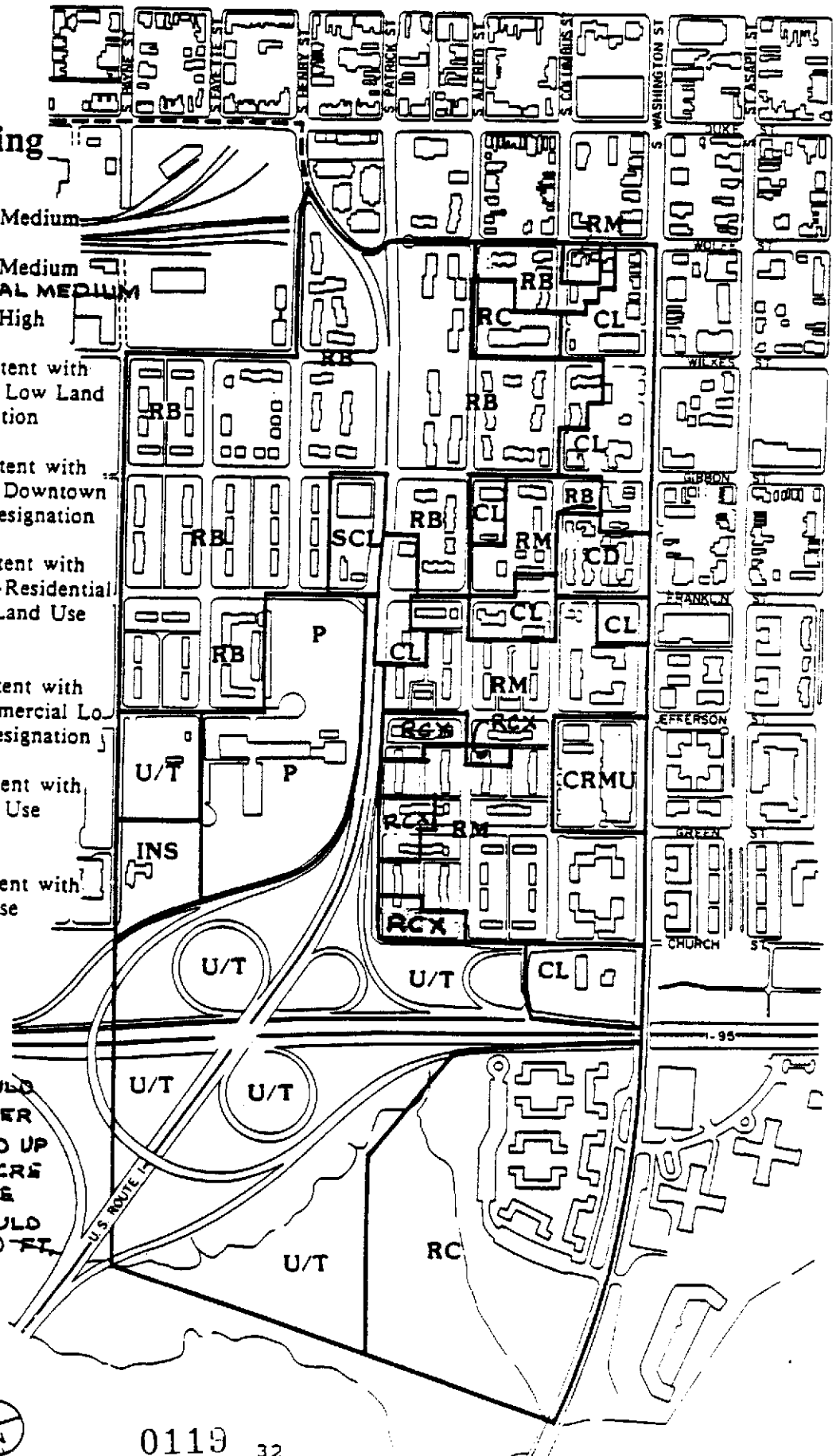



Map 11

Proposed Zoning

- RB - Residential Medium
- RM - Residential Medium
- RCX - **RESIDENTIAL MEDIUM**
- RC - Residential High
- CL - Zone Consistent with Commercial Low Land Use Designation
- CD - Zone Consistent with Commercial Downtown Land Use Designation
- CRMU - Zone Consistent with Commercial-Residential Mixed Use Land Use Designation
- SCL - Zone Consistent with Service Commercial Land Use Designation
- U/T - Zone Consistent with Utility Land Use Designation
- P - Zone Consistent with Park Land Use Designation



* THE RCX ZONE WOULD ALLOW 35 UNITS PER ACRE BY RIGHT AND UP TO 50 UNITS PER ACRE WITH A SPECIAL USE PERMIT. HEIGHT WOULD BE LIMITED TO 50 FT.

Southwest Quadrant Area 

PROPOSED HEIGHT LIMITS

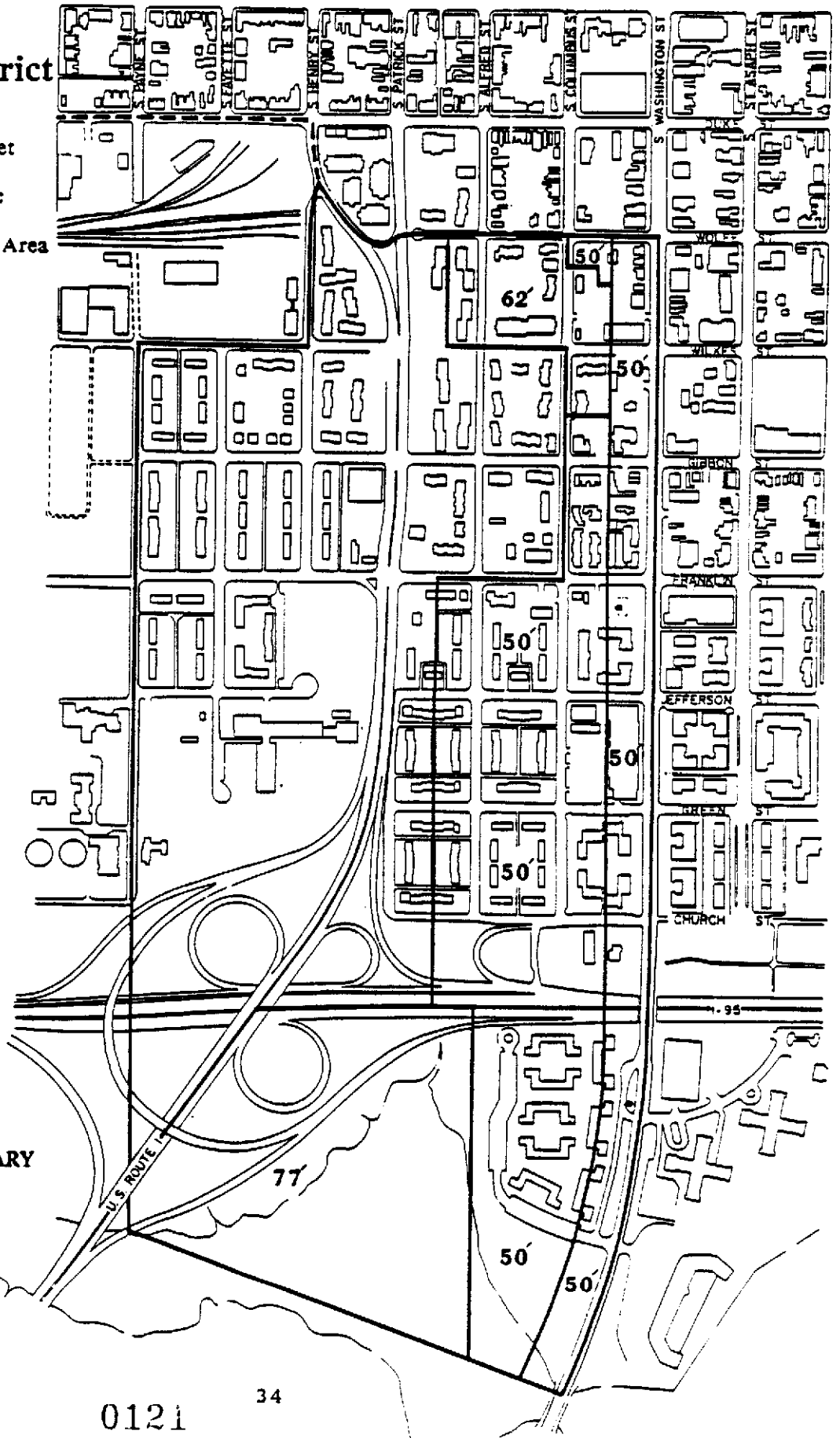
The height plan is intended to reduce all heights within the Southwest Quadrant to a scale which is compatible with the residential areas and with the Historic District. Those sites which are outside Height District restrictions and which have 77 foot to 150 foot height allowances have been reduced to either 50 foot or 45 foot in height. Overall, the myriad of height allowances has been reduced and simplified. Most of the area will be restricted to either 45 or 50 foot buildings. Maps 12 shows height districts in the study area and Map 13 shows heights allowed by right, under existing zoning and height districts. Map 14 shows proposed changes to height limits and Map 15 is the proposed new height map for the Southwest Quadrant Area.

It is recommended that the proposed height map be adopted.

Map 12

Height By District

- 50' Washington Street
- 50' Old and Historic
- 62' Urban Renewal Area
- 50'/77' Hunting Creek



NOTE: HEIGHTS MAY VARY
DEPENDING ON ZONE
REQUIREMENTS.

Southwest
Quadrant Area

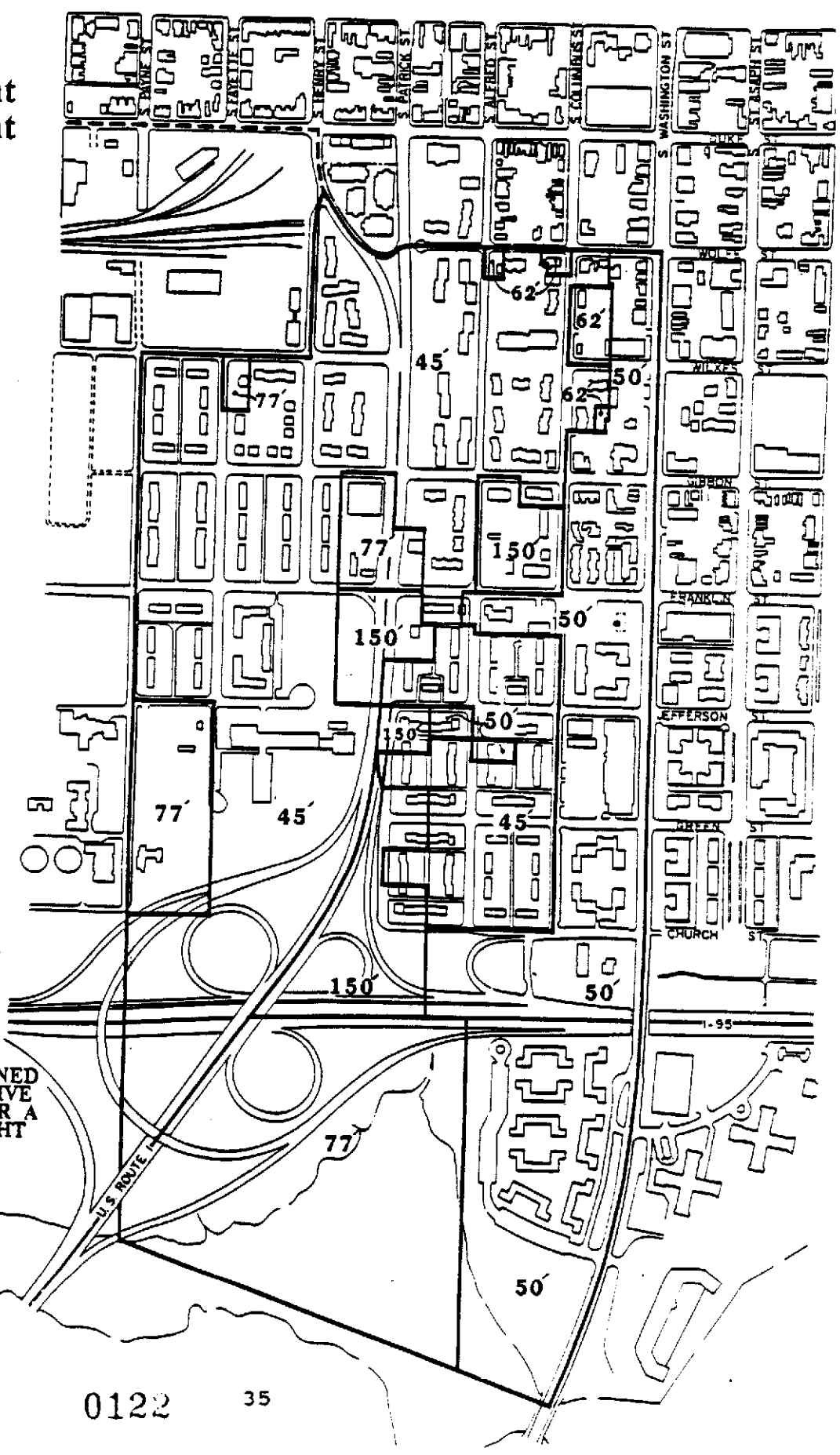


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Map 13

Existing Height Limits by Right



NOTE: HEIGHT LIMITS BY RIGHT ARE DETERMINED BY THE MORE RESTRICTIVE HEIGHT ALLOWED UNDER A SPECIFIC ZONE OR HEIGHT DISTRICT.

Southwest
Quadrant Area



0122

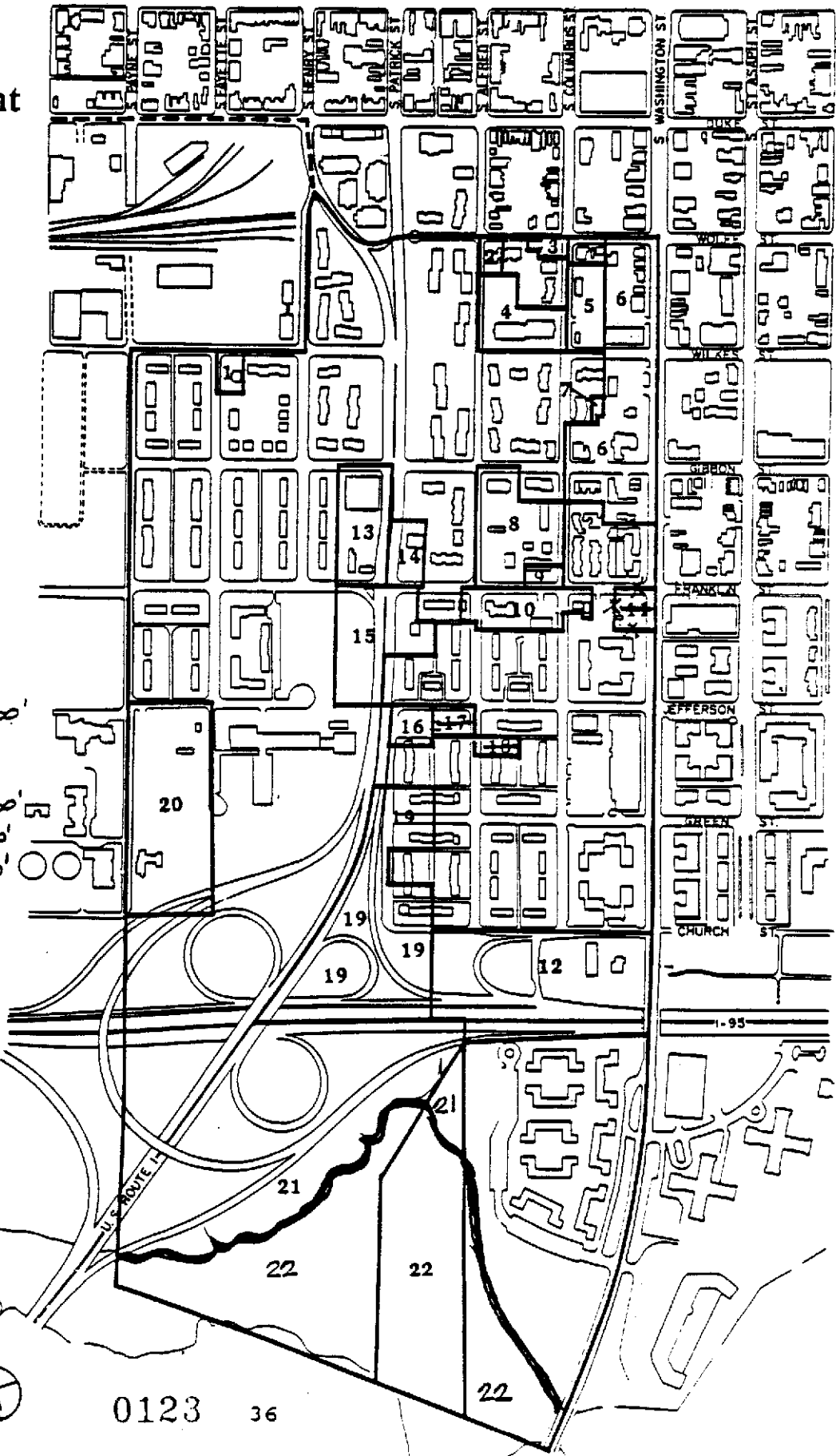
35

Map 14

Proposed Height Changes

- 1 From 77' to 45'
- 2 From 62' to 45'
- 3 From 62' to 45'
- 4 From 45' to 62'
- 5 From 62' to 45'
- 6 From 50' to 45'
- 7 From 62' to 45'
- 8 From 150' to 45'
- 9 From 150' to 50'
- 10 From 50' to 45'
- ~~11 From 50' to 45'~~
- 12 From 50' to 45'
- 13 From 77' to 50'
- 14 From 77' to 45'
- 15 From 150' to 45'
- 16 From 150' to ~~45'~~ 50'
- ~~17 From 50' to 45'~~
- ~~18 From 50' to 45'~~
- 19 From 150' to ~~45'~~ 50'
- ** { 20 From 77' to ~~45'~~ 50'
- 21 From 77' to ~~45'~~ 50'
- * 22 From 77' to 50'0'

** BY DEFINITION
* CONFORM TO HEIGHT ALLOWANCE FOR WETLANDS

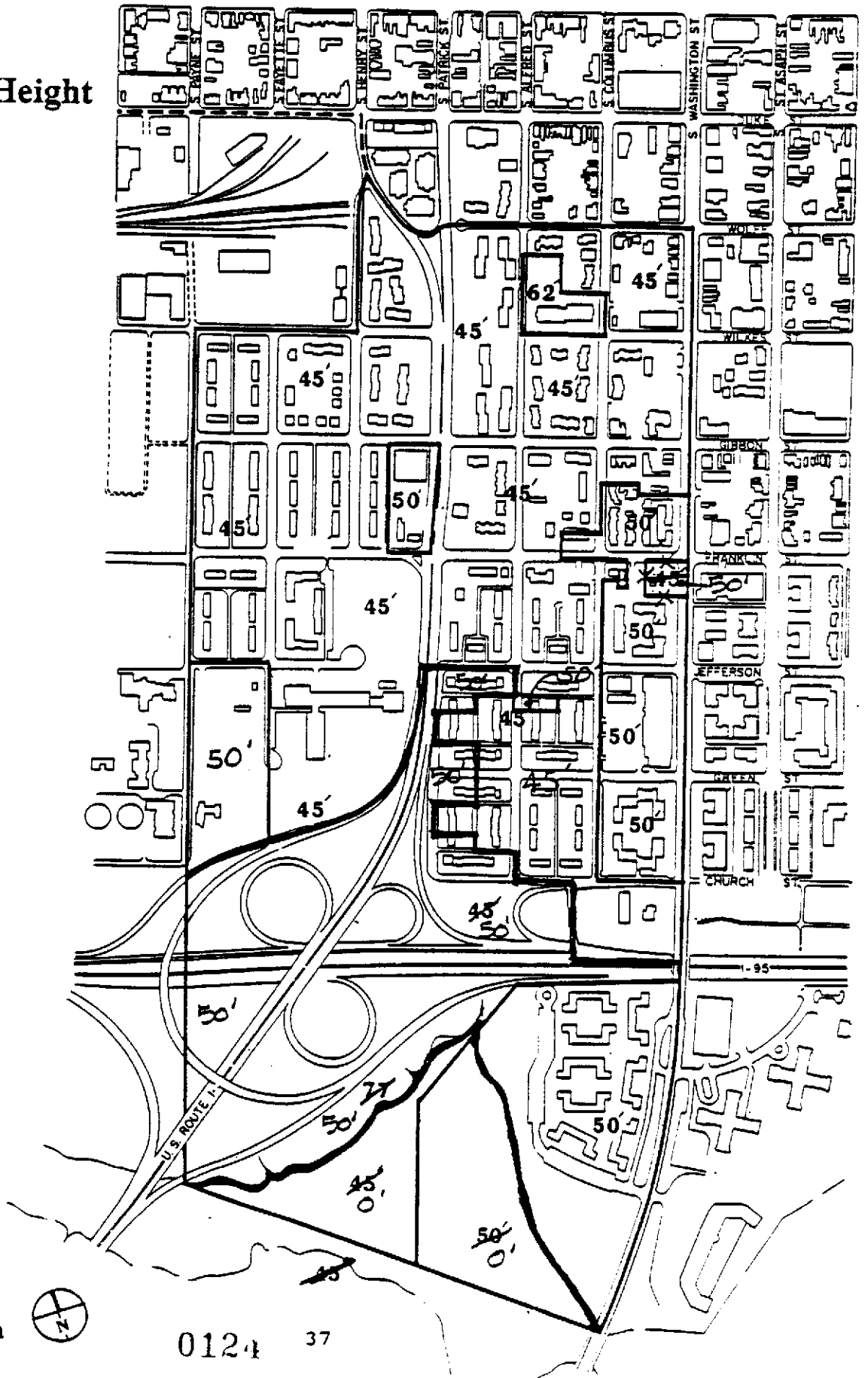


Southwest
Quadrant Area



Map 15

Proposed Height Limits



Southwest
Quadrant Area



0124 37

TRANSPORTATION RECOMMENDATIONS

The transportation recommendations are intended to update the 1974 Major Thoroughfare Plan (Map 15) by redesignating streets within the Southwest Quadrant Planning area according to their function and role in moving traffic through the area and to respond to the issue of potential commuter traffic on residential streets.

The proposed Major Thoroughfare Plan (Map 16) for the Southwest Quadrant area makes only one change from the 1974 Plan; acknowledging the role of Gibbon Street between Route I and Washington Street to be the same as Franklin Street. The recommendation is to

redesignate Gibbon Street between Route I and Washington Street from a local street to an arterial

In addition, the Plan recommends that in consideration of the proposed redevelopment of the Norfolk/Southern property and residents concerns about through traffic impacting their neighborhood






that the 300 block of S. Payne Street not connect through to the 500 block of S. Payne Street

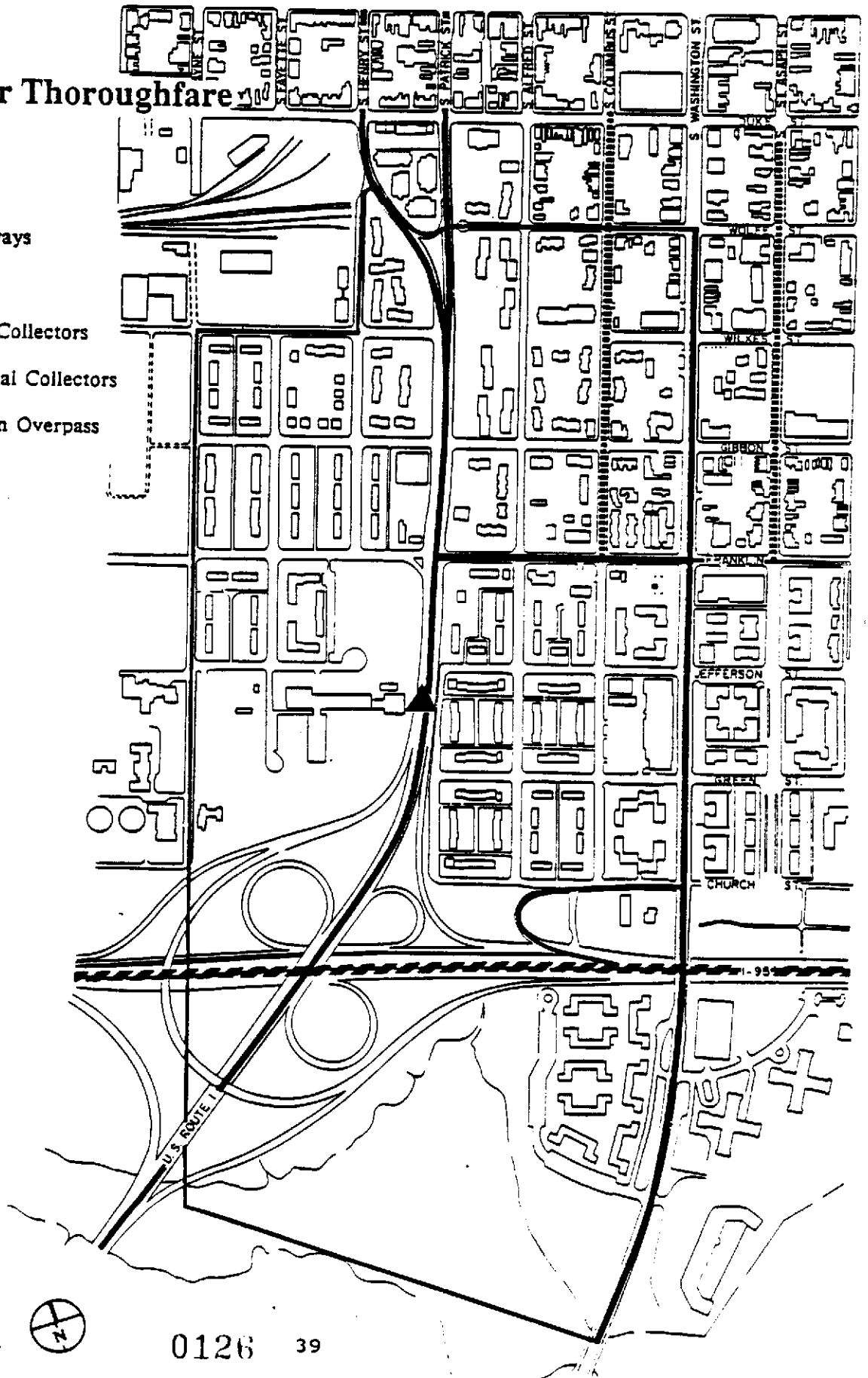
that the 200 block of S. Fayette Street not connect through to the 500 block of S. Fayette Street

that Eisenhower Avenue not connect to S. Henry Street.

Map 16

1974 Major Thoroughfare Plan

-  Expressways
-  Arterials
-  Primary Collectors
-  Residential Collectors
-  Pedestrian Overpass



Southwest
Quadrant Area

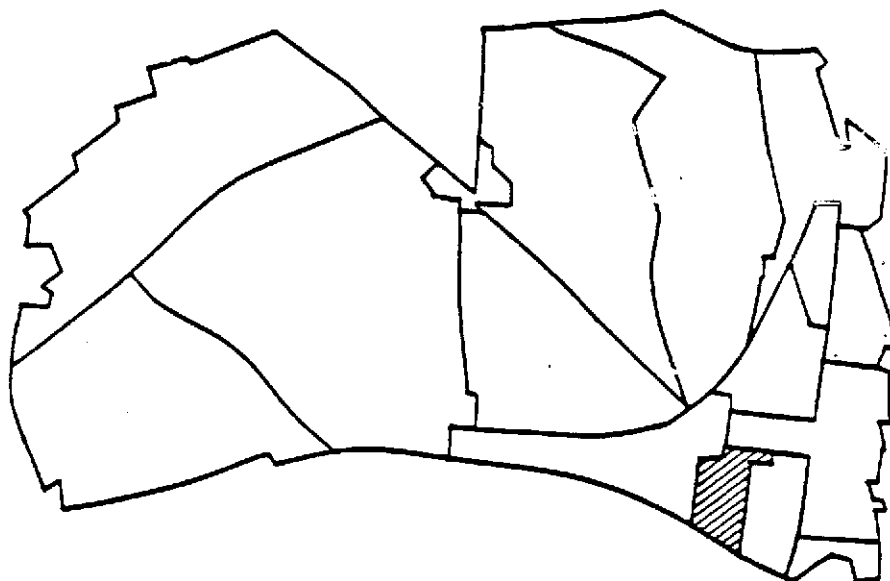


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SOUTHWEST QUADRANT

ADDENDUM

SMALL AREA PLAN



MAY 1989

AMENDED BY PLANNING COMMISSION ON MAY 30, 1989

Department of Planning and Community Development
City of Alexandria, Virginia

SOUTHWEST QUADRANT

ADDENDUM

SMALL AREA PLAN

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

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BACKGROUND AND ISSUES

DESCRIPTION OF AREA

At its March 21, 1989 Public Hearing, Planning Commission recommended that the boundary for the original Southwest Quadrant Study Area be extended to include a larger area. The western boundary was extended from South Payne Street to Hooff's Run and the northern boundary was extended from Wilkes Street to Duke Street between S. Henry and S. West Streets and the alignment of Wolfe Street between S. West Street and Hooff's Run. The southern boundary continues to follow Cameron Run (Hunting Creek) between Hooff's Run and U.S. Route 1 (See map 1).

This expanded area of Southwest Quadrant consists almost exclusively of industrial, municipal and institutional uses. This area includes the sanitary treatment plant and a number of public and private cemeteries. These cemeteries include the National Cemetery ~~at Alexandria~~ which contains graves of the Civil War dead. There are also a number of ~~small~~ private cemeteries adjacent to the ~~National cemetery~~ that were founded in the late 1700's

ALEXANDRIA

Prior to the mid ~~1900's~~ ^{1950's} the northern portion of Southwest Quadrant near King and Duke Streets was utilized as a ~~locomotive~~ ^{RAILROAD} repair facility. This facility was the location of several railroad roundhouses of which none remain. Today this railroad property is used as a testing facility and as an office/laboratory. Because of the declining use of rail facilities in this area much of the railroad property in Southwest Quadrant is either vacant or underutilized.

This area is isolated from adjacent neighborhoods. Natural barriers such as Hooff's Run on the west and man-made barriers such as the Capital Beltway on the south make this area inaccessible. These physical factors plus the presence of cemeteries, the sanitation facility and railroad operations also have the effect of protecting the Southwest Quadrant neighborhood from through traffic and from development pressures.

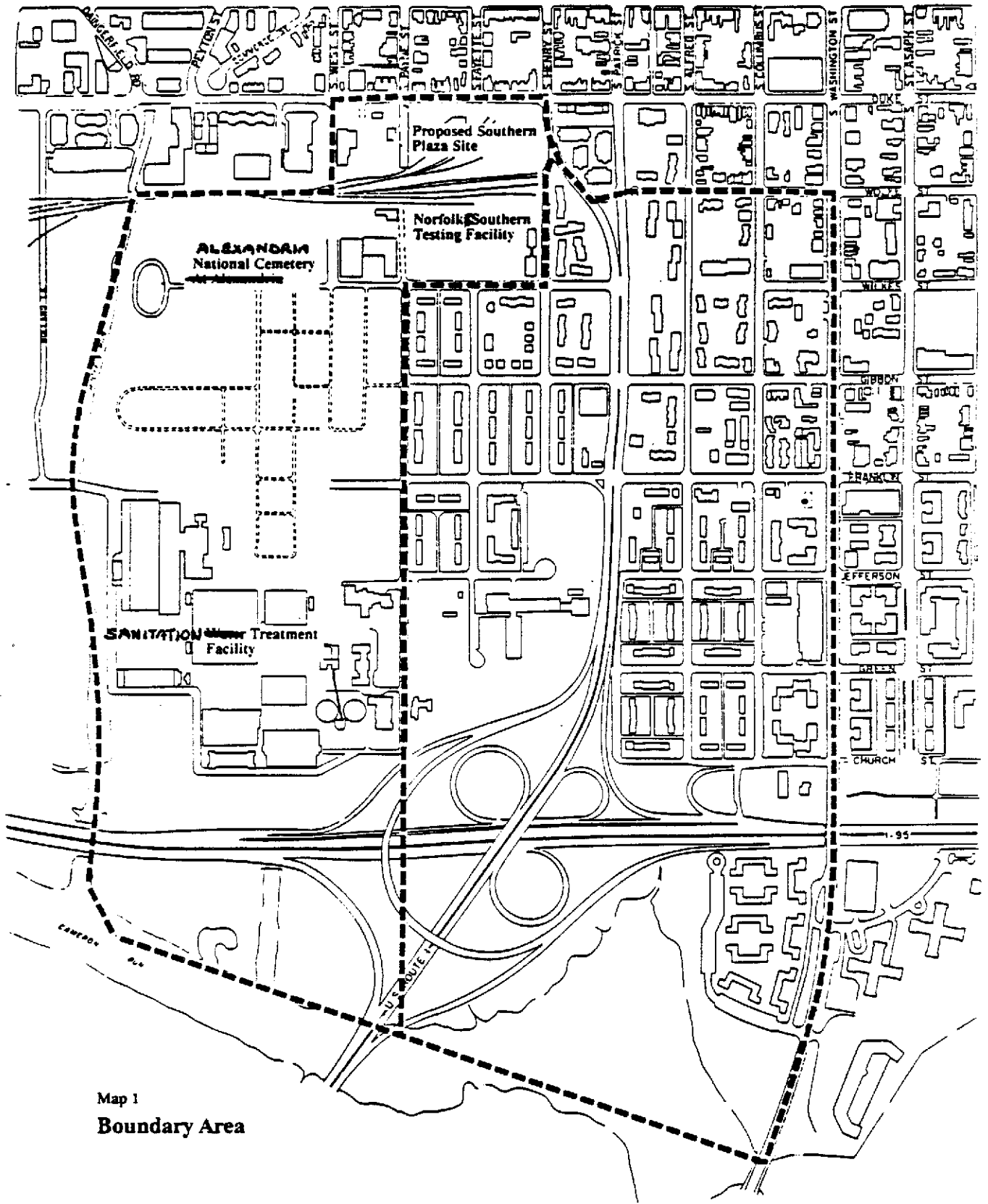
DEMOGRAPHIC BACKGROUND

Although the study area is encompassed by residential neighborhoods to the north, south and east there are no residential uses within this portion of the Southwest Quadrant at this time.

It is estimated that there are 343 persons that work in this part of Southwest Quadrant. The two largest employers are the Sanitation Treatment Plant with 160 employees and Data Mail with 123 employees. ~~The City of Alexandria maintains a staff of approximately 70 employees at the Animal Shelter and Fannon Heat and Fuel employs 40 persons at its location at Duke and Payne Streets.~~

EXISTING LAND USE (Map 2)

This part of Southwest Quadrant Area consists of approximately 123.1 acres. Excluding public right-of-ways such as streets and alleys, the area contains about 82.2 acres of land area that are subject to land use and zoning controls. Streets, alleys and the right-of-way for the Capital Beltway consist of 40.9 acres (Table 1).

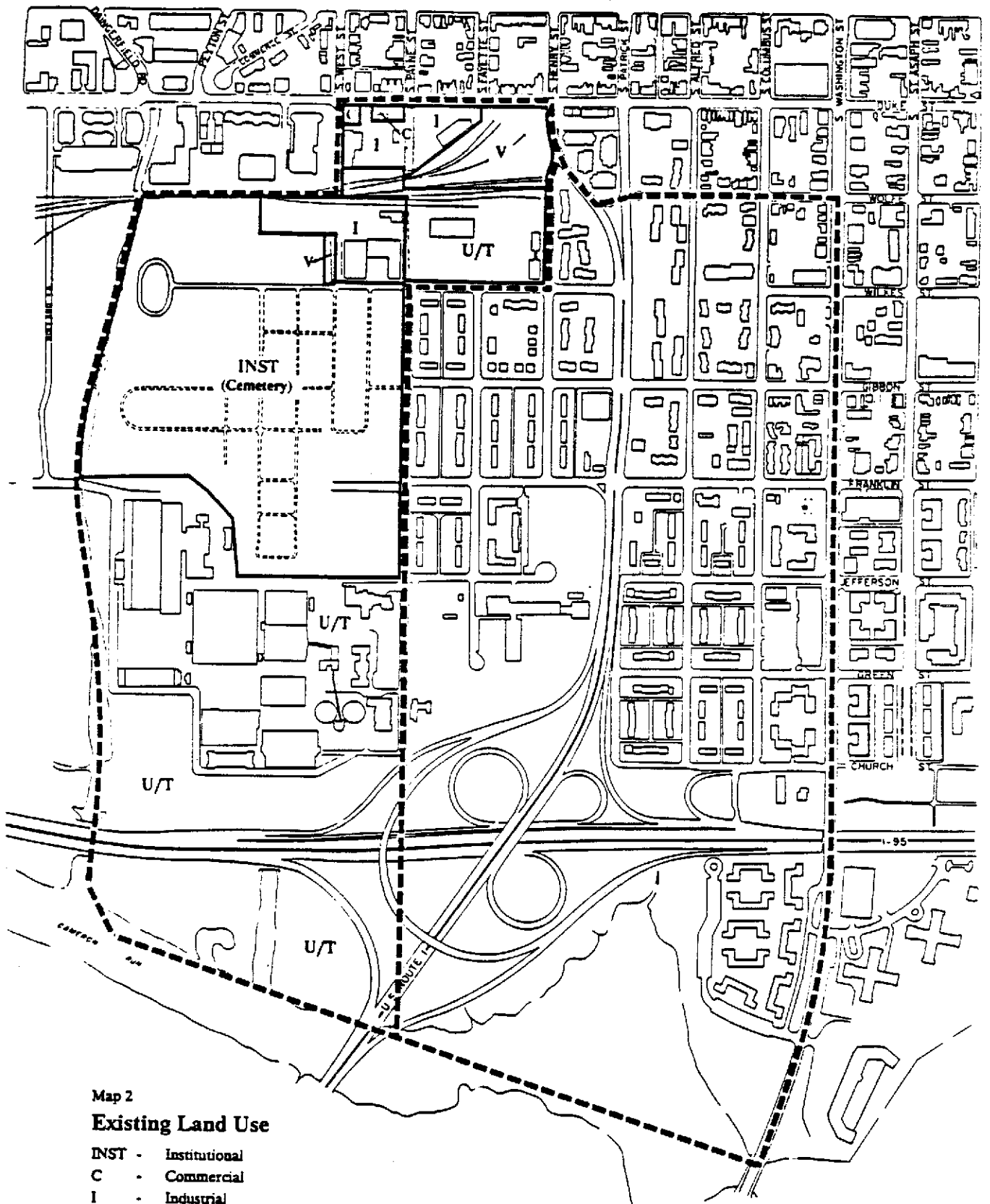


Map 1
Boundary Area

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South West
Quadrant





Map 2
Existing Land Use
 INST - Institutional
 C - Commercial
 I - Industrial
 U/T - Utility / Transportation
 V - Vacant

0135

South West
 Quadrant



TABLE 1
Existing Land Use
Southwest Quadrant Area
(Amended Area)

<u>Land Uses</u>	<u>Square Feet</u>	<u>Acres</u>	<u>Percent</u>
Commercial	14,985	9.3	0.4
Industrial	281,855	6.5	7.9
Institutional	1,113,220	25.6	31.1
Utility	2,009,539	46.1	56.1
Vacant	<u>161,710</u>	<u>3.7</u>	<u>4.5</u>
TOTAL	3,581,309	82.2	100.0

Commercial Land Use

Commercial uses cover about 0.4 percent (0.3 acres) of the land in this area. These uses consist of a used car dealership at Duke and S. West Streets and an auto rental dealership at Duke and S. Payne Streets. Both of these businesses relocated to this location after being displaced from other neighborhoods. It is anticipated that once redevelopment occurs within this portion of Southwest Quadrant these businesses will again be displaced.

Industrial Land Use

Industrial uses cover about 7.9 percent (6.5 acres) of land area. These uses consist of the Fannon Heating and Fuel business, Data Mail operation and the Virginia Clay Products.

Institutional Land Use

Institutional uses are the ^{ALEXANDRIA} second largest land use category within this area. These uses consist of the National Cemetery ~~at Alexandria~~ and several ~~small~~ OTHER cemeteries that contain a total of 31.1 percent (25.6 acres) of land area. ~~Because the people buried in these cemeteries played significant roles in Alexandria's History, these cemeteries could be considered historic.~~

Utility Land Use

The Utility/Transportation land use is the largest land use category in this part of the Southwest Quadrant Area. These uses cover about 56.1 percent (46.1 acres) of the land area and consist of the Sanitary Treatment Plant facility and the Norfolk/Southern ^{CORPORATION} testing facility.

Vacant Land

This part of the Southwest Quadrant Area contains about ^{CORPORATION} 3.7 acres (4.5 percent of the land area) of vacant land. This vacant land located at the southwest corner of Duke at S. Henry Street is owned by Norfolk/Southern ~~Railroad~~. This site was once the location of a railroad roundhouse which was destroyed by fire during the early 1970's. Since that time the railroad tracks have been removed and the site has been vacant.

EXISTING ZONING (Map 9)

This portion of the Southwest Quadrant Area is zoned exclusively for industrial use. Approximately 99.4 percent (81.7 acres) of this area is zoned I-2 (heavy industry) and 0.6 percent (0.5 acres) is zoned I-1 (light industry) (table 2).

The I-1 zone allows industrial or commercial development with a FAR of up to 2.5. Uses permitted under this zone would include professional offices, auto sales and rental, retail businesses and other light industrial uses. There are only several properties in Southwest Quadrant that are zoned for these types of uses. These properties are located on Duke Street between S. West and S. Payne Streets and are the location of a used auto dealership and an auto rental business.

The I-2 zone allows heavy industrial uses with a FAR of up to 3.0. Uses permitted under this zone include railroad yards, trucking terminals, including treatment plant facilities and steel fabrication businesses. Because this portion of Southwest Quadrant is the location of the treatment plant, railroad yards and building material sales yard, the I-2 zone is the predominant zone for the area.

TABLE 2

Existing Zoning Southwest Quadrant Area (Amended Area)

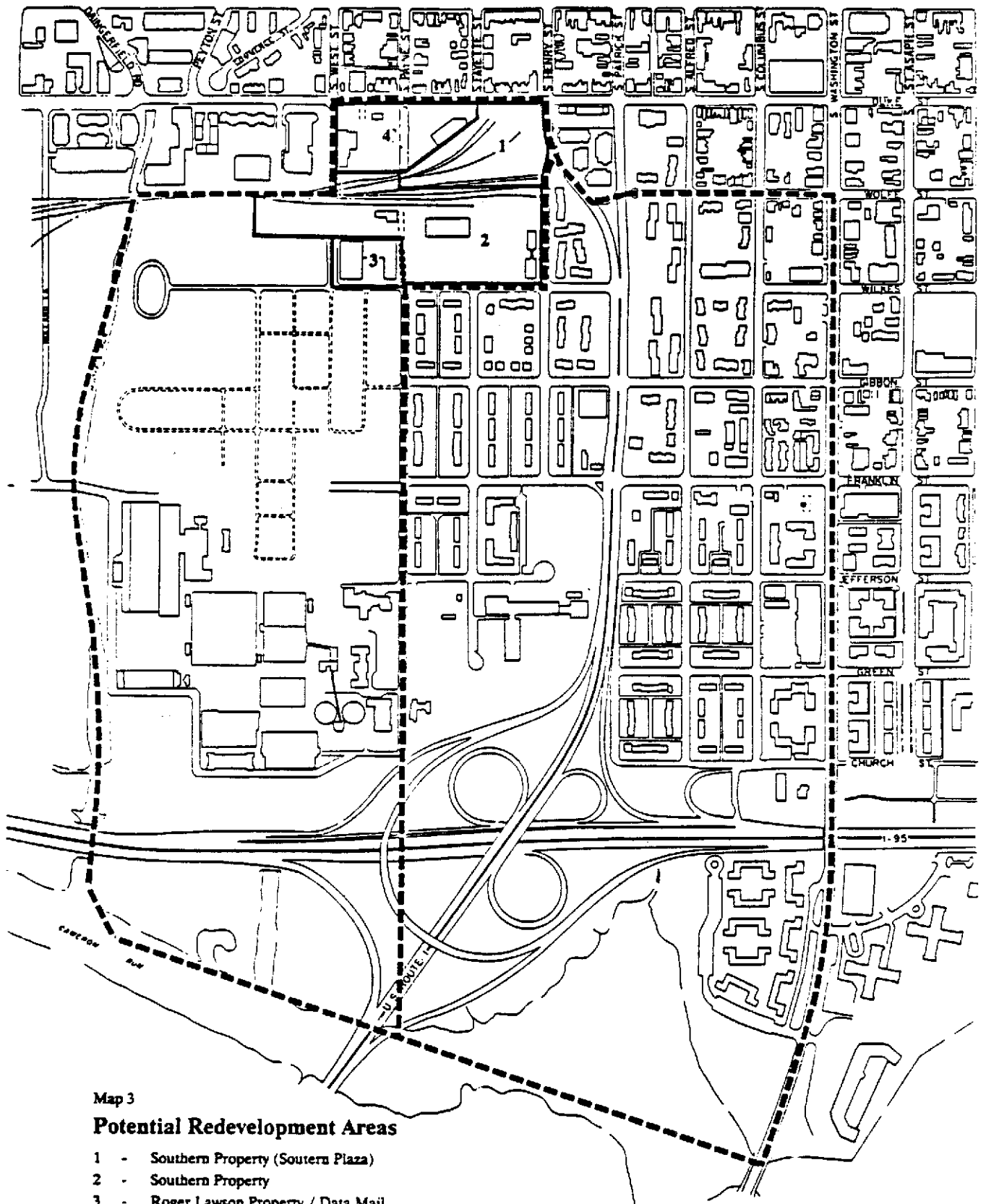
<u>Land Zoned</u>		<u>Square Feet</u>	<u>Acres</u>	<u>Percent</u>
Industrial:	I-1	21,185	0.5	0.6
	I-2	<u>3,560,124</u>	<u>81.7</u>	<u>99.4</u>
	Total	3,581,309	82.2	100.0

HEIGHT LIMITS

Height limits within this part of the Southwest Quadrant would normally be determined by one of two sets of regulations; height districts and specific zoning categories (map 11). The height would be determined by whichever set of regulations is the more restrictive. The height limit for this area is normally 150 feet but because all of the properties within the area are zoned I-1 or I-2, the height by right is limited to 77 feet. Under special conditions, development under a PUD would be allowed to increase the height limit to 200 feet with an average of 150 feet for developments occurring on properties of 5 or more acres.

POTENTIAL REDEVELOPMENT OPPORTUNITIES

There are approximately 17 acres of industrial property within the study area which are ripe for redevelopment over the next five years (Map 3). These sites are located between Duke Street, Wilkes Street and S. Henry Street and extend eastward toward the King Street Metro Station development area.



Map 3

Potential Redevelopment Areas

- 1 - Southern Property (Souters Plaza)
- 2 - Southern Property
- 3 - Roger Lawson Property / Data Mail
- 4 - Fannon Property (Heating and Fuel Distributing)



~~NORFOLK~~ CORPORATION

Most of this area is owned by ~~Southern Railroad~~ and used for railroad related industrial uses such as the Clay Products yard and the railroad car testing facility. Those properties not owned by the railroad are being used for auto related commercial uses and for a fuel company with fuel storage tanks.

In comparison to the surrounding developed area and in consideration of proximity to transit stations, Route 1, Old Town and to the Central Business District, these properties are underutilized and are subject to redevelopment pressures. Each of these properties is shown on Map 3 and described below.

1. This vacant 3.27 acre property owned by Norfolk/Southern ~~Railroad~~ CORPORATION and located at the southeastern corner of Duke and South Henry Streets is being proposed for a 105,000 square foot, 124 suite, hotel; a 100,000 square foot, four story, office building; a 10,000 square foot, 300 seat, restaurant; and a 60,000 square foot health and athletic center.

This Plan, under review by the City, is the second such proposal to be submitted by the Gates Hudson/Norfolk-Southern Limited Partnership. The previous plan included a 10 acre site and consisted of 590 residential rental units, 225,000 square feet of commercial retail space, 650,000 square feet of commercial office space, a 150 room hotel, and a community center supported by a 3,500 space underground parking garage. Building heights ranged from four to thirteen stories. Because of strong neighborhood opposition to the density and proposed building heights the Plan was deferred indefinitely.

2. This site, at the northwest corner of South Henry and Wilkes Street, consists of 8.4 acres and is owned by Norfolk/Southern ~~Railroad~~ CORPORATION. The property is used as an office and a testing facility for the railroad. As with the property mentioned above, this property was originally proposed for redevelopment as part of the 10 acre mixed use development plan. However, this site is not part of the new proposal. It is likely that this site will remain in its current use for the foreseeable future.
3. These properties, located on Wilkes Street between S. Payne and S. West Street, contain about one acre and are the location of the Data Mail Company. It is anticipated that the Data Mail site will eventually be redeveloped as development occurs on the adjacent railroad properties.
4. Located on Duke Street between S. West and S. Fayette Street, these properties include 2.3 acres and contain the Fannon Heating and Fuel Business, a used auto dealership and an auto rental business. With the improvement to Duke Street and the likelihood of development on the Southern Property fronting Duke Street to the east, it is anticipated that these commercial businesses will relocate and the properties redeveloped.

TRANSPORTATION

Vehicular access to the developable portion of the Southwest Quadrant is limited to Duke Street to the north, to Wilkes Street to the south and to S. Henry Street to the east. S. Payne Street serves to connect the area to Duke Street and to Wilkes Street; however, S. Payne Street is bisected by the railroad tracks and does not connect Duke Street to Wilkes Street.

In effect, the railroad tracks have caused a break in the traditional street grid pattern which characterizes the downtown area. The north/south streets, S. Payne and S. West Street, are not linked. Wolfe Street, which would be the logical east/west street through the area, terminates further east at S. Henry Street. There is no connection of this area to the west other than from Duke Street.

Duke Street, from Elizabeth Street near the Duke Street bridge to S. Henry Street is being improved on the south side to a five lane roadway with medians for turning movements. This improvement is needed in order to better facilitate the movement of east-west traffic.

However, much of the additional capacity afforded to Duke Street because of the improvement will be absorbed by traffic generated by developments near the King Street Metro Station and to some extent in the Cameron Run Valley. An east/west connection to the Southern Railroad property and to other abutting developable properties may be needed to provide improved access to these sites and to relieve Duke Street from additional traffic burdens. This relief may be particularly important given the proximity of the development area to the heavily congested Duke Street and S. Henry Street intersection.

An east/west feeder street connecting to Holland Lane and running along the Wolfe Street alignment should only serve the industrial and commercial areas subject to redevelopment. There should not be a connection to S. Henry Street which might attract traffic through the neighborhood. For similar reasons S. Payne, S. Fayette and S. West streets should not be connected through to the Southwest neighborhood.

SUMMARY OF FINDINGS

1. This area contains a number of industrial and railroad properties that are vacant or are underutilized and are subject to redevelopment pressures.
2. Over 99.4 percent of this area is zoned I-2 which would allow heavy industrial uses.
3. Over 87.2 percent of this area is utilized for institutional and public utility purposes, uses which are unlikely to change.

ISSUES

Residential/Commercial Transitions

The types of high densities that are permitted under the I-1 and I-2 zones may be appropriate in large commercial areas but they are not appropriate for sites that are adjacent to low and medium density residential areas.

One issue is the need to protect the adjacent residential areas from high density commercial developments and to provide use and density transitions between existing residential areas and commercial or industrially zoned properties.

Coordinated Development

~~NORFOLK CORPORATION~~

The ~~Southern Railroad~~ properties centered near Duke and S. Henry Streets has been a fixture for many decades. However, much has changed around this site: the completion of the DIP Renewal Area, the development of the remaining DIP commercial projects, the westward expansion of Old Town, the redevelopment of the King Street Metro Station area and new residential construction in the Southwest Quadrant area.

The assemblage of a large underutilized property in the midst of a well located built up area provides a unique opportunity for coordinated mixed use development. The original Southern Plaza proposal for a mix of residential, office, retail, hotel and community uses was one example of how an integrated development could be applied to the Southern Railroad properties.

Unfortunately, the proposal was too dense and included building heights which were out of scale with the surrounding residential areas. Nevertheless, this is not to say that the concept of coordinated mixed use development, appropriately scaled down to harmonize with the surrounding area, could not work. The Master Plan Task Force recommended that this site be developed as a Coordinated Development District.

The new proposal for a portion of the Southern Properties reflects a far more modest effort which involves three acres at the corner of Duke and Henry Streets. The project has been scaled down considerably with heights not exceeding 50 feet.

At issue is whether the City believes that it is best to still pursue the concept of a coordinated development for the Southern Properties and the abutting commercial properties in this area or whether piecemeal development, even perhaps piecemeal mixed used development is acceptable for this area.

Through Traffic

The diversion of through traffic into the Southwest Quadrant Area is a continuing concern among residents of the area who experience daily the impacts of rush hour traffic through their neighborhood. The residents west of S. Patrick Street have been relatively protected from through traffic due to the lack of road connections to arterial streets through their area. This situation could change with the redevelopment of the Norfolk ~~Southern~~ properties located at Duke and S. Henry Streets.

~~CORPORATION~~

During several neighborhood meetings in Southwest Quadrant area, the community expressed major concerns about the potential generation of heavy volumes of traffic as a result of the redevelopment of the Norfolk ~~Southern Railroad~~ property along Duke, S. Henry and Wilkes Streets. They were particularly concerned with any direct connection of S. Fayette Street or S. Payne Street through to their neighborhood.

~~CORPORAT~~

Specifically the neighborhood made the following recommendations:

1. That S. Payne, S. Fayette and S. West Streets not be allowed to extend through the development site between Wilkes Street and Duke Street.

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2. That Wilkes Street not be allowed to make a connection between Holland Lane and S. Henry Street (U.S. Route 1) or to S. Payne Street south of Wilkes Street.
3. That Eisenhower Avenue not be connected to U.S. Route 1.

Staff supported these recommendations.

RECOMMENDATIONS

GOALS AND OBJECTIVES

The primary goals of this addendum to the Southwest Quadrant Area Plan are 1) to protect the adjacent residential neighborhood from inappropriate commercial uses and densities resulting from redevelopment of adjacent industrially zoned properties; 2) to protect the historic character of the area north of Duke Street by moderating redevelopment densities and heights; 3) to protect residential areas from through traffic resulting from redevelopment of the area; 4) to promote coordinated mixed use development on the Southern Properties and abutting commercial properties while minimizing traffic impacts to adjacent residential areas.

The Plan Objectives Are:

- o Provide height, density and use transitions between existing residential and institutional uses and future development.
- o Promote a moderate scale and density for future commercial development along Duke Street and a design which is compatible with the adjacent Old and Historic District.
- o Promote coordinated mixed use development of the redevelopable commercial and industrial properties between West, Wilkes, S. Henry and Duke Street.
- o Prevent additional roadway connections which might induce commuter traffic through residential streets.
- o Rezone industrially zoned properties that are used for institutional and utility purposes to zoning categories that are more appropriate for these uses.

PROPOSED CHANGES TO THE LAND USE PLAN

Staff believes that the most appropriate land use designation for the blocks bounded by Duke, Henry, Wilkes and West Streets is Coordinated Development District under the theory that the best way to promote an integrated and coordinated mixed use development in this area is to require a CDD plan for the entire area. The original Southern Plaza proposal was developed under this approach.

The Southern Plaza developer is now proposing a 1 1/2 block project at the corner of Duke and Henry Streets instead of the original 4 square block project. This approach suggests that the area, in all likelihood, will be developed into several, individualized, self contained, uncoordinated projects. Should the City approve this smaller project and forego pursuing the Coordinated Development District approach, this Plan recommends that the remainder of the area fronting Duke Street up to West Street and north of what would have been Wolfe Street be developed for moderately scaled commercial office uses.

The area south of what would have been Wolfe Street and fronting Wilkes Street should be developed for a mix of medium density residential townhouses and apartments to provide a compatible transition to the existing Southwest Quadrant neighborhood.

Because the buildings along the north side of Duke Street are low scale and within the Old and Historic District, this plan recommends that the buildings on the south side of Duke Street, at least for the first 100 feet, be included within the Old and Historic District in order to guarantee the compatibility of the buildings on the south side of Duke Street with existing buildings on the north side.

The block bounded by Wolfe, Payne, Wilkes and West Streets is occupied by an industrial establishment which is only marginally compatible with the nearby residential areas. In the future, as the blocks between Wilkes and Wolfe Street become residential, this incompatibility will only become more pronounced.

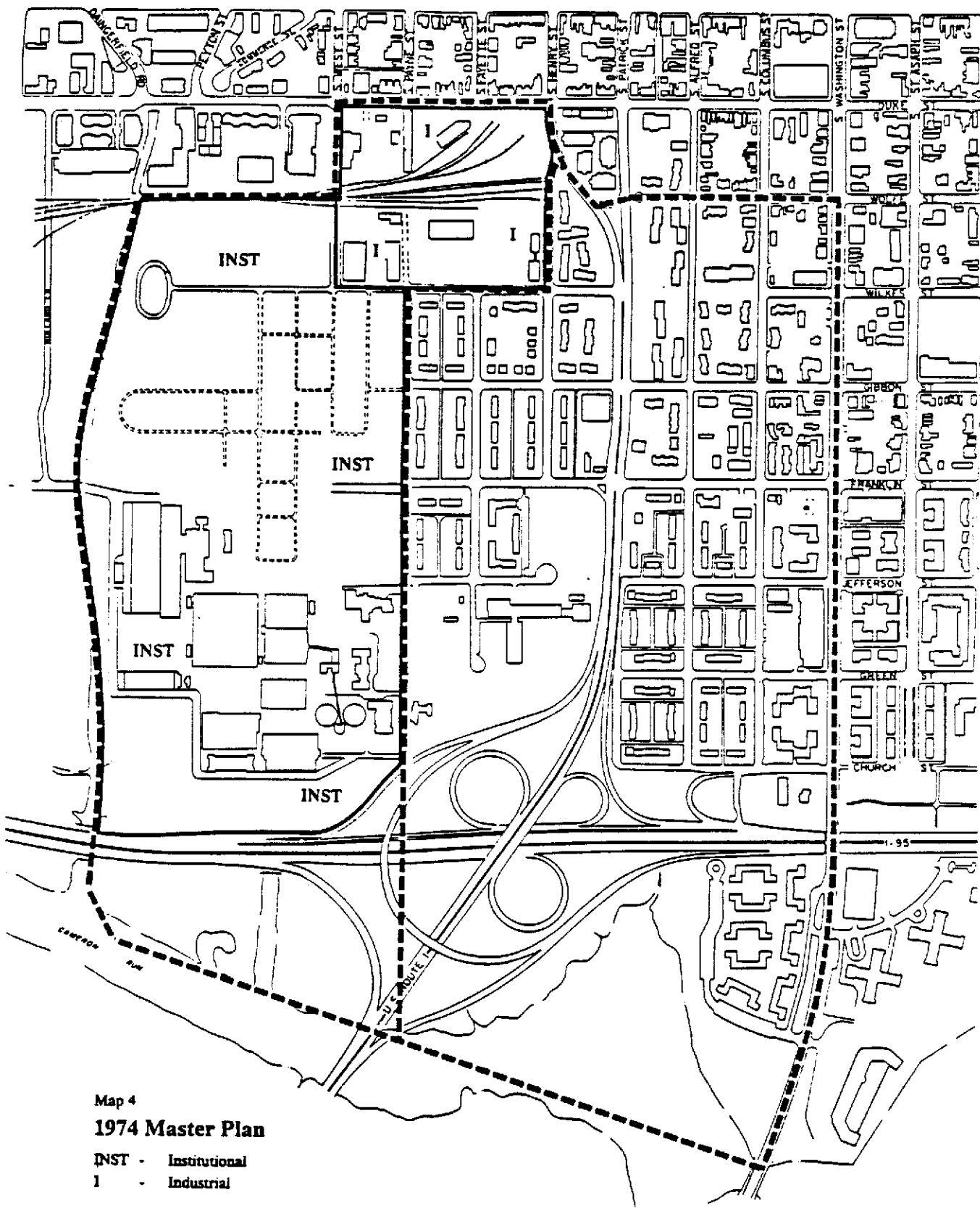
The plan calls for a gradual phasing out of the industrial activity along the north side of Wilkes Street by calling for residential development. Should the industrial activity remain as a nonconforming use, it should be buffered from new residential development to the east.

The 1974 Adopted Consolidated Master Plan for the Southwest Quadrant Area is shown in Map 4. The proposed changes to the plan are shown in Map 5 and the new proposed Land Use Plan is shown in Map 6.

Should the major property owner seek to develop his property as a coordinated mixed use development under a CDD, the City should consider rezoning to that category with appropriate design and use principles.

1. From Industrial to Office Commercial CDD

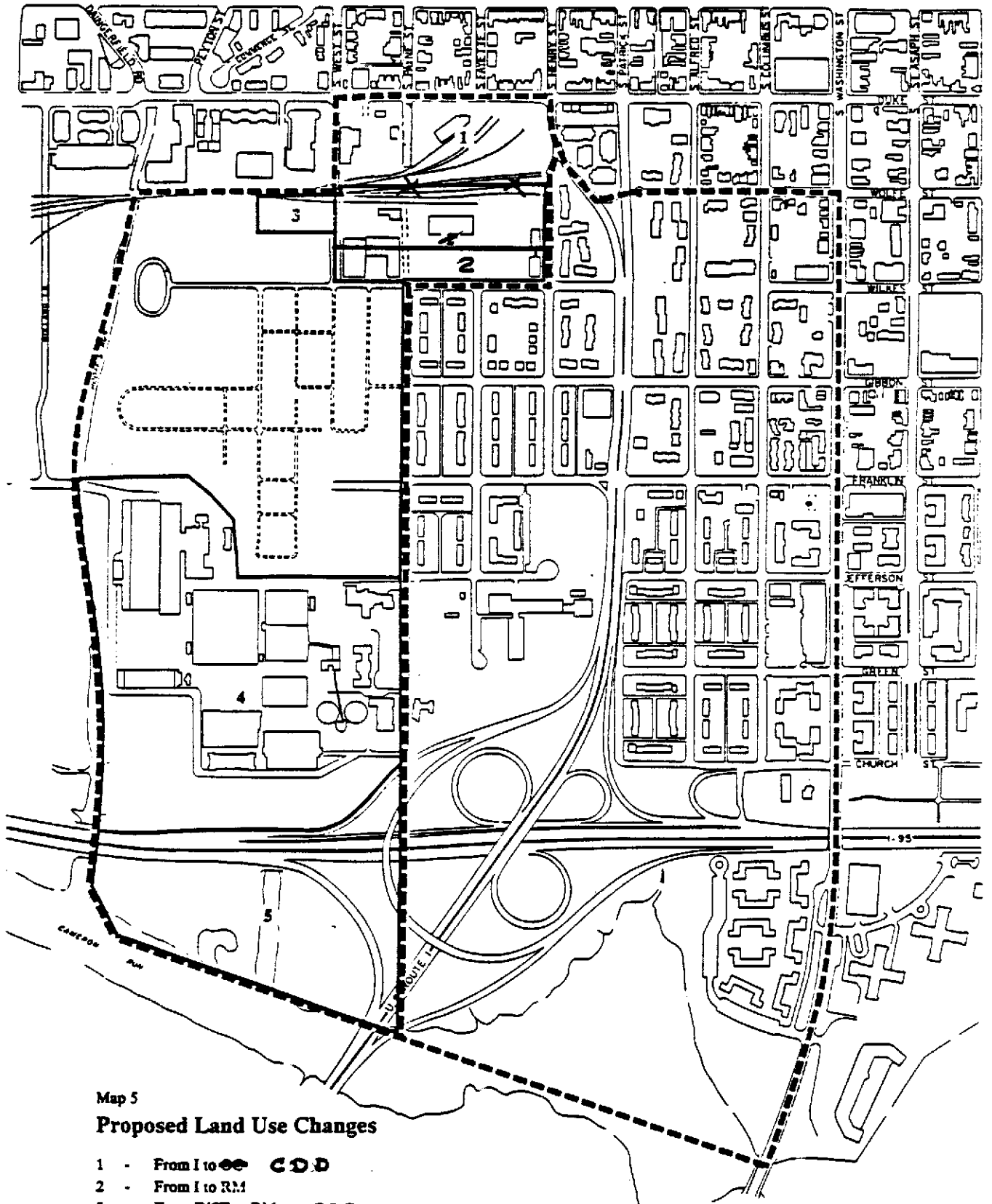
These properties located on Duke Street between S. West and S. Henry Streets are currently either vacant railroad properties or underutilized industrial properties. It is recommended that redevelopment of this area be compatible in density, height and in use with the residential and commercial office townhouse structures that are located across Duke Street, and brought under the purview of the B.A.R..



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South West
 Quadrant





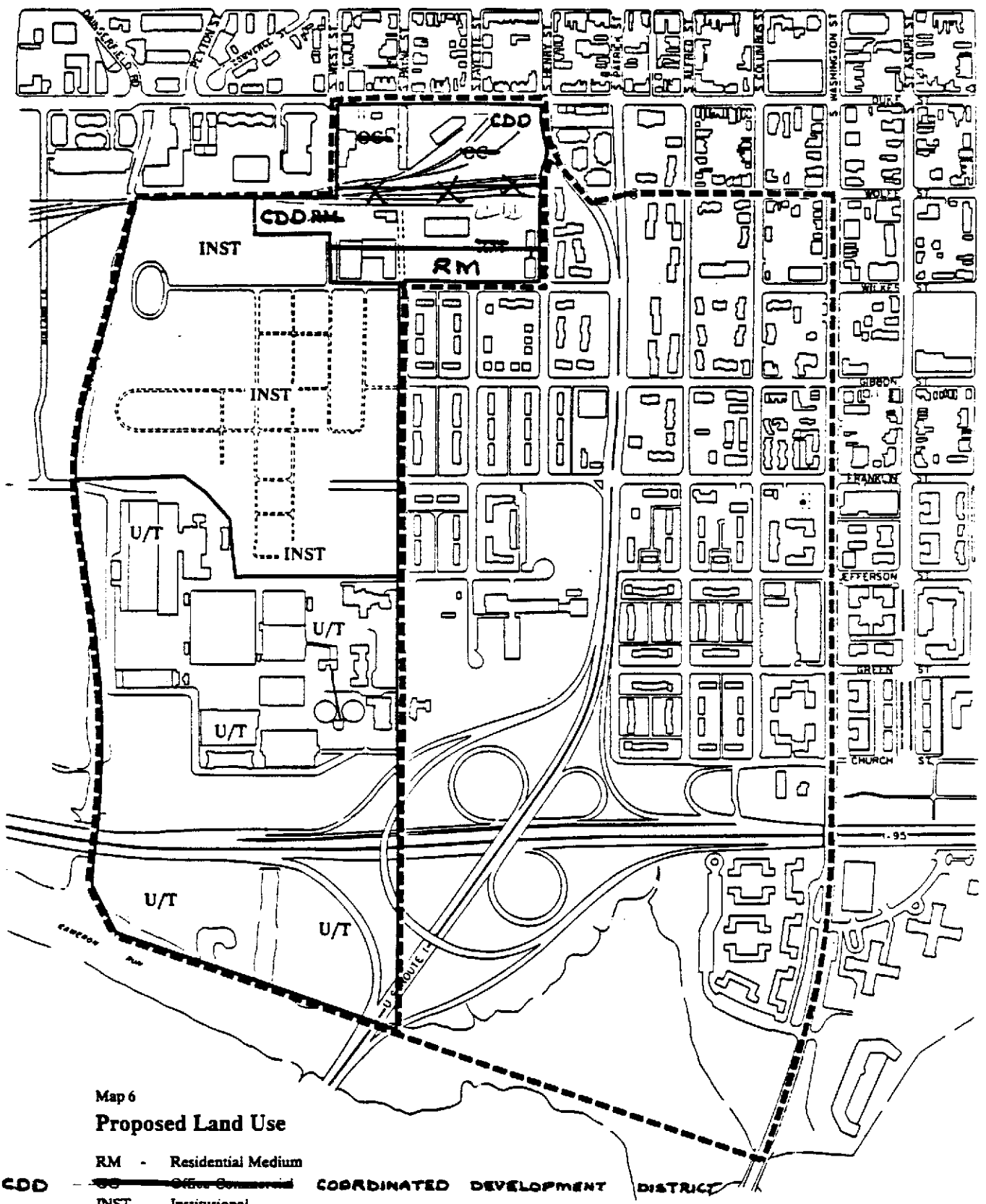
Map 5
Proposed Land Use Changes

- 1 - From I to ~~CC~~ **CDD**
- 2 - From I to RM
- 3 - From INST to ~~RM~~ **CDD**
- 4 - From INST to U/T
- 5 - From — to U/T

0147

South West
 Quadrant





Map 6
Proposed Land Use

- CDD** - Office Commercial
 - RM** - Residential Medium
 - INST** - Institutional
 - U/T** - Utility and Transportation
- COORDINATED DEVELOPMENT DISTRICT**

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2. From Industrial to Residential Medium

This area is located north of Wilkes Street between South Henry Street and S. West Street. These properties are currently underutilized railroad facilities and industrial businesses. Because of the close proximity to the residential townhouses on Wilkes Street and S. Henry Street and the lack of commercial access to the area, it is recommended that medium density residential development occur in this area. This would provide a transition between the existing residential neighborhood and any proposed office/commercial redevelopment along the Duke Street area.

3. From Institutional to Residential Medium **COORDINATED DEVELOPMENT DISTRICT**

This property consisting of 1.1 acres is owned by ~~Southern Railroad~~ ^{NORFOLK CORPORATION} and is currently being used as a storage yard for the Virginia Clay Products business. This plan recommends that this use be phased out as residences are developed in the blocks between Wolfe and Wilkes Street to the east.

4. From Institutional to Utility/Transportation

This property consisting of 39.6 acres contains the sanitation treatment plant, the City's Print Shop and Records Center. Because of the type of use of this property, the utility land use designation is an appropriate category.

5. New Designation to Utility/Transportation

This area consist of the right-of-way for the Capital Beltway. This area was not given a land use designation on the 1974 Long Range Land Use Map. The recommendation to designate this area utility/transportation is consistent with the way in which the area is being used.

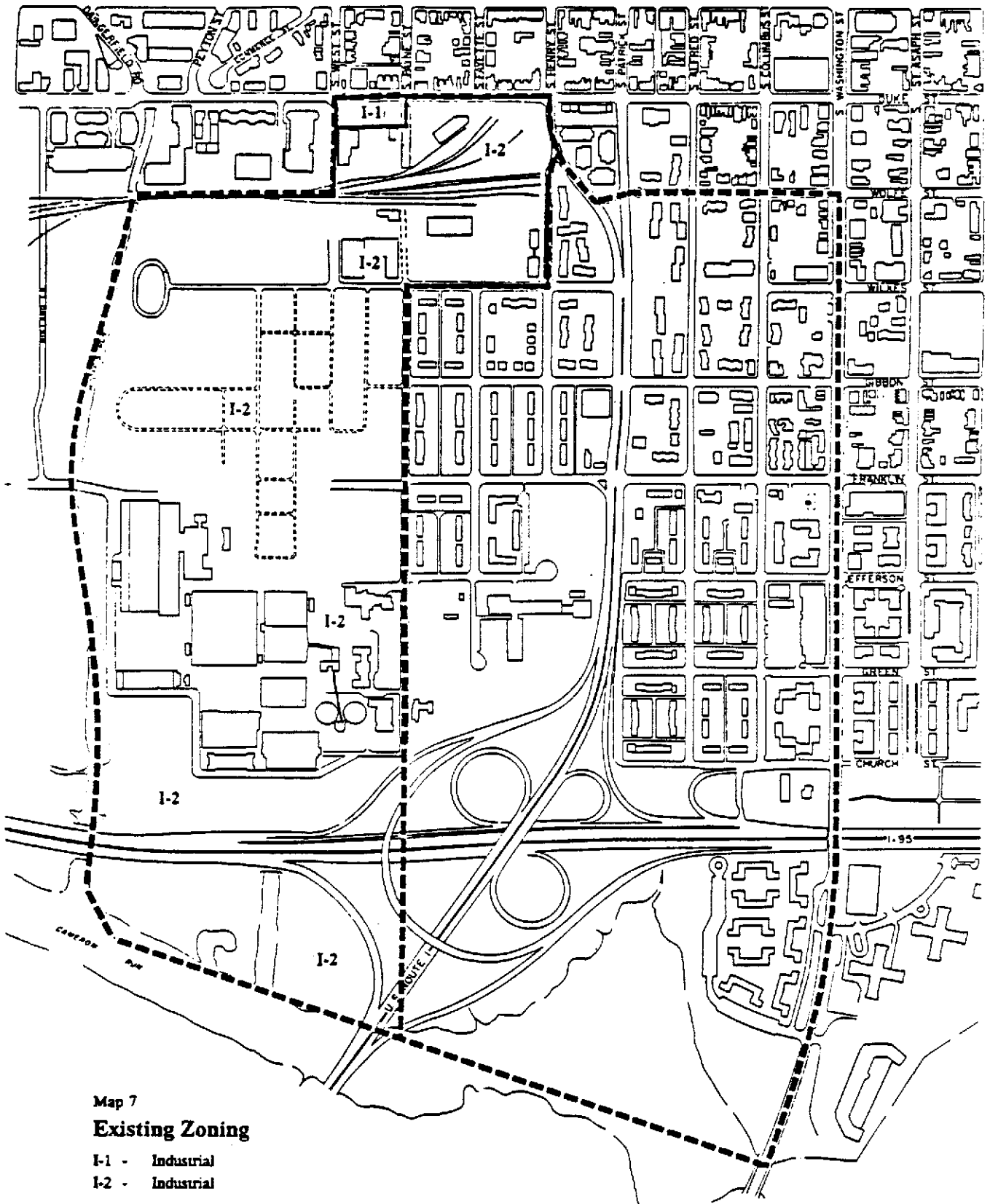
PROPOSED ZONING CHANGES

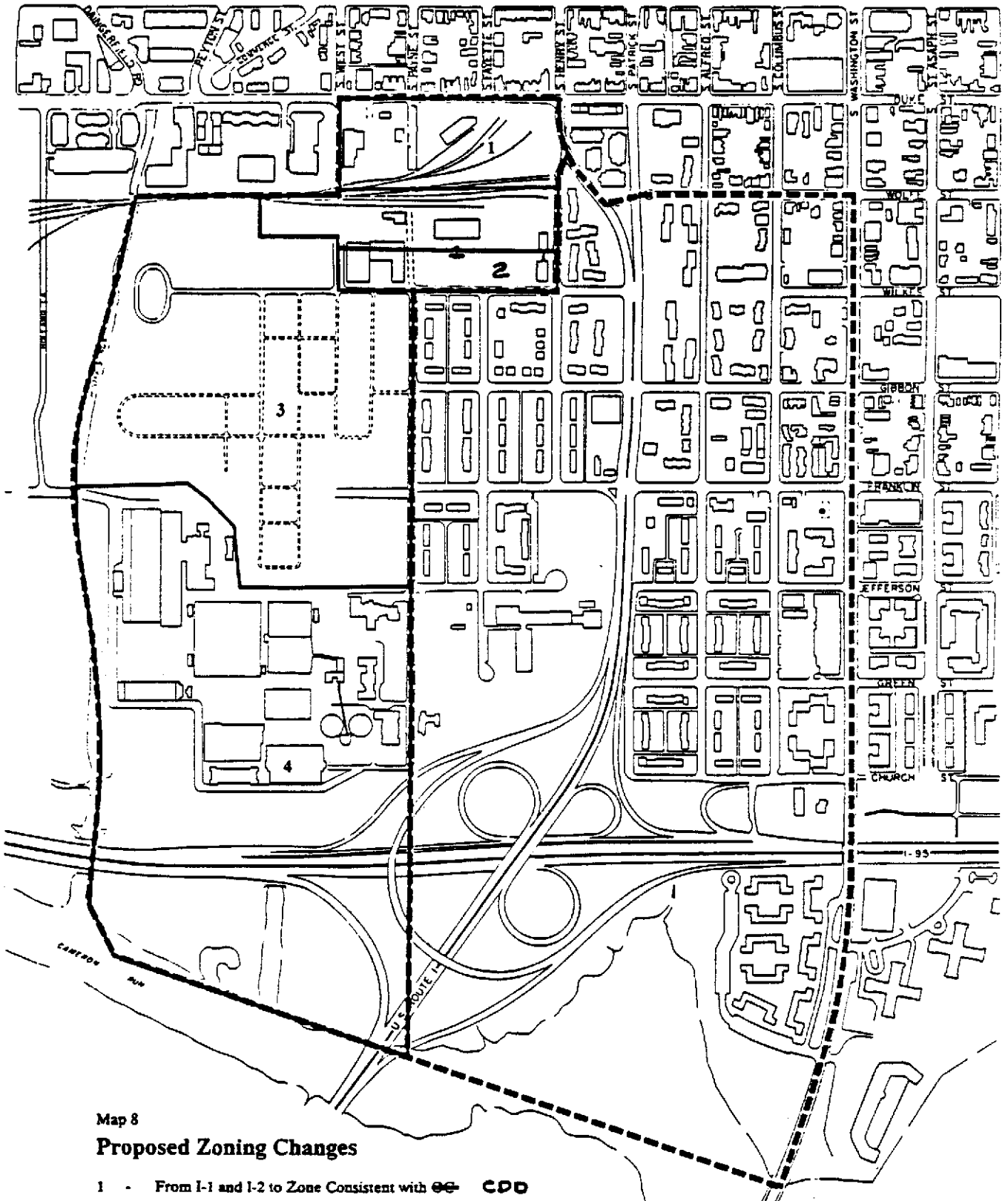
The following zoning changes are recommended to implement the Proposed Land Use Plan. In most cases these recommendations involve the development of new zoning categories to reflect the types and scales of uses desired for a given land use designation in the recommended Master Plan. These recommendations should serve as a guide to the development and implementation a new zones. Map 7 shows current zoning. Map 8 reflects the proposed changes to the zoning map and Map 9 shows the proposed new zoning map.

COORDINATED DEVELOPMENT DISTRICT (CDD)

1. Rezone from I-1 and I-2 to ~~Office/Commercial (OC)~~

These properties are located on Duke Street between S. West and S. Henry Streets and are owned by Southern Railroad and by Fannon Heating and Fuel. The commercial densities and heights currently allowed on these properties are inappropriate next to the Old and Historic District. The OC designation is designed to produce moderately scaled, moderate density commercial buildings. To assure design compatibility with the adjacent development on the north side of Duke Street, the Plan recommends that at least the first 100 feet south of Duke Street between West Street and S. Henry Street be included in the Old and Historic District and be subject to Board of Architectural Review. **ALEXANDR**





Map 8

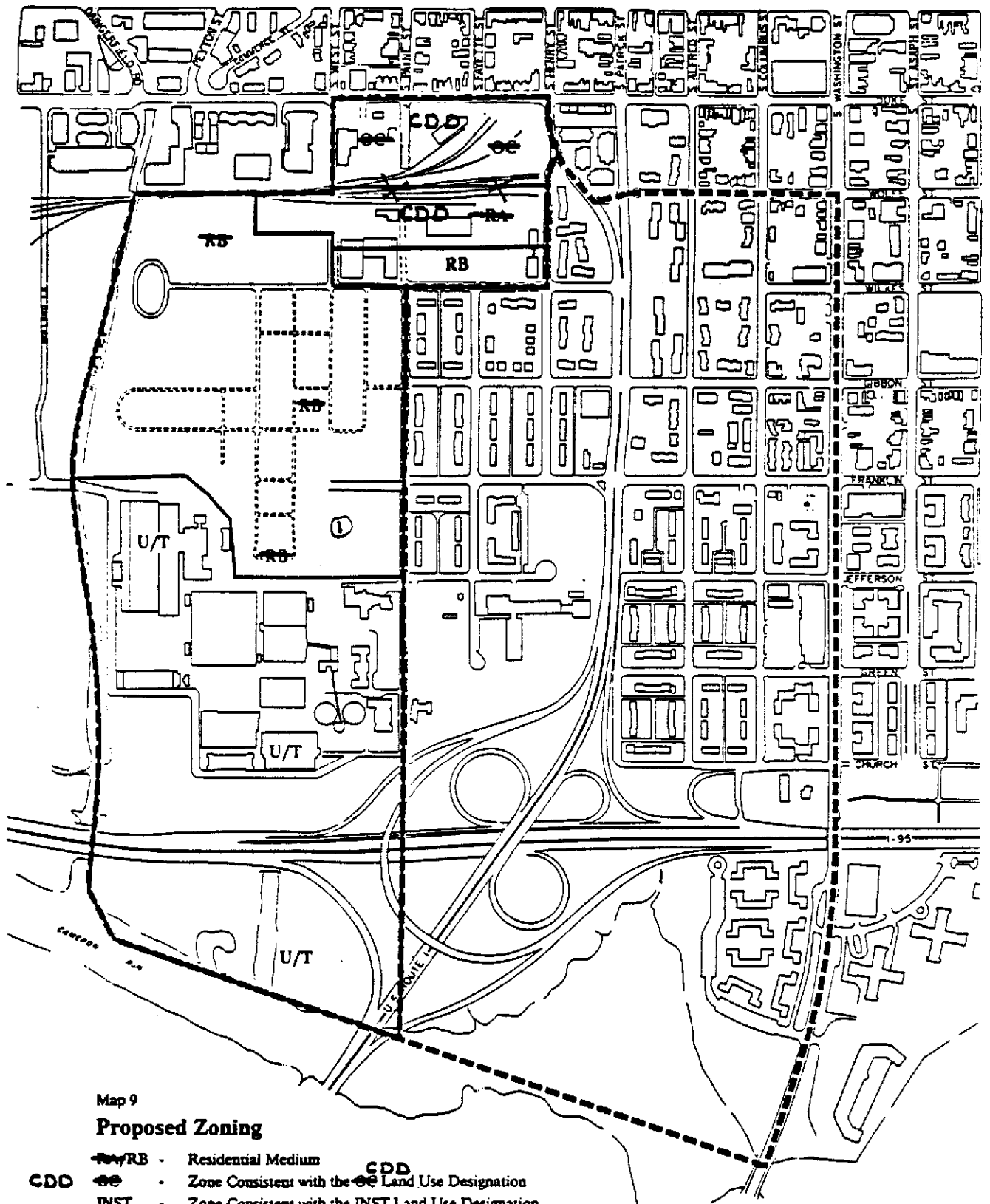
Proposed Zoning Changes

- 1 - From I-1 and I-2 to Zone Consistent with ~~CC~~ CDD
- 2 - From I-2 to ~~RB~~ RB
- 3 - From I-2 to ~~RB~~ TO BE STUDIED BY THE ZONING TASK FORCE
- 4 - From I-2 to Zone Consistent with U/T

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South West
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Map 9

Proposed Zoning

- RB - Residential Medium
- CDD - Zone Consistent with the Land Use Designation
- INST - Zone Consistent with the INST Land Use Designation
- U/T - Zone Consistent with the Utility and Transportation Designation
- ① TO BE STUDIED BY THE ZONING TASK FORCE



2. From I-2 to RA and RB Residential Multi-family

This area is located north of Wilkes Street between South Henry Street and South West Street. These properties are currently underutilized. They contain a railroad office/testing facility, Data Mail operation and a building materials business. ~~Because of the close although townhouses are generally preferred in this area, especially along Wilkes Street, apartment building may not be inappropriate in the interior of the site, away from Wilkes Street. Therefore, This Plan recommends that Wilkes Street be rezoned to RB, but that the interior of the site be rezoned to~~ ~~RA~~ ~~which would allow~~ ~~apartment buildings or townhouses.~~ The main arguments for allowing apartments is to provide the opportunity for more affordable housing within the area and to try to maintain a mix of housing units within the City. **COMPATIBLE WITH THE TOWNHOUSES ON THE SOUTH SIDE OF WILKES STREET.**

3. From I-2 to RB Residential Multi-Family

This area consisting exclusively of cemeteries is located on South Payne Street between Jefferson and Wilkes Streets. Because it has been recommended that this area be given an institutional land use and due to its close proximity to the existing 2 story residential townhouses developments across S. Payne Street, it is recommended that this area be rezoned to RB residential.

4. From I-2 to Utility/Transportation (U/T)

These properties consist of a 39.6 acre sanitary treatment plant facility, the City's Print Shop and Records Center and right-of-way for the Capital Beltway. The recommendation to change the zoning of these properties to utility/transportation provides a zone that is consistent with the way in which these properties are being used.

PROPOSED HEIGHT LIMITS

This Plan recommends that all heights within the Southwest Quadrant area be reduced to a scale which is compatible with the residential and institutional areas and with the Historic District. The heights in those portions of the Southwest Quadrant which have a general height limit of 77 feet have been reduced to either 45 foot or 50 foot in height by zoning. Map 10 shows heights allowed by right under the existing zoning. Map 11 shows proposed changes to the height limits and Map 12 is the proposed new height map for this portion Southwest Quadrant area.

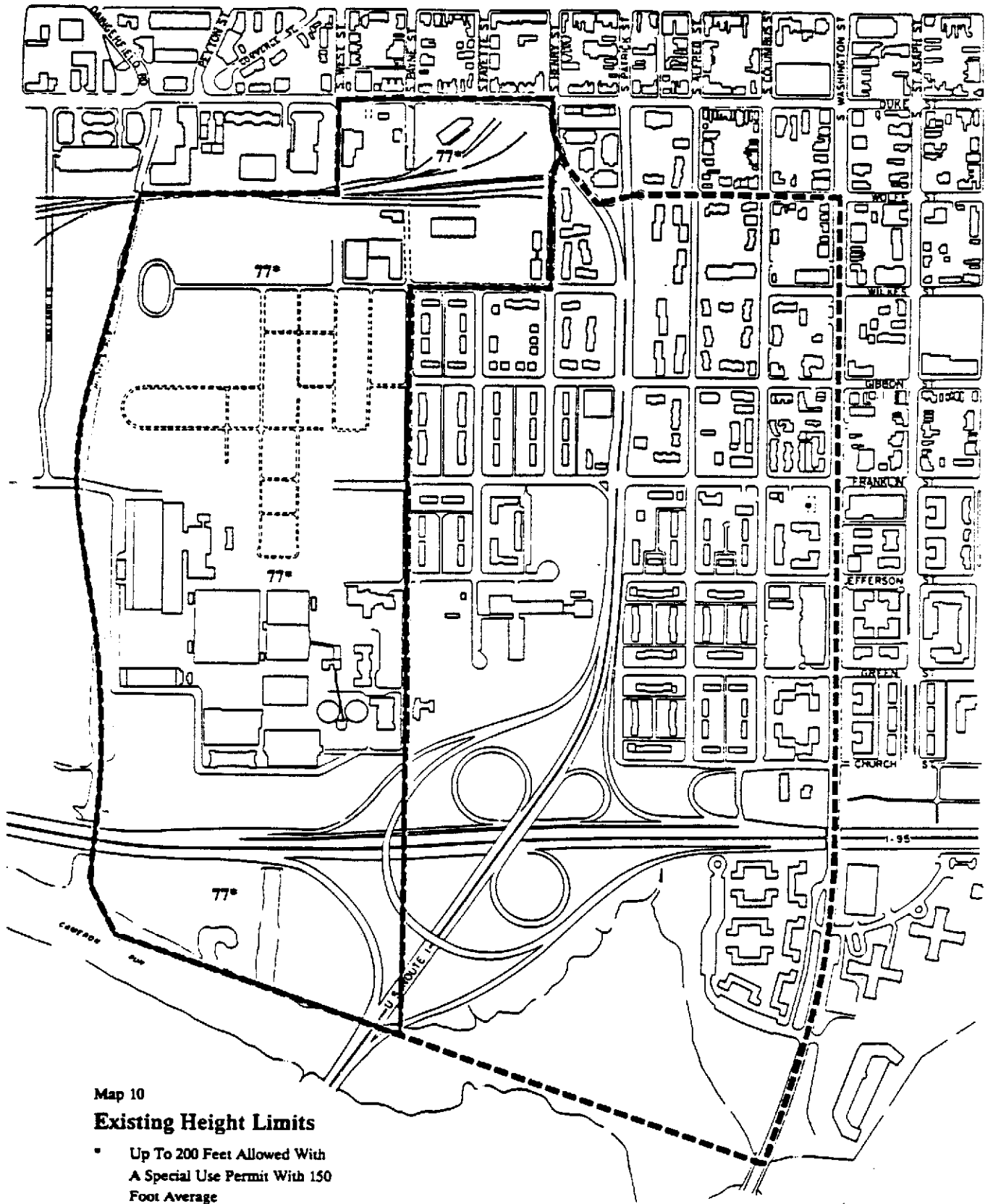
TRANSPORTATION RECOMMENDATIONS

The Plan recommends affirmation of the following policies :

1. That the 300 block of S. Payne Street not connect through to the 500 block of S. Payne Street.
2. That the 200 block of S. Fayette Street not connect through to the 500 block of S. Fayette Street.
3. That Eisenhower Avenue not connect through to S. Henry Street (U.S. Route 1).

OTHER RECOMMENDATIONS

1. Extend the old and Historic Alexandria boundary 100 feet south of Duke Street between Henry and West Streets.



Map 10

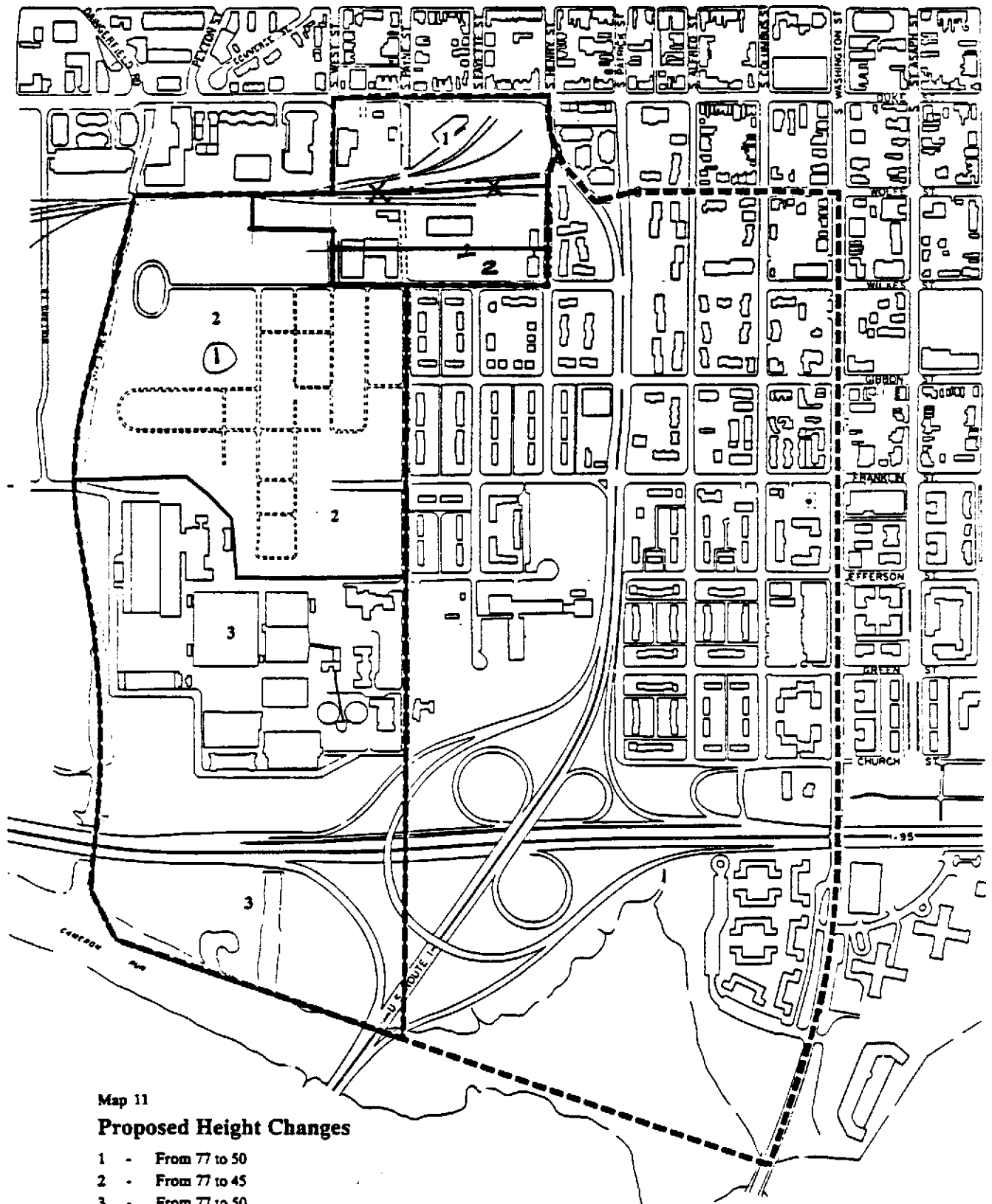
Existing Height Limits

- Up To 200 Feet Allowed With A Special Use Permit With 150 Foot Average

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Quadrant





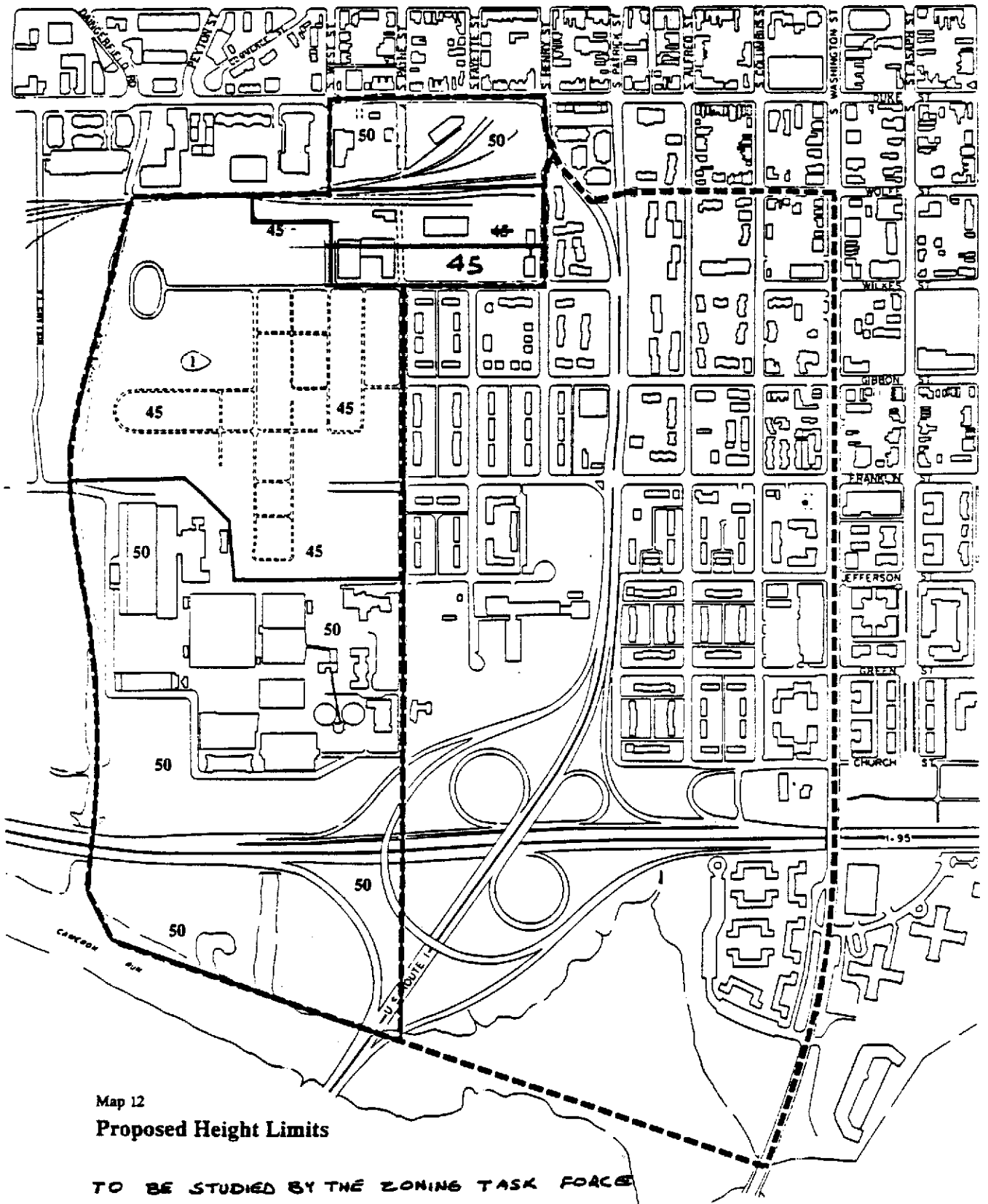
Map 11

Proposed Height Changes

- 1 - From 77 to 50
- 2 - From 77 to 45
- 3 - From 77 to 50

Ⓛ TO BE STUDIED BY THE ZONING TASK FORCE





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 Quadrant

