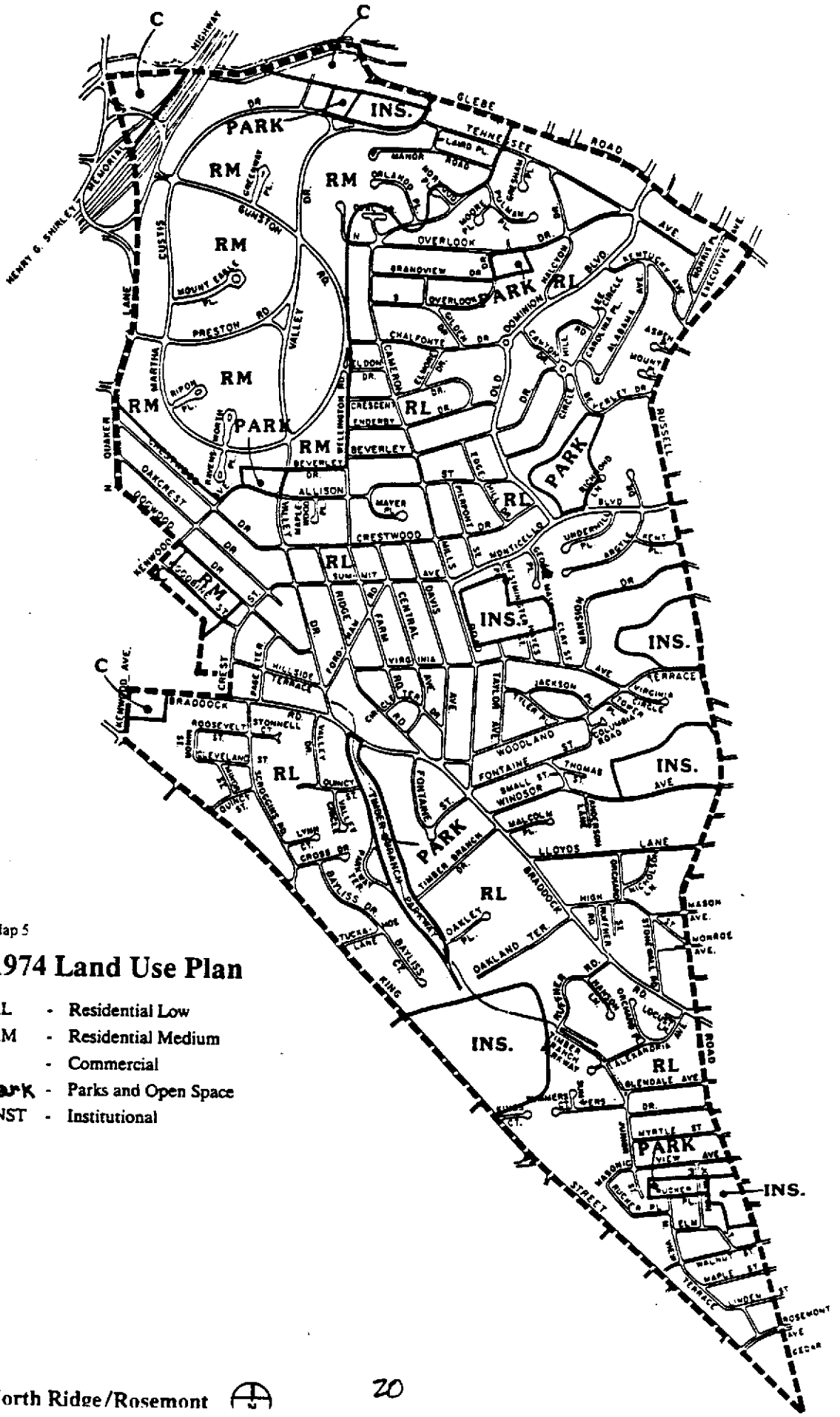
   The existing use of this site is a auto repair garage. Commercial General is appropriate for auto-related commercial uses.

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

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

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

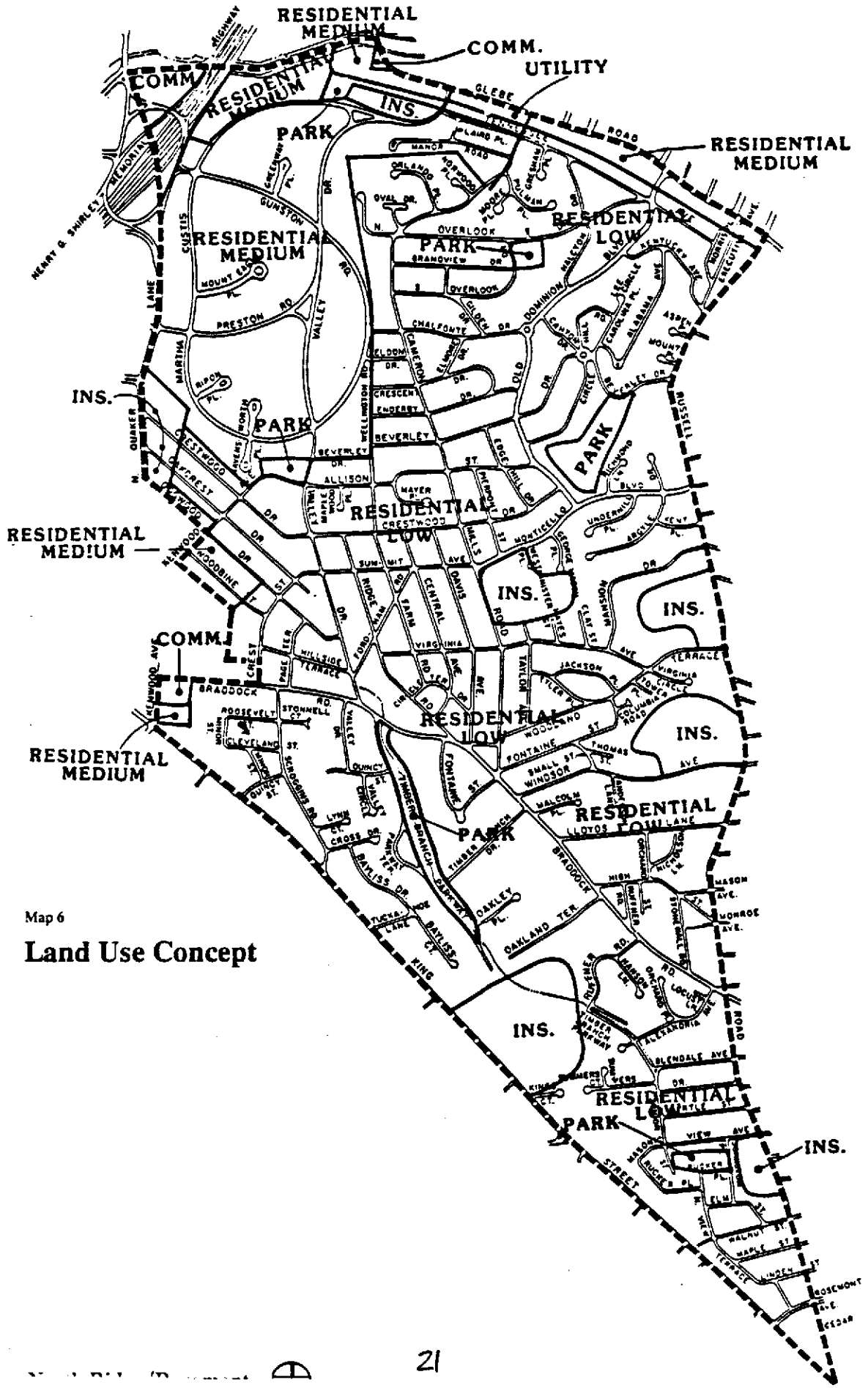
   This change reflects the current use of the site as a parking lot for VEPCO.



Map 5

1974 Land Use Plan

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



Map 6

Land Use Concept

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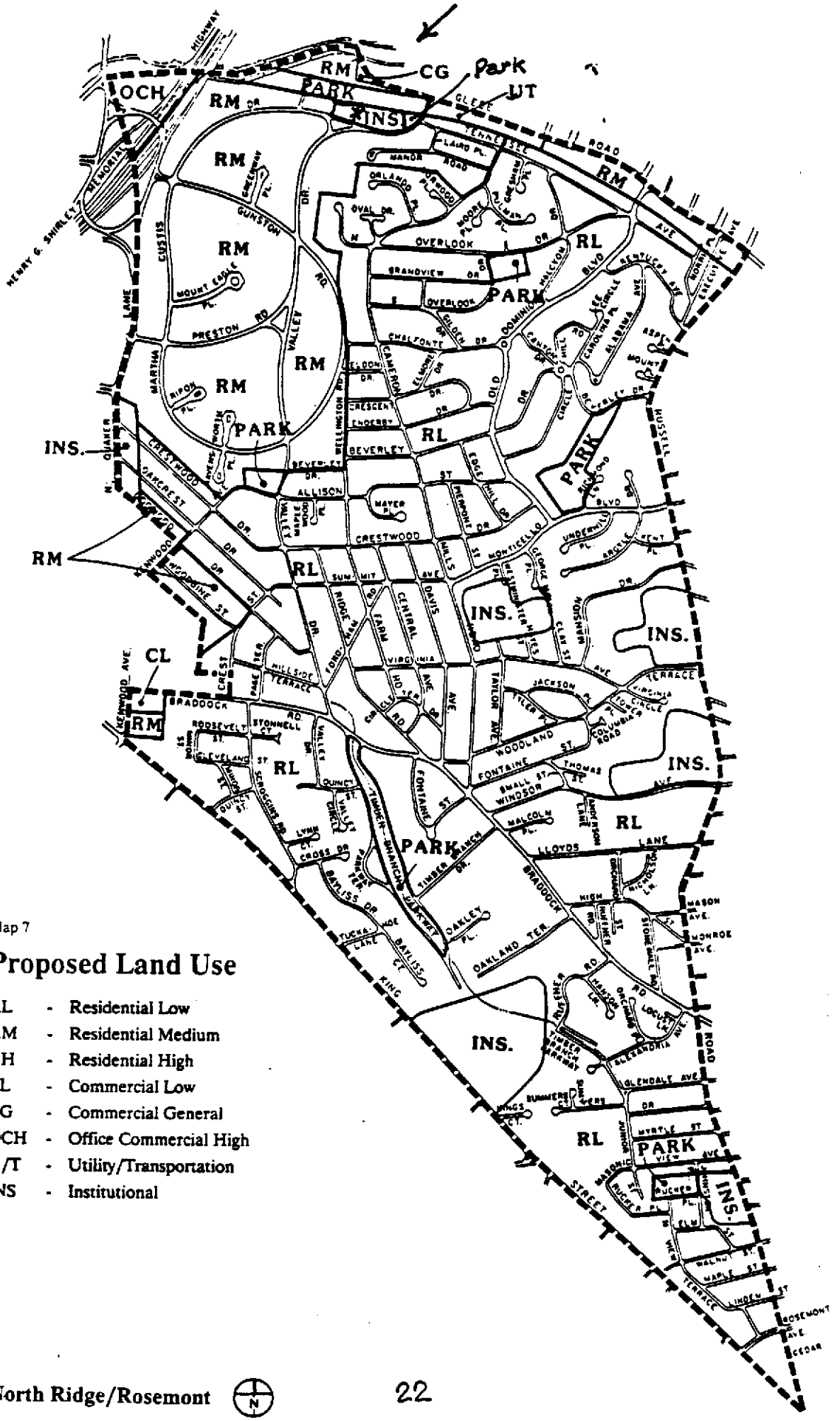
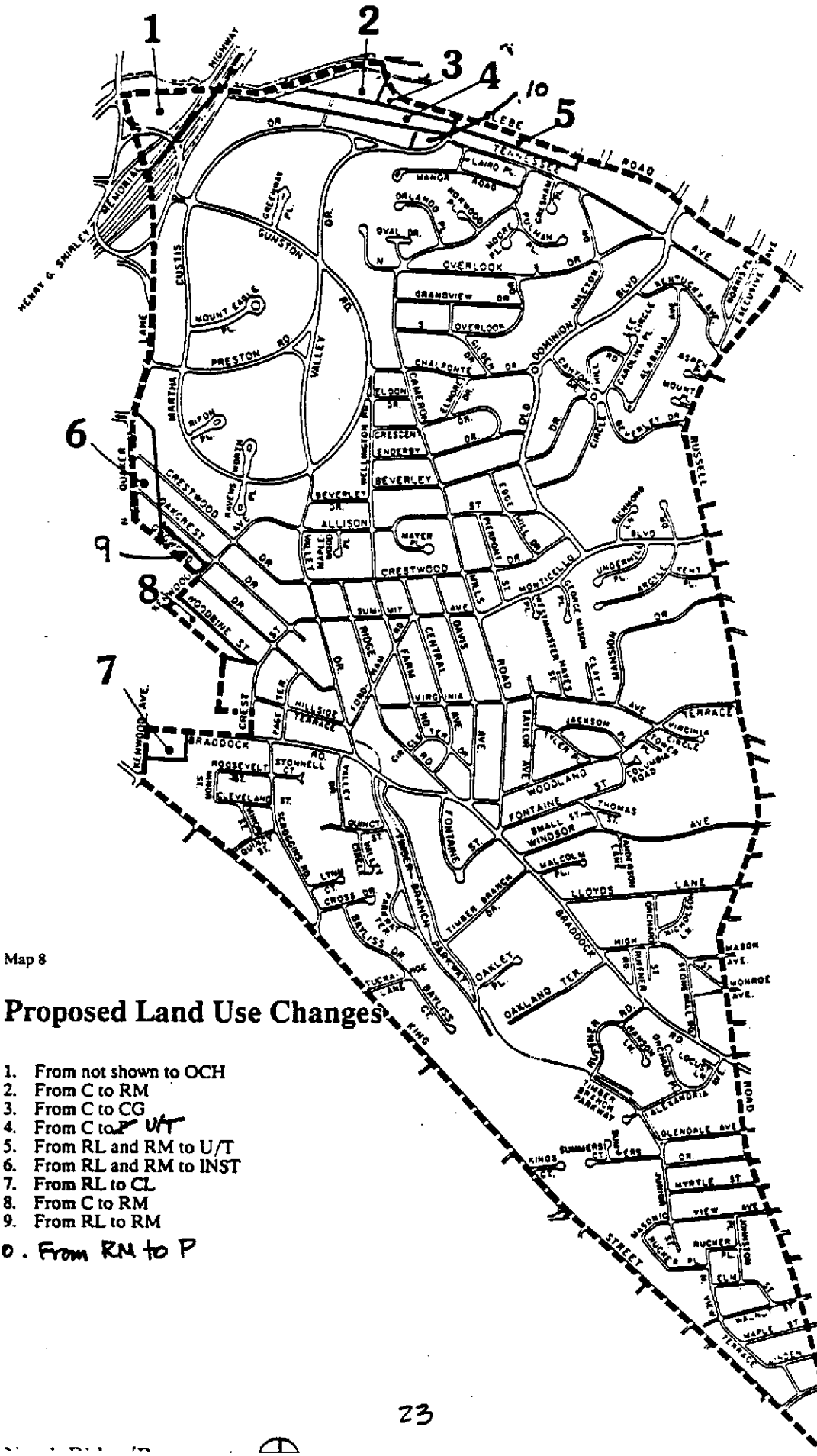


Map 7

Proposed Land Use

RL - Residential Low
RM - Residential Medium
RH - Residential High
CL - Commercial Low
CG - Commercial General
OCH - Office Commercial High
U/T - Utility/Transportation
INS - Institutional



Map 8

Proposed Land Use Changes

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

6. Residential Low and Residential Medium to Institutional.

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

7. From Residential Low to Commercial Low.

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

8. From Commercial to Residential Medium.

This change reflects the existing residential use of the site.

9. From Residential Low to Residential Medium

This reflects the construction of the Devon Place townhouses.

10. from Residential Medium to Park and open Space
This reflects the existing use of the space

ZONING RECOMMENDATIONS

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

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

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

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

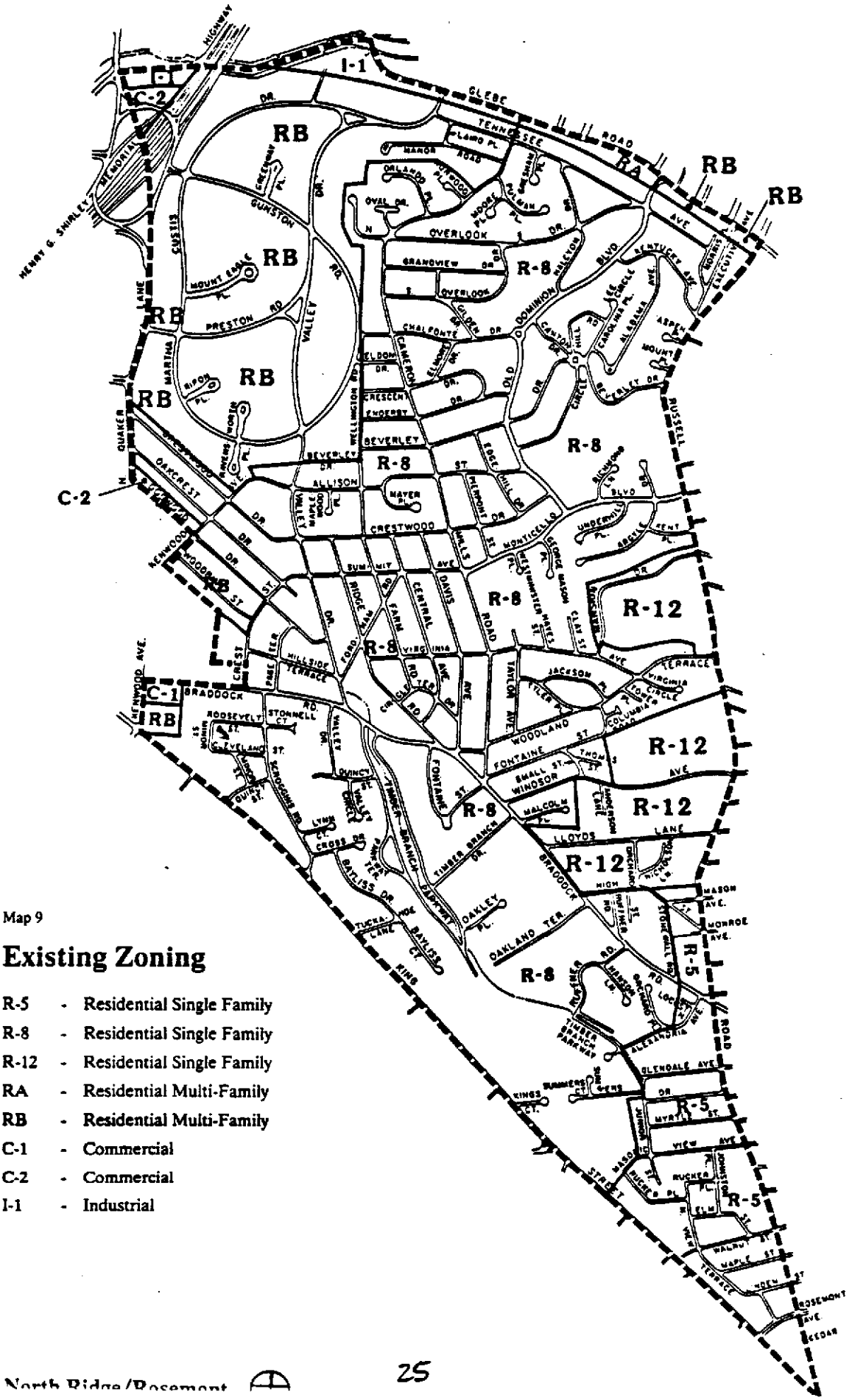
2. Rezone I-1 to R-B

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

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

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

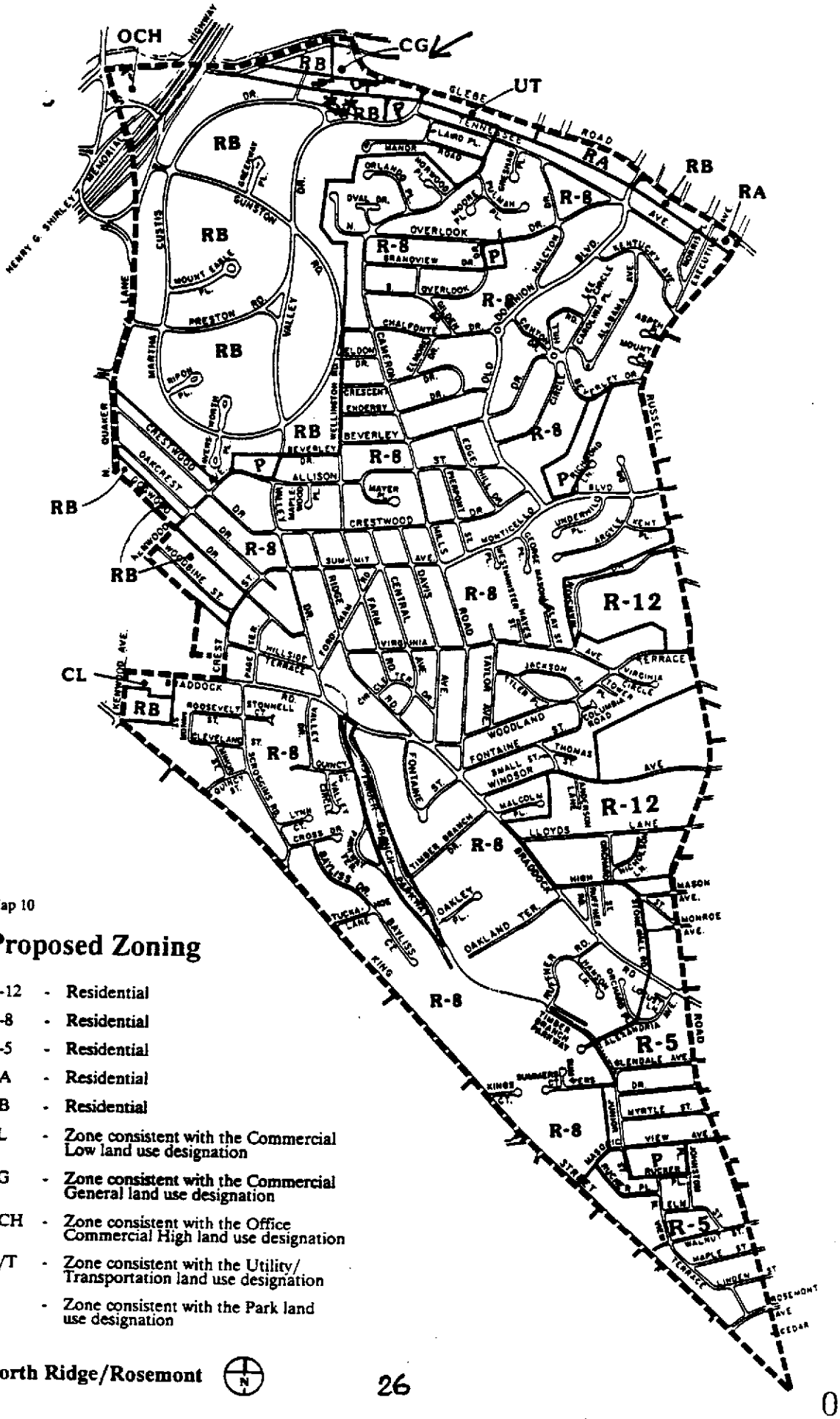
RB zoning will continue to allow accessory uses as a function of the Parkfairfax condominium



Map 9

Existing Zoning

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

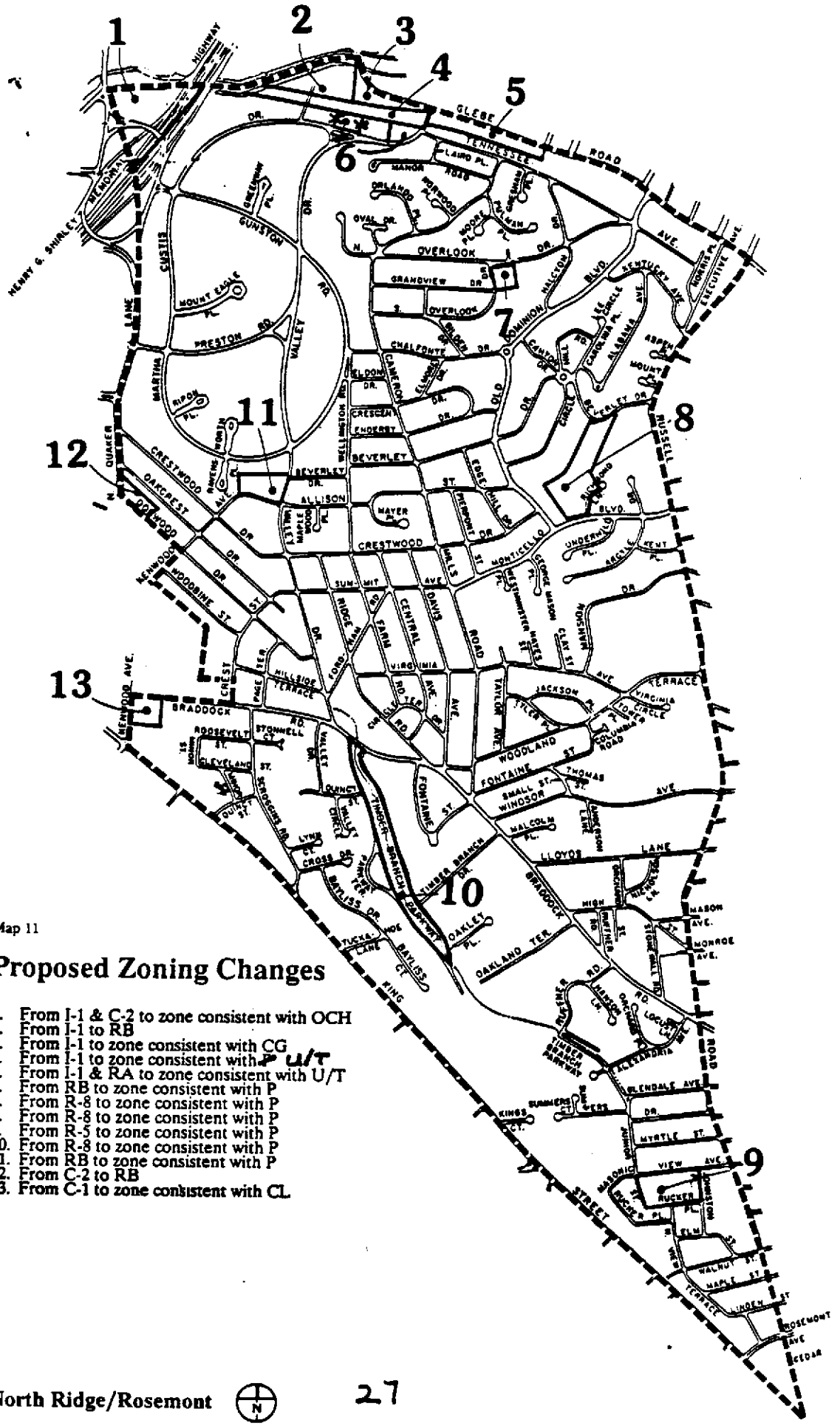


Map 10

Proposed Zoning

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

North Ridge/Rosemont



Map 11

Proposed Zoning Changes

1. From I-1 & C-2 to zone consistent with OCH
2. From I-1 to RB
3. From I-1 to zone consistent with CG
4. From I-1 to zone consistent with P U/T
5. From I-1 & RA to zone consistent with U/T
6. From RB to zone consistent with P
7. From R-8 to zone consistent with P
8. From R-8 to zone consistent with P
9. From R-5 to zone consistent with P
10. From R-8 to zone consistent with P
11. From RB to zone consistent with P
12. From C-2 to RB
13. From C-1 to zone consistent with CL

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

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

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

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

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

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

12. From C-2 to RB.

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

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

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

Other Zoning Recommendations

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

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

NEW TEXT

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

15. Promote Affordable Housing

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

HEIGHT RECOMMENDATIONS

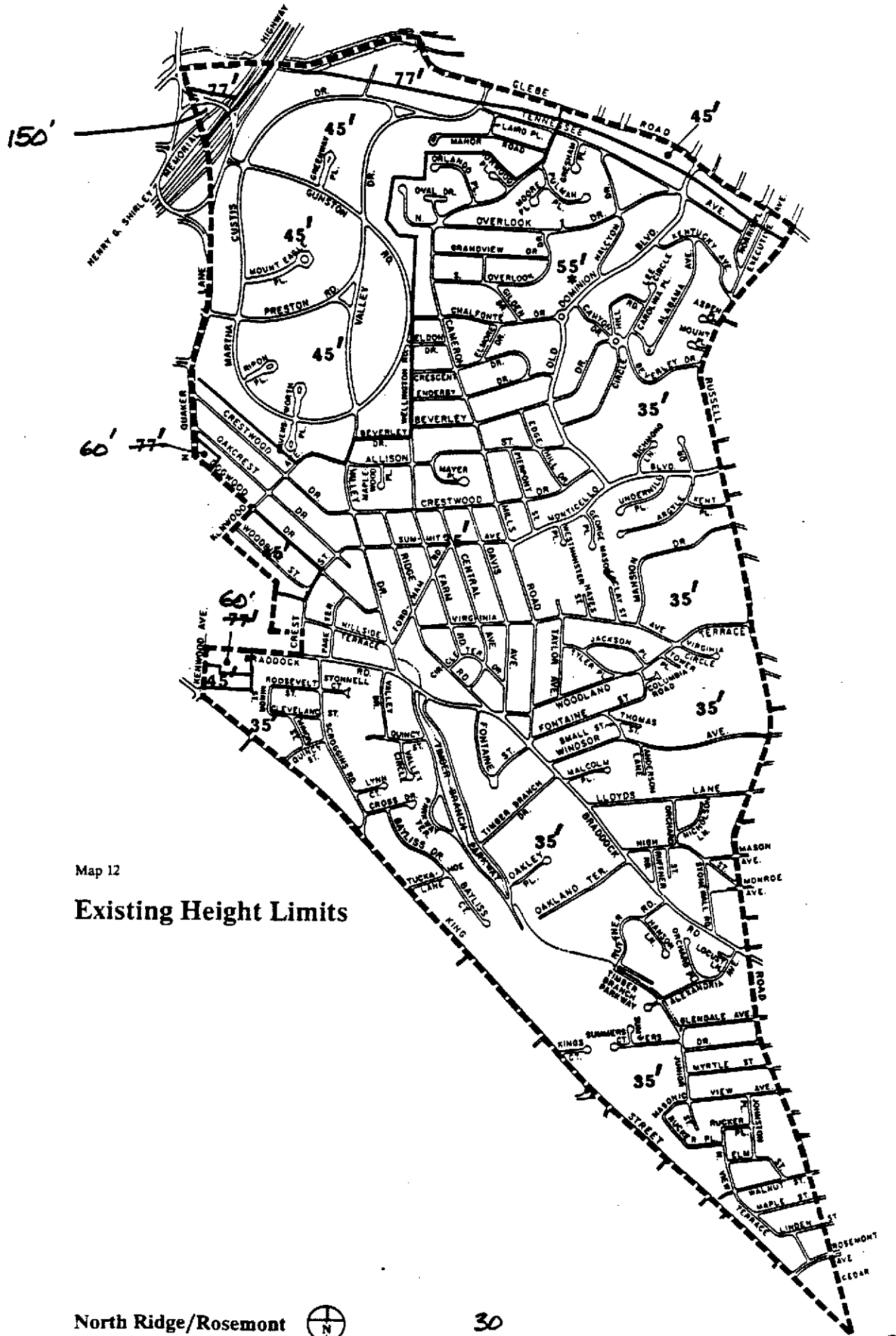
Map 12 shows the existing height limits, and Map 13 shows the proposed height limits for the area. Map 14 details the differences between the existing and proposed height limits. The height limits are those dictated by the proposed zoning.

TRANSPORTATION RECOMMENDATIONS

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

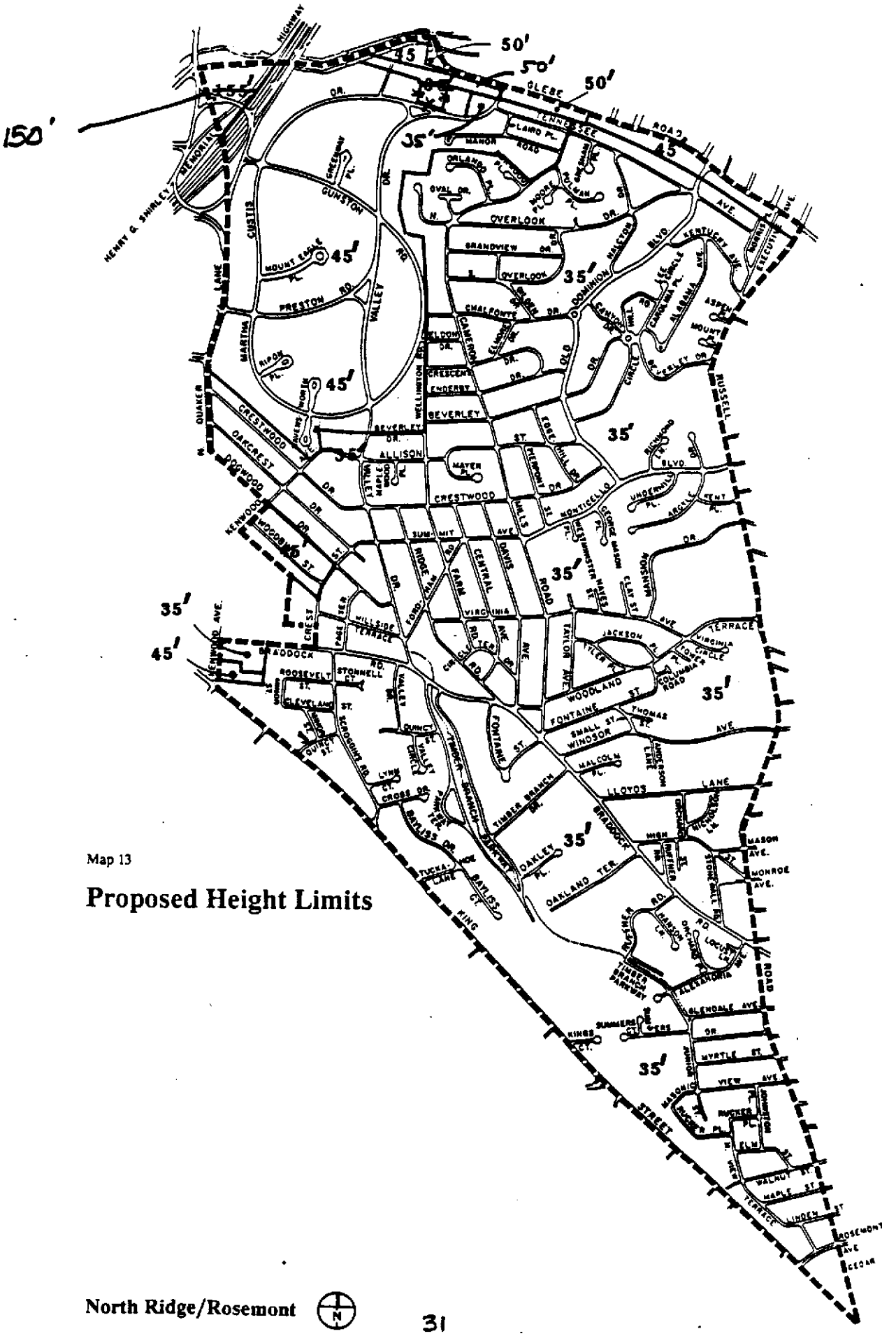
Valley Drive from West Glebe Road to Allison Street and [illegible]ton Road from Quaker Lane to Valley Drive should be designated residential collectors instead of primary collectors.

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



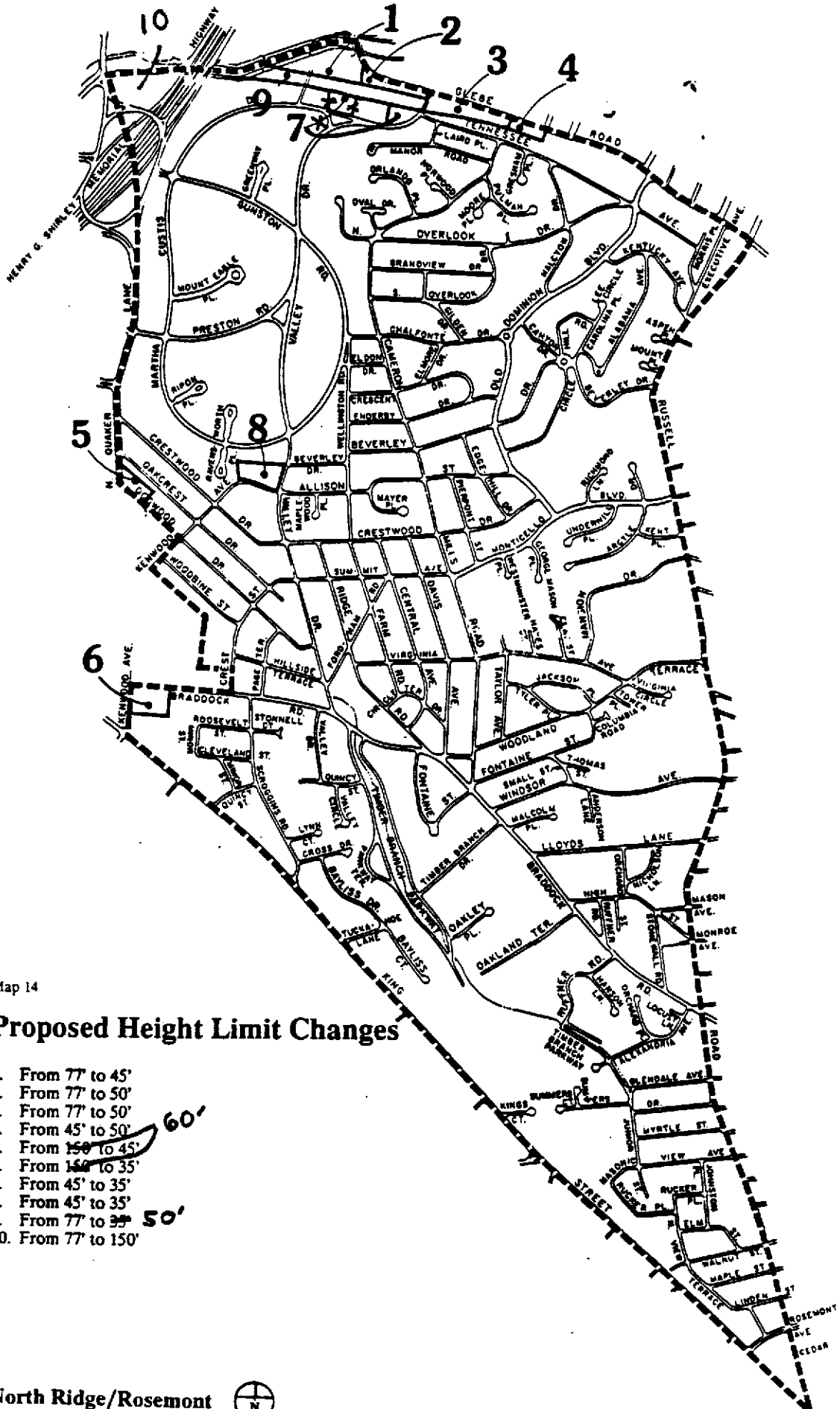
Map 12

Existing Height Limits



Map 13

Proposed Height Limits



Map 14

Proposed Height Limit Changes

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

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