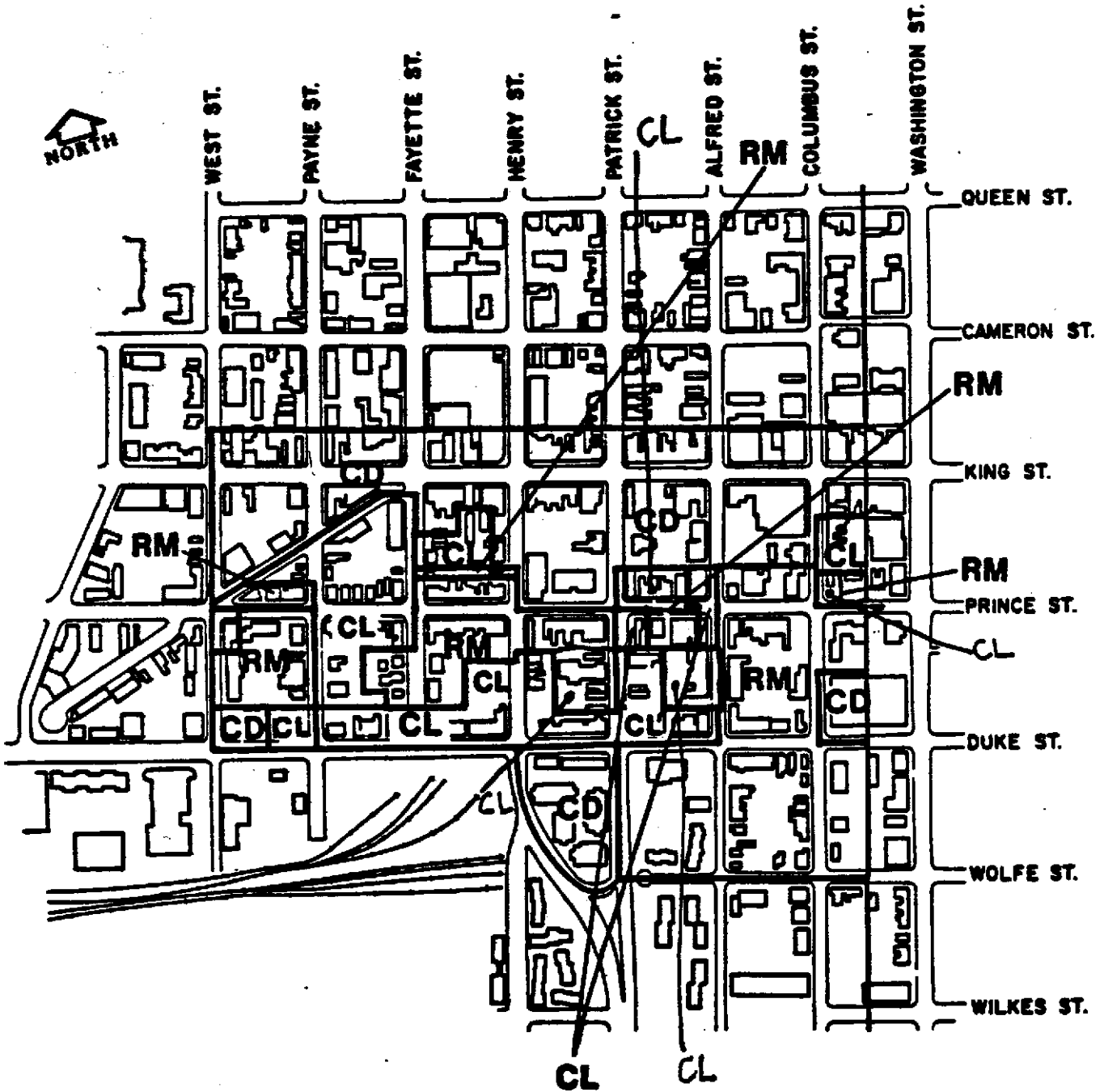


PROPOSED ZONING MAP

OLD TOWN STUDY AREA

WEST OF WASHINGTON STREET



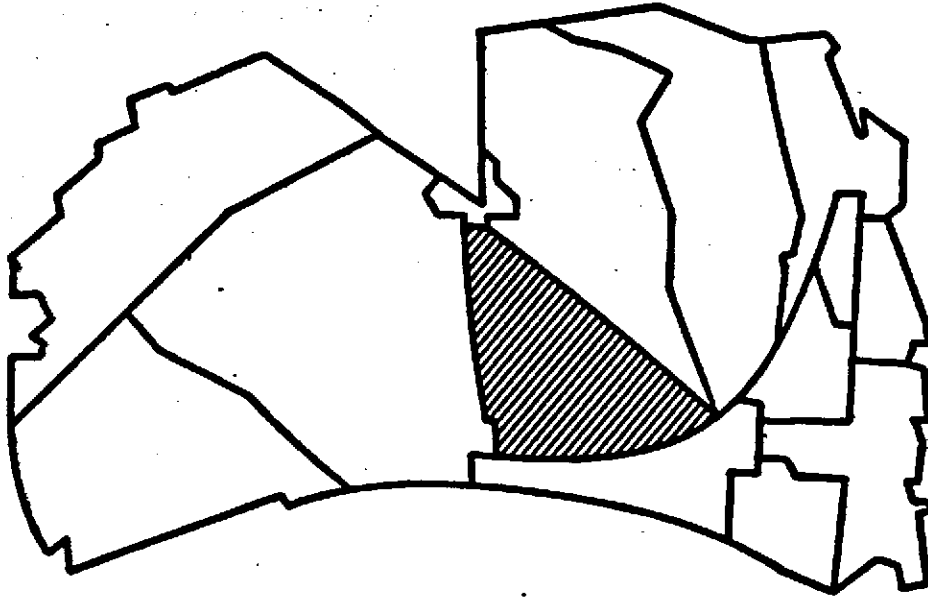
TAYLOR RUN/DUKE STREET

SMALL AREA PLAN

ADOPTED JUNE 27, 1989

ORDINANCE 3392

With changes approved by City Council on 11/14/90



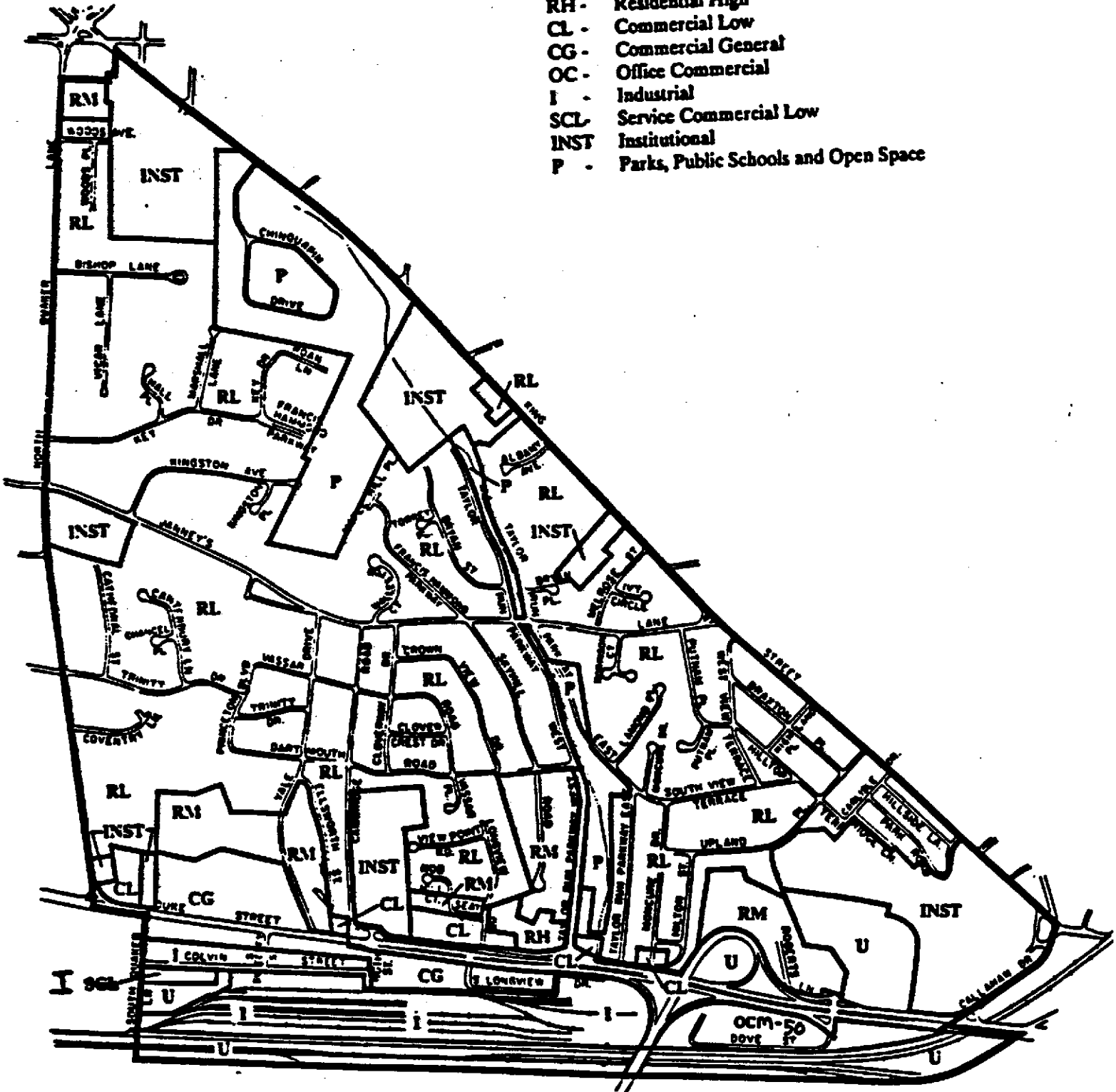
MASTER PLAN
ALEXANDRIA, VIRGINIA

EXHIBIT D

Map 8

Proposed Land Use

- RL - Residential Low
- RM - Residential Medium
- RH - Residential High
- CL - Commercial Low
- CG - Commercial General
- OC - Office Commercial
- I - Industrial
- SCL - Service Commercial Low
- INST - Institutional
- P - Parks, Public Schools and Open Space

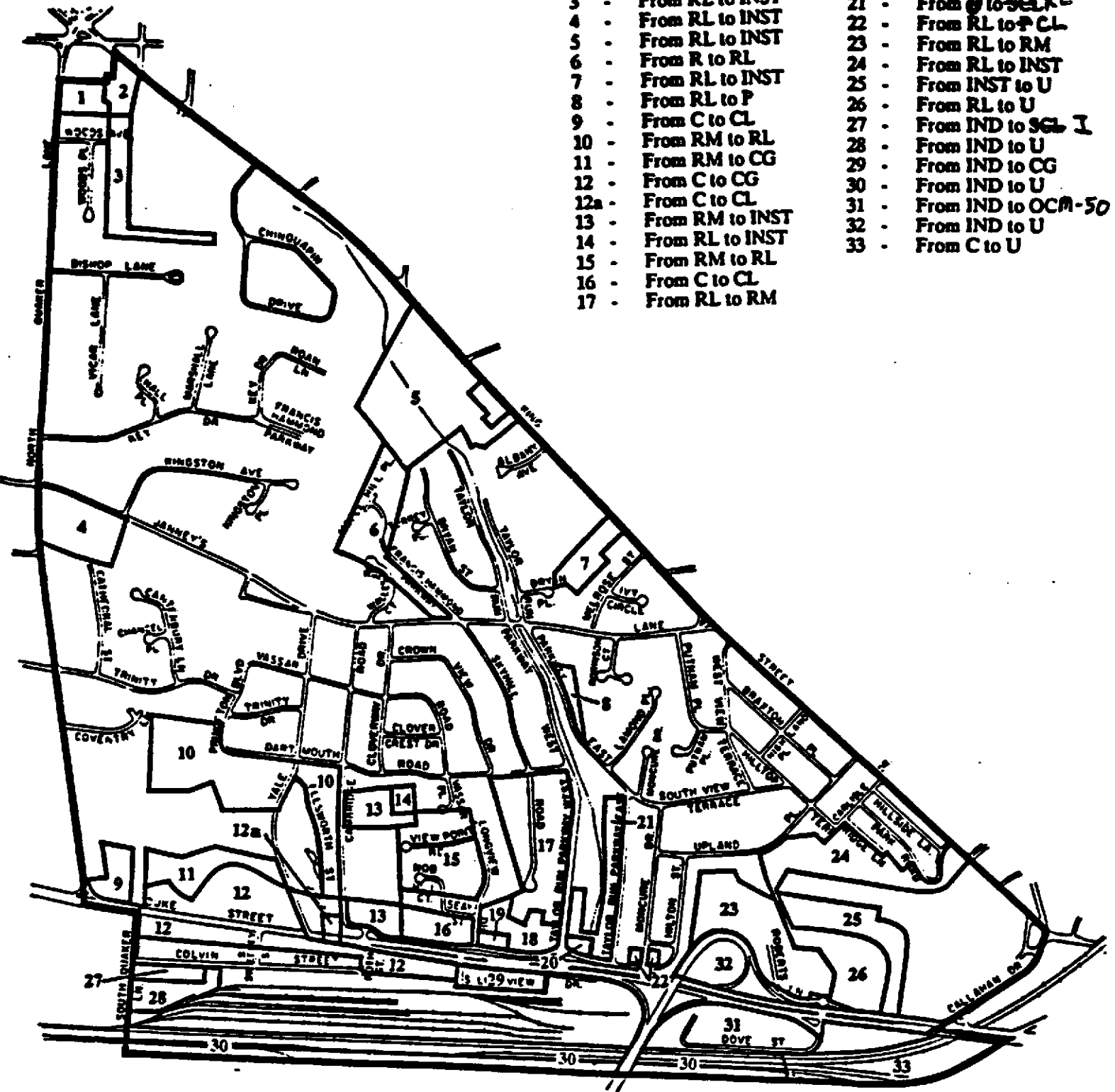


Taylor Run /
Duke Street



Proposed Land Use Changes

- | | |
|----------------------|---|
| 1 - From C to RM | 18 - From RL to RH |
| 2 - From C to INST | 19 - From RL to CL |
| 3 - From RL to INST | 20 - From R to CL |
| 4 - From RL to INST | 21 - From RL to CL RL |
| 5 - From RL to INST | 22 - From RL to P CL |
| 6 - From R to RL | 23 - From RL to RM |
| 7 - From RL to INST | 24 - From RL to INST |
| 8 - From RL to P | 25 - From INST to U |
| 9 - From C to CL | 26 - From RL to U |
| 10 - From RM to RL | 27 - From IND to SG I |
| 11 - From RM to CG | 28 - From IND to U |
| 12 - From C to CG | 29 - From IND to CG |
| 12a - From C to CL | 30 - From IND to U |
| 13 - From RM to INST | 31 - From IND to OCM-50 |
| 14 - From RL to INST | 32 - From IND to U |
| 15 - From RM to RL | 33 - From C to U |
| 16 - From C to CL | |
| 17 - From RL to RM | |



Taylor Run / Duke Street



17. From Residential Low to Residential Medium

This is a garden apartment complex. The redesignation is in keeping with the character of the existing use on the site.

18. From Residential Low to Residential High

This change in designation reflects the existing high rise residential use of this site, the Carydale East Apartments.

19. From Residential Low to Commercial Low

This is the site of the Sovran Bank branch; the suggested change reflects the existing commercial use at this location.

20. From Recreation and Open Space to Commercial Low

The 1974 Master Plan erroneously included this with the linear park along Taylor Run when the site is actually used for commercial purposes. The suggested change more accurately reflects the existing use.

21. From Recreation and Open Space to Residential Low

This area contains single family dwellings. The change is in keeping with the existing land use and updates the 1974 Master Plan.

22. From Residential Low to Commercial Low

This is the location of several low scale service firms situated next to single family homes. The suggested change reflects the commercial nature of these properties and is consistent with their existing use.

23. From Residential Low to Residential Medium

The proposed change reflects existing townhouse and garden condominium apartments on this site.

24. From Residential Low to Institutional

This is the site of the George Washington National Masonic Memorial. The redesignation is in keeping with this existing use.

25. From Institutional to Utility

This is part of the Virginia American Water Company property.

26. From Residential Low to Utility

The utility designation reflects the present use of this site as a facility for the Virginia American Water Company.

27. From Industrial to Service-Commercial Low I

The ^I ~~OC~~ designation would provide for ^{industrial and} low-intensity service and commercial uses, while removing the possibility of heavy industrial development. This is compatible with the existing land uses on Colvin Street.

28. From Industrial to Utility

This site is City owned and will house its vehicle maintenance facility. The recommended change will be consistent with this change in use.

29. From Industrial to Commercial General

This designation permits general highway oriented retail and service activities which already exist in this area. The suggested change would reflect these uses while precluding heavy industrial activity.

30. From Industrial to Utility

This land contains the Metrorail and RF&P main line tracks. The proposed change would be consistent with this use.

31. From Industrial to Office Commercial Medium-50

^{OCM-50}
The ~~OE~~ designation would provide for low to medium density commercial development. While this area should not become a major office center due to its limited access to Duke Street and the constraints of existing traffic on Duke Street, moderate intensity uses, such as a motel, might be appropriate. However, the scale of buildings should be kept low south of the monument.

32. From Industrial to Utility/Transportation

This is the site of the Telegraph Road interchange. The recommended change corresponds to the existing use.

33. From Commercial to Utility

This land contains the Metrorail and RF&P main line tracks; the proposed change reflects the existing use.

Fruit Grower's Site

The Fruit Grower's property is designated in the 1974 master plan for industrial and is zoned industrial. Although the 1988 Taylor Run/Duke Street small area plan does not propose to change this industrial designation, it is important to note that the plan does intend to reclassify the industrial zone in the City to make it a true industrial zone, encouraging industrial and heavy commercial uses, but prohibiting high density office uses.

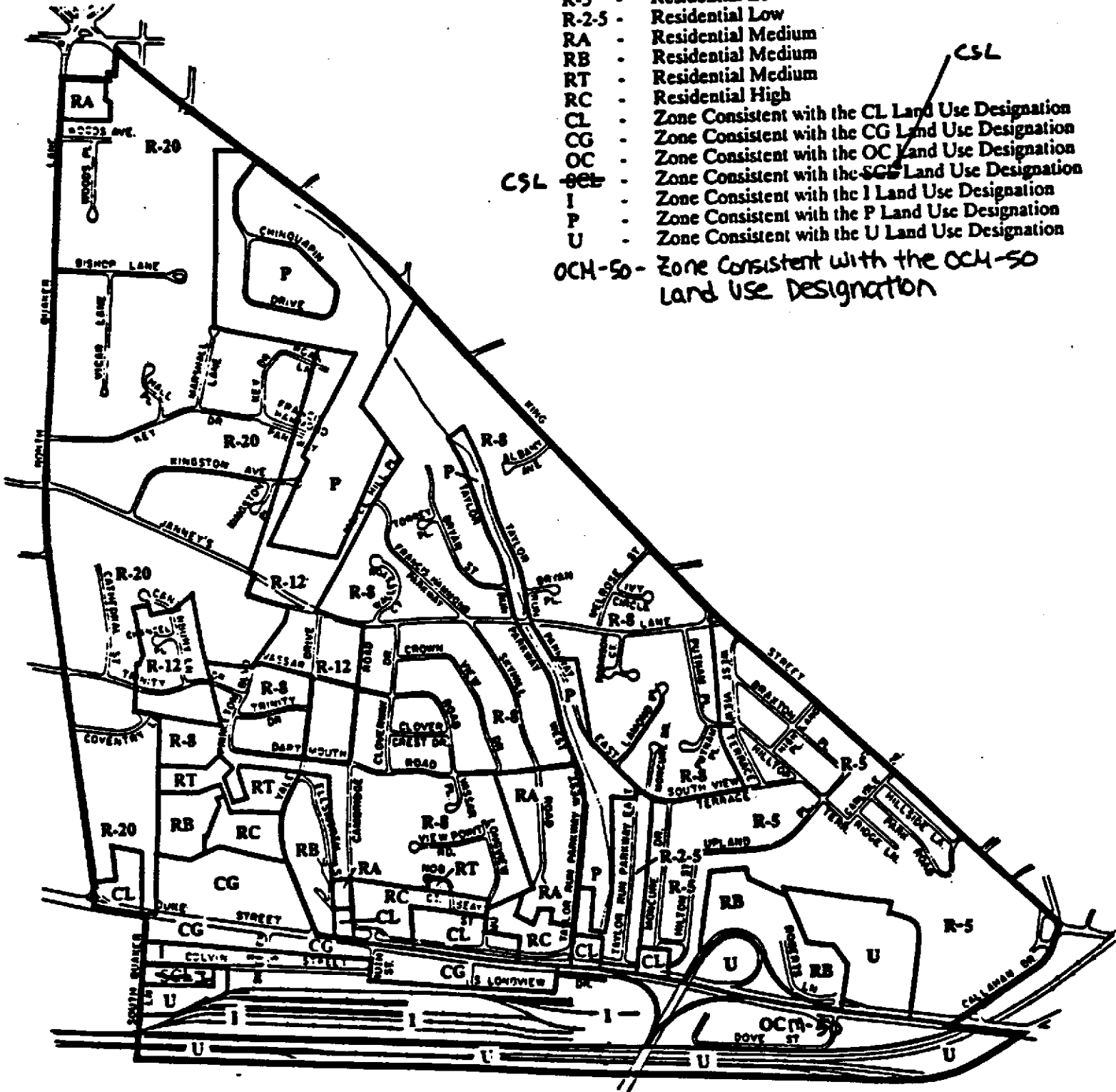
The new industrial zone would allow service, distribution, warehousing, light (clean) industry and limited office development (1-3 stories). These uses are similar to the kind of development currently on Wheeler Avenue.

This site, with its limited access and visibility and adjacency to railroad uses, is most appropriate for industrial use in the foreseeable future. This site is one of the few remaining sites in the City where industrial uses would be appropriate and desirable to maintain the City's economic diversity.

Although much of the site is not attractive for residential development, with acquisition of properties along Duke Street, the eastern portion of the site could be a plausible residential site in the future; rezoning to that use could be considered.

Proposed Zoning

- R-20 - Residential Low
- R-12 - Residential Low
- R-8 - Residential Low
- R-5 - Residential Low
- R-2-5 - Residential Low
- RA - Residential Medium
- RB - Residential Medium
- RT - Residential Medium
- RC - Residential High
- CL - Zone Consistent with the CL Land Use Designation
- CG - Zone Consistent with the CG Land Use Designation
- OC - Zone Consistent with the OC Land Use Designation
- CSL - Zone Consistent with the ~~SGS~~ Land Use Designation
- I - Zone Consistent with the I Land Use Designation
- P - Zone Consistent with the P Land Use Designation
- U - Zone Consistent with the U Land Use Designation
- OCH-50 - Zone Consistent with the OCH-50 Land Use Designation

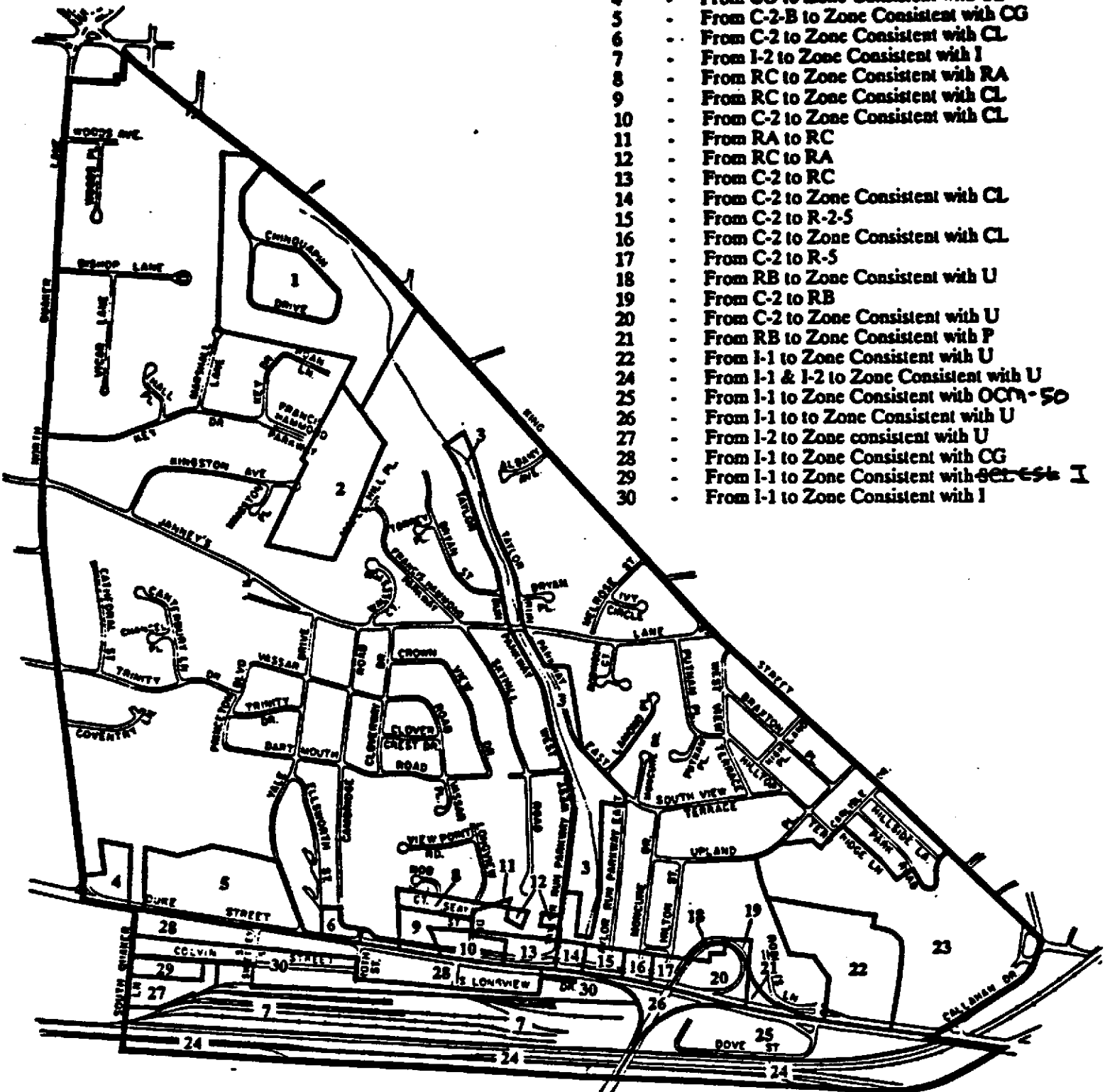


Taylor Run /
Duke Street



Proposed Zoning Changes

- 1 - From R-8 to Zone Consistent with P
- 2 - From R-12 to Zone Consistent with P
- 3 - From R-2, RA & R-2-5 to Zone Consistent with P
- 4 - From CO to Zone Consistent with CL
- 5 - From C-2-B to Zone Consistent with CG
- 6 - From C-2 to Zone Consistent with CL
- 7 - From I-2 to Zone Consistent with I
- 8 - From RC to Zone Consistent with RA
- 9 - From RC to Zone Consistent with CL
- 10 - From C-2 to Zone Consistent with CL
- 11 - From RA to RC
- 12 - From RC to RA
- 13 - From C-2 to RC
- 14 - From C-2 to Zone Consistent with CL
- 15 - From C-2 to R-2-5
- 16 - From C-2 to Zone Consistent with CL
- 17 - From C-2 to R-5
- 18 - From RB to Zone Consistent with U
- 19 - From C-2 to RB
- 20 - From C-2 to Zone Consistent with U
- 21 - From RB to Zone Consistent with P
- 22 - From I-1 to Zone Consistent with U
- 24 - From I-1 & I-2 to Zone Consistent with U
- 25 - From I-1 to Zone Consistent with OCM-50
- 26 - From I-1 to Zone Consistent with U
- 27 - From I-2 to Zone consistent with U
- 28 - From I-1 to Zone Consistent with CG
- 29 - From I-1 to Zone Consistent with ~~CG~~ I
- 30 - From I-1 to Zone Consistent with I



Taylor Run /
Duke Street



25. Rezone from I-1 to a new zone consistent with the Master Plan Office Commercial designation. ^{Medium-50 (OC)}

^{OCM-50}
The OG designation allows for low to moderate commercial development. Higher density development is not desirable given the access to these sites; but structures with low heights, such as limited office buildings or a motel, would be possible.

26. Rezone from I-1 to a new zone consistent with the Master Plan Parks and Open Space designation (P).

This parcel is also a part of the Telegraph Road interchange. The proposed change would be consistent with the existing use.

27. Rezone from I-2 to a new zone consistent with the Master Plan Utility designation (U).

This site is where the DASH maintenance facility and Transportation and Environmental Services' traffic shop will be located. The suggested change reflects these uses.

28. Rezone from I-1 to a new zone consistent with the Master Plan Commercial General designation (CG).

This area contains commercial and some service industrial activity. Heavy industrial high density development would be inappropriate given the adjacent low scale commercial uses on Duke Street. Commercial General allows highway oriented retail and service activities which would be compatible with adjacent uses and insure continued low density development.

29. Rezone from I-2 to a new zone consistent with the Master Plan Service Commercial Low designation (SCL) Industrial (I) designation.

This area is currently zoned for intense industrial use, yet the existing uses, as well as the adjacent uses, are more of a low scale commercial character. The SCL designation would be in keeping with the present uses and scale while still allowing a mix of commercial and light industrial activity. I zoning is appropriate for this area, which is surrounded by industrial and utility uses.

30. Rezone from I-1 to a new zone consistent with the Master Plan Industrial designation (I).

This area is currently zoned for industrial use. The suggested change would continue to allow industrial use at this site only at a decreased height and density. The change in zoning designation is recommended in order that this site be classified in a compatible manner with the new zoning categories.

HEIGHT RECOMMENDATIONS

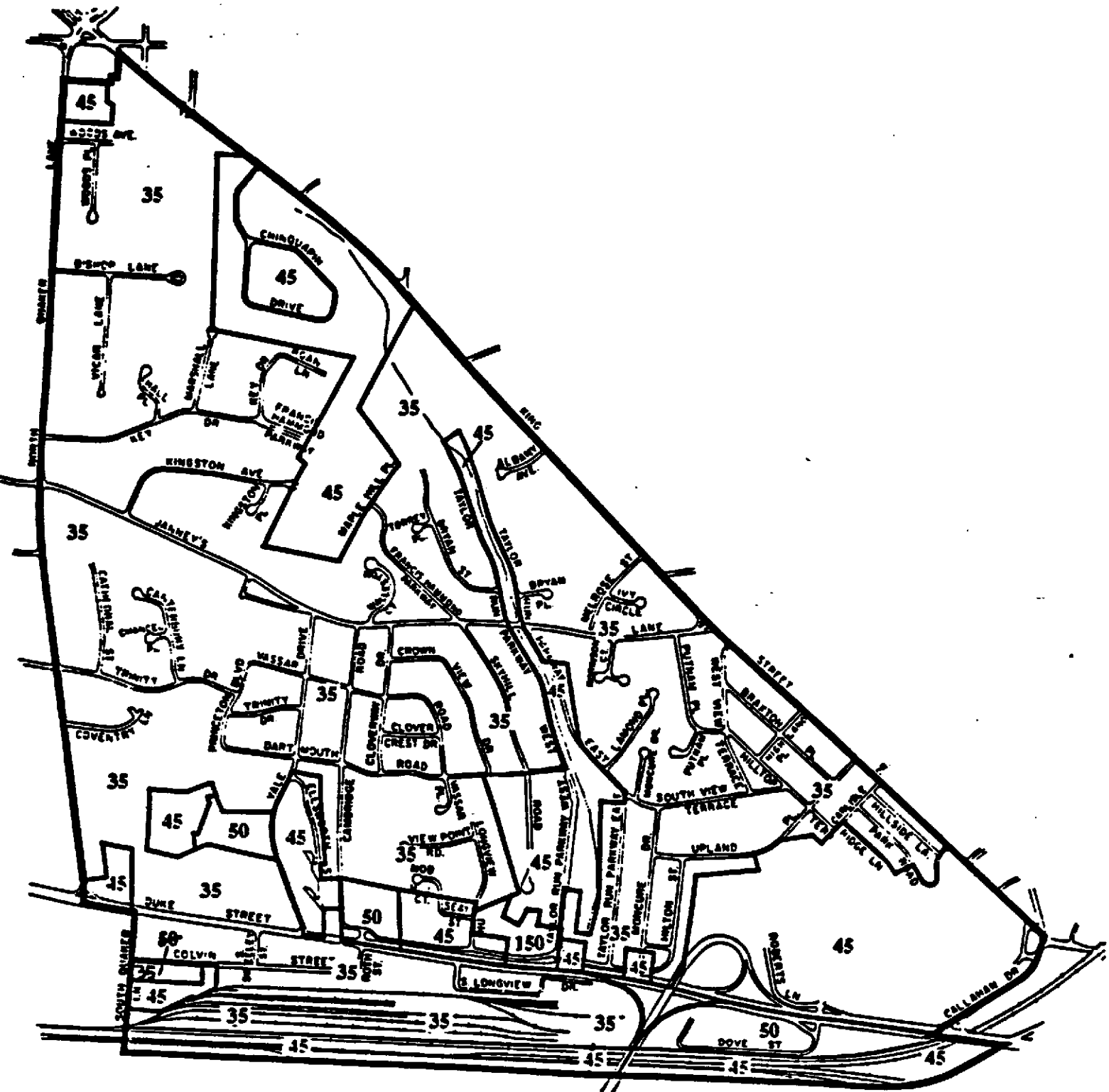
As shown on Map 12, most of the Taylor Run/Duke Street area is low scale residential development limited to 35' by right, with 45' by right allowed in the medium density residential zones and 150' allowed in the high density residential zone.

South of Duke Street, heights are somewhat higher. Allowable heights by right can be 50' or 77'; however, with a Planned Unit Development (PUD) special use permit, it is possible to go up to from 77' to 200'.

The plan would make some limited changes to these height limits, in order to conform to those associated with the new proposed land use designations.

Map 13 shows the proposed height limits; Map 14 shows the recommended height changes.

Map 13
Proposed Height Limits



Taylor Run /
Duke Street



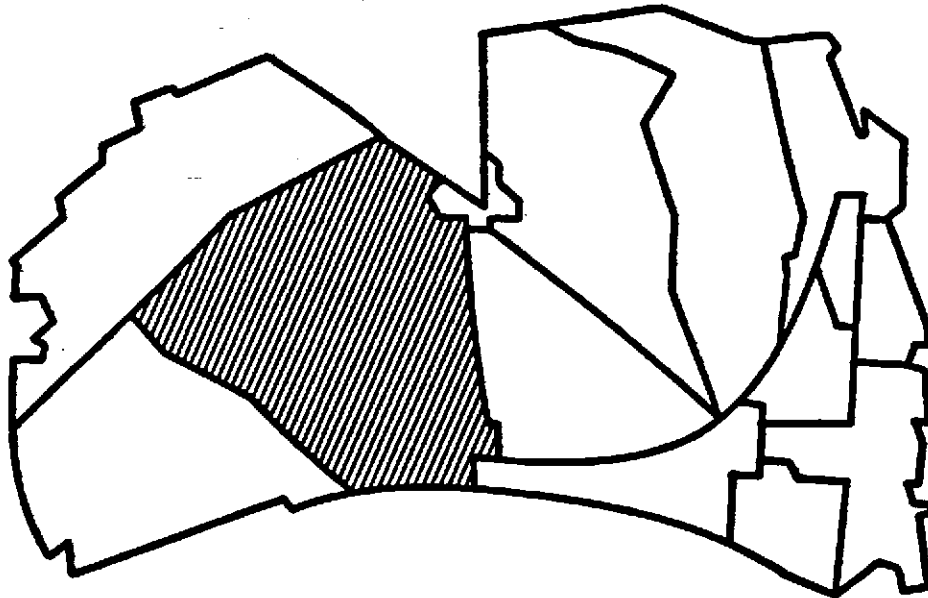
SEMINARY HILL/STRAWBERRY HILL

SMALL AREA PLAN

ADOPTED JUNE 27, 1989

ORDINANCE 3392

WITH CHANGES APPROVED BY CITY COUNCIL ON 11/14/90



MASTER PLAN
ALEXANDRIA, VIRGINIA

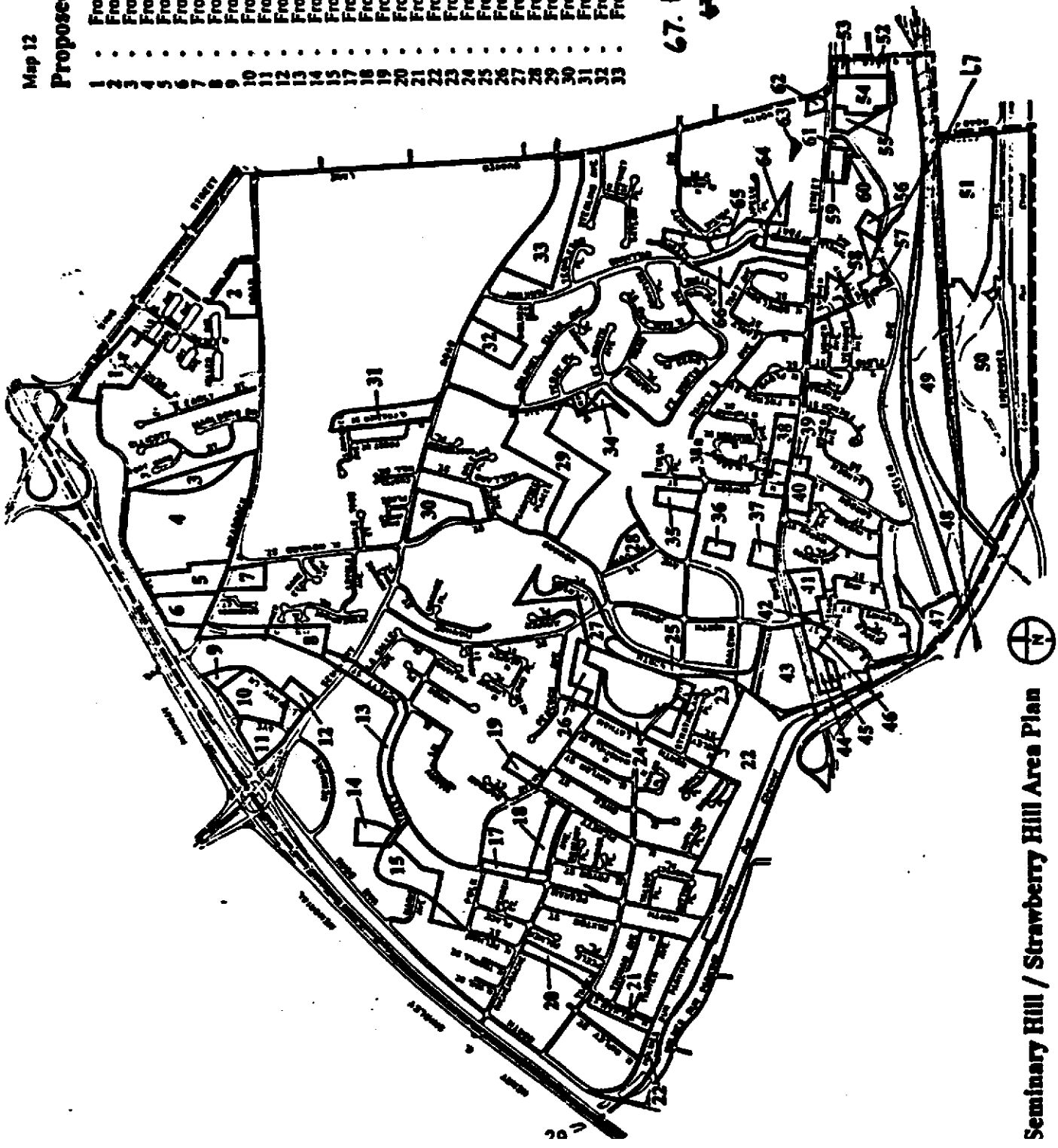
EXHIBIT E

Proposed Land Use Changes

1	From RM to INST	34	From INST to RL
2	From R to P	35	From RM to INST-P
3	From RL to P	36	From RM to P
4	From R to P	37	From C to CO
5	From R to INST	38	From C to CO*
6	From RM to INST	38a	From C to CO
7	From RL to INST	39	From C to CL
8	From RM to RL	40	From INST to U
9	From C to RM	41	From R to P
10	From C to CO	42	From C to CO
11	From C to OCH	43	From C to CL
12	From RM to INST	44	From RH to CO
13	From RL to INST	45	From C to CO
14	From RM to INST	46	From C to RH
15	From RL to RM	47	From I to P
17	From RL to INST	48	From I to U/T
18	From INST to RL	49	From MU to U/T
19	From RL to INST	50	From MU to P
20	From RL to RM	51	From MU to OCM
21	From RM to RL	52	From C to BE/CSL
22	From RL to P	53	From C to CO
23	From INST to RL	54	From R to P
24	From RL to INST	55	From R to INST
25	From R to RM	56	From RL to SCL
26	From RL to P	57	From RL to SCL
27	From RL to RM	58	From RL to RM
28	From R to RM	59	From MU to CL
29	From RL to INST	60	From RM to CL
30	From RL to INST	61	From MU to CO
31	From RL to INST	62	From C to RM
32	From RL to INST	63	From RM to RL
33	From RL to INST	64	From RL to RL
		65	From R to P
		66	From R to P

67. From RC to CSL

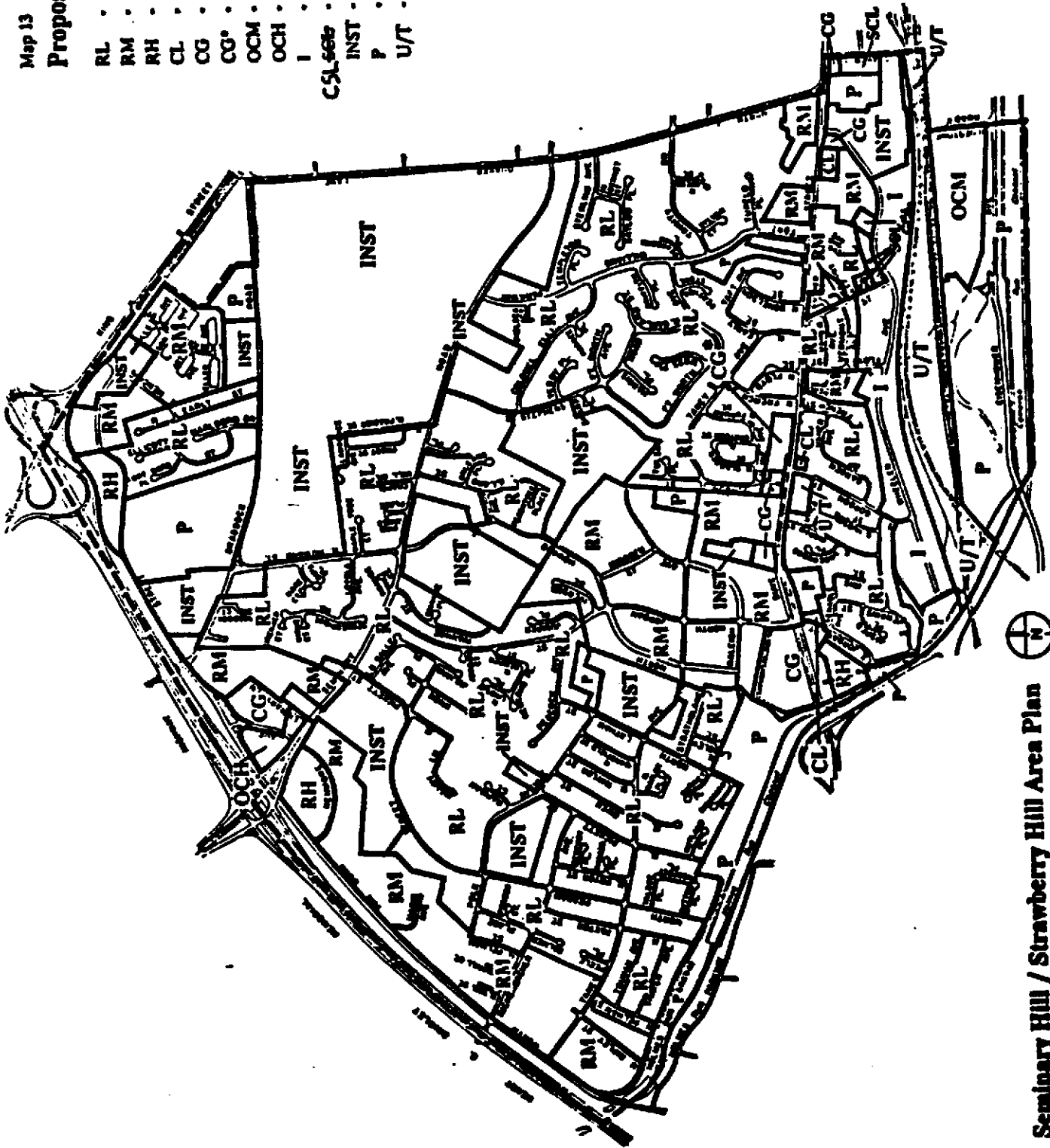
67-From RC to INST CO Modified



Seminary Hill / Strawberry Hill Area Plan

Proposed Land Use

- RL • Residential Low
- RM • Residential Medium
- RH • Residential High
- CL • Commercial Low
- CG • Commercial General
- CG* • Commercial General Modified
- OCM • Office Commercial Medium
- OCH • Office Commercial High
- I • Industrial
- CSL, sets • Service Commercial Low
- INST • Institutional
- P • Parks, Public Schools and Open Space
- U/T • Utility and Transportation



Seminary Hill / Strawberry Hill Area Plan

55. From Recreation and Open Space to Institutional

The City Vehicle Maintenance Shops are on this site. The proposed designation reflects the existing use of the site.

56. From Residential Low to Service Commercial Low

This is the site of the Spicer Upholstery Company and American Management Systems, Inc. a communications service firm. The Service Commercial Low designation will allow the existing use or some other low density low scale commercial use.

57. From Residential Low to Service Commercial Low

~~This area contains~~ This area, ~~and R-8~~ and contains single family homes. These are two single family homes which are located near the corner of S. Early and Wheeler Avenue, and Zoned Industrial. These homes are isolated from other residences and are across from commercial/ warehouse uses. These properties are not located in an area suitable for low density residential development. The new land use category would allow the existing uses to continue but would encourage low scale light commercial uses should the site redevelop. If commercially redeveloped these sites would serve as a buffer to the residential areas further north.

58. From Residential Low to Residential Medium

This change reflects the existing use, the Society Hill townhouses.

59. From Mixed Use to Commercial Low

This is the Cockrell property. The Commercial Low designation allows low scale, low intensity retail and service uses which are compatible with adjacent low intensity residential uses. The recommended change is in keeping with nearby existing residential land uses.

60. From residential Medium to Office/Commercial Medium

This change is a technical correction to reflect the appropriate lot line alignment, which was incorrectly drawn in the 1983 Duke Street Study.

61. From Mixed Use to Commercial General

This change reflects the existing use, McDonald's fast food restaurant.

62. From Commercial to Residential Medium

This reflects the recently approved Quaker Village townhouse project.

63. From Residential Medium to Residential Low

This change reflects the existing use of the site, single family residential.

64. From Residential Low to Residential Medium

This site includes a portion of the Colonial Heights townhouses. This change is a technical correction to reflect the appropriate lot line alignment, which was incorrectly shown in the 1983 Duke Street Study.

65. From Recreation and Open Space to Residential Low

Single family homes are contained in this area. The change is in keeping with the existing land use.

66. From Recreation and Open Space to Parks and Open Space

This designation reflects a change in nomenclature rather than use. It is the greenway park land along Fort Williams Parkway.

67. From RL to ~~RL~~ SCL (This site fronts on Wheeler Avenue and is physically seperated from the adjoining residential by a steep grade. The SCL is appropriate with a rezoning of this

ZONING RECOMMENDATIONS
Map 14 shows proposed zoning changes for the study area. The majority of recommended changes make existing zoning more in conformance with existing land use patterns. The changes also involve removing residential properties from commercial zoning categories and removing high density office uses from commercial zoning in the area.

property approved by Council earlier this year.

Schools, churches and other institutional uses which have residential zoning are not proposed to be rezoned. If those uses ever cease, the use would revert to a residential category which would be compatible with adjacent residential areas.

Many of the proposed changes 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 of new zones by the Zoning Task Force for subsequent enactment by the City Council.

The proposed zoning is shown on Map 15.

1. Rezone C-2 to RG.

The Fort Ward Apartments are on this site. The recommended change would be compatible with this high density use.

2. Rezone from C-2 to R-8.

This parcel is part of the adjacent residential area. The suggested change is a boundary adjustment which would reflect this use.

3. Rezone from R-8 to a zone consistent with the Master Plan Parks and Open Space designations (P).

This is the site of Fort Ward Park. The new zone reflects the existing park use of the site.

4. Rezone from R-12 to a zone consistent with the Master Plan Parks and Open Space designation (P).

The Minnie Howard Field is located at this site. The zoning change would be consistent with this use.

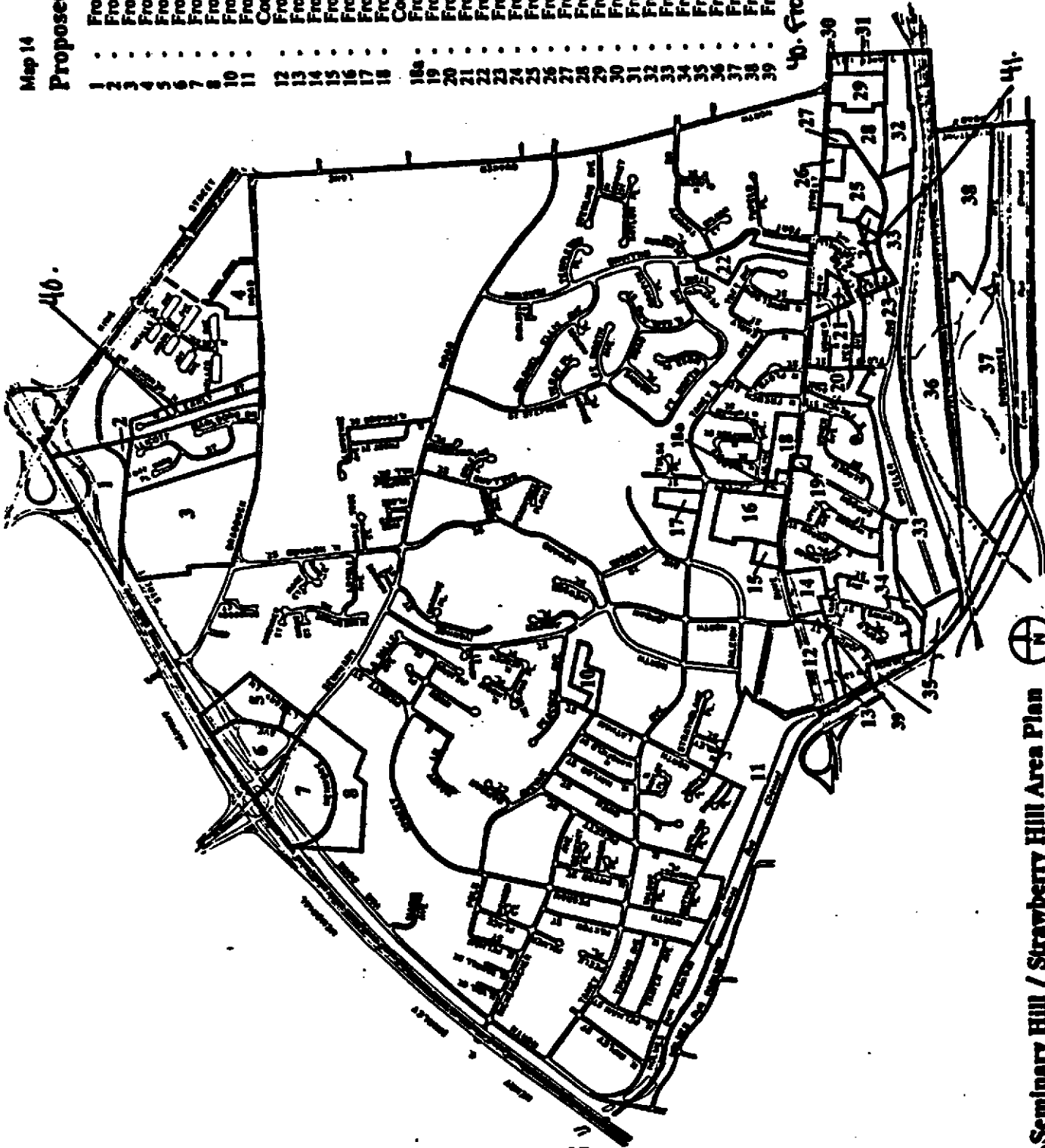
5. Rezone from C-2 to a zone consistent with the Master Plan Commercial General designation (CG).

This is the Seminary Plaza Shopping Center site. Rezoning from C-2 will provide for the existing use or some other low density, low scale commercial use consistent with the proposed commercial general land use designation.

Proposed Zoning Changes

- 1 . . . From C-2 to RC
- 2 . . . From C-2 to R-8
- 3 . . . From R-8 to Zone Consistent with P
- 4 . . . From R-12 to Zone Consistent with P
- 5 . . . From C-2 to Zone Consistent with CO
- 6 . . . From C-2 to Zone Consistent with OCH
- 7 . . . From C-2 to RC
- 8 . . . From C-2 to RA
- 10 . . . From R-8 and R-12 to Zone Consistent with P
- 11 . . . From RA, R-5, R-30 and R-8 to Zone Consistent with P
- 12 . . . From C-2 to Zone Consistent with CO
- 13 . . . From C-2 to RC
- 14 . . . From R-2-3 to Zone Consistent with P
- 15 . . . From C-2 to Zone Consistent with CO
- 16 . . . From C-2 to RA
- 17 . . . From RA to Zone Consistent with P
- 18 . . . From C-2, R-8 and R-5 to Zone Consistent with CO (modified)
- 18a . . . From C-2 to Zone Consistent with CO
- 19 . . . From CO to Zone Consistent with CL
- 20 . . . From RC to RB
- 21 . . . From RC to RB and R-8
- 22 . . . From R-12 and R-8 to Zone Consistent with P
- 23 . . . From 1-10 Zone Consistent with SCL CSL
- 24 . . . From C-2 to Zone Consistent with SCL CSL
- 25 . . . From C-2 to RA
- 26 . . . From C-2 to Zone Consistent with CL
- 27 . . . From C-2 to Zone Consistent with CO
- 28 . . . From C-2 to Zone Consistent with I
- 29 . . . From C-2 to Zone Consistent with P
- 30 . . . From C-2 to Zone Consistent with CO
- 31 . . . From C-2 to Zone Consistent with DEL CSL
- 32 . . . From I-1 to Zone Consistent with I
- 33 . . . From I-2 to Zone Consistent with I
- 34 . . . From R-3-5 to Zone Consistent with P
- 35 . . . From I-1 to Zone Consistent with U/T
- 36 . . . From I-2 to Zone Consistent with P
- 37 . . . From CO to Zone Consistent with OCH-100
- 38 . . . From C-2 to Zone Consistent with CL
- 39 . . . From C-2 to Zone Consistent with CL

40. From RA and R-12 to R-8
 41. from I-1 to DEL CSL

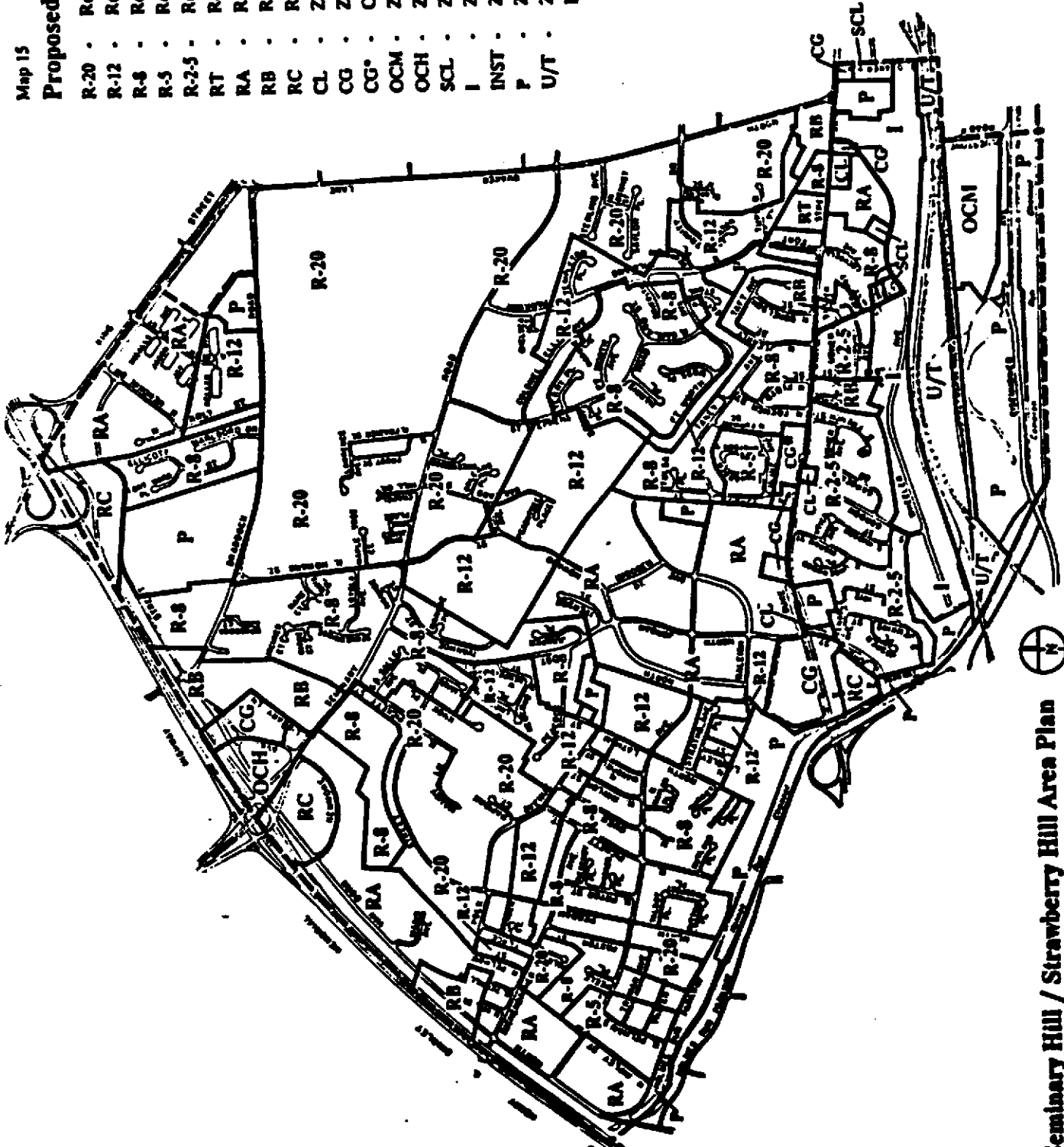


Seminary Hill / Strawberry Hill Area Plan

Map 15

Proposed Zoning

- R-20 • Residential Low
- R-12 • Residential Low
- R-8 • Residential Low
- R-5 • Residential Low
- R-2-5 • Residential Low
- RT • Residential Low
- RA • Residential Medium
- RB • Residential Medium
- RC • Residential High
- CL • Zone Consistent with the CL Land Use Designation
- CG • Zone Consistent with the CG Land Use Designation
- CG° • CG Modified
- OCM • Zone Consistent with the OCM Land Use Designation
- OCH • Zone consistent with the OCH Land Use Designation
- SCL • Zone Consistent with the SCL Land Use Designation
- I • Zone Consistent with the I Land Use Designation
- INST • Zone Consistent with the INST Land Use Designation
- P • Zone Consistent with the P Land Use Designation
- U/T • Zone Consistent with the Utility and Transportation Land Use Designation



Strawberry Hill / Strawberry Hill Area Plan

23. From I-1 to a zone consistent with the Master Plan Service Commercial Low designation (SCL).

~~This site is~~ ^{at 929} located at the northeast corner of S. Early Street and Wheeler Avenue and contains two single family detached units. The SCL designation would allow the existing residential uses to continue but would restrict redevelopment to light commercial uses or medium density residential uses. The existing industrial zoning would not permit residential or would allow industrial development not compatible with nearby residential areas

24. Rezone from C-2 to a zone consistent with the Master Plan Service Commercial Low designation (SCL).

This is the site of the Spicer Upholstery Company and American Management Systems, Inc.. The Service Commercial Low designation would allow low density service and commercial uses, light industry and warehouse activities compatible with the existing use of the site and adjacent residential uses.

25. Rezone from C-2 to RA.

This is the Normandy Hill Apartments. Currently zoned for high density commercial use, it is designated as residential medium in the proposed land use plan. The recommended rezoning to RA is consistent with the existing use. This change will prevent the spread of commercial development to the west along Duke Street and will help to preserve the residential nature of this part of Duke Street.

26. Rezone from C-2 to a zone consistent with the Master Plan Commercial Low designation (CL).

This is the FADCO site. The Commercial Low designation will allow for low scale, low density service and retail uses which are compatible with existing adjacent low intensity residential uses.

27. Rezone from C-2 to a zone consistent with the Master Plan Commercial General designation (CG).

This is the site of McDonald's fast food restaurant. The Commercial General designation will allow for the existing use or some other low scale, low density commercial use.

28. Rezone from C-2 to a zone consistent with the Master Plan Industrial designation (I).

This parcel is part of the City's Vehicle Maintenance Facility. This rezoning is recommended to leave the property in the zoning category appropriate to Wheeler Avenue.

29. Rezone from C-2 to a zone consistent with the Master Plan Parks and Open Space designation (P).

Lockett Field is located at this site. The parcel is recommended for park use in the Proposed land use plan, the suggested rezoning reflects this existing use.

30. Rezone from C-2 to a zone consistent with the Master Plan Commercial General designation (CG).

Wendy's fast food restaurant is located on this site. The Commercial General designation, which is recommended for this site in the proposed land use plan, will allow for the existing use or some other low scale, low density commercial use.

31. Rezone from C-2 to a zone consistent with the Master Plan Service Commercial Low designation (SCL).

This is the converted former Stonewall Jackson school/office building. Currently zoned for high density commercial use, it is recommended for low density service commercial development in the proposed land use plan. The suggested rezoning to SCL is consistent with this recommendation and with the existing use.

32. Rezone from I-1 to a zone consistent with the Master Plan Industrial designation (I).

The area as currently zoned, allows high density office development. Such a use is inappropriate given the nearby residential neighborhood and limited access to this area. Moreover, this is not one of the areas in the City which has been designated as a site appropriate for high density office development. The recommended rezoning would continue to allow industrial use at this site, but with heights and densities more consistent with industrial uses.

33. Rezone from I-2 to a zone consistent with the Master Plan Industrial designation (I).

This area as currently zoned, allows high density office development. Such a use is inappropriate given the nearby residential neighborhood and the limited access to this area. Moreover, this is not one of the areas in the City which has been designated as an appropriate site for high density office development. The recommended rezoning would continue to allow industrial use at this site, but with decreased height and density more consistent with industrial uses.

34. From R-2-5 to a zone consistent with the Master Plan Parks and Open Space designation (P).

This is Tarleton Park and should be zoned consistent with its use.

35. Rezone from I-1 to a zone consistent with the Master Plan Parks and Open Space designation (P).

This site is also part of Tarleton Park; the recommended rezoning reflects this existing use.

36. Rezone from I-2 to a zone consistent with the Master Plan Utility/Transportation designation (U).

This area contains the R.F. & P. and C.S.X. rail lines. It has been designated as a utility use in the proposed land use plan, and the recommended zoning change is consistent with this.

37. Rezone from I-2 to a zone consistent with the Master Plan Parks and Open Space designation (P).

This is part of the Cameron Run Regional Park; the proposed zoning change reflects this use.

38. Rezone from CO to a zone consistent with the Master Plan Office Commercial Medium designation (OCM).

This is the site of the proposed Radnor project. With an F.A.R. of 1, the density of this development is similar to those in the proposed Office Commercial Medium category. Given the relatively poor access to this site, medium density is more appropriate than high density development. The recommended change is consistent with these factors.

39. From C-2 to LL

40. From RA+R-12 to R-8. Residents in this area requested this change and Council agreed it was appropriate.

41. From I-1 to ~~SCL~~ ^{res} SCL is appropriate for this site, which is adjacent to Residential, but located along Wheeler Avenue, a service/industrial area.

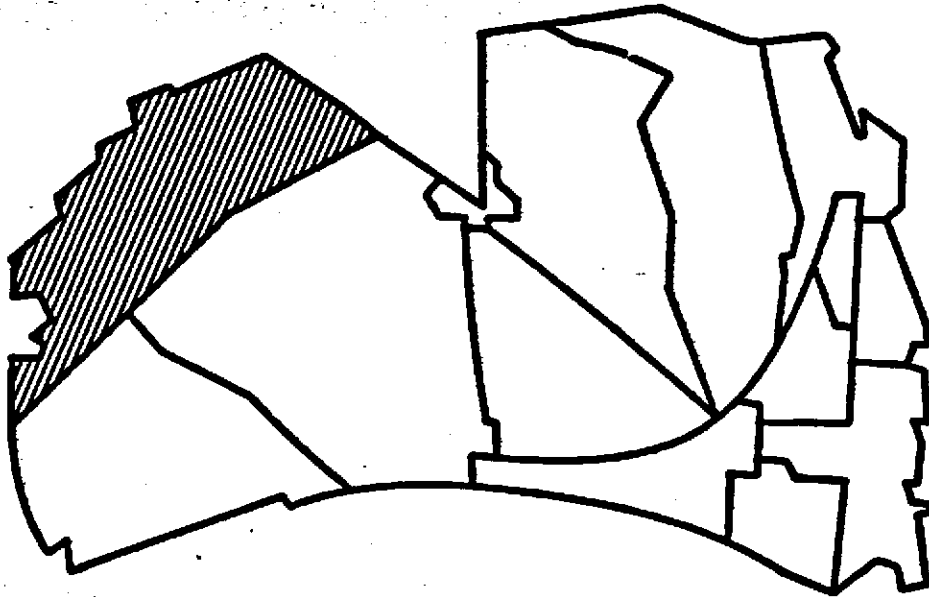
ALEXANDRIA WEST

SMALL AREA PLAN

ADOPTED JUNE 27, 1989

ORDINANCE 3392

with changes approved by City Council on 11/14/90

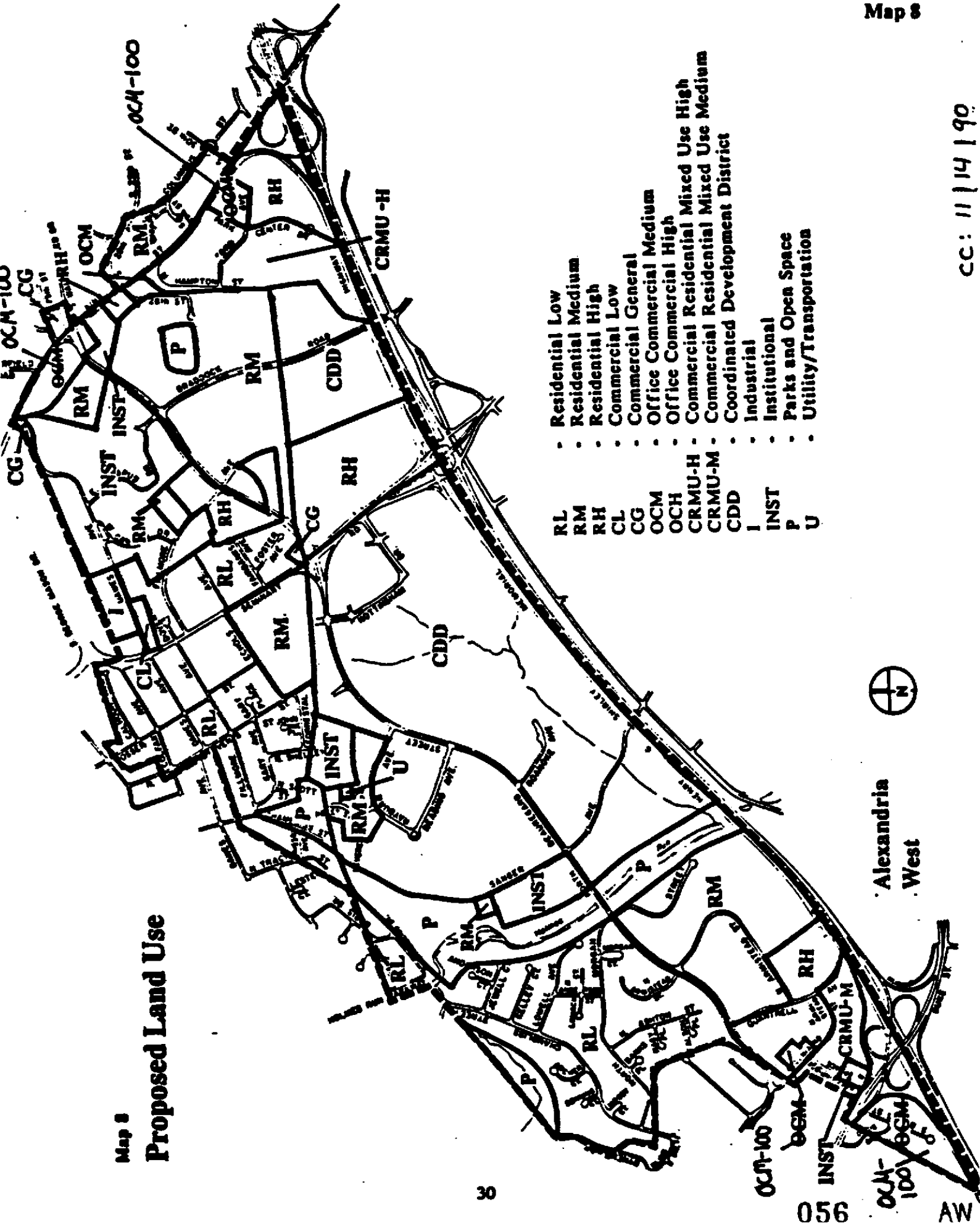


**MASTER PLAN
ALEXANDRIA, VIRGINIA**

EXHIBIT F

Proposed Land Use

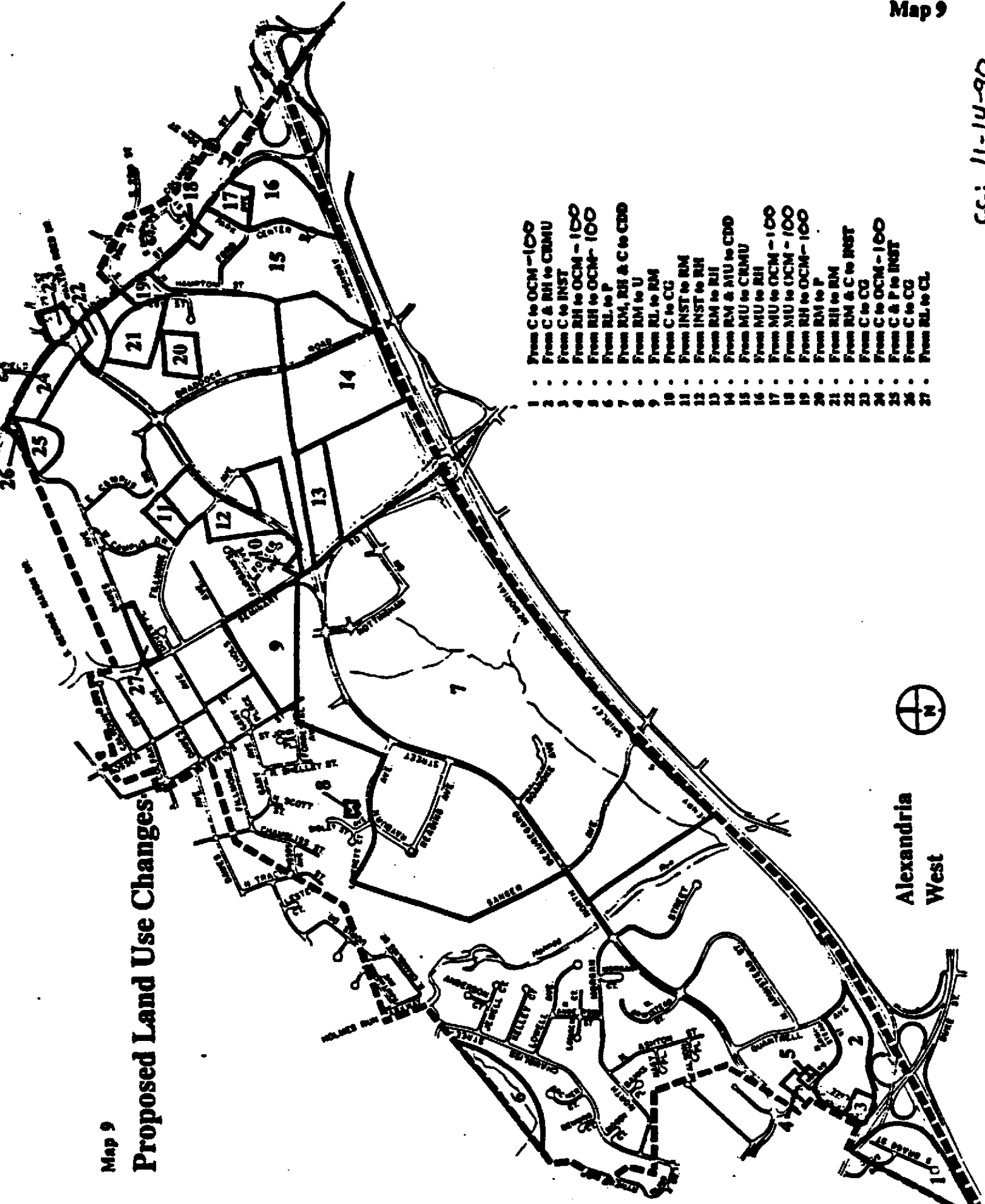
Map 8



- RL Residential Low
- RM Residential Medium
- RH Residential High
- CL Commercial Low
- CG Commercial General
- OCM Office Commercial Medium
- OCH Office Commercial High
- CRMU-H Commercial Residential Mixed Use High
- CRMU-M Commercial Residential Mixed Use Medium
- CDD Coordinated Development District
- I Industrial
- INST Institutional
- P Parks and Open Space
- U Utility/Transportation



Alexandria
West



associated medical buildings are not designated for institutional zoning because no such zone is envisioned for the City. The parcels are recommended, therefore, for rezoning to a zone consistent with the adjoining properties and the location of the site.

23. Rezone from C-1 and RC to a zone consistent with the Commercial General land use designation.

This site is currently developed as a bank. It is recommended for commercial general use in the proposed land use plan. Rezoning from C-1 and RC will provide for the existing use or some other commercial use consistent with the proposed land use designation.

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

This is a small parcel adjacent to a larger parcel used as a gas station in Fairfax County. It is recommended for a general commercial use in the land use plan. Rezoning to a zone consistent with the Commercial General land use designation will allow for the existing use or some other commercial use.

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

This is a medical townhouse project. The proposed land use plan recommends low density commercial on this site, which is directly adjacent to low-scale residential. The CL designation provides for the existing use or any other low scale commercial use consistent with the surrounding single-family residential area.

HEIGHTS

Map 13 shows the existing height limits in the Alexandria West area, which are determined by the zoning. Most of the area has a 35 or 45 foot height limit, with high heights (150 feet or more) permitted by zoning along King and Duke Street and on on the Stone Tract and parts of the Winkler tract. The general heights associated with proposed zoning for the area results in some changes in allowable heights. The allowable heights under the proposed zoning are shown on Map 14. Map 15 details the specific changes in heights resulting from the proposed zoning. Implementation of the proposed zoning will result in these changes.

URBAN DESIGN RECOMMENDATIONS

Two sites within the Alexandria West area have very large amounts of land that is vacant and will be developed: the Stone Tract and the Winkler Tract. Both of these tracts have been designated as Coordinated Development Districts (CDD) in the proposed land use plan. The urban design recommendations focus on establishing a set of design guidelines for these CDDs. These guidelines should form the basis of specific CDD zoning categories to be developed by the Zoning Task Force.

As envisioned, the CDD zone would allow a low base level of development by right with additional densities, heights and uses allowed with coordinated mixed use development. A developer who wishes to proceed under the CDD concept and guidelines would then negotiate with the City based on a specific plan.

CDD Principles for the Stone Tract

DEVELOPMENT WITH A CDD SPECIAL USE PERMIT

1. Future development of the site south of Braddock Road should be residential and should provide a mix of housing types that would maintain the residential character and densities that exist in the area, with allowance for some neighborhood serving commercial. Taller buildings should be concentrated in the area closest to I-395, with lower scale buildings to the west.

DEVELOPMENT WITHOUT A CDD SPECIAL USE PERMIT

Within the designated CDD area, the RA zone regulation shall apply.

2. Commercial development should be concentrated on the north side of Braddock Road and should not exceed 40 percent of the total development on the north side. Access to the commercial development should be via North Hampton Drive.
3. Development should have a maximum of 54.45 residential units/acre and a Floor Area Ratio of 1.5 on other uses. The maximum height should be 150 feet.
4. As much parking as possible should be structured with surface parking allocated primarily to visitor and other short term parking.
5. Landscaping and setbacks should create a buffer area directly along Braddock Road.
6. Park land for public use should be provided within the development.

CDD Principles for the Winkler Tract

DEVELOPMENT WITH A CDD SPECIAL USE PERMIT

Because a significant portion of this district is already developed for residential, with some retail, a hotel, and some office, the following principles are proposed to maintain the entire district as a mixed use development.

1. Existing development in the CDD should be maintained at existing densities and uses; the undeveloped areas should be developed in accord with the following principles.
2. Because of the vast size of the undeveloped areas, overall densities of development in that area should be limited to a F.A.R. of 1.0. However, in order to encourage the owner to dedicate an additional 20-30 acres to open space, greater densities should be allowed on the non-dedicated parcels as long as the total density of the currently undeveloped area does not exceed an F.A.R. of 1.0.
3. An additional 12-22 acres shall be maintained as open space.
4. The remaining undeveloped areas occur on two plateaus and may be developed for office buildings, although mixed use (office, retail, service, and residential) is strongly encouraged.
5. The undeveloped plateau at Seminary Road and the Shirley highway may be developed with office buildings of up to 150 feet in height. Structured parking is encouraged in order to maintain open areas.
6. The undeveloped plateau along Beaugard Street may be developed with office buildings, although mixed use (office, retail, service, and residential) is strongly encouraged. Where possible, landscaping should be maintained along Beaugard Street. Buildings along Beaugard should be kept low, preferably 50 feet and not to exceed 77 feet. On the part of the site away from Beaugard Street, taller buildings of up to 150 feet area allowed. Any retailing or service center should be located along Beaugard Street, in the vicinity of the existing commercial center. The southernmost part of the plateau needs to provide a buffer between the commercial buildings and the low scale residential buildings to the south. Points of access to Beaugard Street should be kept to a minimum; access to the area should be provided via Nottingham and a new road through the area. Surface parking should be kept to a minimum in order to maintain the greatest possible open landscaped area.
7. The height limit on this tract will be 150 feet, with consideration given to two buildings of not more than 250 feet each.

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DEVELOPMENT WITHOUT A CDD SPECIAL USE PERMIT

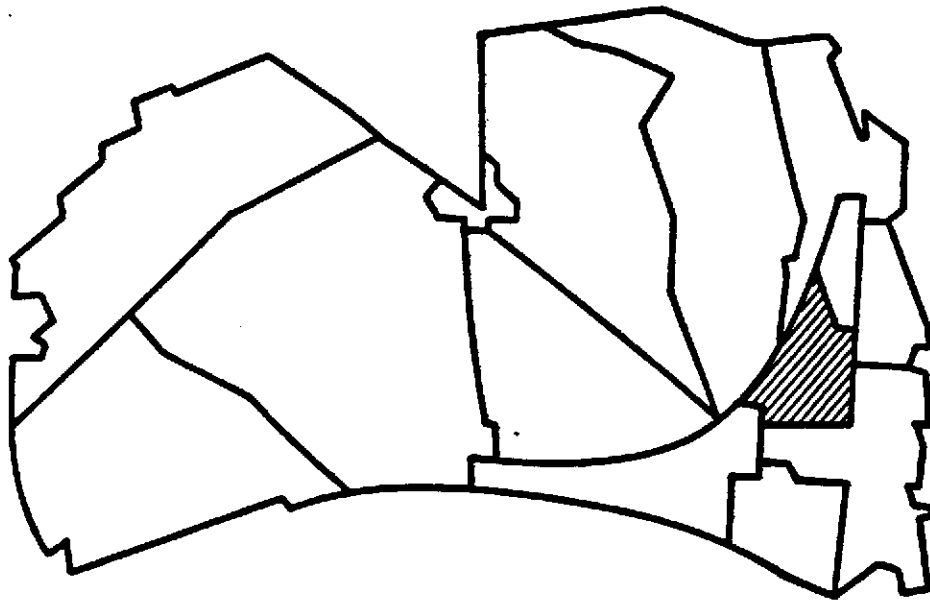
Within the designated CDD area, the OC zone regulation shall apply for the existing office area and the existing vacant area, the CG zone regulation shall apply for the shopping center area and the RA zone shall apply for the existing residential area, provided that the F.A.R. of development does not increase over the existing F.A.R. for the developed portion of the site, provided that the F.A.R. does not exceed 1.0 on the vacant portion of the site and provided that heights do not exceed 50' on any portion of the site.

BRADDOCK ROAD METRO STATION SMALL AREA PLAN

ADOPTED SEPTEMBER 26, 1989

ORDINANCE 3408

With changes approved by City Council on 11/14/90



MASTER PLAN
ALEXANDRIA, VIRGINIA

EXHIBIT G

LAND USE RECOMMENDATIONS

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

Medium Density Commercial Development

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

Higher Density Residential Areas

Along and south

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

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

The parcels directly adjacent to those designated OCM for medium density commercial development are designated for Commercial Residential Mixed Use (CRMU), mixed use with at least 50 percent residential at medium or high densities and limited densities with no residential.

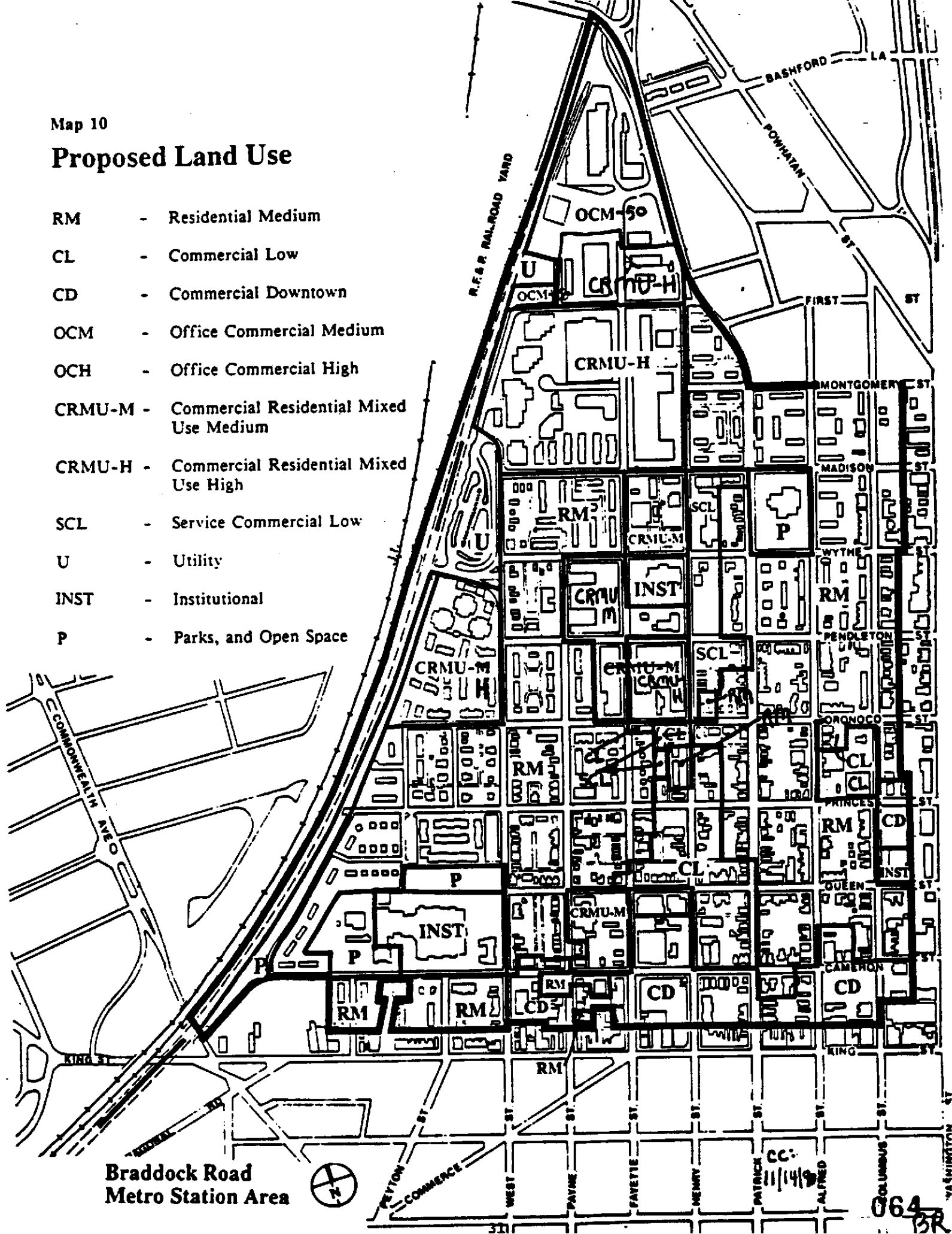
In the absence of residential-commercial mixed use on the CRMU designated blocks, commercial development should be kept at moderate levels. Without the residential component of mixed use to serve as a transition between residential areas and more intense commercial development, lower densities and scales of commercial development should provide that transition. Furthermore, the street system in the Braddock Road metro station study area would be unable to handle the high volume of traffic which would be generated if all of these commercial parcels would be allowed to develop entirely as higher density commercial uses. A mix of uses would mitigate some of the traffic problems anticipated from development by reducing the amount of traffic during the a.m. peak hour and promoting a bi-directional traffic flow (in-bound office trips against outbound residential trips).

Moving southward west of Henry Street the parcels are also designated CRMU, but with lower densities since these parcels are surrounded on three sides by existing lower density residential

Map 10

Proposed Land Use

- RM - Residential Medium
- CL - Commercial Low
- CD - Commercial Downtown
- OCM - Office Commercial Medium
- OCH - Office Commercial High
- CRMU-M - Commercial Residential Mixed Use Medium
- CRMU-H - Commercial Residential Mixed Use High
- SCL - Service Commercial Low
- U - Utility
- INST - Institutional
- P - Parks, and Open Space



Braddock Road Metro Station Area



1" = 149'

064
BR

The exception is the Hennage block, which Council decided should be at higher densities. Except for the Hennage Block, these parcels south of Madison Street are designated CRMU, mixed use with at least 50 percent residential at medium densities and limited densities when residential is not part of the project. The proposed land use, CRMU, will allow for continuance of existing uses on these blocks or commercial redevelopment at low scales and low intensities, similar to those allowed under the SCL designation, which are unlikely to impact the surrounding residential areas. This plan recommends allowing increased development if the blocks are redeveloped for residential or mixed use commercial and residential development. Both higher density residential and mixed use residential-commercial development could provide the same transitions as low density commercial development.

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

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

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

Lower Density Commercial Area

The rest of the parcels along Henry Street are designated for low density commercial development; the parcels east of Henry Street and north of Pendleton Street are recommended for Service Commercial Low (SCL), while the remaining parcels, toward the south, are designated for Commercial Low (CL). SCL and CL both provide for very similar types of land use; low scale, low intensity commercial which is compatible next to low scale residential areas, including retail, service and townhouse scale office. In addition, SCL allows for limited clean light industrial or service uses which are compatible with residential; SCL allows slightly greater density and heights (50') than does CL (35'/45' with SUP).

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

Central Business District Area

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

Land Use Recommendations:

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

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

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

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

2. From Mixed Use to Office Commercial Medium.

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

3. From Mixed Use to Office Commercial Medium.

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

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

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

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

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

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

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

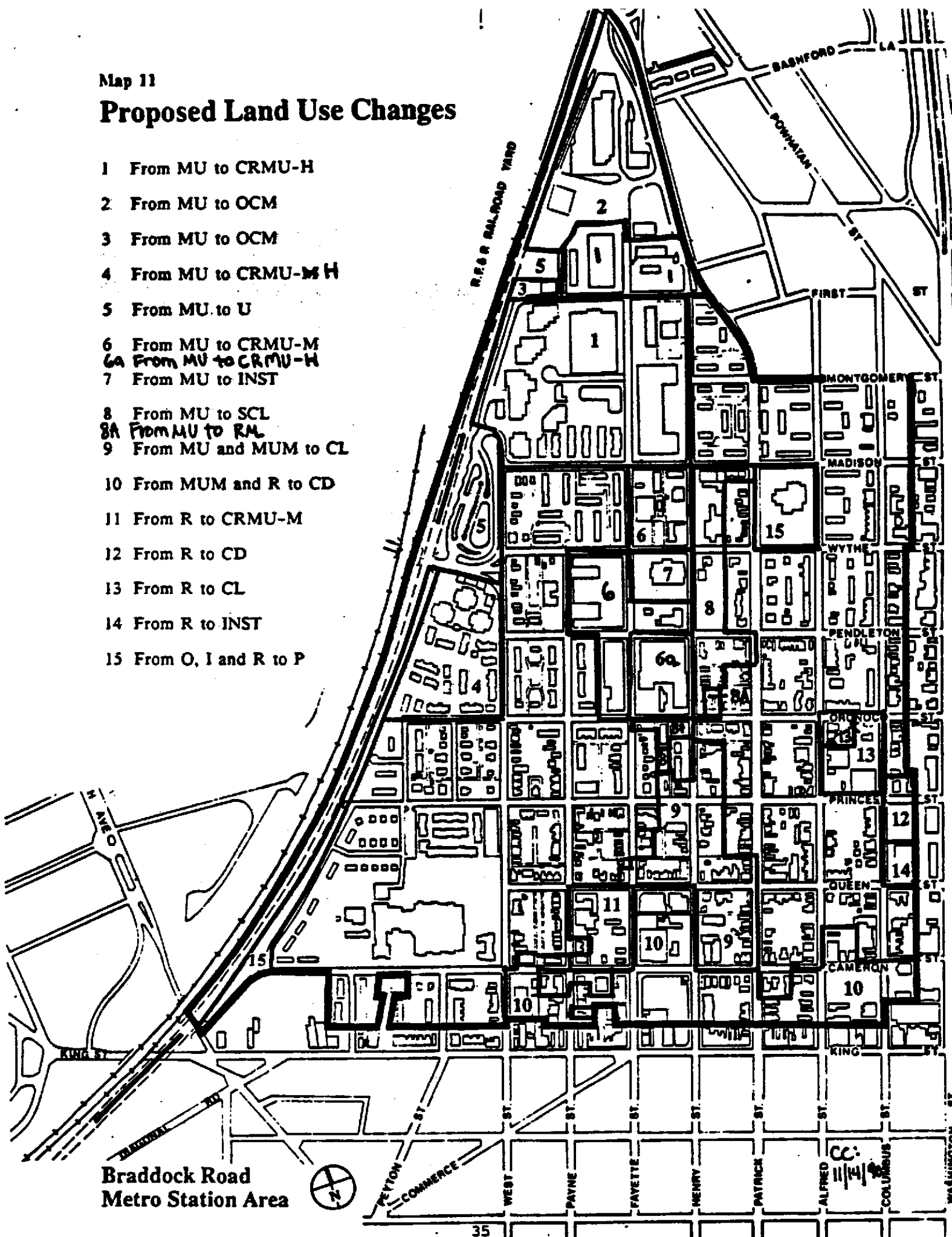
6a. From Mixed Use to Commercial - Residential Mixed Use - High

~~This~~ This is the Hennage Block, which is located within the corridor designated for mixed use development. Council decided that this block should, allowed to develop at high densities.

Map 11

Proposed Land Use Changes

- 1 From MU to CRMU-H
- 2 From MU to OCM
- 3 From MU to OCM
- 4 From MU to CRMU-M H
- 5 From MU to U
- 6 From MU to CRMU-M
- 6A From MU to CRMU-H
- 7 From MU to INST
- 8 From MU to SCL
- 8A From MU to RAL
- 9 From MU and MUM to CL
- 10 From MUM and R to CD
- 11 From R to CRMU-M
- 12 From R to CD
- 13 From R to CL
- 14 From R to INST
- 15 From O, I and R to P



Braddock Road
Metro Station Area



7. From Mixed Use Medium to Institutional.

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

8. From Mixed Use Medium to Service Commercial Low.

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

8a. From Mixed Use Medium to Residential Medium. These parcels are designated residential medium to protect their existing residential uses.

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

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

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

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

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

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

12. From Residential to Commercial Downtown.

13. From Residential to Commercial Low.

These parcels are linked to development along Washington Street; they represent a spread of commercial activity from Washington Street into the neighboring residential areas. The parcels closest to Washington Street are designated Commercial Downtown, while the others are designated Commercial Low. This proposed land use provides for a gradual decrease in commercial intensity as distance from the Washington Street commercial area increases.

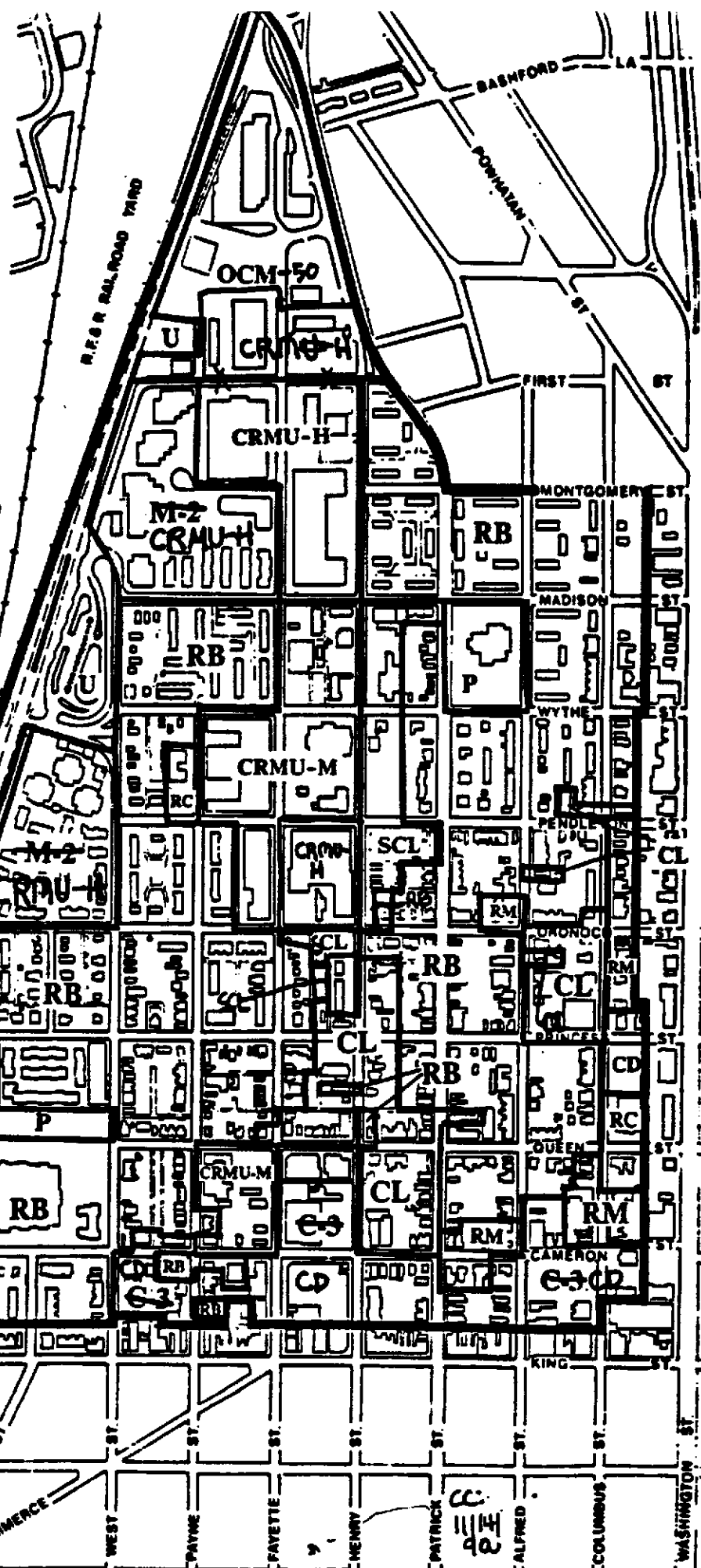
14. From Residential to Institutional.

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

Map 13

Proposed Zoning

- RB - Residential Multi-Family
- RC - Residential Multi-Family
- RM - Residential Multi-Family
- CL - Zone Consistent with Commercial Low Land Use Designation
- C-3 - Commercial
- OCM - Zone Consistent with Office Commercial Medium Land Use Designation
- OCI - Zone Consistent with Office Commercial High Land Use Designation
- M-2 - Mixed Use Commercial
- CRMU - Zone Consistent with Commercial-Residential Mixed Use Land Use Designation
- SCL - Zone Consistent with Service Commercial Low Land Use Designation
- U - Zone Consistent with Utility Land Use Designation



**Braddock Road
Metro Station Area**



Citizens attending the Braddock Road Metro Station Area Task Force Meetings expressed a strong preference for retaining all of the non-conforming commercial uses in the Braddock area.

Zoning Recommendations:

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

This area, recommended for commercial residential mixed use on the proposed Land Use Plan, is also recommended for rezoning to a zone which will require a mix of residential and commercial uses at high density levels of development. As the CRMU land use designation indicates, at least 50 percent of the development within this area should be residential; densities should be reduced if there is no mixed use or residential component. It is recommended that the zoning promote a mix of uses within each block, rather than just over the area as a whole, in order to develop a residential focus along Fayette Street, as recommended in the Land Use section. The height analysis for this area suggests appropriate heights of up to 77 feet (up to 90 feet for residential). In area 1 on Map 14, the Washington Cold Storage Block, heights up to 150 feet with an SUP may be considered.

3. Rezone from I-1 and I-2 to new zone consistent with the Master Plan Office Commercial Medium designation (OCM) designation.

This area is recommended for Office Commercial Medium on the proposed Land Use Plan. In order to implement the Land Use Plan, the zoning for this area should allow medium density commercial development. The zoning for this area should also encourage, but not require, residential development. The height analysis for this area supports allowing heights up to 77 feet.

4. Rezone from I-1 to new zone consistent with the Master Plan Office Commercial Medium (OCM) designation.

The master plan proposes this area for an Office Commercial Medium land use designation, to reflect the existing new Association of Old Crows office building use. Rezoning to an OCM zone is recommended, even though the use is new and unlikely to change, in order to maintain consistency with the land use plan.

5. Rezone from I-1, I-2, C-2 and R-B to new zone consistent with the Master Plan Utility/Transportation designation (U).

This area, which includes the water tower and the Metro and RF&P right-of-ways, is recommended for the Utility/Transportation designation on the proposed land use plan. Accordingly, this area is recommended for rezoning to a utility zone.

6. Rezone from I-1 to new zone consistent with the Master Plan Commercial Residential Mixed Use Medium designation (CRMU-M).
(With medium heights/medium density).

This area was designated for CRMU-M on the proposed land use plan. It is currently the site of light industrial and commercial activities. The parcels are recommended for rezoning to a CRMU zone which would allow for all commercial development only at low densities; medium density should be allowed for residential and mixed use. Recommended height limits should be 50 feet, with the possibility of 77 feet for residential uses.

- 6a. Rezone from I-1 to new zone consistent with the Master Plan Commercial Residential Mixed Use-High (CRMU-H) designation.

This block is within the corridor designated for mixed use. Council decided that high density development was appropriate, and the block should be rezoned accordingly, to CRMU-H. 071

cc: 11/14/90 BR

a residential medium zone to reflect actual use and to prevent the encroachment of commercial activity into this residential neighborhood.

14. Rezone from C-1, C-2 and C-2-B to a new zone consistent with the Master Plan Commercial Low designation (CL).

These commercially used and commercially zoned parcels are scattered within an area which is predominately residential in nature. It is recommended that the zoning be changed from C-1, C-2 and C-3 to a new zone consistent with their proposed land use designation, Commercial Low. Because these uses are in a predominately residential area, it is recommended that the new zone for these sites allow only a very limited range of compatible commercial activities and residential uses.

15. From RB to a zone consistent with the Parks and Open Space Land Use designation.

These parks and the recreation centers should be rezoned to a park zone which provides only for park, open space and recreational uses.

16. From C-3 to a zone consistent with the Commercial Downtown (CD) designation.

HEIGHTS These sites are within or adjacent to the Central Business District, and should be rezoned to the CD zone in accordance with this character and the proposed land use designation.

17. FROM M-2 TO CRMU-H. Many of the heights in the Braddock area are limited to 45-50 feet by RB-residential zoning and by three height districts: the Historic District, the Northwest Old Town district (Parker Gray) and the Cameron Street district. (See Map 16 for height limits by right in the Braddock area.) Greater heights are currently allowed in the commercial areas north of Oronoco and west of Patrick, where the industrial zoning allows 77 feet by right and up to 150 feet by P.U.D.. There are two sites where 150 feet is allowed by right; the site of the Third Baptist Church Housing at the northwest corner of Payne and Pendleton Streets, zoned RC; and a portion of the site on which the metro station is located, zoned C-2.

This is the area where the Braddock Place and Colecroft projects are located. The M-2 zone will not be retained in the new zoning code and the parcels should be rezoned to CRMU-H to reflect their existing mixed use character.

This plan recommends several changes in height limits in the Braddock Road Metro Station area. The low-scale character of the surrounding residential areas makes development at high heights inappropriate on the redevelopable parcels. Heights equal to those allowed by right under existing zoning (77 feet) are recommended for parcels north of First Street. In the mixed use area, north of Madison Street, heights up to 77 feet are recommended, with slightly more height (90 feet) proposed as an incentive to encourage residential development along Fayette Street. Moving southward, heights are scaled back to 50 feet, with 77 feet for residential on mixed use blocks. Height limits drop further to 45 and 35 feet in the predominately residential and low scale commercial area, and then increase again to 50 feet as the CBD area is reached. The heights recommended for the parcels designated CRMU-H are lower than the heights associated with CRMU in other parts of the City: 90 feet rather than 150 feet. The higher heights are out of character for this area and are generally not appropriate. Higher heights, up to 150 feet, may be considered on the Washington Cold Storage Block, with an SUP.

The proposed height limits can be achieved through implementation of zoning corresponding to recommended land use for the area. Map 17 shows proposed heights for the area, which will occur if the recommended zoning is implemented. Map 18 summarizes proposed height changes for parcels in the study area.

Recommendation:

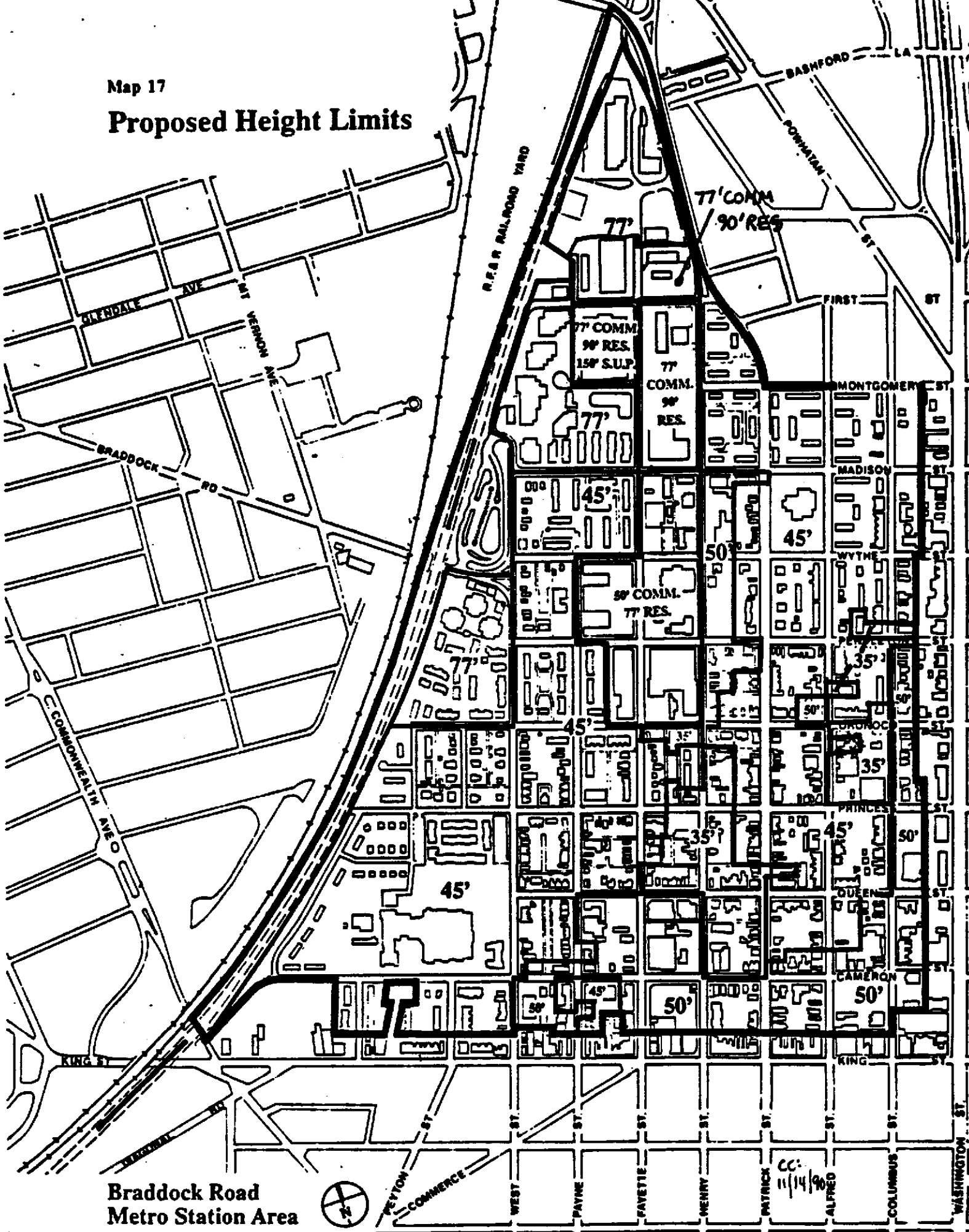
1. Change the height limits as indicated on Map 18 through zoning.

TRANSPORTATION RECOMMENDATIONS

The opening of the Braddock metro station and associated development of the area have and will continue to create the need for road improvements. The 1982 Braddock Road Station Area Plan

Map 17

Proposed Height Limits



Braddock Road
Metro Station Area

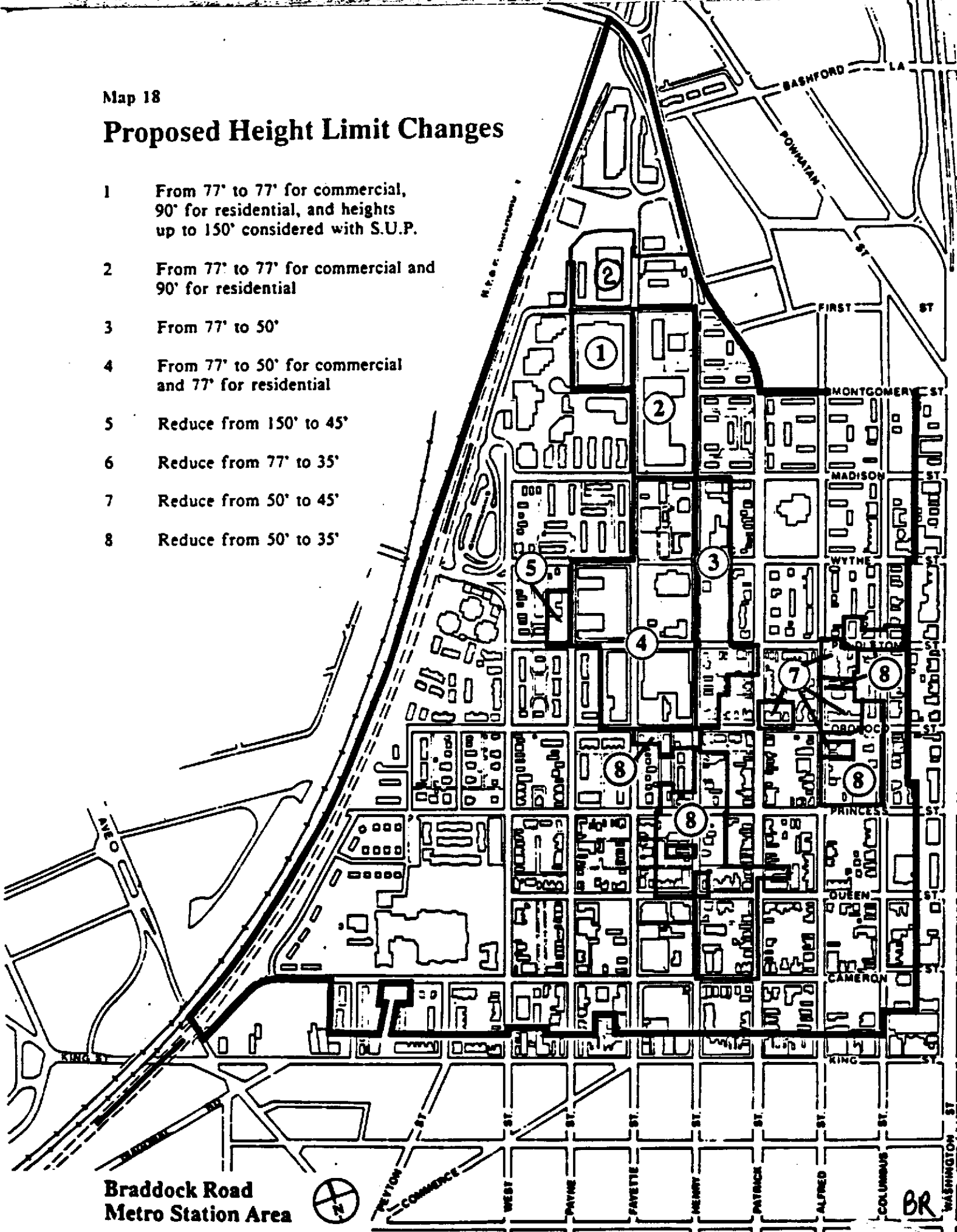


Map 18

Proposed Height Limit Changes

- 1 From 77' to 77' for commercial, 90' for residential, and heights up to 150' considered with S.U.P.
- 2 From 77' to 77' for commercial and 90' for residential
- 3 From 77' to 50'
- 4 From 77' to 50' for commercial and 77' for residential
- 5 Reduce from 150' to 45'
- 6 Reduce from 77' to 35'
- 7 Reduce from 50' to 45'
- 8 Reduce from 50' to 35'

Braddock Road
Metro Station Area



made several recommendations relating to traffic circulation which were approved by the City and are now in the Capital Improvements Plan. These include the widening of the Braddock Road railroad underpass, the extension of N. Fayette Street to connect to Route 1 and the extension of Montgomery Street from Henry Street to Fayette Street (one way westbound). This plan reaffirms these recommendations. ~~first two recommendations.~~ However, given the evolving and planned nature of Fayette Street as a residential street, the extension of Montgomery Street through to Fayette Street is not recommended.

- Recommendations:**
1. Widen Braddock underpass and increase height clearance. Large commercial trucks with non-local destinations should be restricted from Braddock Road between West St. and Mt. Vernon Avenue.
 2. Extend N. Fayette Street to connect to Route 1.
 3. ~~Extend Montgomery Street from Henry Street to Fayette Street.~~

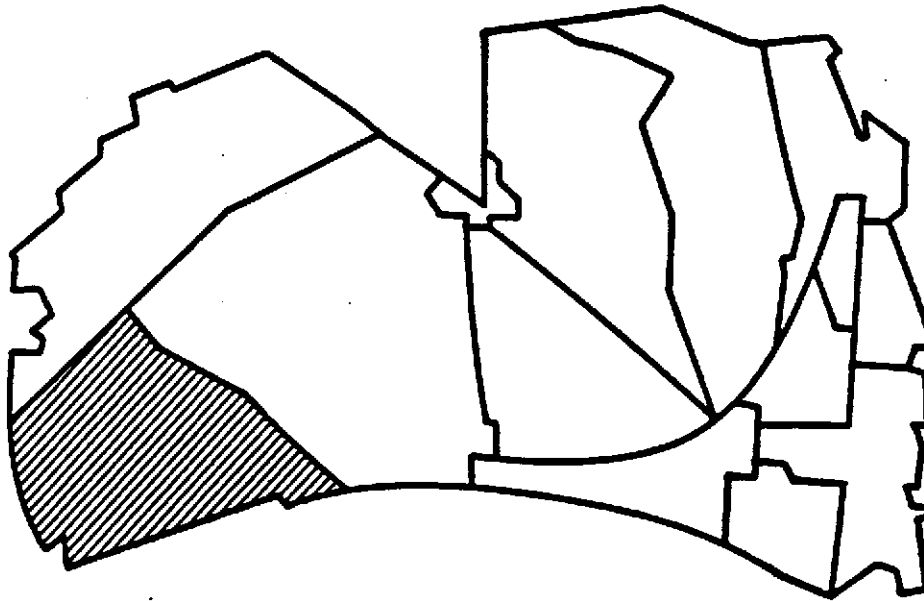
LANDMARK/VAN DORN

SMALL AREA PLAN

ADOPTED SEPTEMBER 26, 1989

ORDINANCE 3408

WITH CHANGES APPROVED BY CITY COUNCIL 11/14/90



MASTER PLAN
ALEXANDRIA, VIRGINIA

EXHIBIT H

LAND USE RECOMMENDATIONS

The previous plan for the Landmark-Van Dom area was prepared in 1986. Since it was prepared so recently, few substantive changes need to be made 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 Dom 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 Dom 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 Dom 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. ~~The AMG site on Eisenhower Avenue is also designated OCH, to reflect the existing 150' office building.~~ 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.

parcels generally within 1000 ft of the Van Dom Metro Station

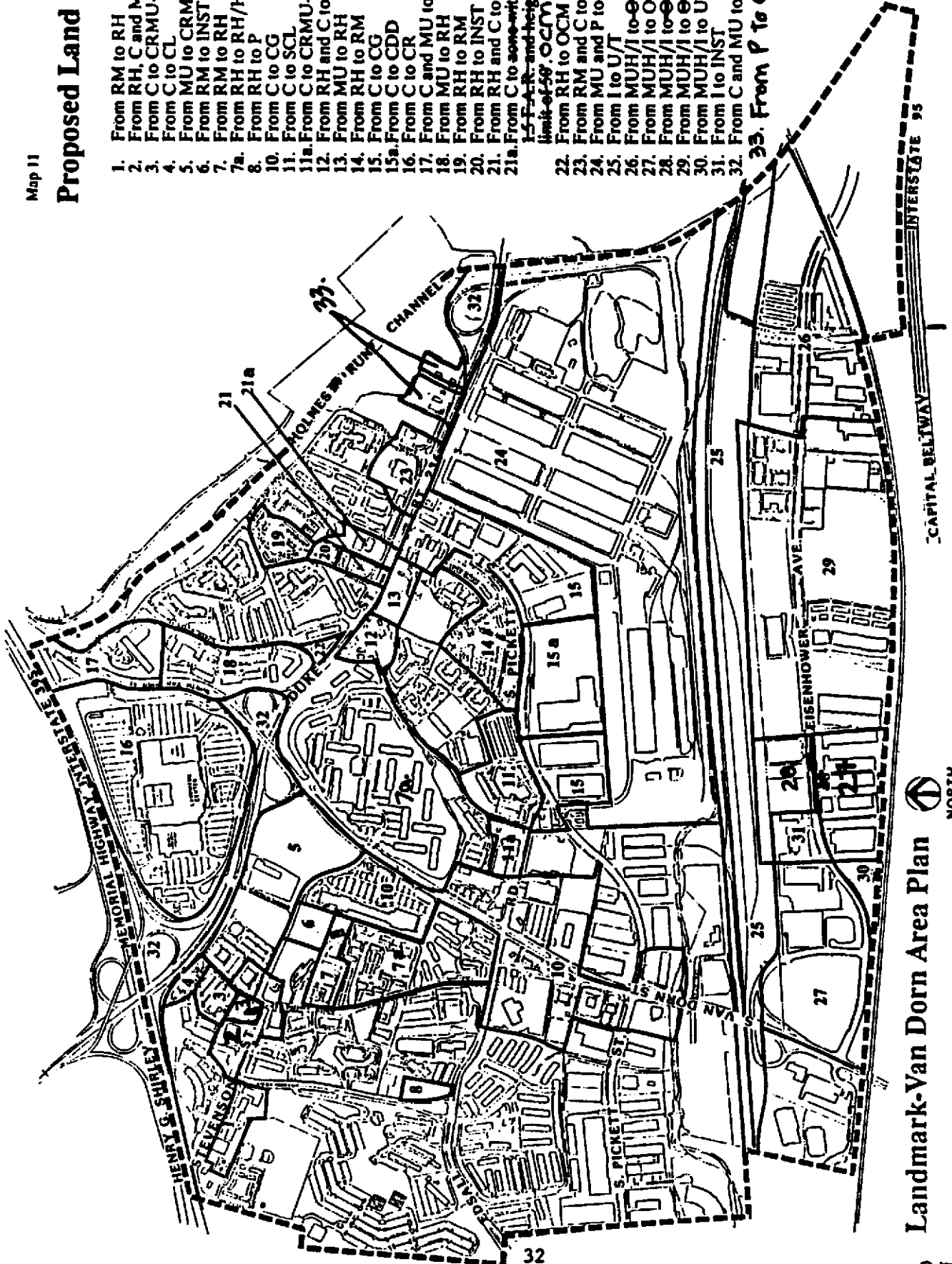
the Metro station

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 as a mix of uses in accordance with guidelines developed by the City. The adjoining Trade Center site is also shown as a CDD.

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

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
- 7a. From RH to RH/H
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
- 15a. From C to CDD
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
- 21a. From C to ~~some~~ with 15'-4'-R- and height limit of 50' OCM
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 ~~OOH~~ OCM
27. From MUH/I to OCH
28. From MUH/I to ~~OOH~~ OCM
29. From MUH/I to ~~OOH~~ OCM
30. From MUH/I to U/T
31. From I to INST
32. From C and MU to U/T
33. From P to CG



Landmark-Van Dorn Area Plan  NORTH

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 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, a vacant lot, ~~and part of the Landmark Towers parcel~~. 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.

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.

7a. From RM to RM/H.

lower scale

These are existing medium density residential units. City Council designated these sites to RCX to provide for increased density with a SUP.

8. Change the City-owned parcel at the northeast corner of Yoskum 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.

21. Change the commercial parcels at the northeast corner of North Paxton Street from 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. 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 an Office Zone allowing a 1.5 F.A.R. and heights up to 50'. OCM.

OCM

City Council felt that this site was appropriate for ~~OC~~ levels of development, with an F.A.R. of 1.5 and heights up to 50 feet.

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 development guidelines are detailed in the urban design section.

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) Medium.

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 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, however the highest densities of development are reserved for those sites also located within walking distance to Metro Rail. and to a parcels proximity to Metro.

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).

and parcels to the east
within 1000 feet of the Metro Station

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.

28,29. Change the parcels along the central section of Eisenhower Avenue from Mixed Use High/Industrial (MUH/I) to Office Commercial High-Medium Density (OCHMD).

Council felt that development along Eisenhower Avenue, outside of the ^{Van Dorn Metro station area} ~~two nodes~~, should be limited to moderate densities with allowable heights up to 150 feet.

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.

33. From P-Park to CG Commercial General - These parcels are designated CG **ZONING RECOMMENDATIONS** to allow for the existing private uses, as is appropriate along Duke Street. The City plans to acquire these parcels for use as Park land. As soon as the parcels are

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. **are acquired by the City, they shall be redesignated to Park.**

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.

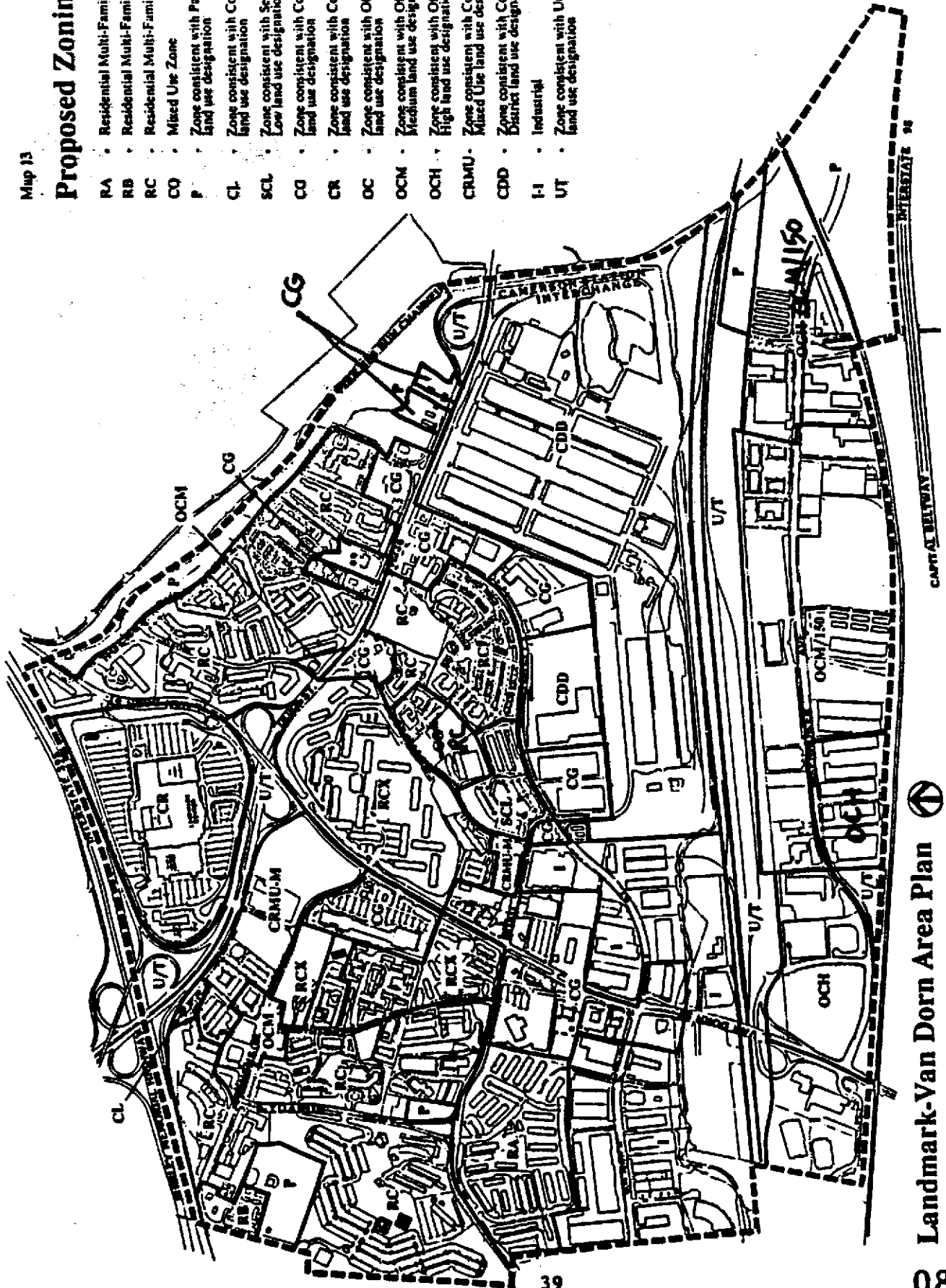
1. From R-5 Single Family Residential to RB Multi-Family Residential.

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.

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-I • Industrial
- UT • Zone consistent with Utility/Transportation land use designation



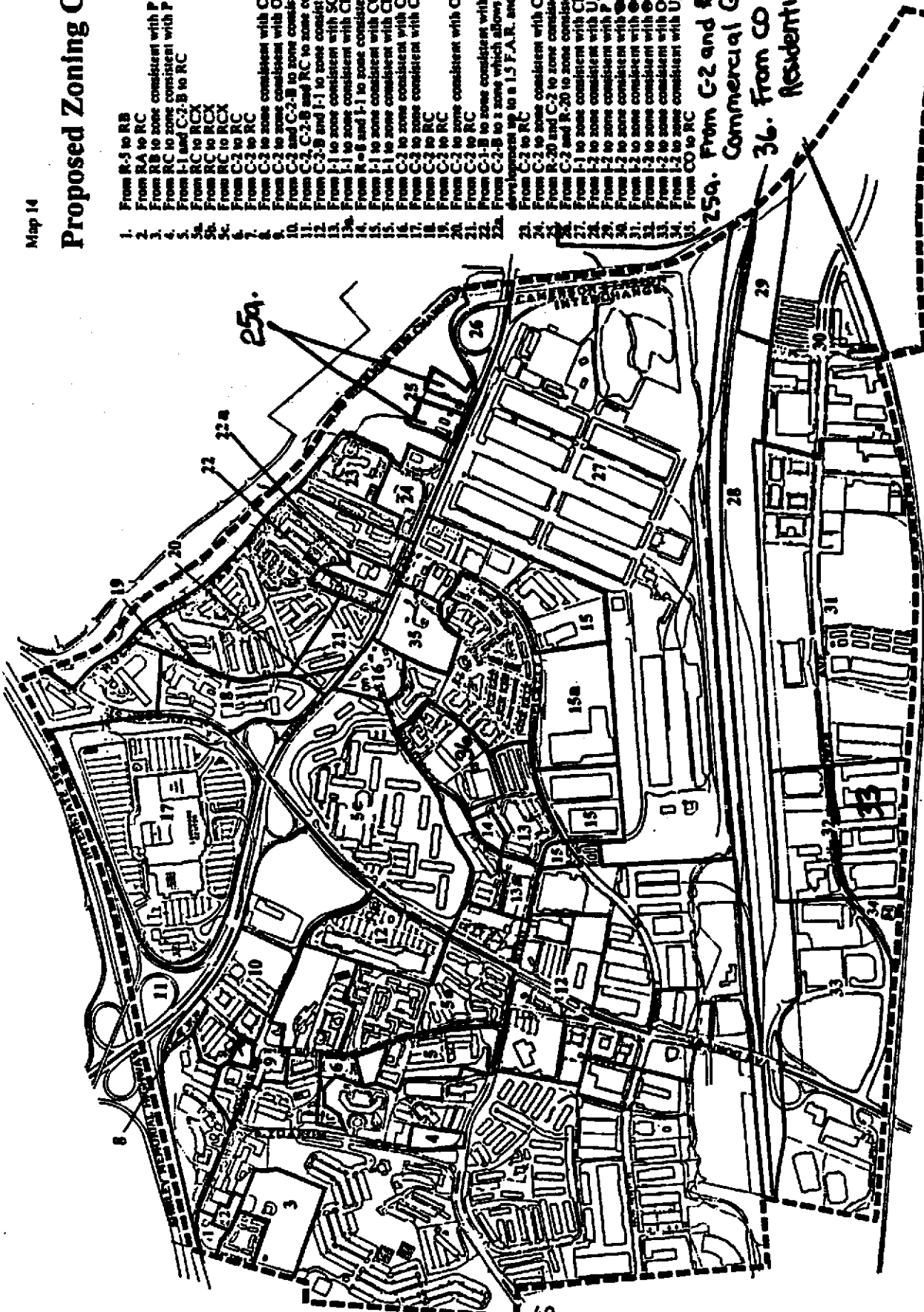
Landmark-Van Dorn Area Plan

CC: 11/14/90

Proposed Zoning Changes

1. From R-3 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 RCX
- 5b. From RC to RCX
- 5c. From RC to RC
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-B and RC to zone consistent with U/T
12. From C-2-B and RC 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 CO
16. From I-1 to zone consistent with CO
17. From C-2 to zone consistent with CG
18. From C-2 to RC
19. From C-2 to RC
20. From C-2 to RC
21. From C-2 to RC
22. From C-1-B to zone consistent with CG
- 22a. From C-2-B to 1 zone which allows office development up to a 1.5 F.A.R. and 50' heights
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 CO
28. From I-2 to zone consistent with P
29. From I-2 to zone consistent with P
30. From I-2 to zone consistent with OCM
31. From I-2 to zone consistent with OCM
32. From I-2 to zone consistent with OCM
33. From I-2 to zone consistent with OCM
34. From I-2 to zone consistent with OCM
35. From CO to RC

25a. From C-2 and R-20 to C-6-Commercial General
 36. From CO to RC-Residential High



Landmark-Van Dorn Area Plan



cc: 11/14/96

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, ~~and part of the Landmark Towers site.~~ 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.

25a. From R-20 and C-2 to CG-Commercial General. The City is committed to acquiring these parcels for use as park. As soon as the City acquires these parcels, they shall be rezoned accordingly, to the P-Park Zone, a zone which allows for the construction of a new library on this and adjoining sites (see 25). In the interim, CG zoning is consistent with the existing uses and with other proposed zoning along Duke Street.

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. The zone should also allow for the construction of a new library on this and adjoining (see 25a) sites.
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. Design guidelines for the Cameron Station CDD are listed in the section on urban design.

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

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

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

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

30. From I-2 to a zone consistent with the Office Commercial High ^{Medium} 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.

- 30, 31, 32. From I-2 to a zone consistent with the Office Commercial High-Medium Density land use designation.

These parcels are outside of the ~~two~~ designated development nodes ^{around the Van Dorn Metro Station} in the western part of the valley, and are designated for 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 moderate densities (F.A.R.s of 1.25 to 1.75) and should provide for light industrial and service commercial activities similar to those now existing in the area. Heights up to 150 feet should be allowed.

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 Dom Street and the metro station.

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

This is the site of the Van Dom 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.

36. From CO to RC. These are the Templeton and Summit properties. The CO zone will not be used in the new ordinance. CO projects with an approved and recorded SUP plan will be grandfathered. Therefore,

Map 15 shows the existing height limits in the Landmark-Van Dom 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.

another zone designation must be applied to this proper RC is consistent with the existing high density residential uses on these sites.

URBAN DESIGN

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

CDD Guidelines for Cameron Station (Map 18)

Open Space

1. A minimum of 35 percent of the site will be set aside for parks and open space.
2. The pond area east of First Street will remain as passive open space with existing features and natural areas preserved.
- 2a. The wooded acre and recreation facilities at the western end of the site should be preserved.

Delete and replace with [Insert 1], attached.

[INSERT 1]

Cameron Station

Development without a CDD Special Use Permit

Within the designated CDD area, the R-8 zone regulation shall apply.

Development With a Special Use Permit

The Cameron Station CDD shall be developed in accordance with the Report of the Task Force to Monitor the Closing of Cameron Station, as approved and modified by Council. The CDD shall developed as an integrated community, consisting of: residential, commercial, neighborhood retail, public open space and recreation, infrastructure, community services and facilities uses. The following guidelines describe the type, amount and location of development. Additional housing units may be considered and additional commercial sq.ft. may be considered if connectors are built, through a special use permit process, or contingent on a Transportation Management Plan.

Residential

- 70 acres shall be developed in residential
- there shall be a mix of housing types and sizes: townhouse, garden, midrise; 1-2-3 bedroom and efficiency.
- Up to 1,910 units are permitted.

Commercial

- 16 acres shall be developed in commercial
- 300,000 sf of office space permitted (400,000 sf with a connector)
- 80,000 sf of retail space permitted.

Public Open Space/Recreation

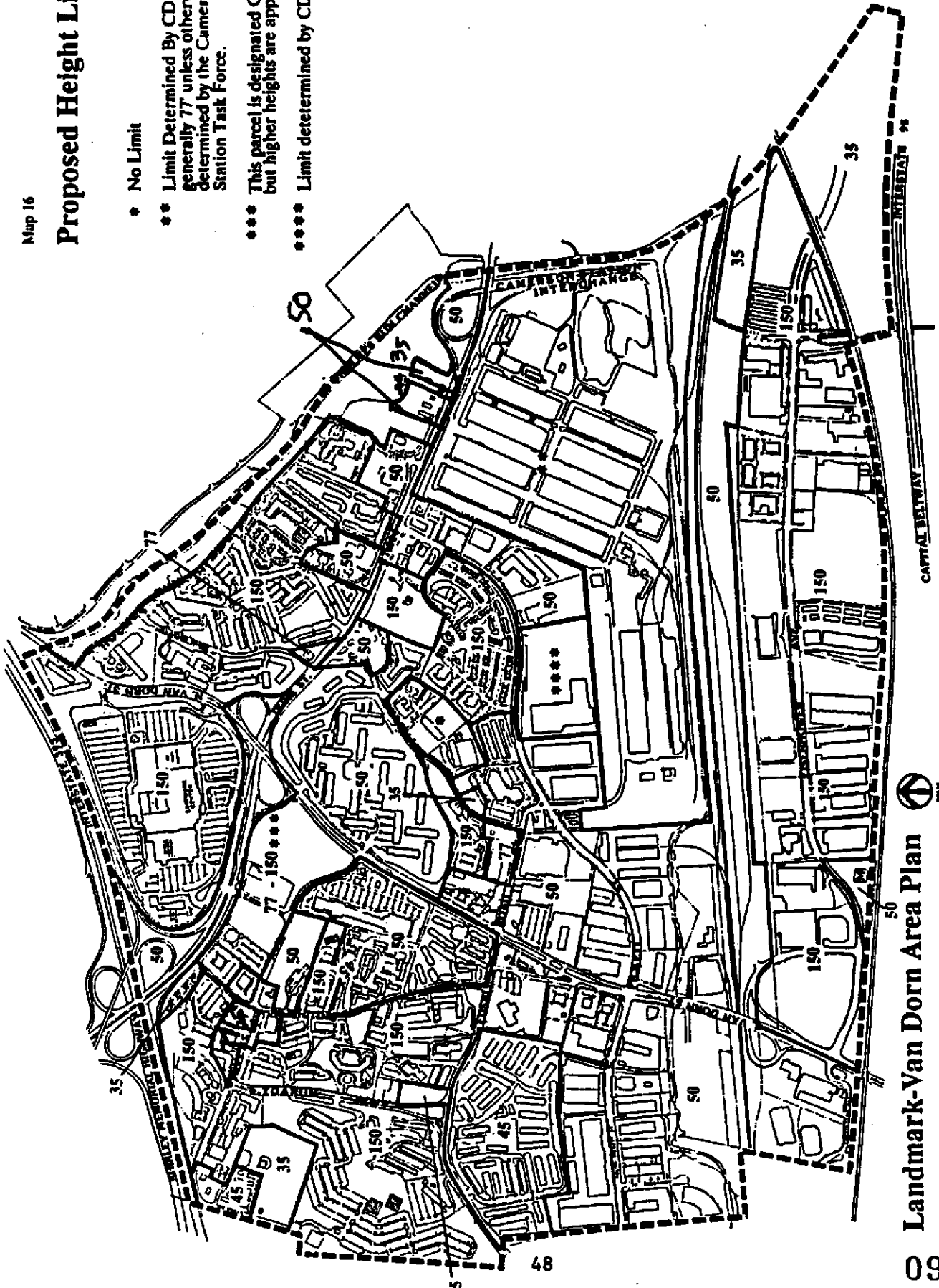
- 50 acres shall be maintained for Public Open Space/Recreation
- All areas currently used for open space/recreation shall be retained, including the area east of First Street, picnic areas, small base exchange on the south side (as a Municipal), Backlick Run Greenway, Headquarters Building (study for possible City uses) and the western baseball field.

Infrastructure

- 28 acres shall be used for infrastructure
- Infrastructure should connect to Trade Center infrastructure and should provide access through the Trade Center.
- Duke St. access shall be retained
- Pickett St. access shall be retained/improved
- Edsall/Pickett Sts. intersection shall be improved

Proposed Height Limits

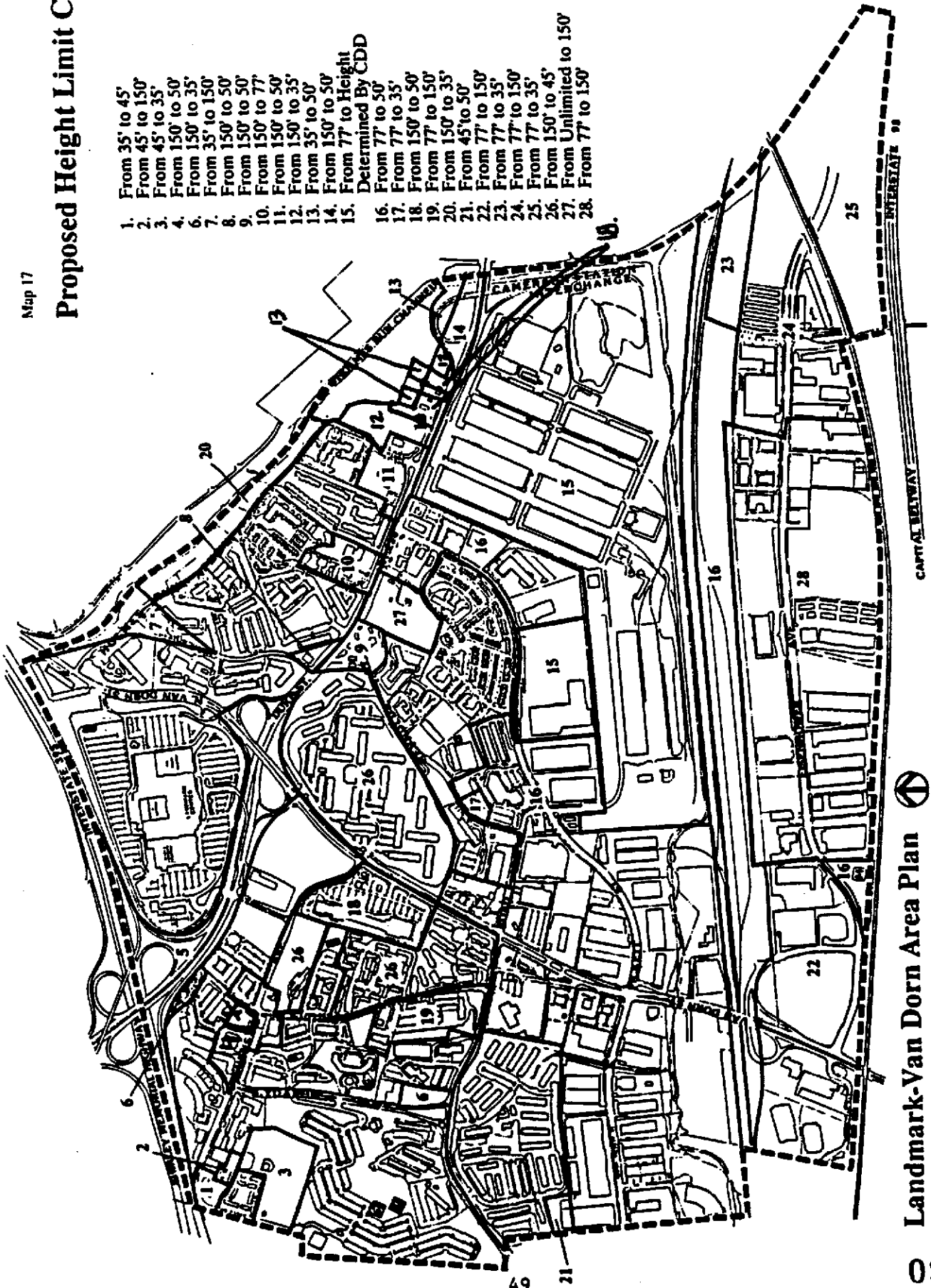
- No Limit
- Limit Determined By CDD, but generally 77 unless otherwise determined by the Cameron Station Task Force.
- This parcel is designated CRMU-M (77 feet), but higher heights are appropriate
- Limit determined by CDD



Landmark-Van Dorn Area Plan

Proposed Height Limit Changes

1. From 35' to 45'
2. From 45' to 150'
3. From 45' to 35'
4. From 150' to 50'
5. From 150' to 35'
6. From 35' to 150'
7. From 150' to 50'
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'
28. From 77' to 150'



Landmark-Van Dorn Area Plan

Delete

- 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

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. A hotel will be allowed.
- 7. Services, storage, and clean industrial uses are allowed on the western part of the site.

Transportation/Circulation

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

Housing

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

Building Heights

- 12. The land along Duke Street will be landscaped.
- 13. Buildings along Duke Street will be of moderate heights.
- 14. Building heights on the site shall generally be limited to moderate heights, except that a limited number of taller residential buildings may be allowed upon negotiation and after a review of design.

CDD Guidelines for the Trade Center Site

Development with a CDD Special Use Permit.

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

Development without a CDD Special Use Permit

Within the designated CDD area, the CG zone regulation shall apply.

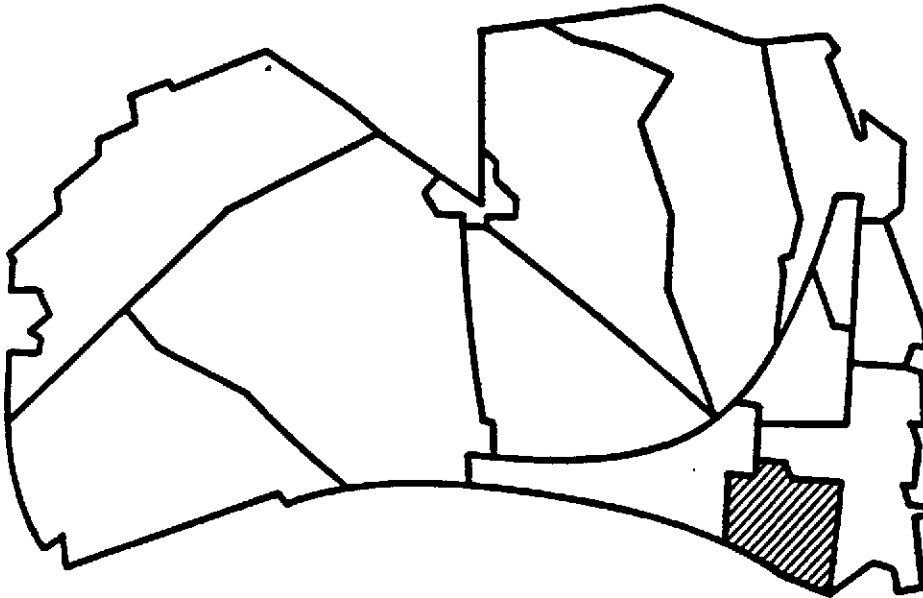
SOUTHWEST QUADRANT

SMALL AREA PLAN

ADOPTED JANUARY 20, 1990

ORDINANCE 3431

WITH CHANGES APPROVED BY CITY COUNCIL ON 11/14/90

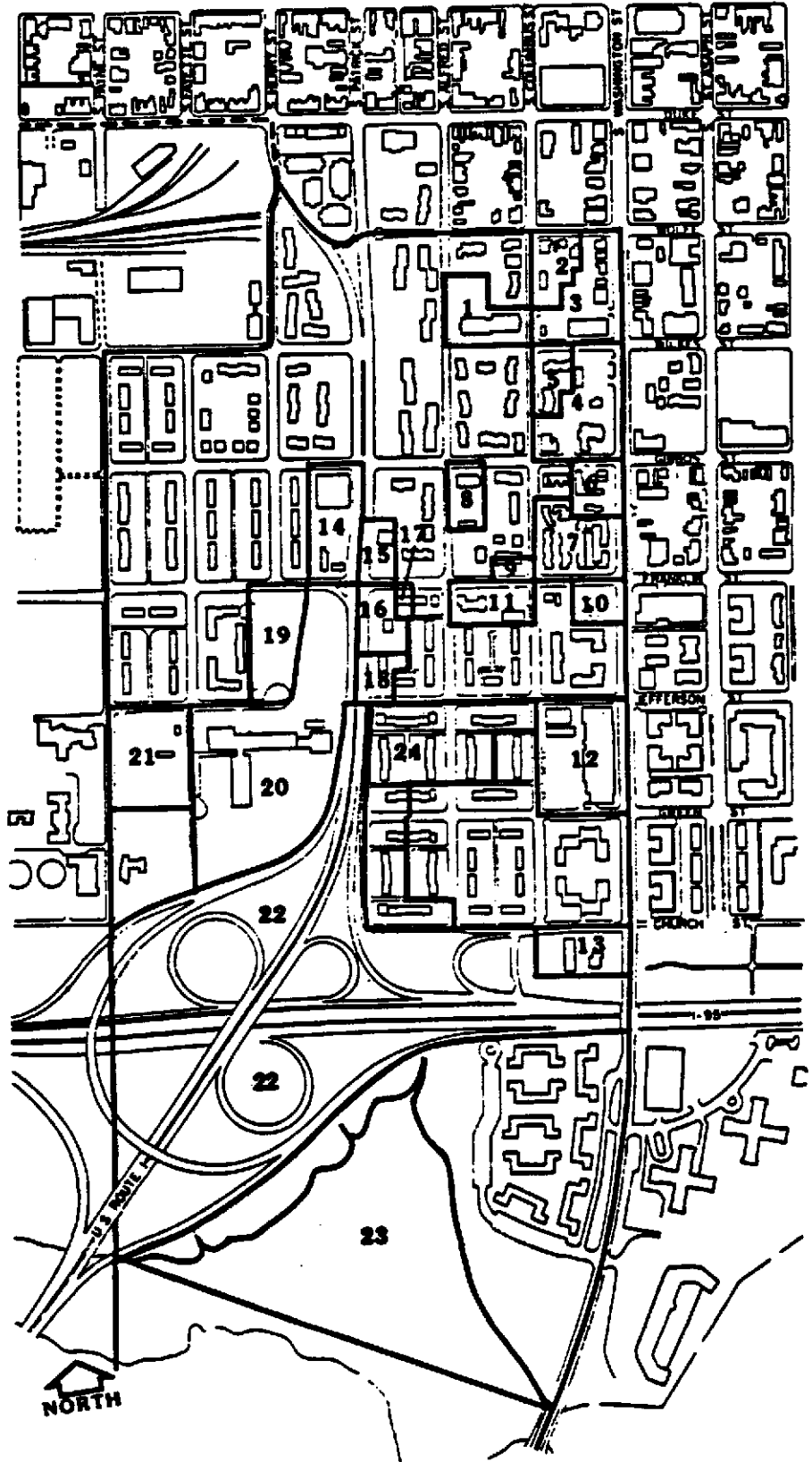


MASTER PLAN
ALEXANDRIA, VIRGINIA

EXHIBIT I

Proposed Land Use Changes

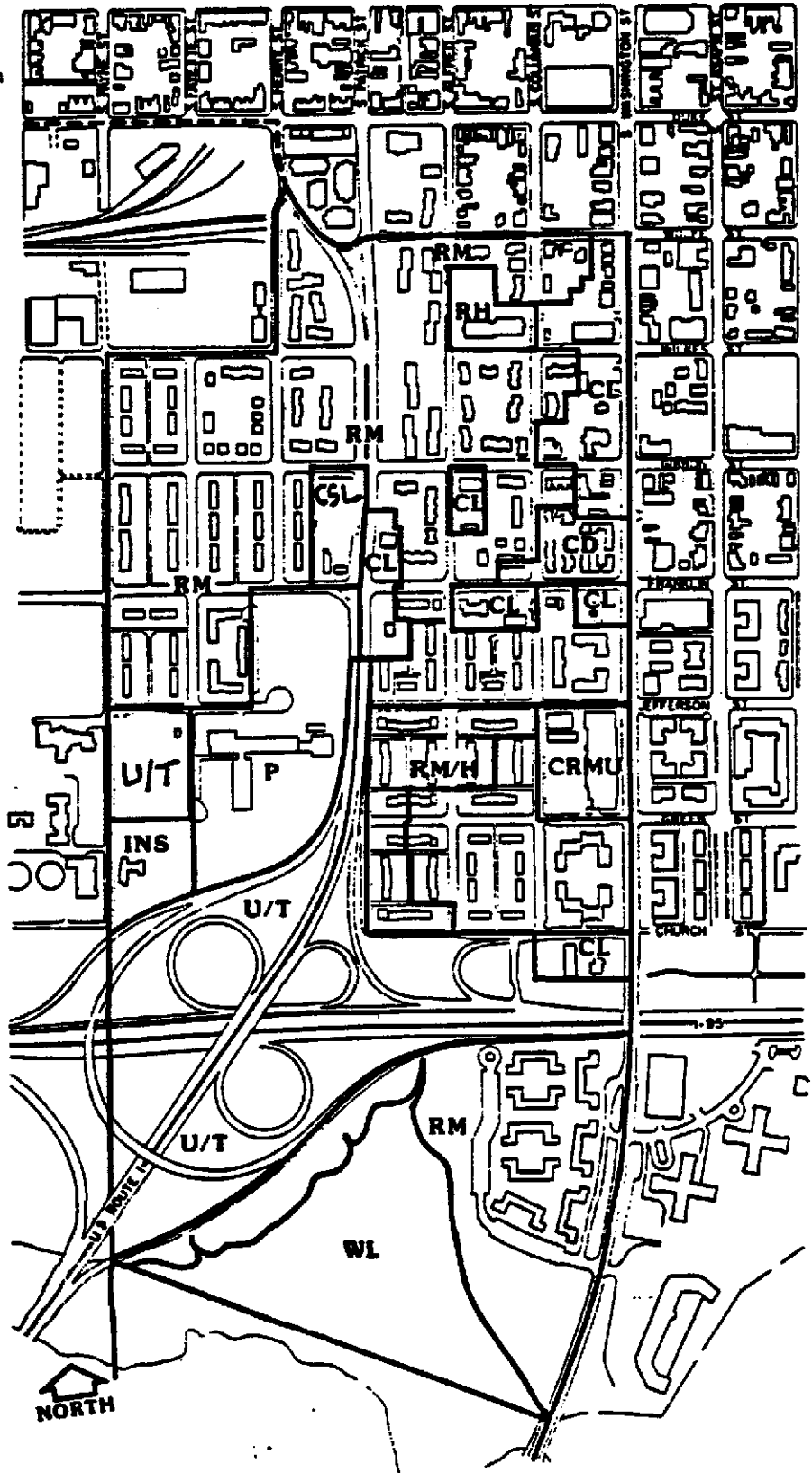
- 1 From RM to RH
- 2 From C to RM
- 3 From C to CL
- 4 From C to CL
- 5 From C to RM
- 6 From C to CL
- 7 From RM to CB
- 8 From RM to CB
- 9 From RM to CB
- 10 From RM to CL
- 11 From RM to CL
- 12 From RM to CRMU
- 13 From RM to CL
- 14 From RM to CL
- 15 From RM to CL
- 16 From INS to CL
- 17 From INS to RM
- 18 From INS to RM
- 19 From RM to P
- 20 From INS to P
- 21 From INS to U/T
- 22 — to U/T
- 23 — to WL
- 24 From RM to RM/H



Map 8

Proposed Land Use

- RM - Residential Medium
- RM/H - Residential Medium/High
- RH - Residential High
- CRMU - Commercial Residential Mixed Use
- CL - Commercial Low
- CD - Commercial Downtown
- SCL - Service Commercial Low
- P - Parks, Recreation and Open Space
- INS - Institutional
- U/T - Utility and Transportation
- WL - Wetlands

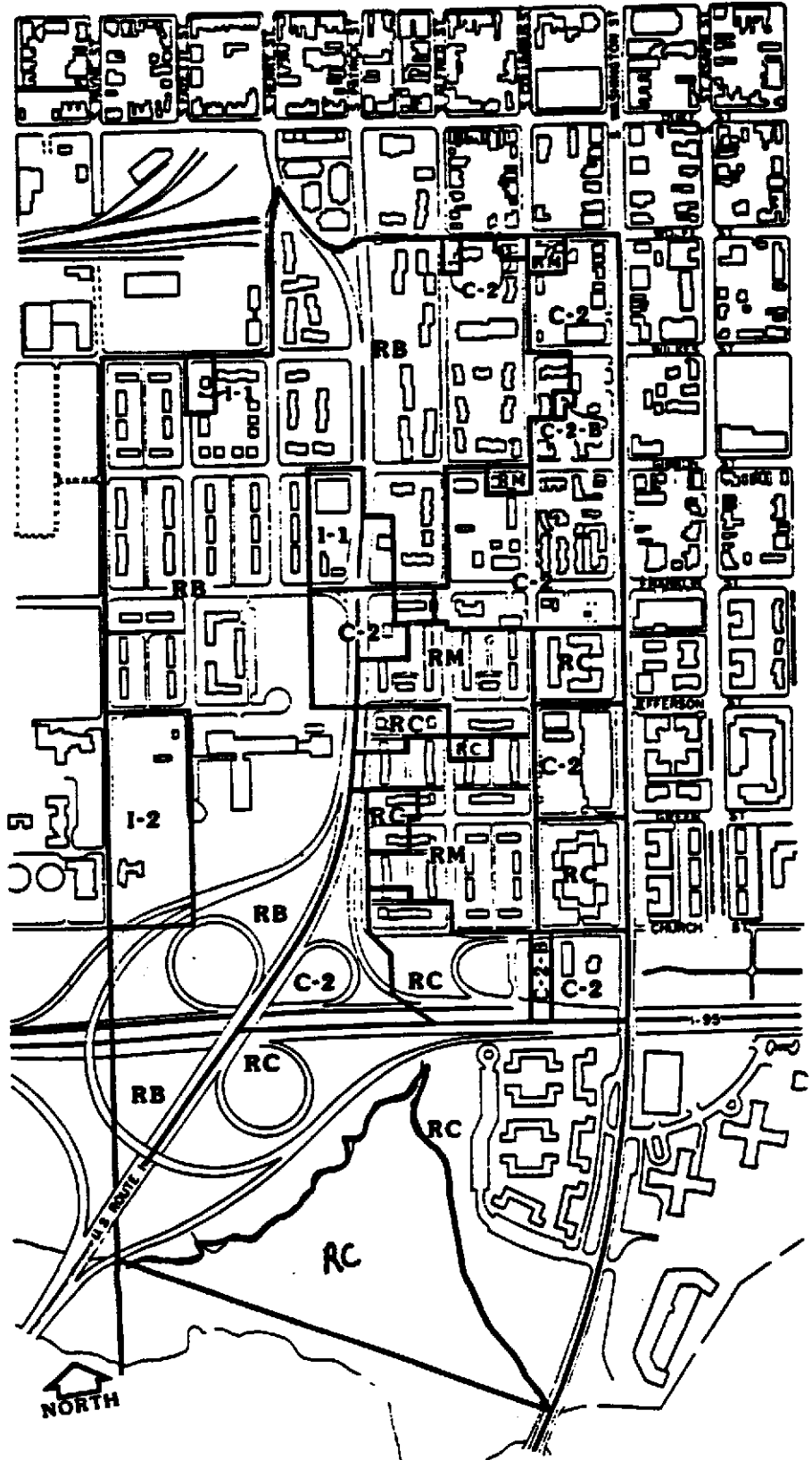


12. From Residential Medium to Commercial Residential Mixed Use. This block is bounded by South Washington, Green, South Columbus and Jefferson Streets. Development within this block consists of low scale retail shops that front South Washington Street and off-street parking which is located at the rear of the property on South Columbus Street. Retail uses within this development include a First American Bank, a grocery store, a bicycle shop, a ski shop, two restaurants, a cleaner and a furniture store. These retail uses draw much of their support from the local residential neighborhood. It is the City's desire that retail uses along Washington Street be preserved. However, it is recognized that this comprises almost an entire City block and may be subject to redevelopment pressure. Should redevelopment occur, the intent of the CRMU designation is to encourage commercial uses along South Washington Street and residential uses oriented along South Columbus Street to provide a transition to existing adjacent residential development.
13. From Residential Medium to Commercial Low. This area is bounded by Church and South Washington Streets and the right-of-way for the Capital Beltway. Existing land use consists of a Mobil service station and a low scale office building. Commercial Low is recommended for this location in order to provide a buffer, or transition, between the residential area north of Church street and the expressway on the south.
14. From Residential Medium to ^{Service} Commercial Low. These properties are located in the eastern half block bounded by Gibbon, U.S. Route 1 (Patrick Street), Franklin and South Henry Streets. These properties currently contain low density service businesses such as a neighborhood grocery store, a paint supplier, an auto accessories retail store and a fountain soda distributor. It is recognized that this half block may be subject to pressure to redevelop. If redevelopment should occur, ~~Service~~ Commercial Low is recommended for this half block in order to encourage future land uses that would be compatible with the adjacent residential neighborhood. This type of development would also provide a buffer between the residential neighborhood on the west and the heavy volume of traffic that travels U.S. Route 1 on the east. The proposed designation would not preclude residential development. ^{Service}
15. From Residential Medium to Commercial Low. This site is located at the northeast corner of U.S. Route 1 and Franklin Street. The current use of this site consists of a Merit service station which replaced another service station that occupied this site. Commercial Low is recommended for this site in order to maintain the scale of the existing types of land uses and to provide a transition between the residential area on the east and U.S. Route 1 on the west.
16. From Institutional to Commercial Low. This site is located at the southeast corner of Franklin Street and U.S. Route 1 and consists of a Chevron service station which has undergone some minor renovation. Commercial Low is recommended for this site in order to maintain the scale of existing types of land uses and to provide a buffer, or a transition between the adjacent residential at the east and south and U.S. Route 1 on the west.
17. From Institutional to Residential Medium. These properties are located on the south side of the 900 block of Franklin Street. This recommendation recognizes the existing and the projected residential use of these properties.
18. From Institutional to Residential Medium. These properties are located at the northeast corner of Jefferson and South Patrick Streets and consist of rowhouses that have recently undergone renovations. This recommendation reflects the existing and the projected residential use of these properties.

Map 9

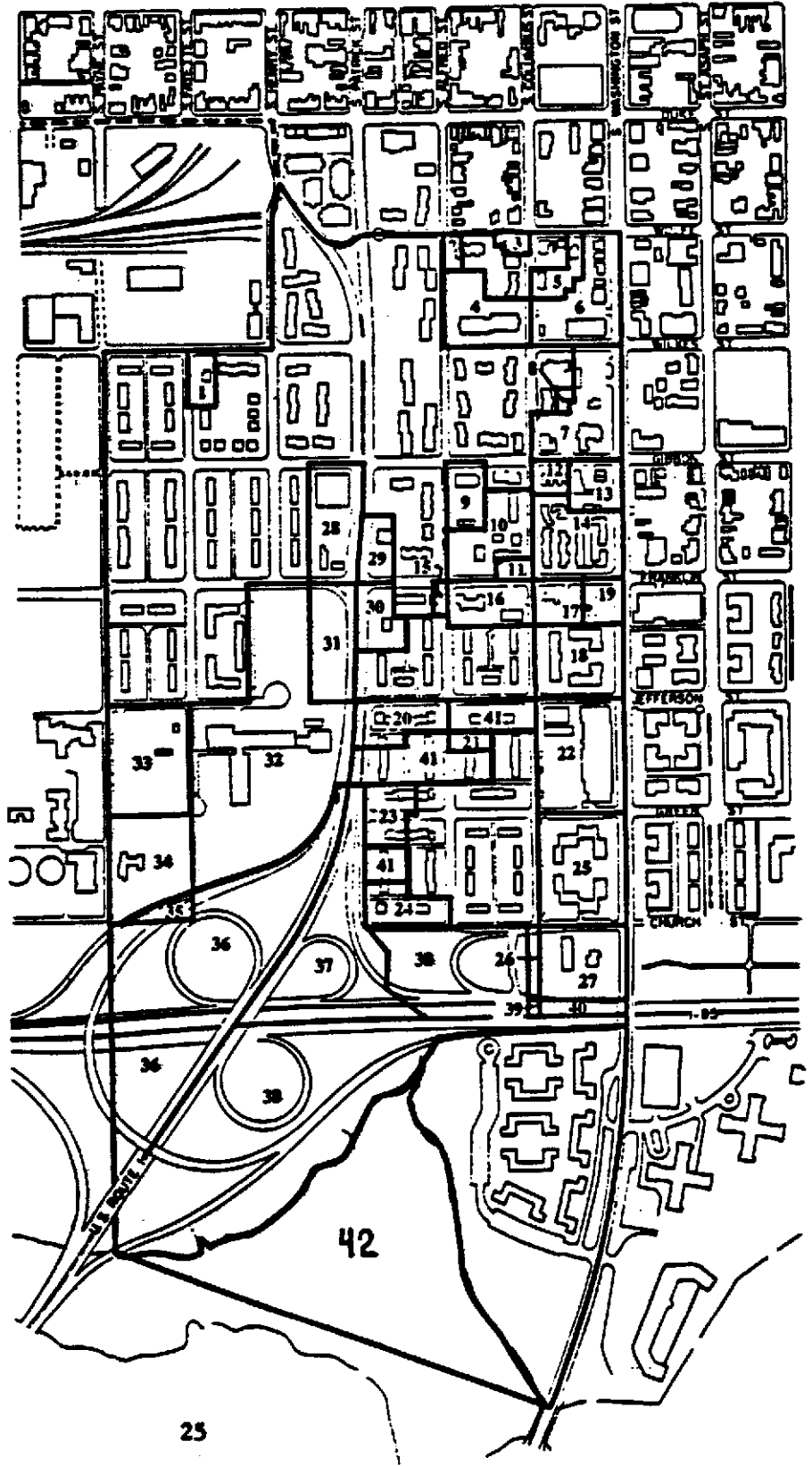
Existing Zoning

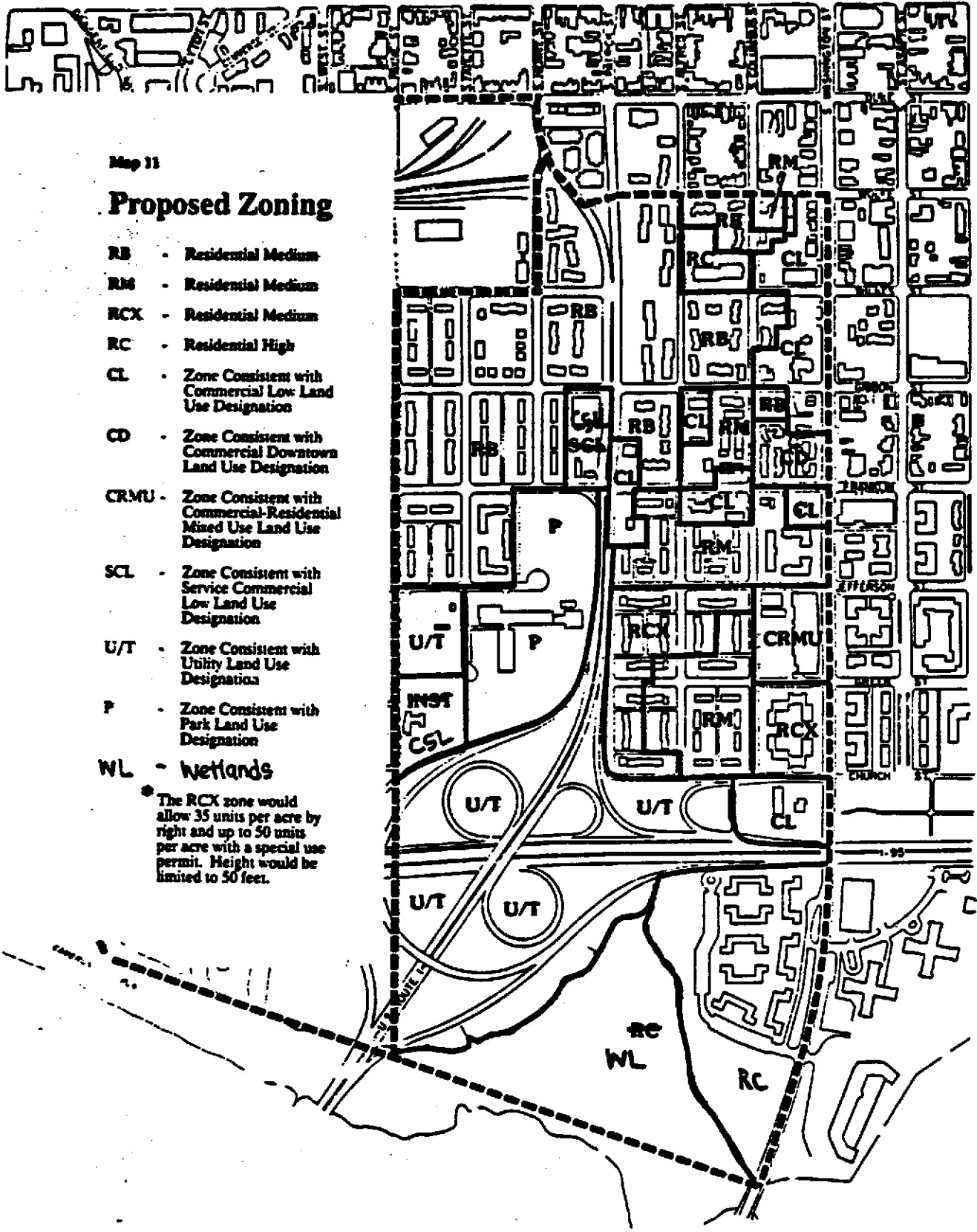
- RB - Residential Medium
- RM - Residential Medium
- RC - Residential High
- C-2 - Commercial
- C-2-B - Commercial
- I-1 - Industrial
- I-2 - Industrial



Proposed Zoning Changes

- 1 From I-1 to RB
- 2 From C-2 to RB
- 3 From C-2 to RB
- 4 From RB to RC
- 5 From C-2 to RB
- 6 From C-2 to CL
- 7 From C-2 to CL
- 8 From C-2-B to CL
- 9 From C-2 to CL
- 10 From C-2 to RM
- 11 From C-2 to CL
- 12 From C-2 to RB
- 13 From C-2 to CL
- 14 From C-2 to CD
- 15 From C-2 to RM
- 16 From C-2 to CL
- 17 From C-2 to RM
- 18 From RC to RM
- 19 From C-2 to CL
- 20 From RC to RCX
- 21 From RC to RCX
- 22 From C-2 to CRMU
- 23 From RC to RCX
- 24 From RC to RCX
- 25 From RC to RCX
- 26 From C-2-B to CL
- 27 From C-2 to CL
- 28 From I-1 to ~~CL~~ **CSL**
- 29 From I-1 to CL
- 30 From C-2 to CL
- 31 From C-2 to P
- 32 From RB to P
- 33 From I-2 to U/T
- 34 From I-2 to ~~U/T~~ **CSL**
- 35 From I-2 to U/T
- 36 From RC to U/T
- 37 From C-2 to U/T
- 38 From RC to U/T
- 39 From C-2-B to U/T
- 40 From C-2 to U/T
- 41 From RM to RCX
- 42 from RC to WL





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 Low Land Use Designation
- U/T - Zone Consistent with Utility Land Use Designation
- P - Zone Consistent with Park Land Use Designation
- WL - Wetlands

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 feet.

South West
Quadrant



27. Rezone from C-2 to a new zone consistent with the Master Plan Commercial Low designation (CL). These properties, bounded by Church and South Washington Streets and the right-of-way for the Capital Beltway, contain a Mobil service station and a low scale office building. Commercial Low is recommended for this location in order to provide a buffer or transition between the residential area north of Church Street and the expressway on the south.
28. Rezone from I-1 to a new zone consistent with the Master Plan ^{Service} Commercial Low designation (SC). ~~(C)~~ These properties are located in the eastern half block bounded by Gibbon, U.S. Route 1 (Patrick Street), Franklin and Henry Streets. These properties currently contain low density service businesses such as a neighborhood grocery store, a paint supplier, an auto accessories retail store and a fountain soda distributor. It is recognized that this half block might be subject to pressures to redevelop. If redevelopment should occur, ~~Service~~ ^{Service} Commercial Low is recommended for this half block in order to encourage future land uses that would be compatible with the adjacent residential neighborhood.
29. Rezone from I-1 to a new zone consistent with the Master Plan ^{Service} Commercial Low designation (CL). This property is located at the northeast corner of U.S. Route 1 and Franklin street and contains a Merit service station. Commercial Low is recommended for this site in order to maintain the existing scale and to provide a transition or buffer between the residential area on the east and U.S. Route 1 on the west.
30. Rezone from C-2 to a new zone consistent with the Master Plan Commercial Low designation (CL). This property, located at the southeast corner of U.S. Route 1 and Franklin street, consists of a Chevron service station. ^{Service} Commercial Low is recommended for this site in order to maintain the existing scale and to provide a transition, or buffer, between the residential area on the east and U.S. Route 1 on the west.
31. Rezone from C-2 to a new zone consistent with the Master Plan Park, Recreation and Open Space designation (P). This consists of part of the play field of the Lee Center at the southwestern corner of Franklin Street and U.S. Route 1. Parks, Recreation and Open Space is consistent with the way in which this property is and will be used.
32. Rezone from RB to a new zone consistent with the Master Plan Park, Recreation and Open Space designation (P). This consists of the Lee Center and adjacent recreation facilities. Parks, Recreational and Open Space is consistent with the way in which this property is being used.
33. Rezone from I-2 to a new zone consistent with the Master Plan Utility/Transportation designation (U/T). This property consists of the electric power substation located on the block bounded by South Payne, Jefferson and South Alfred Streets. Rezoning this property to Utility/Transportation would be consistent with the way this property is being used.
34. Rezone from I-2 to ^{Commercial Service Low (CSL)} ~~residential (R)~~. This City owned property consists of the City's animal shelter that is located on the east side of the 900 block of South Payne Street. This zoning change would provide a zone classification that is consistent with the way this property is being used.
- 35-40. Rezone from I-2 RB, C-2 RC and C-2-B to a new zone consistent with the Master Plan Utility/Transportation designation (U/T). These properties consist of the right-of-way of the U.S. Route 1 and Capital Beltway interchange. 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.

41. Rezone from RM to a new zone consistent with the Master Plan RCX designation. This area is bounded by Jefferson, S. Columbus, to Green Street, S. Alfred Church and S. Patrick Streets. The RCX zone should allow for medium density residential at heights up to 50', with increased densities allowed with an S.U.P.

42. Rezone From RC to WL Wetlands. City Council decided it wanted a Wetland Zone for wetlands in the City. This parcel should be rezoned to the new wetland zone.

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.

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.

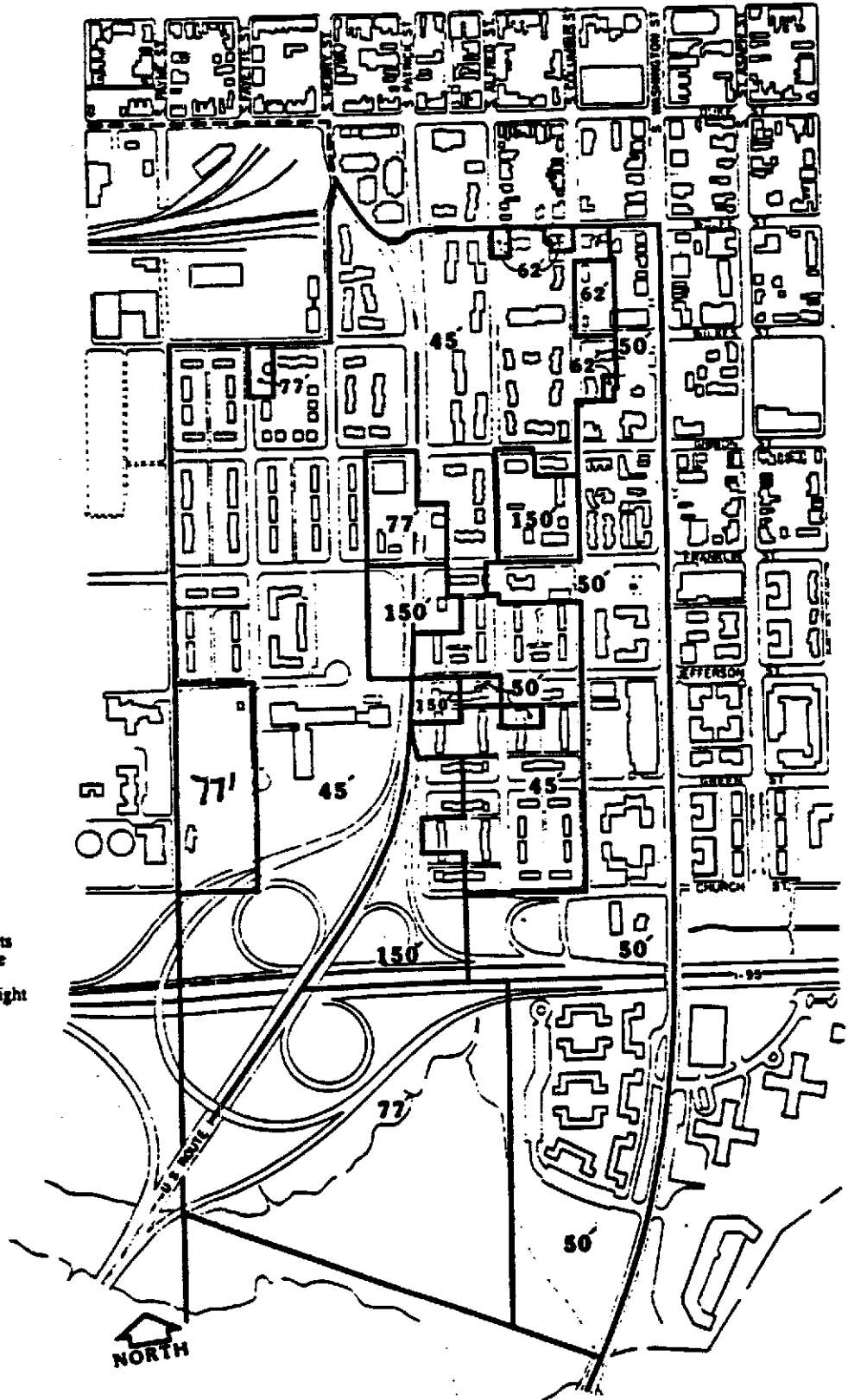
The proposed Major Thoroughfare Plan (Map 16) for the Southwest Quadrant area makes only one change from the 1974 Plan; acknowledging the role of Gibbon Street between Route I and Washington Street to be the same as Franklin Street. The recommendation is to:

1. 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:

2. that the 300 block of S. Payne Street not connect through to the 500 block of S. Payne Street.
3. that the 200 block of S. Fayette Street not connect through to the 500 block of S. Fayette Street.
4. that Eisenhower Avenue not connect to S. Henry Street.
5. City Council recommended that any connection of Wolfe Street to Holland Lane serve only as an outlet and not as a connector to S. Henry Street nor to Wilkes Street nor through to the 500 blocks of S. Payne and Alfred Streets.

Existing Height Limits By Right



Note: By-Right height limits are determined by the more restrictive height allowed under a specific zone or height district.