

19c. From COMM to CD - Commercial Downtown

Mixed use development is appropriate on this block to serve as a transition between the commercial development on the west and north and the residential development to the east. A hotel would be appropriate as a part of this development. This plan supports the higher density allowed with an SUP only for a mixed use development.

20. From Commercial to CD - Commercial Downtown

On this site are the Royal Restaurant as well as two office buildings along St. Asaph Street, one with structured parking and one with surface parking exposed to the street. This Plan would encourage design enhancement of the mid-block building to screen the surface parking from the street, and would allow the density on this block face to be the same as on the Gazette block on the east side of St. Asaph Street.

21. From Commercial to CRMU-High

This is Madison Place consisting of the Marriott Suites Hotel and an office building. This land use designation is appropriate for this higher density mixed use project.

22.&23. From Commercial and RM to Residential High

This is the Port Royal condominium apartments which were built for high density high rise housing.

24. From RM to CRMU-X Commercial Residential Mixed Use

This is the Montgomery Square block consisting of a mix of retail, office and commercial uses housed in one and two story warehouse type buildings covering the entire site. This block is adjacent to two parks located to the north and south and to residential uses to the west and office uses to the east. Because of its transitional location between residential and office uses, its single ownership and its redevelopment potential, this property is one of the key sites within the area designated for mixed use redevelopment with required residential and retail components. All office use of this site would not be consistent with the Plan.

25. & 26. From Commercial & RM to CRMU-High

This the Alexandria House high rise condominiums and associated low rise office building.

27. From RM to OC Office Commercial

This is the Fairfax Plaza Office Building which is a medium rise low density commercial use and is appropriately designated for Office Commercial.

28a. From Commercial to CL - Commercial Low

This is a mix of commercial retail and office uses housed in small buildings. The intent is to retain these buildings which contribute to the character of N. Washington Street and the Old and Historic District.

28b. From Commercial to OC

This is the Old Cotton Mill Building. The intent of this plan is to retain this historic building.

29a. From Commercial to CRMU-X

This is the Mastercraft Furniture building. The intent of the plan is to encourage the redevelopment of this block, with retail concentrated on North Washington Street, and residential located along North St. Asaph Street.

29b. From Commercial to RM

This block contains the offices of the Red Cross. A townhouse scale of residential development is appropriate for this block given its proximity to proposed residential areas on each side.

30. From Commercial to RM - Residential Medium

This area consists of residential uses west of N. St. Asaph Street and a mix of residential, commercial and public uses east of N. St. Asaph Street including the WMATA Bus Barn. All of this area is more appropriately designated for residential. This area is viewed as an extension of the low scaled townhouse character of Old Town.

31. From Commercial to CL - Commercial Low

This is the Old Town Training School for Dogs which is viewed as a use compatible with the neighborhood. The CL land use designation is designed for neighborhood supporting commercial uses.

32. From RM-Residential Medium to RH - Residential High

This block includes the Pendleton House, Ladrey Apartments and offices for the Alexandria Redevelopment and Housing Authority. The predominant character of this block is for high rise residential apartments; RH being the most appropriate land use designation.

33. From MU- Mixed Use to RM - Residential Medium

This is the northeast edge of the Tobacco Quay townhouses.

34. From MU-Mixed Use to P- Park

This is the City owned Oronoco Bay park.

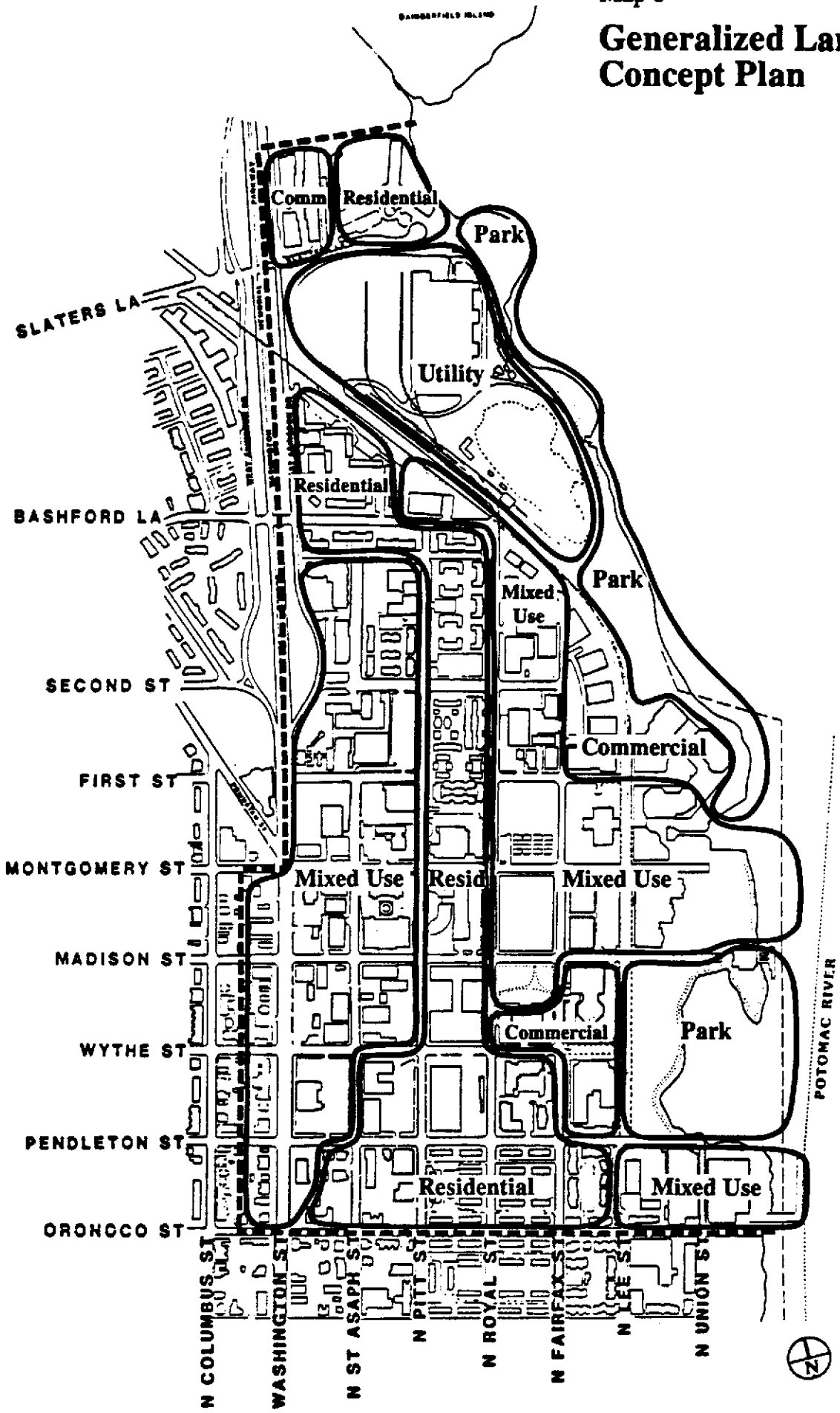
35.& 36. From MU & RM to OC - Office Commercial

This is the Dalton's Wharf Office complex which is a low density office development.

37.& 38. From MU & RM to W-1

This is the Robinson Terminal to be designated as a special waterfront related use.

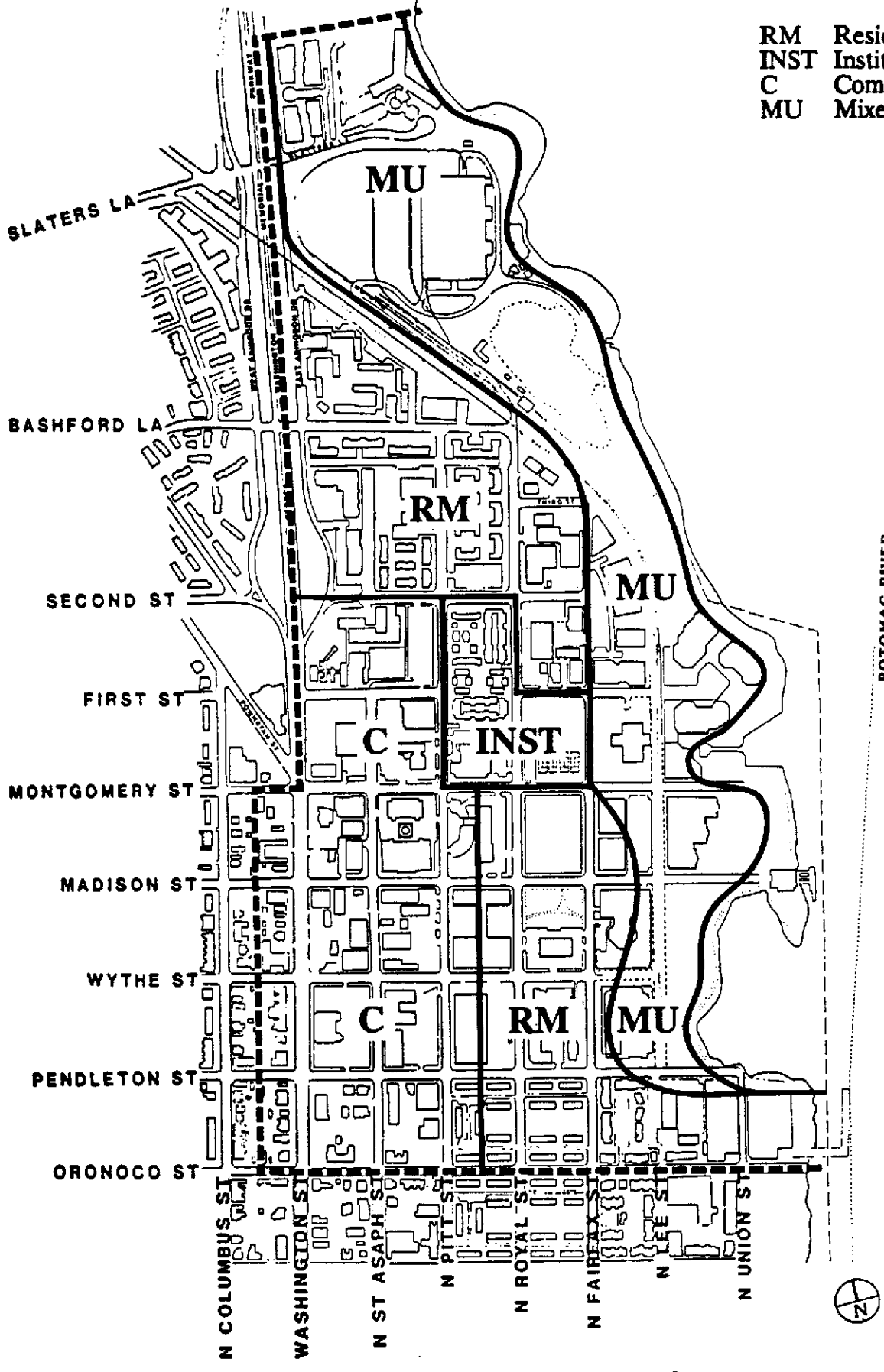
# Generalized Land Use Concept Plan



Old Town North Area

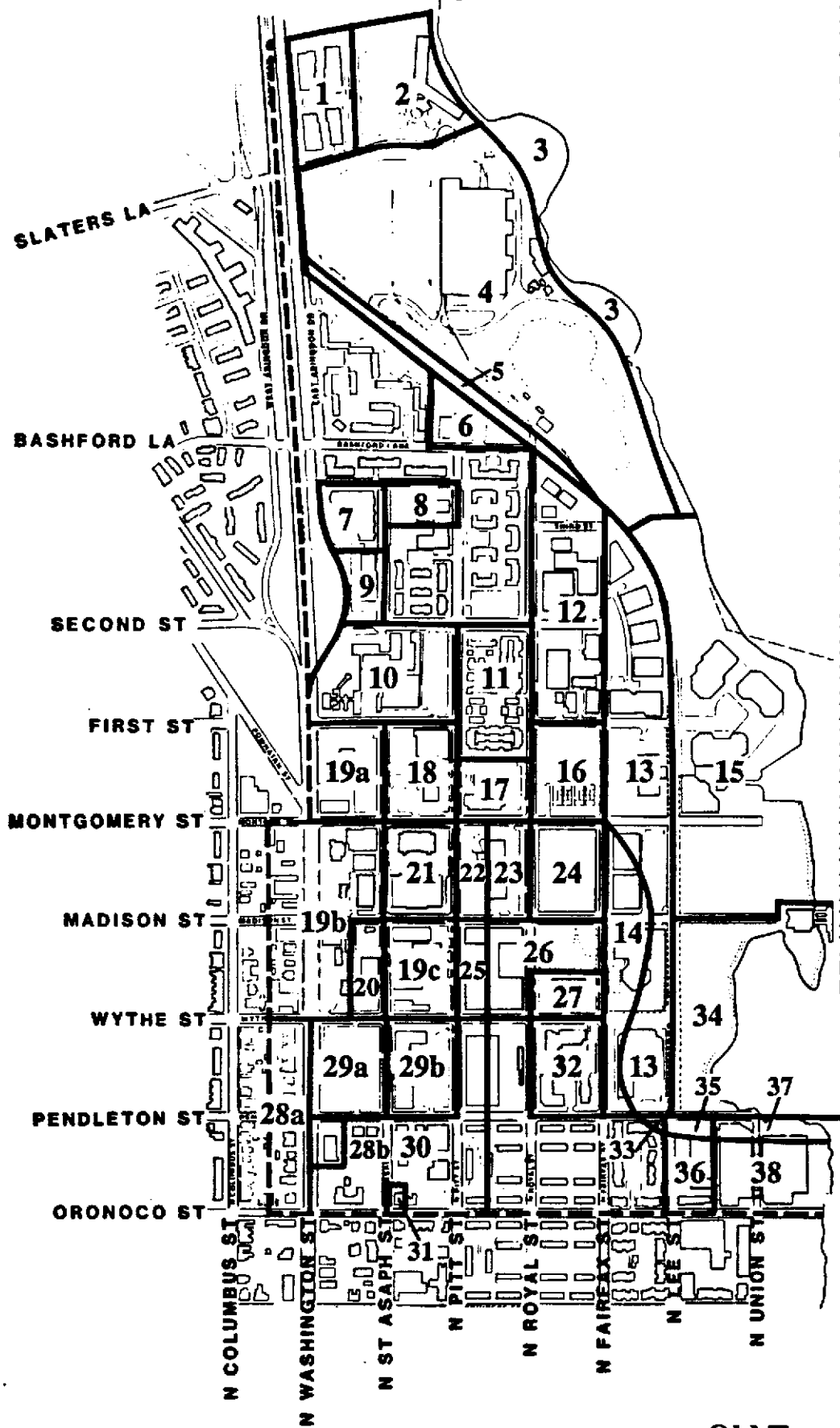
# 1974 Master Plan

- RM Residential Low
- INST Institutional
- C Commercial
- MU Mixed Use



Old Town North Area

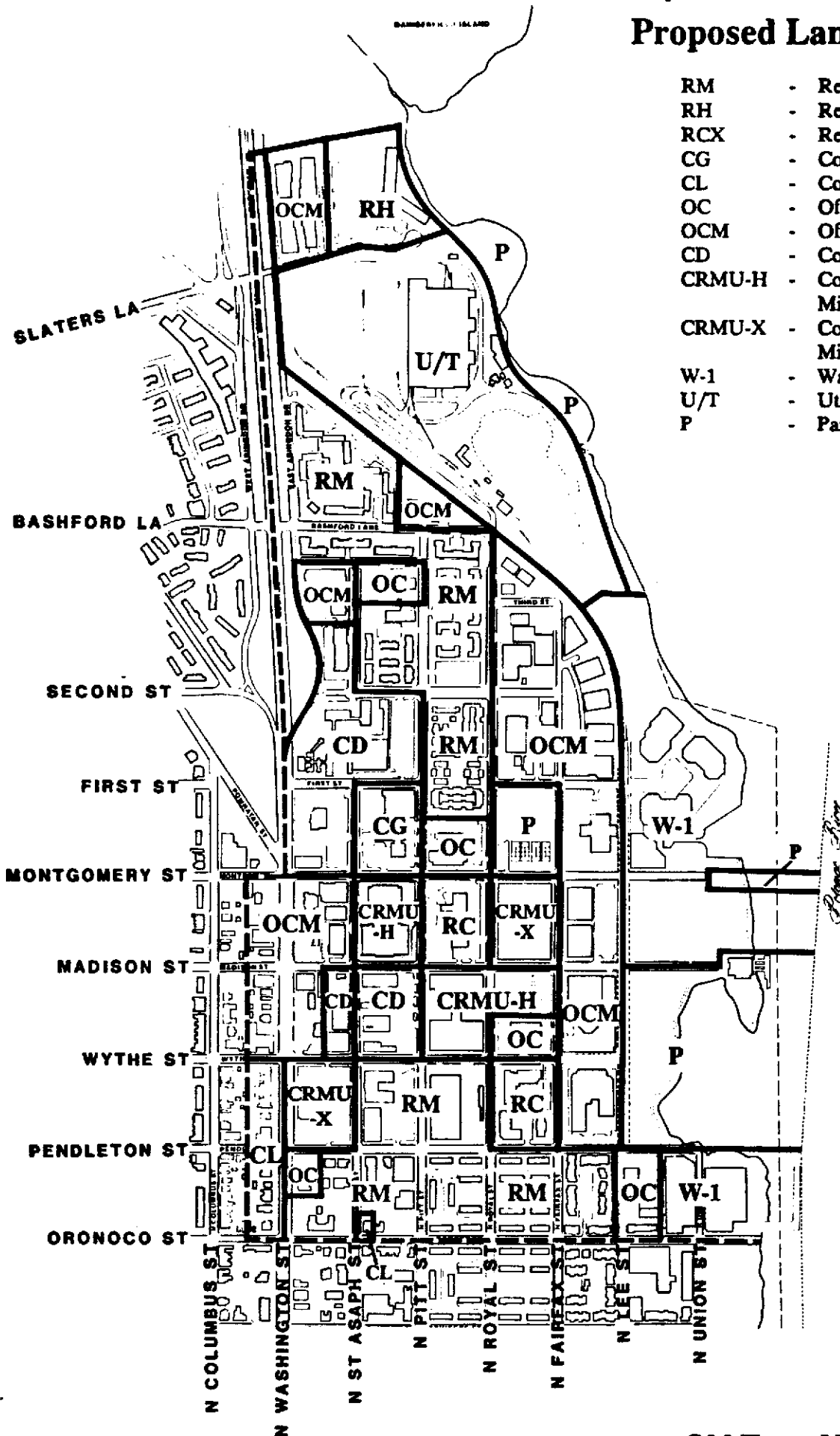
# Proposed Land Use Changes



- 1 - From MU to OCM
- 2 - From MU to RH
- 3 - From MU to P
- 4&5 - From MU & RM to U/T
- 6 - From RM to OCM
- 7 - From RM to OCM
- 8 - From RM to OC
- 9&10 - From RM & COMM to CD
- 11 - From INST to RM
- 12 - From RM to OCM
- 13&14 - From MU & RM to OCM
- 15 - From MU to W-1
- 16 - From INST to P
- 17 - From INST to OC
- 18 - From COMM to CG
- 19a - From COMM to CD
- 19b - From COMM to OCM
- 19c - From COMM to CD
- 20 - From COMM to CD
- 21 - From COMM to CRMU-H
- 22&23 - From COMM & RM to RH
- 24 - From RM to CRMU-X
- 25&26 - From COMM & RM to CRMU-H
- 27 - From RM to OC
- 28a - From COMM to OC
- 28b - From COMM to CL
- 29a - From COMM to CRMU-X
- 29b - From COMM to RM
- 30 - From COMM to RM
- 31 - From COMM to CL
- 31b - From
- 32 - From RM to RH
- 33 - From MU to RM
- 34 - From MU to WPR
- 35&36 - From MU & RM to OC
- 37&38 - From MU & RM to W-1

# Proposed Land Use

- RM - Residential Medium
- RH - Residential High
- RCX - Residential High Modified
- CG - Commercial General
- CL - Commercial Low
- OC - Office Commercial
- OCM - Office Commercial Medium
- CD - Commercial Downtown
- CRMU-H - Commercial Residential Mixed Use - High
- CRMU-X - Commercial Residential Mixed Use - Modified
- W-1 - Waterfront Commercial
- U/T - Utility or Transportation
- P - Parks and Open Space



Old Town North Area

## ZONING RECOMMENDATIONS

This section is organized as follows:

1. Introduction
2. New zones proposed for Old Town North.
3. Urban Overlay District.
4. Expansion of the Old and Historic Alexandria District
5. Description of the height limits for the area.
6. Description of proposed zoning changes site by site.

## 1. Introduction

The Old Town North Plan is intended to encourage a more urban form of redevelopment on major sites which are presently not compatible in use or design with the type of development desired for the area. To accomplish this goal, the Plan proposes a package of zoning recommendations including:

- (a) a specialized new mixed use zone of ample density which requires residential development as part of the mix of uses;
- (b) an overlay zone for the entire area which specifies sites within it for required retail, requires underground parking on large projects, and requires all projects reviewed by the city to also be submitted for consideration to an advisory committee for compliance with urban design guidelines;
- (c) the extension of the Old and Historic Alexandria District boundaries east and west from Washington Street and north from its current boundary into the Old Town North area;
- (d) height limits suitable to the area; and
- (e) the application of specific zones to each site within the area.

## 2. CRMU-X Zone

A new mixed use zone is proposed for application to a few key sites in Old Town North in order to promote redevelopment while enhancing the balance of residential and commercial uses in the area. The elements of the CRMU-X zone are:

A. Density and mix of uses. Without a special use permit, only townhouses at a floor area ratio of 1.5 may be built. With a special use permit, the floor area ratio may be increased to a maximum of 2.5 and either an all residential or a mixed use project may be built. In a mixed use project, 41.8% of the floor area must be residential unless the CRMU-X site is within a Retail Focus Area, in which case the required residential floor area may be reduced to 33.3%, with 8.5% required for ground floor retail space. In addition, where the residential requirement is met by townhouse development, the required residential percentage may be reduced to 20% provided that the townhouses and parking occupy one-third of the entire site.

B. Uses. Subject to the use limitations above related to floor area ratio, the following uses are allowed:

permitted:

townhouse dwelling  
multifamily dwelling  
retail shopping establishment  
personal service establishment  
business and professional office  
medical office  
medical laboratory  
radio or television broadcasting office and  
studio  
pet supplies, grooming and training (no  
overnight accommodations)  
social service use  
utilities, subject to 7-1200

special:

restaurant  
hotel  
health and athletic club  
amusement enterprise  
day care center  
fraternal or private club  
private school, academic or commercial  
bus shelter on private property  
congregate housing  
home for the elderly  
nursing or convalescent home  
apartment hotel  
convenience store  
medical care facility  
public building

**3. Urban Overlay District**

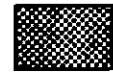
The entire Old Town North area will be designated as an Urban Overlay District. The overlay district will impose the following requirements:

A. Retail Focus Areas. A retail focus area (RFA) is a location within the Old Town North area where retail and personal service uses are viewed as vital to the neighborhood. In those locations designated as RFAs (See Map 12) 1/12 of the site area multiplied by the allowable FAR for the site must be devoted to the following uses:

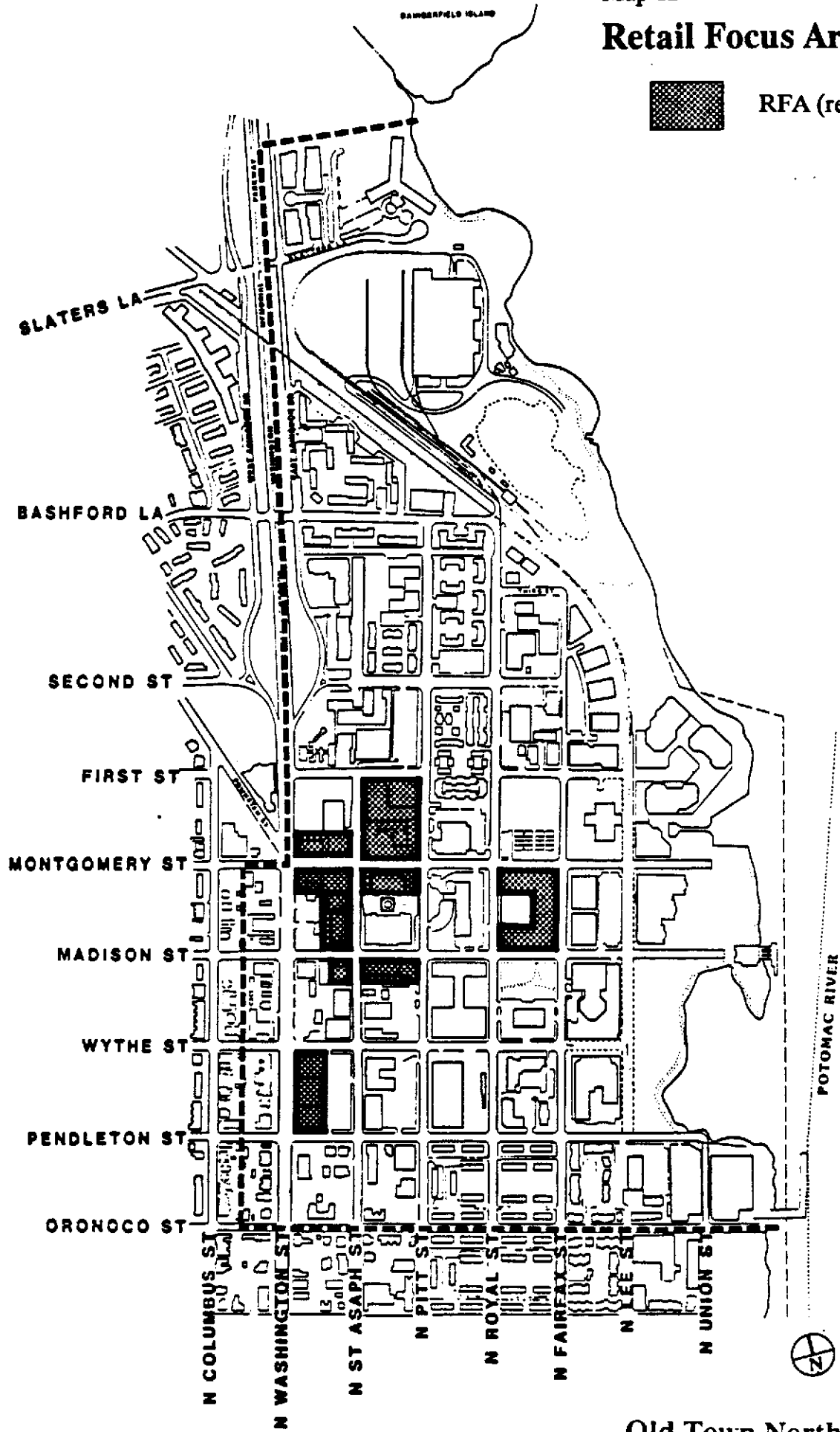
permitted uses:

retail shopping establishment  
personal service establishment (excluding contractor's  
office)  
convenience store  
health and athletic club

# Retail Focus Areas



RFA (retail focus areas)



Old Town North Area

pet supplies, grooming and training (no overnight accommodations)  
social service use

special uses:

amusement enterprise  
restaurant  
hotel or multi-family lobby where use otherwise allowed

All retail focus uses are to be at ground floor locations and are required to provide street front, sidewalk-access entrances. The location of retail focus uses within the site is to be determined by the Urban Design Guidelines.

If retail focus space remains vacant for a period of at least two years after a certificate of occupancy for such space is issued, such space will thereafter be allowed to convert and be occupied by any other use permitted in the zone.

The provision of retail focus uses as required in retail focus areas warrants a .25 increase in floor area ratio of the project, with the provision that the total FAR not exceed 2.5.

B. Underground Parking Where individual zones within the Old Town North area allow an increased floor area ratio with approval of a special use permit, an additional criteria for the special use permit will be the provision of underground or embedded parking in compliance with the following rules.

a) Not less than 90 percent of all parking shall be:

- (i) in a parking structure which is below average finished grade, but which structure may include an above-ground portion provided the above ground portion does not (a) exceed more than one half of the length of any sidewalk frontage, or (b) extend more than three feet above sidewalk grade at any location;
- (ii) an above ground parking structure separated from public sidewalk by usable space;
- (iii) by special use permit (SUP), and only on a site totaling less than one half (1/2) of that city block, then in a parking structure above average finished grade, provided that such structure is screened from public view along the sidewalk frontage by substantial plantings, attractive gazebos, or other attractive screening; or
- (iv) any combination of a)(i), (ii), or (iii).

- b) The remaining 10 percent of all parking may be surface parking. To the fullest practicable extent, such surface parking shall be well-screened from public view along the street frontage. Surface-parking arrangements which include parking that is in public view along the street frontage will only be permitted where no other alternative, including reconfiguration of buildings, is feasible. Surface parking in a well-screened inner-courtyard arrangement or off an alley is the preferred urban-design alternative.
- c) A minor modification of any of the requirements set forth in this section may be granted by the Planning Commission as part of the site plan approval process where necessary and desirable to achieve development otherwise in the best interests of the neighborhood and in furtherance of the goals of this plan.
- d) Ingress/egress openings to such underground or embedded parking shall be reviewed for appropriate design features, including size, location, design and signage.
- e) Underground or embedded parking shall not be required for residential townhouse development or on any lot less than 10,000 square feet in size or for single or two family dwellings.

C. Urban Design Advisory Committee. An Urban Design Advisory Committee for Old Town North will be established to review site plan and special use permit applications for compliance with the urban design guidelines for Old Town North when those guidelines are adopted. The committee will relay its advice and recommendations for consideration by the Planning Commission and City Council in acting on the applications. Neither the site plan nor SUP process need be expanded to accommodate the review which will be coordinated by the Planning Department as part of its own review. Applicants will be encouraged to meet with the committee to discuss its proposal.

The advisory committee should consist of five members who are appointed by Council. Its members should include two representatives of the business community, two residents representing the residential community, and one qualified professional, skilled in urban design, architecture, or landscape architecture.

Projects located within the jurisdiction of the Board of Architectural Review are exempt from consideration by the Urban Design Advisory Committee.

#### 4. Expansion of the Old and Historic Alexandria District

The boundaries of the Old Town North area are adjacent to areas of historic significance, as indicated by the boundaries of

the Old and Historic Alexandria District (OHAD) (Map 13). These areas include the east side of North Washington Street and the northern edge of Old Town, from North Washington Street east to the water's edge. In order to protect the existing historic areas from any negative impacts of new development in Old Town North, the boundaries of the OHAD should be extended to include the full block to the east of North Washington Street, and between Oronoco up to Wythe Street. Any development in this portion of Old Town North would then be subject to review by the Board of Architectural Review, Old and Historic District Panel.

This plan recommends an additional change in the boundary of the Old and Historic Alexandria District outside of the Old Town North Area but within the Northeast Small Area Plan. In order to better coordinate the review of projects at the gateway to the City, the plan recommends that the OHAD be extended 500 feet west of the centerline of North Washington Street between Montgomery Street and First Street. Currently, the OHAD extends one half block west of North Washington Street on this block, with the Parker Gray District covering the remainder of the block. This change would make any development on that block subject only to review by the OHAD rather than both review boards. Map 13 illustrates the proposed new boundaries of the OHAD.

## 5. Height Limits

The precepts guiding the height recommendations made in this Plan are as follows:

- o The Alexandria House residential building is the "tent pole" apex of the whole Old Town North area;
- o Heights descend down from that apex southward to the low-height residential neighborhoods of Old Town (north of the King Street commercial corridor);
- o Heights descend down from that apex northward to the low-height residential neighborhoods in Old Town North;
- o Heights descend down from that apex westward to the low-rise (50') character of the Washington Street (Historic District) corridor;
- o Heights descend down as sharply as feasible eastward to the Waterfront park corridor along the edge of the Potomac River;
- o Where development sites are directly across North Royal Street from residential development but face 77 foot development on North Fairfax Street, design requirements specify a "step-back" height rule, so that North

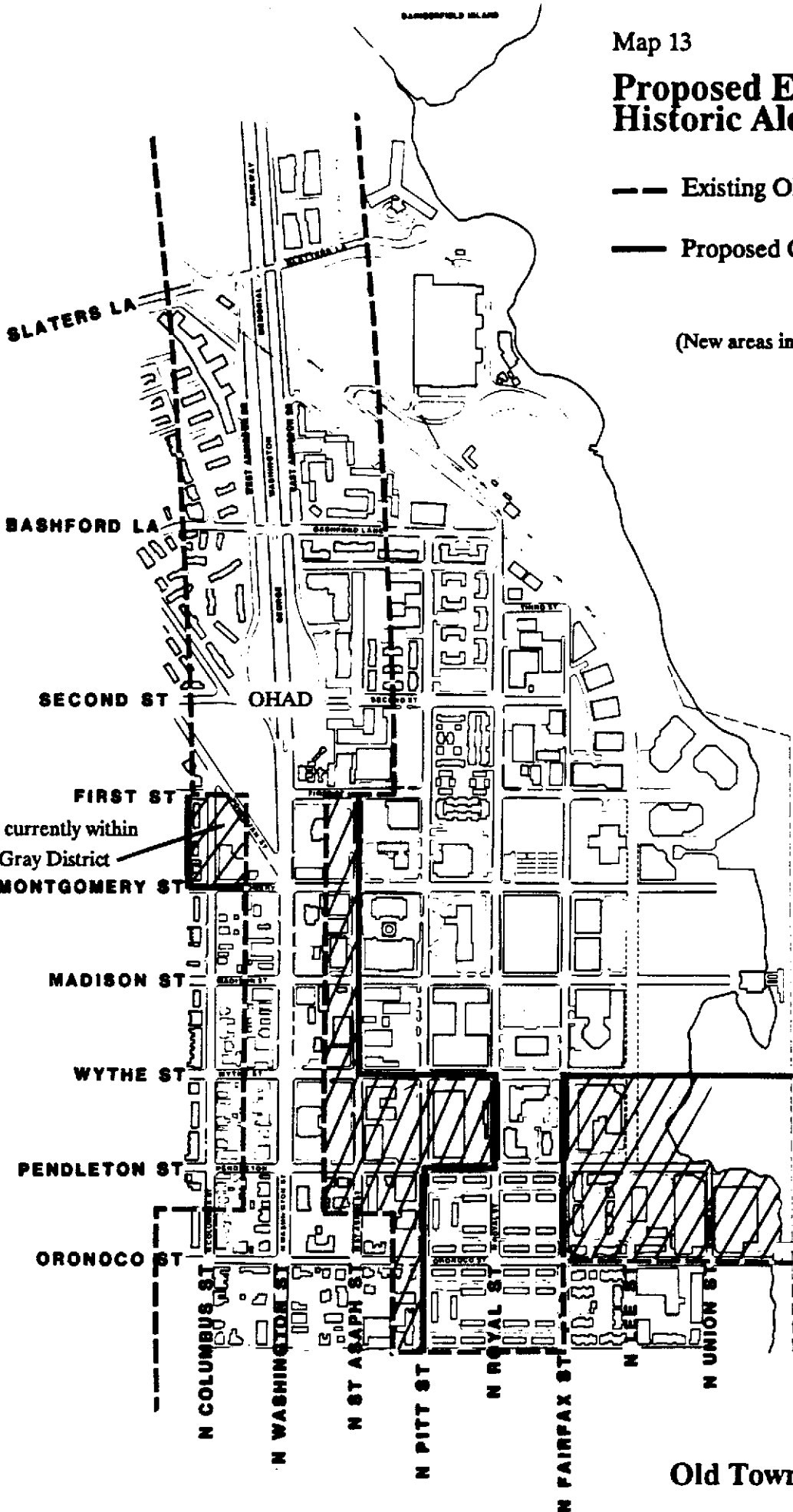
Map 13

# Proposed Expansion of Old & Historic Alexandria District

--- Existing OHAD Boundary

— Proposed OHAD Boundary

(New areas indicated by shading)



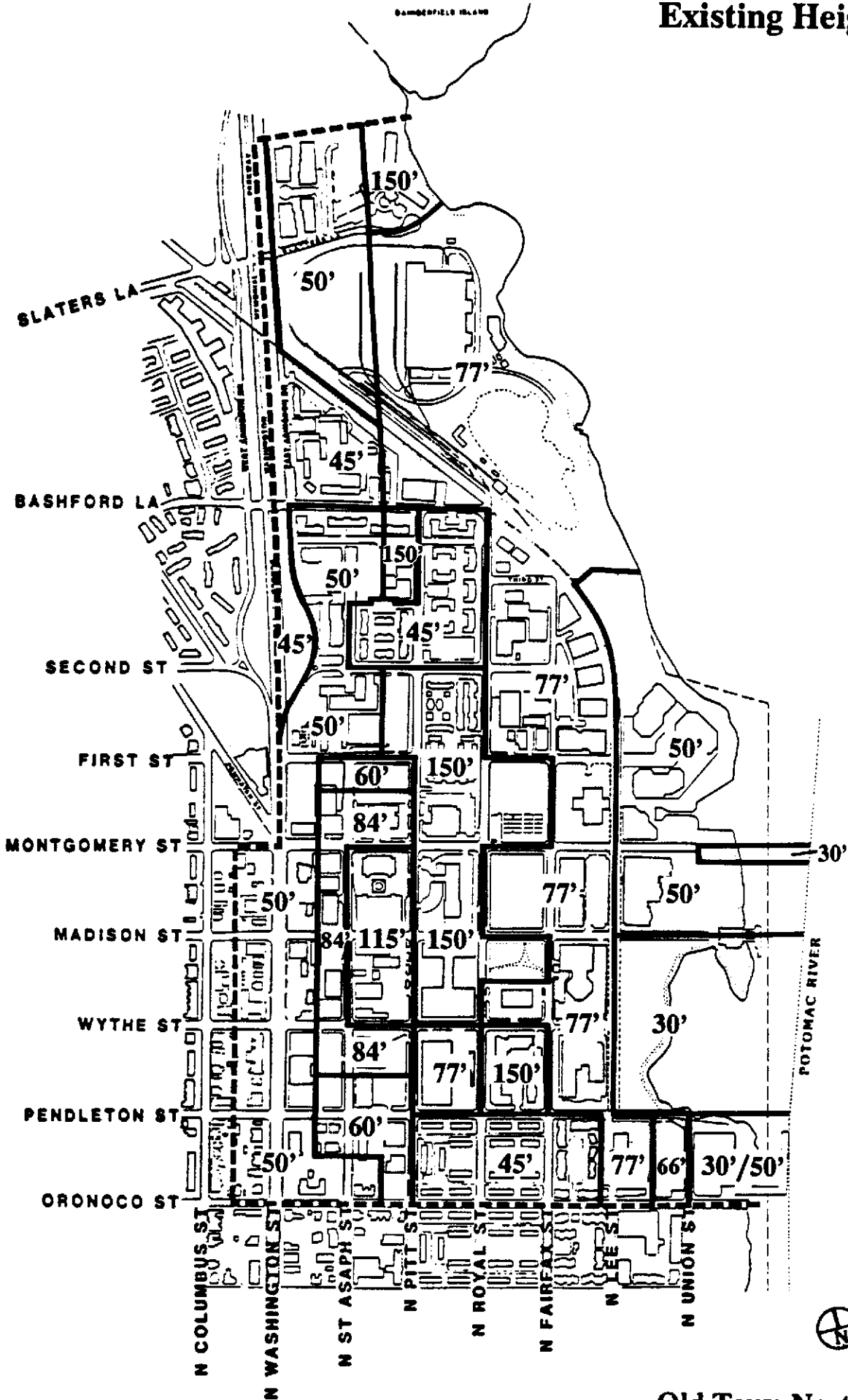
This area is currently within the Parker-Gray District

*Parker-Gray*

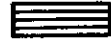






Old Town North Area

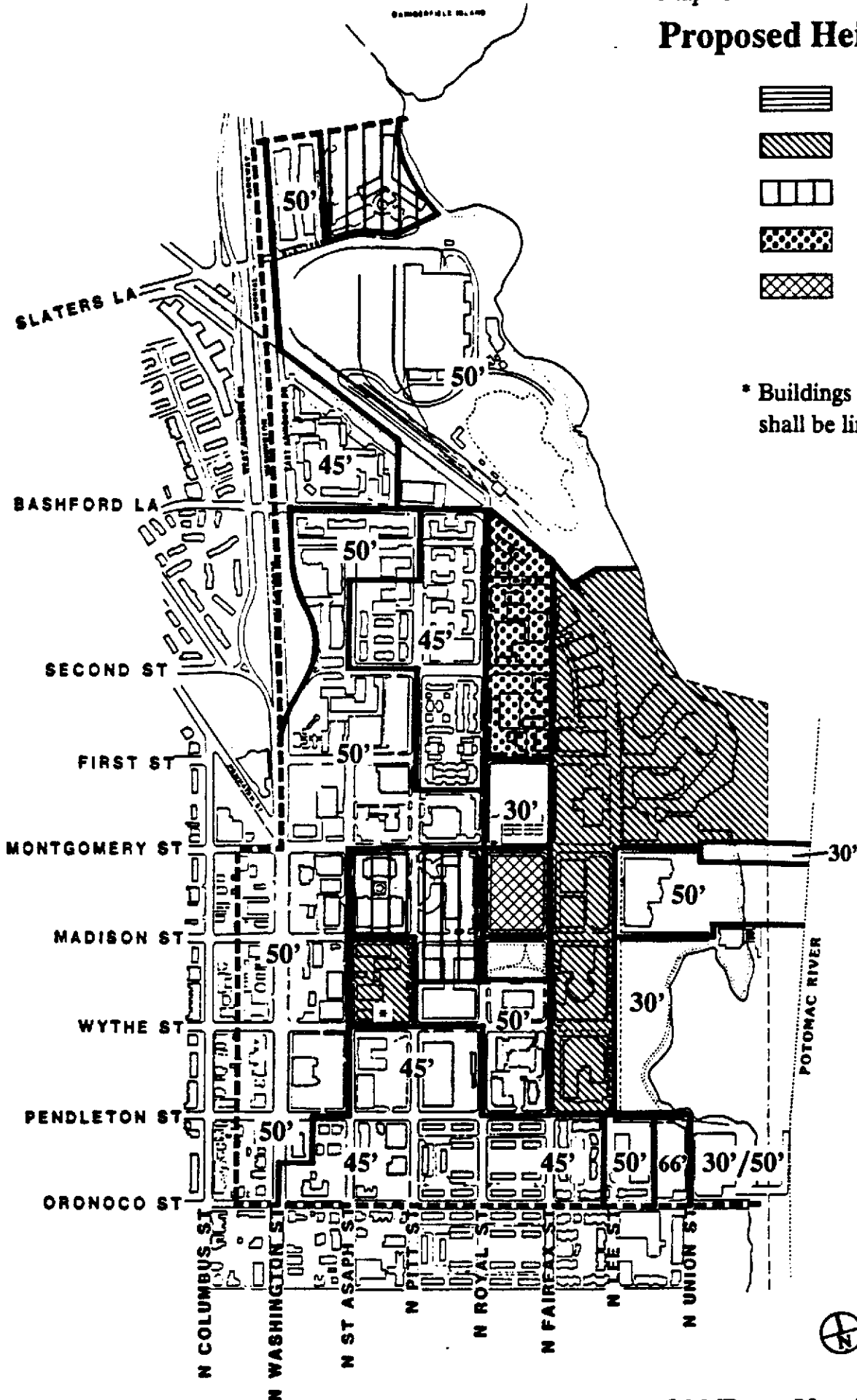
# Existing Height Limits



# Proposed Height Limits

-  50'
-  77'
-  100'
-  50' with step back to 77'
-  77' max. with 50' avg.

\* Buildings facing Wythe Street shall be limited to 50'



Royal Street development is 50' but buildings may rise to 77 feet mid-block; and

- o Heights on the northern half of the Gazette Block shall be restricted to 77 feet and on the southern half to 77 feet provided that no building facing Wythe Street shall be greater than 50 feet in height.

The existing height limits are shown on Map 14; the proposed height limits are shown on Map 15.

## **6. Description of Proposed Zoning Changes Site by Site.**

Map 16 shows existing zoning for the study area. Map 17 shows proposed changes and Map 18 shows proposed zoning.

In general, the residential zones remain unchanged, while the commercial and mixed use zones are divided into different zoning categories designed to be more specific about the form of commercial use and the specific mix of uses desired on the site.

### **1. From I-1 to OCM**

This site is presently developed with four office buildings. The OCM designation is consistent with the density of development on this site, which is approximately 1.54 FAR.

### **2. From I-2 to P-Parks**

This land is publicly owned open space along the river, and should be placed in the P-Parks designation.

### **3. From I-1 and I-2 to U/T**

This property is the PEPCO generating plant site. Bounded by residential development on the north and the south, this site is an inappropriate location for further large scale industrial activity. The current utility operation is not compatible with nearby residential development, but electric generating plants are inordinately expensive and difficult to relocate, and it appears unlikely that it will be feasible for this plant to be closed down in the near future. In the interim, however, the nature and scale of activities on this site need to be carefully controlled. Placing the property in a utility zone, with careful review of any development on site, may be the best interim strategy.

### **4. From I-1 to OCM**

This triangular property contains an automobile repair facility. The site is bounded by residential development on two sides and the PEPCO coal pile on the third. This wedge shaped site abutting rail tracks and the coal pile is not

particularly attractive for residential development. The OCM zone would allow residential but would also allow a medium sized commercial building to be constructed to buffer the adjacent residential areas from the PEPCO facility.

5. From RC to RCX

This site contains the Executive Club apartment hotel. RCX is intended to maintain the present scale of development on this site.

6. From C-2 and CO to OCM

This area is presently improved with two office buildings. The proposed zoning is reflective of the current use on this site.

7a. From CO to OC

A small office building has been built on this site. The proposed zoning is consistent with this use.

7b. From CO to RM

This site has been zoned for office with proffers. If the property owner wishes to abandon the CO zoning and the proffers, the site would then revert to RM. areas to the south

8. From C-2 to CD

This site contains the Old Colony Hotel and Conference Center, and the use is consistent with the proposed designation. Should the site redevelop, a mixture of office and hotel would be appropriate; residential would also be acceptable.

9. From I-1 to OCM

These three blocks are presently developed with moderate densities along North Royal Street and higher density commercial uses along North Fairfax. This area should serve as a moderate density transition between the high density office development east of North Fairfax Street and the residential development west of North Royal Street. Residential along North Royal Street would be desirable.

10. From I-1 and I-2 to OCM

These five blocks are developed almost exclusively for office development, and at densities ranging from moderate to fairly high. OCM is the appropriate designation for this area.

11. From I-2 to OC

This site contains a small office complex. Rezoning the site to office commercial is consistent with the present use.

12. From CO to RC

This block contains the Ladrey apartments and Pendleton House, both mid-rise residential buildings, as well as the office headquarters for the Housing Authority. The proposed designation is appropriate for the predominantly residential uses on this block.

13. From I-1 to OC

This site contains a moderate sized office building. The OC zone is consistent with the present use on this site.

14. From CO to CRMU-H

This site contains Alexandria House and a park. The site is covered by a recorded deed, which could only be changed if the City and the Owner jointly agree to modify it. Should that occur, the site would revert to the proposed zoning, which is compatible with the current use.

15. From I-1 to CRMU-X

This entire block is under single ownership and provides one of the best opportunities for mixed use development in the Old Town North area. The parcel is also a key transitional block, located between the commercial areas to the east and the residential areas to the west. The zone for this block should be designed to prohibit office as a single use, and to encourage a mix of uses including residential, retail, and/or all residential.

16. From CO to P

The park developed on this site is covered by a recorded deed, which could only be changed if the City and the Owner jointly agree to modify it. Should that occur, the site would revert to the proposed zoning, which is compatible with the current use.

17. From CO to RM

This site, which contains a residential townhouse style development, is covered by a recorded deed, which could only be changed if the City and the Owner jointly agree to modify it. Should that occur, the site would revert to the proposed zoning, which is compatible with the current use.

18. From CO to OC

This site, which contains an office building, is covered by a recorded deed, which could only be changed if the City and the Owner jointly agree to modify it. Should that occur, the site would revert to the proposed zoning, which is compatible with the current use.

19. From RD to RC

The Port Royal apartment house is located on this site. The proposed zoning is the zone closest to the present density of 100 du/ac. Under this zone, Port Royal can continue as an apartment building as a noncomplying use.

20. From I-1 to RM

The WMATA Bus Barn, located on this site, is wholly incompatible with residential development existing to the north, east, and south. When the site is redeveloped, it should be developed for townhouses at moderate densities. The adjacent RM zoning is the appropriate zone for this parcel.

21. From C-2 to CL

A small commercial building currently exists on this site. This building has traditionally been used for commercial purposes and presently contains a small commercial establishment that is fully compatible with and largely serves the surrounding residential areas. Its continued use as a small scale neighborhood facility is appropriate and consistent with the concept of a mixed use development. The proposed zoning is consistent with the existing use, and more compatible with the RM designation adjacent to this site.

22. From C-2 to RM

This area contains townhouses, a City-owned parking lot, the City Health Department and a commercial establishment along North Pitt Street. Should redevelopment occur, the most appropriate development would be residential townhouses, in scale with development to the east, west and south.

23. From C-2 to a RM

This block contains the Red Cross offices. The block should be developed for residential use at a townhouse scale.

24. From C-2 to CD

This block contains a variety of small commercial buildings. If redeveloped, this block would be appropriate for a mix of uses including residential and/or hotel as well as office at relatively high densities, or all office at a moderate densi-

ty. This plan supports the higher density allowed with an SUP only for a mixed use development.

25. From C-2 to CRMU-H

This block has been developed for an office building and a hotel at high densities. The proposed zoning is consistent with the present use.

26. From C-2 to CG

This block presently contains the newly renovated Giant Store and the ABC store and offices. The retail focus of this block should be maintained and strengthened by designating the site for commercial development. The site should not be allowed to develop for any significant level of office development.

27. From C-2 to CD

This block has an existing office building and an approved site plan which would result in fairly high densities for additional office space. The CD designation is consistent with this use.

28. From C-2 to OCM

This area contains a variety of uses including small office buildings and gas stations as well as motel uses. The proposed zone will allow some redevelopment of the older and less compatible commercial uses, while still protecting the scale and density of development along North Washington Street. The entire area is subject to height and design controls through the Board of Architectural Review.

29. From C-2 to CD

This portion of the block has been developed for moderate scale office use and the Royal Restaurant. The proposed zoning allows this face of the block to mirror the density allowed on the Gazette block on the other side of St. Asaph Street.

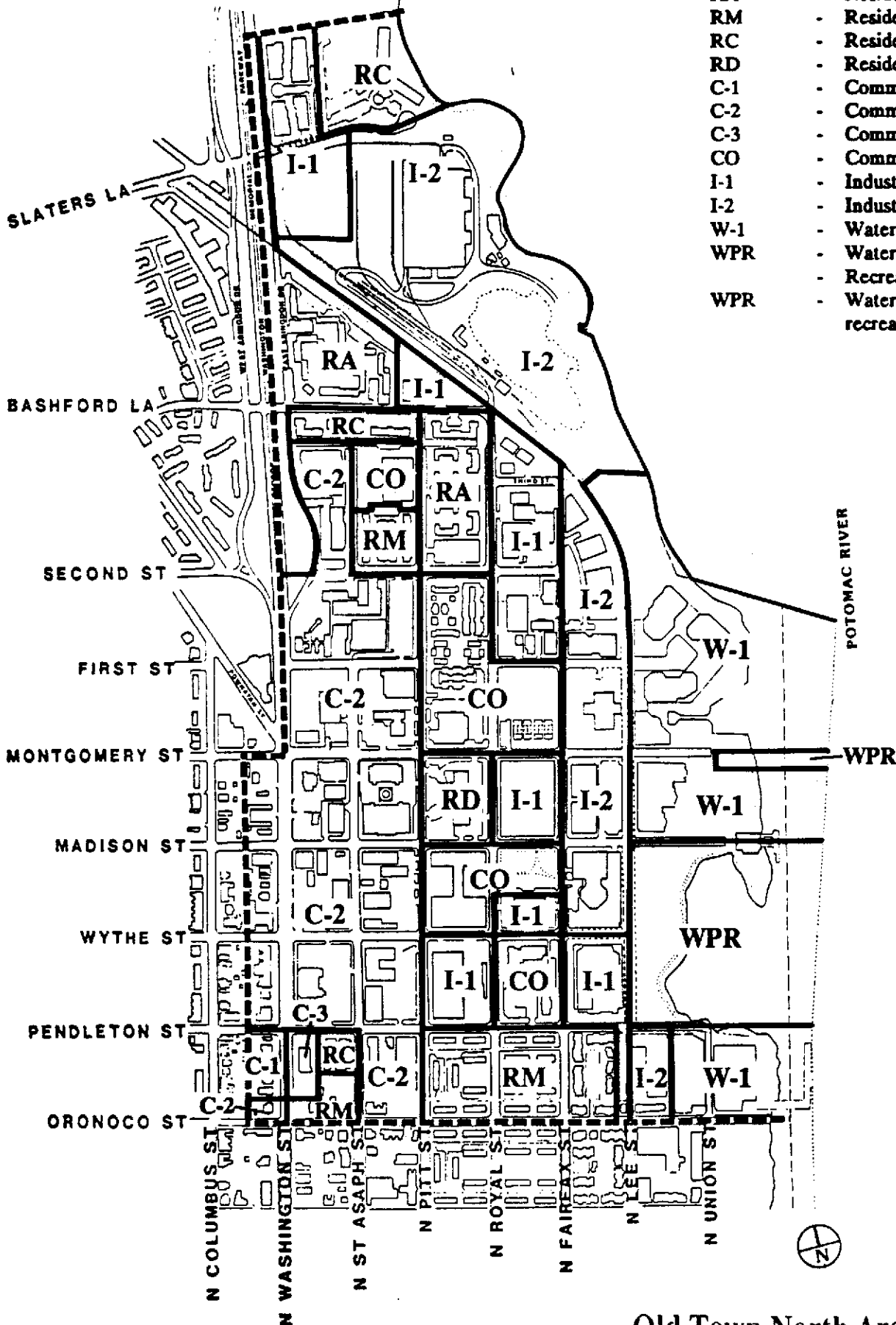
30. From C-2 to CRMU-X

This block contains the Mastercraft building. Less than half the site is developed, with the remainder used for surface parking. The proposed zone will require at least a portion of the site to be developed for residential use, which should be focused along St Asaph Street. The zone will also limit the total amount of office development that can be built.

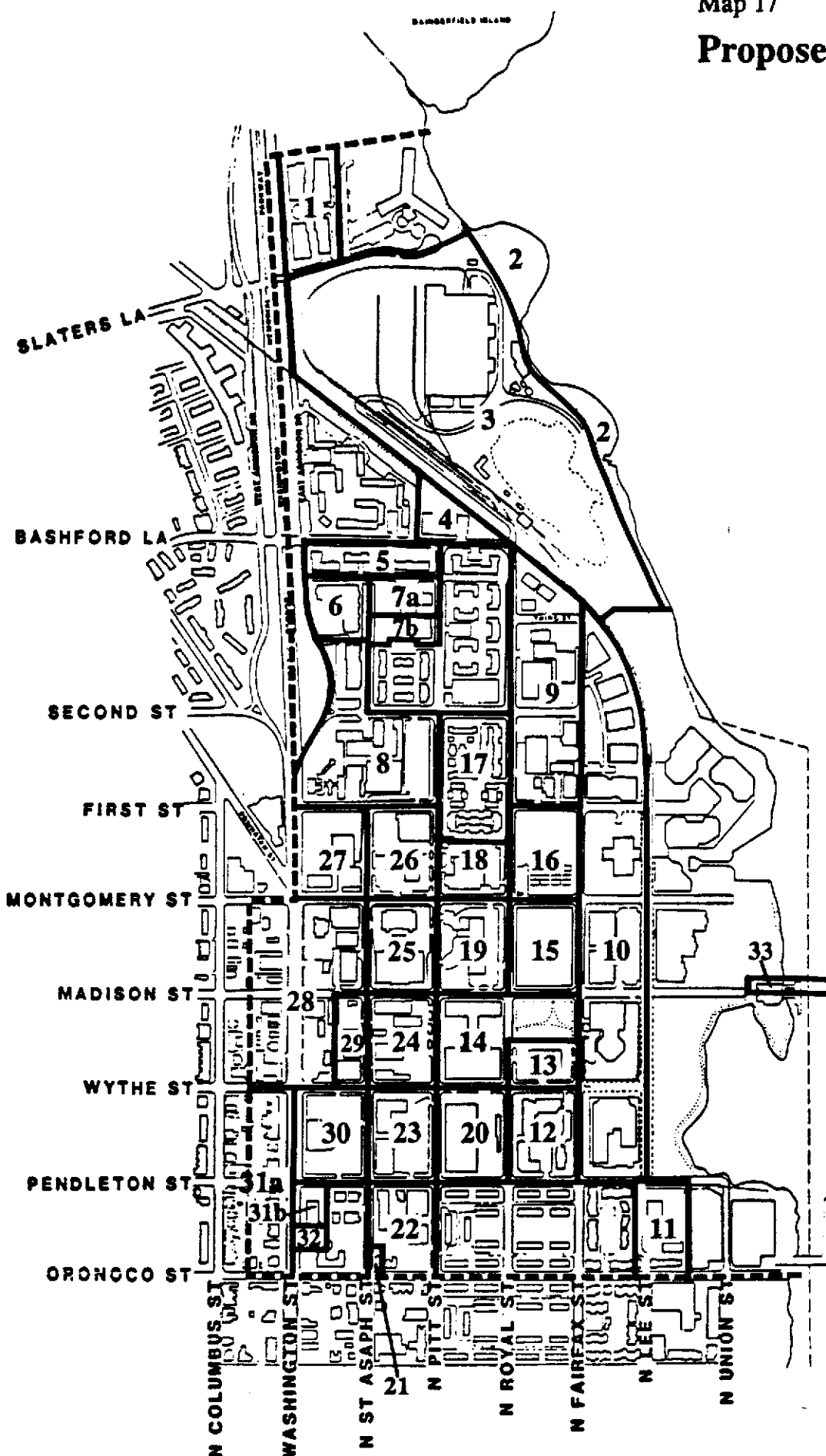
# Existing Zoning

DAINGERFIELD ISLAND

- RA - Residential Multi-Family
- RM - Residential Multi-Family
- RC - Residential Multi-Family
- RD - Residential Multi-Family
- C-1 - Commercial
- C-2 - Commercial
- C-3 - Commercial
- CO - Commercial
- I-1 - Industrial
- I-2 - Industrial
- W-1 - Waterfront Commercial
- WPR - Waterfront Park and Recreation
- WPR - Waterfront park and recreation



# Proposed Zoning Changes

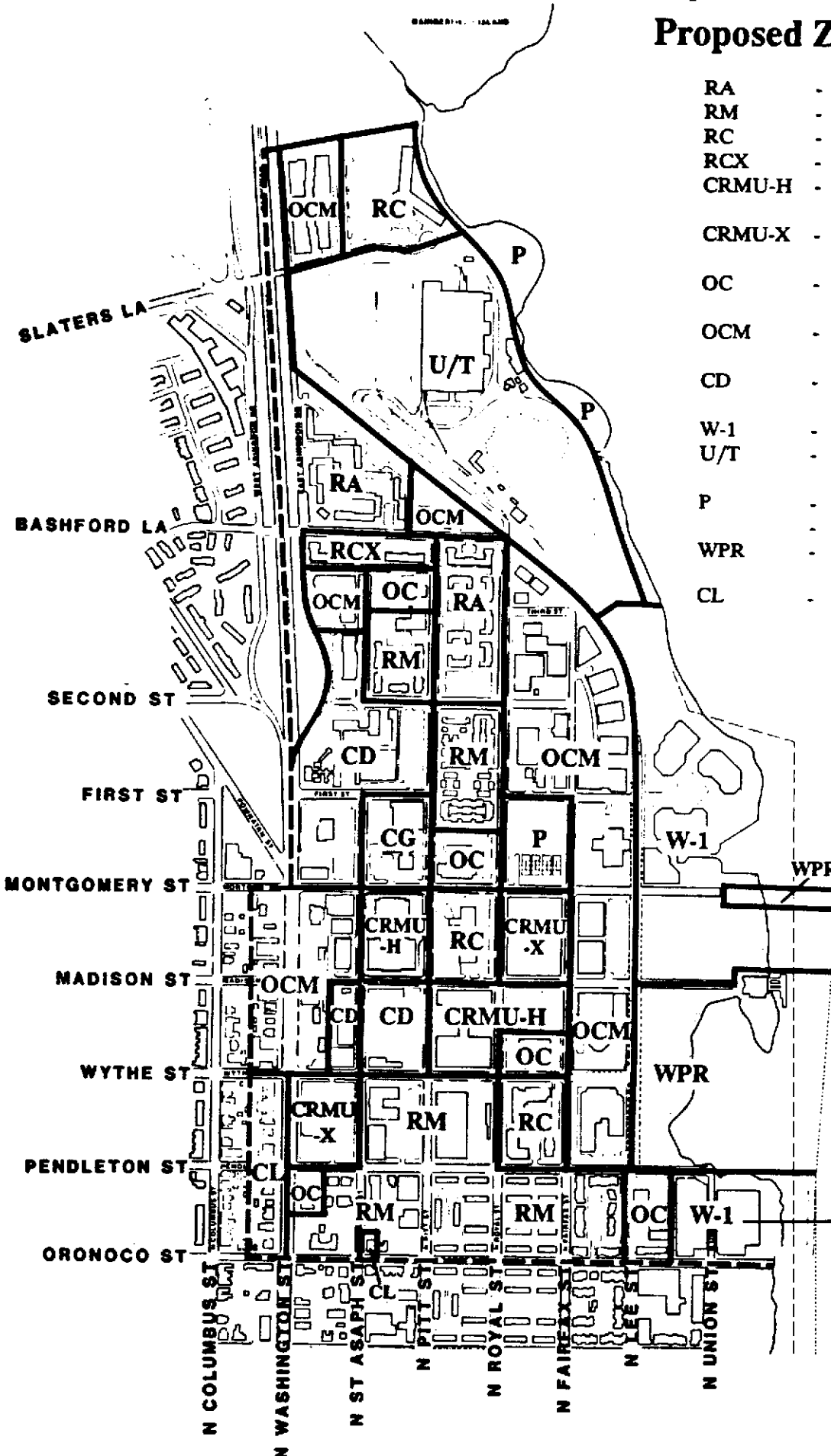


- 1 - From I-1 to OCM
- 2 - From I-2 to P
- 3 - From I-1 and I-2 to U/T
- 4 - From I-1 to OCM
- 5 - From RC to RCX
- 6 - From C-2 and CO to OCM
- 7a - From CO to OC
- 7b - From CO to RM
- 8 - From C-2 to CD
- 9 - From I-1 to OCM
- 10 - From I-1 and I-2 to OCM
- 11 - From I-1 and I-2 to OC
- 12 - From CO to RC
- 13 - From I-1 to OC
- 14 - From CO to CRMU-H
- 15 - From I-1 to CRMU-X
- 16 - From CO to P
- 17 - From CO to RM
- 18 - From CO to OC
- 19 - From RD to RC
- 20 - From I-1 to RM
- 21 - From C-2 to CL
- 22 - From C-2 to RM
- 23 - From C-2 to RM
- 24 - From C-2 to CD
- 25 - From C-2 to CRMU-H
- 26 - From C-2 to CG
- 27 - From C-2 to CD
- 28 - From C-2 to OCM
- 29 - From C-2 to CD
- 30 - From C-2 to CRMU-X
- 31a - From C-1 & C-2 to CL
- 31b - From C-3 to OC
- 32 - From C-1 to RM
- 33 - From W-1 to WPR

Old Town North Area

# Proposed Zoning

- RA - Residential Multi-Family
- RM - Residential Multi-Family
- RC - Residential Multi-Family
- RCX - Residential high modified
- CRMU-H - Zone consistent with CRMU-H Land Use Designation
- CRMU-X - Zone consistent with CRMU-X Land Use Designation
- OC - Zone consistent with OC Land Use Designation
- OCM - Zone consistent with OCM Land Use Designation
- CD - Zone consistent with CD Land Use Designation
- W-1 - Waterfront commercial
- U/T - Zone consistent with U/T Land Use Designation
- P - Zone consistent with P Land Use Designation
- WPR - Waterfront park and recreation
- CL - Commercial Low



Robinson Terminal Shall Remain A Permitted Use



31a. From C-1, C-2, and C-3 to CL

The proposed zone is consistent with the present low density office use and should be maintained.

31b. From C-3 to OC

The zone is consistent with the present use and should be maintained.

32. From C-1 to RM

RM is a more appropriate zone for the historic residences in this location.

33. From W1 to WPR

This is the Alexandria Rowing Facility. The current zoning splits the building. This is a technical correction to place the entire property within one zone.

**THOROUGHFARE PLAN AND TRAFFIC IMPROVEMENT RECOMMENDATIONS**

Map 19 shows the current Approved Thoroughfare Plan with the following changes:

1. Eliminate North St. Asaph Street as a Residential Collector.
2. Eliminate Oronoco Street as a Primary Collector.
3. Eliminate North Lee Street and Bashford Lane as a Primary Collector.
4. Eliminate Pendleton as a Primary Collector.

In addition:

1. The City should study the feasibility of providing a primary collector connection between Madison and Montgomery Streets east of the Norton Project. Such a connector would encourage and allow greater access to and use of the waterfront.
2. At present, the middle lane of North Washington Street between Madison and Montgomery Streets is reserved as a left turn lane for traffic turning onto Powhatan Street. The feasibility should be studied of eliminating the southernmost portion of this turn lane and currently creating a reserved turn lane for south bound traffic turning left onto Madison and heading down towards the waterfront.

# Proposed Changes To The Thoroughfare Plan

- Arterials
- ..... Primary Collectors
- ||||| Residential Collectors

(Proposed changes:  
Eliminate numbered streets)

