

- o Northbound Jefferson Davis Highway (U.S. Route 1) at the northern City limits in the A.M. peak period -- due primarily to the extensive construction currently underway and the Reed Avenue signal operating outside the computer signal system..
- o Southbound Telegraph Road at the southern City limits in both peak periods -- due to heavy traffic accessing I-95 and Telegraph Road from Eisenhower Valley and Duke Street.
- o Southbound Patrick Street (U.S. Route 1) at Gibbon Street in the P.M. peak period -- due to heavy traffic flow accessing from Gibbon Street to I-95 and high volumes on South Patrick Street.
- o Southbound Washington Street at the southern City limits in the P.M. peak period -- due to high volumes of traffic entering Washington Street from I-95 via Church Street.
- o Eastbound Duke Street at Henry Street in the P.M. peak period -- due primarily to capacity constraints on U.S. Route 1 between Duke St. and I-95.
- o South Van Dorn Street at Eisenhower Avenue in both peak periods -- due to capacity constraints northbound (A.M. peak) at the I-95 and railroad underpass and southbound (P.M. peak) at the underpasses and the ramps from Eisenhower Avenue.
- o Edsall Road at South Van Dorn Street in both peak periods -- due to high volumes of through traffic and heavy turning movements.
- o North Beauregard Street at Seminary Road in both peak periods -- due to high volumes of through traffic and heavy turning movements.
- o King Street at North Beauregard Street in both peak periods -- due to high volumes of through traffic and heavy turning movements.
- o King Street/Quaker Lane/West Braddock Road intersection in both peak periods -- due to the multiple turning movements and high volumes of traffic traversing the intersection.
- o King Street at Russell Road in both peak periods -- due to limited capacity at the underpass and multiple turning movements in the intersections.
- o Washington Street/Slaters Lane intersection in both peak periods -- due to capacity constraints in the corridor and heavy turning movements at the intersection.
- o King Street at Patrick and Henry Streets in the P.M. peak period -- due to capacity constraints in the corridor and heavy turning movements at various intersections.

B. REGIONAL TRANSPORTATION AGENCIES

The City of Alexandria is an active participant in various regional transportation planning and operational agencies. The following major agencies interact and affect transportation in the City:

1. The Metropolitan Washington Council of Governments (MWCOCG)

MWCOG, or COG, is the regional organization of the area's local governments and their government officials. COG coordinates comprehensive planning by many regional, subregional, and local agencies in the Washington metropolitan area (Map II-1).

COG, by reason of its comprehensive areawide planning functions, has been designated by the Federal government as the metropolitan clearinghouse for the Washington metropolitan area. It has the responsibility to review and comment on consistency of proposed Federal-aid projects with areawide policies, goals, and objectives.

Boards and Committees,

~~Two Boards~~, operating under the umbrella of MWCOCG, are of major importance to the City of Alexandria: The National Capital Regional Transportation Planning Board (TPB) and the Chief Administrative Officers (CAO) ~~Board~~. The City Mayor is the representative of Alexandria on the TPB Board, and the City Manager on the CAO ~~Board~~ *Committee*.

The TPB

The TPB is the organization responsible for conducting the continuing, comprehensive transportation planning process for the Washington metropolitan area in accordance with requirements of the Federal-Aid-Act of 1962, and the Urban Mass Transportation Administration Act of 1964, as amended. The Governors of Maryland and Virginia and the Mayor of the District of Columbia have designated the TPB as the Metropolitan Planning Organization (MPO) for the Washington metropolitan area. The TPB also serves as the transportation policy arm of COG, and administers various specialized transportation committees composed of jurisdictional transportation staff.

The CAO Board Committee

The CAO Board is composed of CAO's of the various jurisdictions and provides an arena to address common topical issues, including transportation. In recent years, the CAO's Staff has become the primary review committee of the ~~Operation and Capital Improvement Program budgets~~ *Operating Budget* of the Washington Metropolitan Area Transit Authority (WMATA).

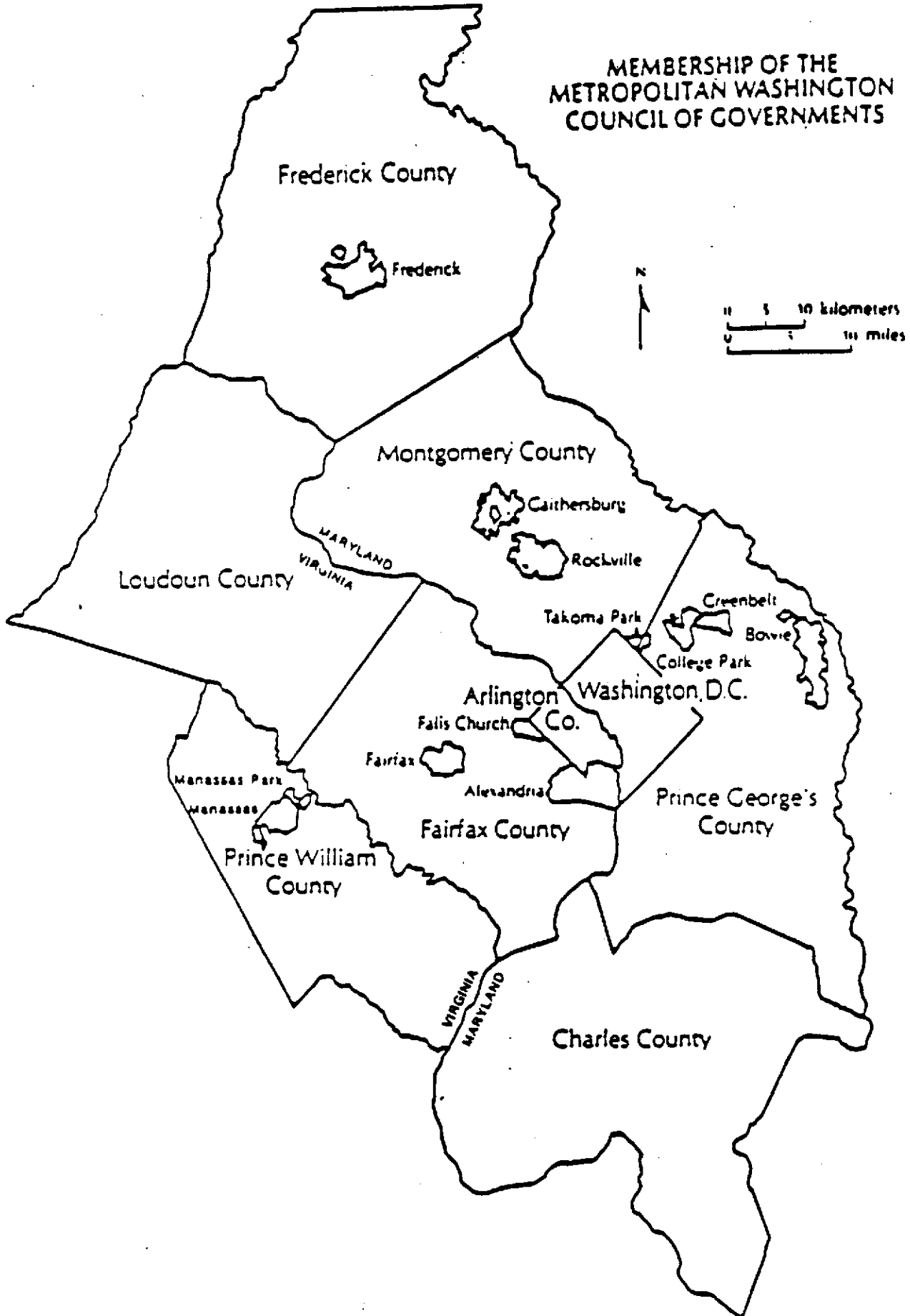
2. The Virginia Department of Transportation (VDOT)

The Virginia Department of Transportation (VDOT) is in charge of transportation planning and construction of State highways and transportation facilities in Northern Virginia. The responsibility for state roads which operate within the City of Alexandria, is divided between VDOT and the City. VDOT provides roadway maintenance funds to the City for arterial, collector, and local streets. Major roadway improvement projects in the City (Duke Street widening, Washington Street improvements at Prince Street) are funded on a cost sharing basis of 98% Federal and State, and 2% City (Duke Street improvements were initiated prior to the recent legislative changes and costs were shared 95%/5%). Improvements to interstate roadways in the City (I-95 and I-395), are funded at 100% Federal and State with no City participation.

The City Council, City staff, and citizens work with four major divisions of the Virginia Department of Transportation.

Map II-1

MEMBERSHIP OF THE
METROPOLITAN WASHINGTON
COUNCIL OF GOVERNMENTS



The VDOT Transportation Planning Division, located at the main office in Richmond, reviews City project proposals and is responsible for making recommendations on the projects to the City and the Urban Division. This office is represented on the Washington Metropolitan Area Council of Governments (COG), Transportation Planning Board and Transportation Technical Committee. All federally funded projects must be included, by law, in COG's Transportation Improvement Program (TIP). Alexandria also works with the Transportation Planning Division on regional study committees such as the Washington Bypass Study Committee; the Woodrow Wilson Bridge Improvement Study Committee; the Beltway Steering Committee; the Shirley Highway HOV Study Committee; the Beauregard Street Study, and the Clermont Avenue Study Committee. The Planning Division also administers the street classification process.

The VDOT Urban Division administers project planning, design, funding, and the public hearing process, such as the King Street/Beauregard Street project, the King Street underpass improvements, and the Braddock Road underpass improvements.

The VDOT District Engineer's Office interacts with the City on transportation issues that concern coordination with other jurisdictions in Northern Virginia such as the Beauregard Corridor Study; the Northern Virginia 2010 Transportation Plan; the I-95 Corridor Study Committee; and the proposed new connections to I-95 from Eisenhower Valley.

The VDOT Resident Engineer's Office interacts with the City to coordinate roadway construction projects that affect the City, for example the Duke Street widening and the I-95 bridge repair projects. This office also coordinates City highway maintenance funds which includes annual inspection of City maintenance performance and the qualification of additional roadways for maintenance payments.

3. The Washington Metropolitan Area Transit Authority (WMATA)

WMATA, commonly known as ^{Metro} ~~METRO~~, is the ^{Regional} public transit authority for the Washington metropolitan area, providing both rapid rail and bus service in the District of Columbia; Prince George's and Montgomery Counties in Maryland; and Arlington and Fairfax Counties and the Cities of Alexandria, Fall Church, and Fairfax in Virginia. WMATA serves an area of ~~1,449~~ ^{1,486} square miles, and a population of 3.9 million.

WMATA was created by interstate compact in 1966. In October, 1967 it assumed responsibility for planning and construction of Metrorail, and in 1976 it began operating the first section. In 1973, WMATA also assumed authority ownership and operation of the area's four, previously private, bus companies. The bus operation became known as Metrobus.

As of 1992, operates 81.1

In 1990, WMATA ~~operated 69.6~~ ⁷⁰ miles of Metrorail service and ~~64~~ ⁷⁰ stations. Metrobus operates approximately ~~1,600~~ buses in the metropolitan area. Currently, in the City of Alexandria, Metrorail ~~operates 6.14~~ ^{6.14} miles and ~~4~~ ⁴ stations. The Alexandria stations are: Braddock Road, King Street, and Eisenhower Avenue. In FY 1991, WMATA plans to open another ~~8.8~~ ^{7.0} miles and ~~6~~ ⁶ new stations including the Van Dorn Street Station at the west end of Eisenhower Valley, and in FY 1992 an additional ~~2.9~~ ^{2.9} miles and ~~2~~ ² stations. Currently, the Congress is negotiating the final legislative stage of funding the completion of the 100-mile Metrorail system.

1550
Over 8

and Van Dorn Street.

In 1990, Metrorail carried approximately 150 million passengers, and Metrobus another 140 million, a system-wide total of approximately 290 million passengers per year. Metrorail has had increasing ridership since 1985 from about 100 million to 150 million in 1990, while Metrobus ridership has remained about constant, at 130 to 140 million per year. It is expected that Metrorail ridership will continue to grow at a rate of about 3% per year, while bus ridership will remain at about its present level.

[Insert next page here.]

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PAGE 17A

In late 1990, Congress passed legislation (PL 101-551) authorizing funding toward completing the final 13.5 miles of the 10.3 mile Metrorail system, including extending the Blue line to Franconia-Springfield. The construction of the remaining 9 stations is anticipated to be completed by 2001.

In 1991, Metrorail ridership was approximately 150 million trips, and Metrobus ridership exceeded 140 million, for a systemwide total of 290 million trips. These figures represented no gain in ridership over the prior year, even with the addition of 6 stations on Metrorail. A lagging economy and Metrofare increases have been blamed for the inability to attract new riders on the system. Despite the systemwide decline, Northern Virginia, including the City of Alexandria, have seen some increases in Metrorail patronage and a maintenance of Metrobus ridership, even with bus service reductions.

Metrobus and Metrorail combined cover approximately 54% of operating costs from the farebox and federal operating assistance. The rail construction costs are divided between federal sources and local match, with the local governments now paying 37.5% of the cost, compared to 20% under the prior Congressional authorization.

~~On the average, farebox revenue for Metrorail covers about 75% of its operating costs, and Metrobus 34%. The average ratio system wide in 1990 (rail plus bus) was almost 55%. Capital cost for new construction is divided 80% by the Federal government, and 20% by the local jurisdictions. This ratio is currently under discussion with the Federal government.~~

approaching \$700

The WMATA Operating Budget is ~~over \$600~~ million per year. The operating deficit is divided among the member jurisdictions according to formulas related to service density, population, usage, and farebox revenues. In FY 1993 the City will pay WMATA approximately ~~\$12.0~~ million for Operating Subsidy, ~~Capital Replacement~~, and \$1.7 million for Rail Construction. Approximately ~~\$9.0~~ million of this sum will be paid by the Northern Virginia Transportation Commission (NVTC) and the balance from the City's General Fund.

\$13.0
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A member of the City Council serves on the WMATA Board of Directors, which sets WMATA's policies and oversees its operations and budget. A City staff person serves on WMATA's Jurisdictional Coordinating Committee (JCC) which coordinates activities at the staff level.

4. The Northern Virginia Transportation Commission (NVTC)

The Northern Virginia Transportation Commission (NVTC) was created by the Virginia General assembly in 1964, and consists of 19 Commissioners. Thirteen are locally elected officials from its six member jurisdictions: Arlington, Fairfax, and Loudoun Counties, and the cities of Alexandria, Fairfax, and Falls Church. Five of the 19 Commissioners are appointed from the Virginia's General Assembly, and one represents the Virginia Department of Transportation.

NVTC provides a policy forum for the region, and is charged with allocating almost \$70 million in State and Federal transit assistance each year among the member jurisdictions. NVTC also appoints Virginia's two principal and two alternate members to the Board of Directors of WMATA.

The Commission is a strong advocate of adequate, stable, and reliable funding to finance public transit, with strong support for ridesharing and other effective measures for improved efficiency of the region's transportation systems. The Commission also provides transit to the region in the form of demonstrations of innovative services, such as the commuter rail service, the Virginia Railway Express (VRE), which will provide service from Manassas and Fredericksburg to Washington D.C., starting in the Fall of 1991. Among other, the VRE will have a stop at Alexandria's AMTRAK station, which will be connected to the King Street Metro Station.

The following table shows sources and funding levels at NVTC in FY 1990, and Alexandria's share. Similar distribution has existed in the last years, and is expected to continue in the near future.

II-2

NVTC FUNDING, FY 1990

	NVTC Total	Allocated to Alexandria	% of NVTC Total
State Aid-Capital	\$16,800,409	\$2,048,902	12.2%
State Aid- Fuel, Tires, Maint.& Adm	36,764,427	6,358,661	17.3%
Gas Tax	11,308,330	1,574,914	13.9%
Federal Aid	4,193,441	739,430	17.6%
Total	\$69,066,606	\$10,721,907	15.5%

C. TRANSIT SERVICES AND ALTERNATIVE TRANSPORTATION

1. The Alexandria Transit Company-DASH

The Alexandria Transit Company (ATC), commonly known as DASH, operates transit services within areas of the City of Alexandria, and between the City and the Pentagon Metrorail Station. Its purpose is to supplement the regional rail and bus service provided by WMATA with local transit service.

Among the community objectives that the system is designed to support are:

- a. Improve internal circulation within the City, particularly in areas not served by Metrobus.
- b. Improve access to Metrorail stations.
- c. Development of the City's major growth areas.
- d. Relief of traffic-congested corridors and the avoidance of alternative expenditures for highway and parking facilities.
- e. A decrease in the amounts paid by the City for Metrobus service.

ATC is a non-profit corporation organized under chapter 1, title 13.1 of the Code of Virginia (1950), as amended, for the purpose of providing mass transportation services as a public service corporation. The entire capital stock of the ATC Corporation is owned by the City, and it operates under a seven-member Board of Directors elected annually by the City Council, *acting for the sole stockholder.* Operations, under the policy direction of the Board of Directors, are the responsibility of the ATE Management and Service Company, with which the Board has entered into a management agreement. The General Manager is an ATE employee. All other persons engaged in the operation of the transit system are employees of ~~ATC~~ *an ATE subsidiary.*

The company has ³³~~15~~ buses. ~~Nine additional vehicles are on order, to be delivered in January, 1991, and five are to be provided in 1992. The additional vehicles will permit the establishment of new service in the West End and in the Eisenhower Avenue corridor and will allow increased service on some existing routes where buses are becoming overcrowded.~~

Routes and Service Levels

Alexandria Transit Company (DASH) operates ^{six}~~four~~ routes:

- AT2. Braddock Road Metro Station to The Hamlets, via Old Town, King Street Metro Station, King Street, Bradlee, and the Alexandria Hospital.
- AT3. Old Town to Parkfairfax, via Braddock Road Metro Station, Braddock Road, and Cameron Mills Road, with a peak-period extension to the Pentagon Metro Station on weekdays.
- AT4. Hunting Towers to Parkfairfax, via Braddock Road Metro Station, Braddock Road, Russell Road, and Glebe Road, with a peak-period extension to the Pentagon Metro Station on weekdays.
- AT5. Braddock Road Metro Station to Landmark, via Old Town, King Street Metro Station, Janneys Lane, and Van Dorn Street.

AT6. Hamlets to Eisenhower Avenue Metro Station, via Beauford and Duke Street, Stevenson Avenue, Yorkum Parkway, Edsall Road, Van Dorn Street Metro Station and Eisenhower Avenue. This route is interlined with route AT2.

AT7. Landmark to Van Dorn Street Metro Station, via Holmes Run Parkway and Dickcott Street. This route is interlined with route AT5.

A SEVENTH ROUTE (M10) WILL PROVIDE SERVICE, EFFECTIVE JUNE 28, 1992, BETWEEN Old Town and Van Dorn Street Metro Station, via Washington and Duke Streets, King Street Metro Station, Landmark and South Whiting Street.

The ^{routes} operate at headways of 20-30 minutes during the A.M. and P.M. peak, and 60 minutes off-peak. ^{30 and}

ATC carried ^{1.4} million passengers in ~~FY 1990~~ and projects ^{1.86} million in ~~FY 1991~~. Ridership since the beginning of service on March 11, 1984, is shown in Table II-2. Financial data for the years ~~1989-1991~~ are shown in Table B-6 and ~~projected data for the years 1992-1993 in Table B-7.~~

The ~~FY 1991~~ Transit Development Program is based on the following assumptions:
^{1990 to 1992}
¹⁹⁹³

- Service levels will increase from ~~646,482~~ total miles a year to ^{850,000} ~~281,000~~ total miles, in fiscal year ~~1991~~. This provides for an initial route in the Eisenhower Avenue corridor, effective about March 1991 (52,000 miles) and additional service on existing routes to meet increased ridership (80,000 miles). ^{reflecting the new ATB route.}
- Ridership will increase from the current level of ~~1.29~~ million passengers to ^{1.5} ~~1.29~~ million passengers. ^{1.86}
- ~~Five additional buses will be ordered in fiscal year 1991 in order to increase Eisenhower Avenue corridor service beyond the initial route during fiscal year 1992.~~ ^{No fare increase is anticipated during fiscal year 1993.}

TABLE II-3

ATC RIDERSHIP

Fiscal Year	Total Passengers	Average Weekday	Saturday	Sunday	Passengers Revenue/Mile	
1984	195,916	2,228	763	278	1.2	16.1
1985	923,405	3,332	1,029	416	1.8	24.6
1986	1,176,091	4,247	1,283	490	2.2	30.3
1987	1,174,597	4,251	1,338	538	2.2	30.6
1988	1,174,470	4,246	1,305	508	2.2	30.1
1989	1,292,787	4,680	1,417	612	2.2	30.4
1990	1,352,503	4,899	1,508	660	2.4	32.0
1990	1,405,662	5,021	1,664	785	2.4	30.8
1991						
1st Quarter	342,723	4,962	1,455	663	2.4	31.9
2nd Quarter	321,614	4,704	1,548	637	2.3	30.7
3rd Quarter	338,222	4,945	1,465	646	2.4	32.8

Source: Alexandria Transit Company

2. Transportation Management Plan (TMP) Ordinance

On May 16, 1987, the City passed an ordinance requiring developers to reduce single occupant vehicle (SOV) traffic from major developments. To comply with the ordinance, developers proposing to build a project meeting the thresholds described below, are required to submit a Transportation Management Plan (TMP) and must apply for a TMP Special Use Permit (SUP) before the project can proceed. Site plans and TMP Special Use Permits applications must be submitted concurrently. The TMP must include a Traffic Impact Study (TIS), and a Transportation Management Plan (TMP).

The TMP requirement is determined by the use and size of the proposed development. The thresholds for individual building and for multi-purpose projects are as follows:

Office:	50,000 or more square feet of usable space.
Retail:	40,000 or more square feet of usable retail space.
Industrial:	150,000 or more square feet of usable industrial space.
Residential:	250 or more dwelling units.
Mixed-Use:	if the building contains any of the uses listed above which meet the size threshold, a TMP is required and must be prepared for the entire project.

The Traffic Impact Study (TIS) assesses the peak traffic impacts of the proposed project with and without a traffic mitigation plan. This serves to determine the extent traffic mitigation measures are needed and to indicate which traffic mitigation measures may be most effective.

The Transportation Management Plan (TMP) is a set of actions to reduce site-associated peak-hour auto traffic. This means reducing the proportion of single occupancy vehicle (SOV) trips, and increasing the use of mass transit, carpools and vanpools during the peak hour, or to spread the number of SOV trips beyond of the peak hour.

The stated goal of the TMP Ordinance, City Ordinance No. 3204, is that the Transportation Management Plan will reduce the amount of traffic the project will generate by 10 to 30 percent.

As of June 1990, 27 projects, totaling over 7,900,000 square feet of office space, 840,000 square feet of retail space, 5,000 residential units, 850 hotel rooms, and 5,000 restaurant seats have been approved, subject to TMP's (Table B-7).

Administration of the Ordinance

The Department of Planning & Community Development (P&CD) and the Department of Transportation & Environmental Services (T&ES) are responsible for administering Ordinance No. 3204.

Prior to application submittal of the TMP, the developer meets with the Directors of P&CD and T&ES to discuss the traffic impact study technical assumptions and the TMP guidelines. The application for a TMP Special-Use-Permit is submitted to P&CD along with the developer's site plan application.

The application is circulated among the responsible staff from each department. P&CD then prepares a Staff Recommendation that goes to the Planning Commission and then to the City Council for final approval.

The Office of Transit Services, ^{and Programs} a division of T&ES, has been assigned with the responsibility for administering the TMP from the point where construction nears completion. P&CD continues to provide technical assistance to the office and receives regular feedback and progress reports. P&CD and Transit Services staff meet on a regular basis to discuss and coordinate efforts concerning the TMP projects.

Each project under the TMP ordinance is required to designate a TMP Coordinator following the issue of the Building Permit by the City. The Coordinator is responsible for the management and administration of the ordinance which typically include provisions for:

- 1) Creation, distribution, display and promotion of transit services and carpooling programs, which may include:
 - o Activities to encourage and assist the formation of car/van pools, such as preferential parking charges and parking locations.
 - o Transit fare subsidies
 - o Provision of bus bays and shelters
 - o Shuttle bus service
 - o Purchase of buses or other transit facilities
 - o Pedestrian Connections to transit.
- 2) Staggered work time programs to reduce the amount of peak hour traffic.
- 3) Parking measures which may include parking fee structures tailored to discourage single-occupancy vehicles, prohibition of tenant employer subsidy of parking costs, time and other access restrictions to on-site parking facilities, and programs to support and encourage utilization of alternative transportation modes.
- 4) A Survey of project employees after 60% occupancy has been established, to determine the number of employees, employee residence, modes of transportation, willingness or ability to use car pooling and/or transit and additional information as the city may require. Such survey is to be conducted annually thereafter, and be submitted as part of the Annual Report.
- 5) Annual Report including an accounting of activities undertaken in support of the TMP and how funds were expended. The Annual Survey is be part of this report.

3. The Ridesharing Program

The City of Alexandria's Office of Transit Services ^{and Programs operates the Alexandria} includes a special Ridesharing Program, Service, supported by an ongoing grant from the Virginia Department of Transportation (VDOT). The goal of the Ridesharing Program is to reduce the number of work-trips to and from Alexandria which are made by single occupant vehicles by promoting the use of carpooling, vanpooling and transit and by providing advice and information on ridesharing services to individuals and organizations. Program personnel conduct promotions at residential and employment centers to market ridesharing techniques and services, and to register participants in a computerized matching program.

The regional computerized commuter matching service, "RideFinders Network," maintained by the Metropolitan Washington Council of Governments (MWCOG), joins together a computer network of local ridesharing agencies. The agencies in the network share resources and maintain a single common pool of applicants for the purpose of providing the best service to commuters. The City Ridesharing Program promotes this service with employers, developers and managers of residential and office complexes, and enters the information into the regional data base.

4. Metrotaxi

Metrotaxi began in 1987 and offers its patrons discounted taxi rides between 8 p.m. to 12:30 a.m., Monday through Friday, from the Braddock Road or King Street Metrorail Station to any place within the Alexandria City limits. The metered fare is reduced by a \$1 or \$2 depending on the trips final destination with the difference paid by the City.

MetroTaxi's

MetroTaxi's goal is to assist in completing a Metrorail trip by complimenting DASH and Metrobus service after dark. The program is an outgrowth of an experimental project sponsored by the Northern Virginia Transportation Commission (NVTC). Currently, Alexandria Diamond Cab, Alexandria Yellow Cab, White Top Cab Company, and Alexandria National Cab participate in the program, and between 400 and 500 trips are taken each month.

5. Specialized Transportation Service - The "DOT" Program

DOT is the City of Alexandria's specialized ^{complement} transportation service which utilizes taxicabs and wheelchair accessible vans to transport persons who cannot use the regular transit buses because of disabilities. Started in 1985 to complement the City's DASH bus service, the DOT program now serves over 800 citizens and provides approximately 1,700 taxi and 700 van trips per month. Ridership has grown from approximately 10,000 trips in 1986, the first full year of operation, to over ~~23,000~~ ^{34,000} trips in Fiscal Year ~~1989~~ ¹⁹⁹¹.

Any person living in or visiting Alexandria, who has a disability which prevents him or her from using a regular transit bus and who is certified by the Office of Transit Services, may use the service. A physician's statement is required for the certification. ^{and Programs}

Both taxicab and van service is offered for trips within the City of Alexandria. The service operates during the same hours as the DASH bus service:

Monday - Friday from 6 am to 11:30 pm
Monday-Friday from 6:00 a.m. to 11:30 p.m.
Saturday from 6:30 am to 11:45 pm
Sunday from 8 am to 9:30 pm.

DOT provides door-to-door service at a fare of \$ ~~1.25~~ ^{1.50} per one-way trip. If assistance is needed, a companion may ride with the DOT rider at no extra cost. ^{The fare will increase to \$1.50 on July 1, 1992.}

DOT trips are scheduled on an "advance reservation basis" by the volunteers at Senior Citizens Employment Services (SCE&S). However, "Add-On Same Day Service" can be provided if space is available.

The Office of Transit Services ^{and Programs} is responsible for administering the DOT program, including planning and promotion of service, and monitoring the contract with the van/taxi service provider. Applications for DOT service are processed by Transit Services and forwarded to Senior Citizens Employment & Services.

6. Alexandria's Bikeways System

The City Bikeway system proposal which was adopted by City Council in 1974, has become the backbone of the bikeway network as it is known today.

The principle Guidelines for the Bikeway System are as follows:

- a. Place emphasis on trails through parkways and parks for reasons of safety, scenery and pure air.
- b. Use existing trails, power lines and railroad easements as well as new and separate right-of-way easements which might follow along existing roadways.
- c. Keep cyclists, wherever possible, apart from noise, odor, or hazards of heavy automobile traffic.

- d. Traverse a wide area of cityscapes and attractive landscapes.
- e. Pass through the Old Town area of Alexandria and afford ready accessibility from a number of automobile parking facilities, e.g. school or institutional parking lots or shopping center lots.
- f. Assure access to and provision for security lockers or areas for bike parking at metro stations.
- g. Provide interconnection and accessibility to a diversity of recreational and cultural resources and opportunities, e.g., libraries, museums, schools, community centers, nature trails.
- h. Afford a sufficiently comprehensive system to permit bicycle trips varying in length from one hour to one or more days, based on the interconnection of the Alexandria system with that of regional trailways.
- i. Locate extension and future bikeway proposals to permit service to shopping centers and places of employment, thereby providing an alternative transportation mode.

It is difficult to superimpose a biketrail system on the densely populated area such Alexandria. Therefore, by necessity, most of Alexandria's system runs either on streets or sidewalks rather than as separate trails. The original Master Plan called for fifty-five trail miles; forty-two were to be on-street, and thirteen on separate right-of-ways. The standards used by the City in creating its trails were consistent with those followed by the Maryland National Capitol Parks and Planning Commission, and the Council of Governments. However, Alexandria developed the standards in this area for on street marking of bikeways.

At present, there are approximately 15.5 miles of off-street trails and 19.75 of marked on-street, for a total system of 35.75 miles. The discrepancy between the 55 miles called for in the Master Plan and the 35 miles presently in the system is in the on-street trails. Even though on-street trails will remain a necessary part of any bicycle system in Alexandria, they will always be less desirable than off-street, both for health and safety reasons, as well as for aesthetic ones.

D. THE CITY TRANSPORTATION MODEL

In order to assess the impact of land-use changes and transportation improvements on traffic in Alexandria, the City acquired and developed its own, "in-house," transportation modeling capabilities. In 1987, the City acquired the MicroTRIPS micro-computer transportation model, developed by MVA Systematica, UK. The model became operational in late 1989. This computer model is a micro-computer version of the established transportation modeling methodology developed and refined by the US Department of Transportation since the 1950's, and known as the "Urban Transportation Planning System" (UTPS). In general, this is a "four-steps" sequential model, containing individual modules which estimate:

1. Trip Generation - how many trips will be produced or attracted?
2. Trip Distribution - where will the trips go?
3. Mode split - how will the trips be divided among transportation modes?
4. Route Assignment - which route will the trips take?

Each of the modules listed above is composed of mathematical equations and formulas which simulate and estimate traffic. In addition, the model has capabilities for matrix manipulation, and "on-screen" editing of the transportation network.

The City of Alexandria is located in the middle of a vast metropolitan region. Thus, much of the traffic in the City is "through-traffic," affected by production and attraction in other metropolitan jurisdictions. COG maintains a regional transportation model, which is updated periodically, according to revised plans and projections by its member jurisdictions. However, the COG model, being regional in nature, is not refined enough within the City of Alexandria to estimate impact on individual sites or on more local facilities. To overcome this problem, the City MicroTRIPS model developed a more refined transportation network (Map II-2).

The City model is actually a hybrid. It depends on COG to maintain the extensive and expensive regional data base, and on MicroTRIPS to provide detailed traffic estimates for the City. In essence, the City's MicroTRIPS "zooms in" on the City. An intermediate set of programs developed by the consultant, George Hoyt and Associates, provides a link between COG and the City's MicroTRIPS models.

The transportation model includes a coded network of all major streets in the City and their corresponding characteristics (number of lanes, capacity, speed, parking, etc.). The model divides the City into homogeneous traffic zones, and estimates the traffic flow among these zones, along the coded network. The MicroTRIPS network includes, in addition to the City itself, sections of Arlington County, and portions of Fairfax County west and south of the City.

The MicroTRIPS model include 330 traffic zones, 152 of which are in the City, and 4,508 one-way links (road segments between intersection). For comparison, the regional, less refined, MWCOG model includes only 60 traffic zones within the City.

Currently, the City model simulates automobile traffic during one hour of the AM Peak. This is the one hour during the AM which has the highest levels of traffic. The COG model simulates a 24-hour period. Thus, the City model extracts from the COG traffic around and onto the City during this one hour, and reassigns it on the refined MicroTRIPS network. The assignment of traffic on the City network is carried out in six iterations. As links (roads) become more congested from one iteration to another, the model assigns the additional trips to alternative routes.

The outputs of the model are traffic volumes and speeds on each link, turning volumes at selected intersections, and eventually the ratios between volume to capacity (V/C) on links and intersection which describe levels-of-service (LOS).

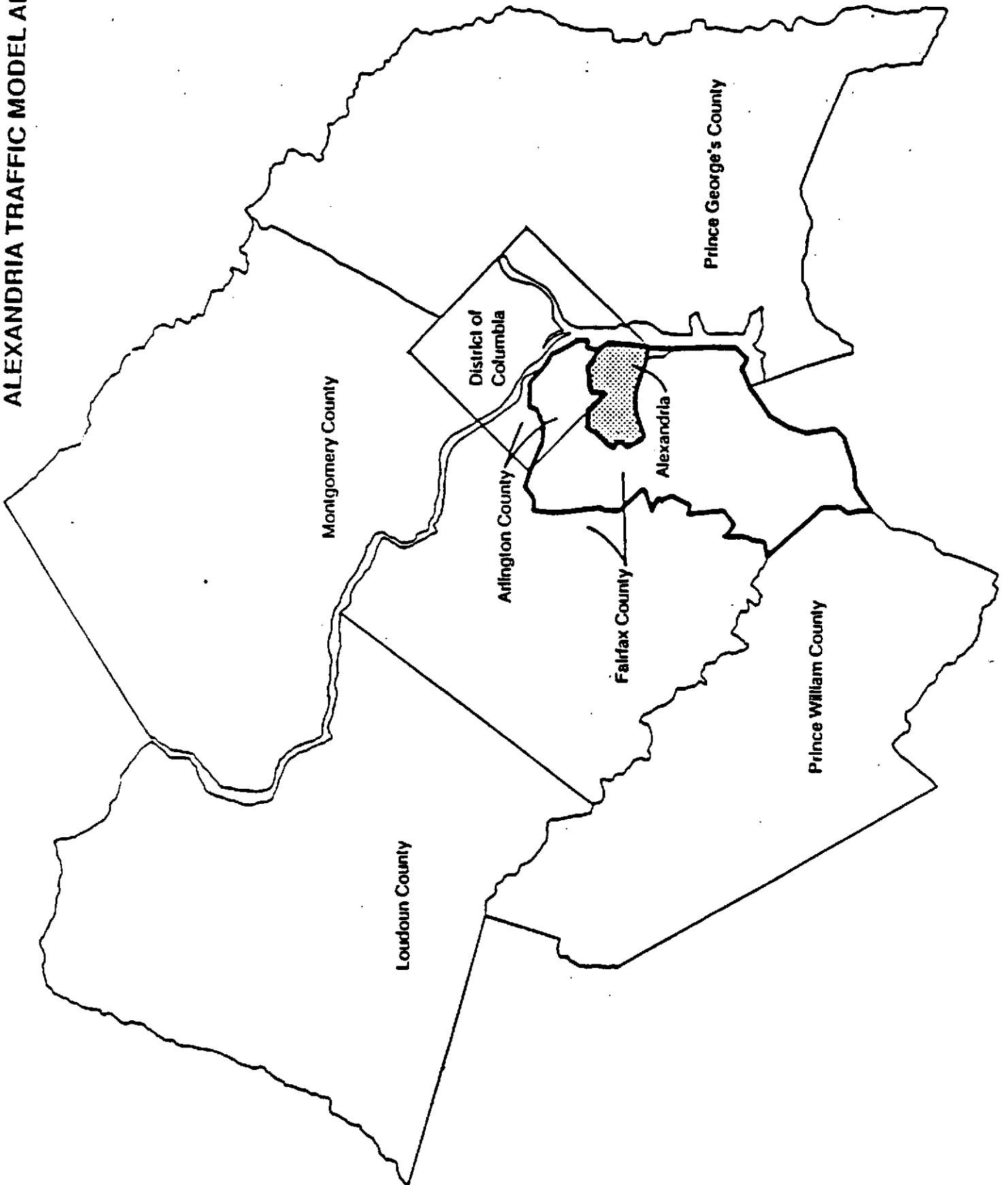
The traffic model is comprehensive. In contrast to Traffic Impact Studies (TIS) which estimate traffic impact only in a vicinity of a single development project, this City model, estimates traffic flow throughout the City.

The City model was calibrated (fine-tuned) with 1985 traffic volume counts to assure that the model simulates correctly existing traffic conditions. The final calibration run simulated correctly within +/- five percent of the 1985 counts.

In 1990 the Transportation Model has been used to estimate traffic impacts of alternative, large-scale, land-use developments. It was used as an analytical tool for the "Cameron Valley Study," by Frederic R. Harris for the "King Street/Eisenhower Avenue Small Area Plan" and for the proposed "Potomac Yard/Potomac Greens" developments. It is anticipate that the City transportation model will become an integral part of the transportation planning process in the coming years.

ALEXANDRIA TRAFFIC MODEL AREA

Map II-2



E. PROBLEMS AND ISSUES

The 2010 Subregional Plan summarized the essence of the regional transportation issues. Future traffic congestion is anticipated to be worse than today's levels on the freeway system in Northern Virginia. To enhance the person moving capability in these corridors, transit and high-occupancy vehicle (HOV) use is important. The use of these modes will be encouraged if they are given priority treatment in congested corridors, thereby saving time that will otherwise be spent in traffic. It has been estimated that these improvements can reduce traffic demand in the major corridors by roughly the equivalent of one freeway lane in each direction.

The emergence of several major employment centers around the Capital Beltway, and along the Dulles, I-66, and Route 28 corridors, points up the need to provide improved transit and HOV access to areas not traditionally served by these modes. Given the congestion anticipated in all of these corridors, it is important to create dedicated rights-of-way for transit and HOV users.

The trend in housing development beyond the Beltway in Northern Virginia is toward low density (less than 1,000 households per square mile in many areas) with neighborhood street patterns that make routing of even small transit buses very difficult. Therefore, to take advantage of a grid for transit and HOV use, a series of park-and-ride lots, strategically located at various points on the grid, will need to be provided to intercept traffic at the earliest opportunity."

The following are the major issues that affect the transportation system in the City of Alexandria:

1. **Growth In Regional Traffic.** Regional development has the most significant traffic impact on the City with or without development in the City. The surrounding jurisdictions expect to have significant new development by the year 2010. The District of Columbia alone forecasts some 60 million square feet of new development or about 210,000 new jobs by 2010. The growth in the City is small in comparison, representing about 4% of the regional total. There are still large tracts of land available where substantial development is likely to occur. These include Potomac Yard, Potomac Greens, Cameron Station, North Beauregard Street, the Carr/Norfolk Southern project, and the remainder of Eisenhower Valley. However, it is anticipated that the City's share of regional office development between 1990 and 2010 is 14 million square feet.
2. **Metrorail Extensions and Other Transit Service.** In order to divert people from their single-occupant vehicle for their home-to-work trip, they must have a high level of service at a reasonable cost. Transit, either bus or rail or both, must be readily available, convenient, and fast, to compete "better" with the automobile. Extensions of Metrorail service, commuter rail, and expanded bus service are key elements in this formula.
3. **High-Occupancy Vehicle Facilities.** Diversions to car and van pools will occur if there are adequate available facilities that provide significant incentives to persons who travel by these modes. They must include convenient, remote parking facilities, strategically located with superior access to HOV facilities, and preferred parking facilities at work.
4. **Woodrow Wilson Bridge and the Second Potomac River Crossing.** The Federal Highway Administration, the State of Maryland, the District of Columbia, and the Commonwealth of Virginia are currently conducting studies which address the serious capacity problems with I-95 and the Wilson Bridge. The solution to these problems will have significant positive impact on the streets in the City.
5. **Access to Eisenhower Valley.** The three existing access points (south Van Dorn Street, Telegraph Road, and Holland Lane) are inadequate to accommodate normal travel to and from Eisenhower Valley. Emergency vehicle access is seriously lacking. The Clermont Connector study will address improved access from I-95 and Duke Street.

6. **Access to Potomac Yard.** The magnitude of the development hinges on several key items, one of which is transportation. Transportation access to the site is one of the most critical elements of the plan and to date there has not been a satisfactory resolution of the issue. The site has excellent Metrorail access, but very restricted vehicular access.

7. **North Beauregard St./Little River Turnpike Intersection** Currently, various development scenarios and road improvements are being analyzed by VDOT. Implementation of improvements at this intersection will greatly enhance access for residents along the North Beauregard Street corridor.

F. ENHANCING THE EXISTING SYSTEM AND NEIGHBORHOOD PROTECTION.

Continuing regional growth and increasing travel demands over the next 20 years will put great pressures on the existing transportation system. As freeways and arterials become more congested, there will be greater potential for shifts of traffic through neighborhoods, particularly during peak commuting hours.

In a densely developed urban area such as Alexandria, the options for increasing the capacity of existing transportation facilities or providing new facilities without impacting existing residential areas are very limited. The City will be faced with the challenge of expanding and enhancing our neighborhood "protection" measures. The following section outlines a number of options and measures that are available to enhance the capacities of existing facilities, optimize their use, and mitigate the impacts of through traffic on neighborhood streets.

1. Freeways, Arterials, and Collectors

As mentioned previously, urban freeways make up less than 10% of the total urban highway mileage, yet they accommodate more than 40% of the traffic. Efficient operation of the controlled access facilities is essential to Alexandria to reduce diversions to our arterial and local street system. Even minor accidents or a disabled vehicle on Shirley Highway or the Wilson Bridge during peak commuting hours can have major impacts on the streets in the City. The Institute of Transportation Engineers estimates that 60% of all freeway congestion is caused by non-recurring incidents. Improving travel flow on the freeways and arterials can effectively serve to reduce congestion, air pollution, energy usage, and diversions of commuter traffic through neighborhoods. The following are approaches that have been applied to freeways and arterials to improve travel flow:

- o Incident detection, surveillance, and management systems -- This approach involves roving or standby towing and service vehicles, motorist aid, call boxes, motorist information systems (radio announcements, CB radios, cellular phones), video monitoring of critical locations, pavement detection equipment (to monitor traffic speeds and volume), ramp metering, strict parking control and management on key routes, and a changeable message sign system. These are all elements of the Capital Beltway Improvement Study
- o Providing additional capacity without widening -- In some situations on freeways, as on I-95 from Woodbridge to Springfield, the shoulders can be used as travel lanes during the peak commuting hours. Also, reducing lane widths to provide additional lanes may be possible with the existing pavement. The same potential exists on many urban arterials, particularly at intersections.
- o Enhanced Arterials -- Many arterial streets have the potential to accommodate additional traffic in a more efficient manner. Some traffic operational improvements which may be possible include:
 - traffic channelization
 - minor street widenings
 - intersection widening
 - left or right-turn lanes
 - two-way turn lanes
 - restricted turns
 - restricted curb cuts
 - grade separation
 - parking restrictions
 - improved signing
 - improved lighting
 - bus bays
 - one-way operation
 - eliminating conflicting vehicular movements

- o Traffic Signalization Improvements -- Improvements to an arterial signal system can make significant reductions in congestion by improving the overall traffic flow in a corridor by decreasing travel times. A successful program requires that:
 - the system be flexible enough to meet constantly changing travel demands;
 - the equipment be updated to accommodate more comprehensive time strategies;
 - timing and phasing be monitored and improved as necessary on a continuing basis;
 - interconnection of signals be made where appropriate to provide central control of the network;
 - signals be removed where they are no longer justified and;
 - signal maintenance be conducted on a routine basis and in a responsive manner to emergencies.

- o Intersection Improvements -- Traffic control devices and minor improvements can be used at intersections to improve pedestrian safety and the flow of vehicular traffic. Generally, these are relatively low cost improvements involving signs, channelization, islands, and turn lanes.

- o High Occupancy Vehicle (HOV) Facilities -- Priority treatments for high occupancy vehicles (HOV's) provide for more effective management of scarce highway space during peak periods by moving more people in fewer vehicles. According to the Institute of Transportation for Engineers, there is substantial savings to motorists who choose to travel to work by car pool or van pool (Table II-4).

TABLE II-4

The Cost To Commute
(per person per month - 1982 dollars)

Distance (miles)	Alone (SOV)	3-Person Carpool	Van 13+ Persons	VanPool Driver
30	\$165	\$55	\$45	\$0
50	\$231	\$77	\$52	\$0

Source: Institute of Transportation Engineers

While the facilities in Alexandria provide some time savings on U.S. Route 1 and Washington Street, they themselves will not cause commuters to car pool or establish van pools. These facilities must be extended to improve their attractiveness. In the metropolitan area, the average commute distance of a car pool is 21 miles. Thus in order to make HOV attractive they should be extended over a long commute distance.

The efficiency of HOV facilities is demonstrated by data from the Shirley Highway facility. The general purpose lanes carry 27,143 persons in 21,792 vehicles (1.25 auto occupancy rate) during the a.m. peak period, 6:30 to 9:30. In the same time period, the express lanes carry 35,460 persons in 4,634 vehicles (7.65 auto occupancy rate)!

- o Enforcement -- Strict enforcement of traffic regulations and laws is absolutely essential to the success of freeways and arterials to accommodate their design traffic flows. Motorists who disregard regulations by exceeding speed limits, parking in restricted areas, violating HOV lanes, and blocking intersections contribute to urban congestion. Their negligence leads to accidents and added delays to commuters. Strict enforcement not only penalizes the violators, but also serves as a warning to others that disregard of traffic regulations will not be tolerated.
- o Future Technologies -- Several advanced technological programs are under development. These include:
 - Advanced Transportation Management Systems (ATMS);
 - Advanced Driver Information Systems (ADIS); and
 - Automated Vehicle Control (AVC).

Each system is intended to improve the efficiency of the highway transportation network and motorist safety. ATMS involves a coordinated and comprehensive management of all freeways and arterials in designated areas. ADIS is a system which interconnects an individual's vehicle with traffic management centers through a communication link. AVC is a system where a vehicle would be capable of operating in any ~~traffic environment~~ ^{traffic environment} from a programmed origin to a destination without driver intervention. These systems are experimental at this time; however, the horizon for introduction to the general public is within a decade.

2. Neighborhood Protection -- Disincentives To Through Traffic

A primary concern, expressed by many Alexandria residents, is the impact of vehicular traffic on their neighborhoods. Commuters through the City should be forced to use the freeways and arterials. They should be discouraged from traveling on local streets that traverse neighborhoods. The City government has taken this position as a stated policy. In many areas of Alexandria, measures have been instituted to discourage or prohibit through-traffic from using streets that interconnect between arterials. Implementation of these measures must be continued as a coordinated effort between City staff and the neighborhoods affected by commuter traffic. Residents must be consulted about the nature of the problem and the proposed mitigation. A thorough investigation and analysis of the through-traffic problem is essential. Public safety is of the utmost importance for the residents and motorists. Some measures may "solve" one problem while creating others that are less tolerable. Many of the measures not only restrict access for commuters but also for the residents and their guests. Any disincentive for commuters would also be an impediment to emergency vehicles (police, fire, and ambulance services), causing delays in response times. To a lesser extent, there may delay for delivery vehicles, refuse collection, and transit. The more restrictive and permanent the disincentive, the greater the impact on the vehicles traveling through the area. All of these factors must be considered when imposing access restrictions. The following is a list of measures that may be considered in neighborhoods where commuter traffic becomes a problem. In general, they are ranked from the least restrictive and least costly to the most restrictive and most costly.

- a. **Warning Signs and Controls** -- Besides speed limit signs, other guide or warning signs may be appropriate to advise motorists of the condition of the street ahead. These may include notice of school crossings, bikeway routes or crossings, curves or hills, stops or yields, a blind intersection, and a dead-end street to name a few. Other conditions may warrant special pavement markings such as cross walks, stop bars, lane delineation to compliment the traffic signs. These measures are used throughout the City in every neighborhood.

- b. **Signal Timing Restrictions** -- Electronic traffic signal equipment offers many options which can assist in limiting commuter traffic from entering neighborhoods. Besides the provision of synchronized signalization along arterial corridors, the controllers can be set to limit the amount of green time allocated to individual vehicular movements. For instance, if left or right turns from an arterial during the peak commuting hours pose problems on a local street, the signal can be set to minimize the green time for those turns. At other times, the controller can be set for normal operation which would provide normal access for the residents and their guests, deliveries, etc. King Street at Russell Road and Callahan Drive is an example of the modified signal timing to minimize through traffic, using Russell Road. Similar operations exist at Duke Street and West Taylor Run Parkway and at Duke Street and North Jordan Street. This is a very flexible measure that can be extremely effective.

- c. **Restricted Turns** -- This measure is used to reduce or eliminate problems created by turning vehicles. Vehicles turning left from arterials may impede smooth traffic flow by blocking a through lane, thus causing some commuters to divert to an adjoining street that may be in a neighborhood. Vehicles may regularly turn right from an arterial onto a local street to avoid congested conditions further on their route. This measure simply involves placement of signs that restrict the problem movement. The restrictions are set for the time period when the problems exist. They may be permanent or only for peak commuting hours. This measure is used throughout the City. However, examples that are primarily set for commuters are located on the crossing streets that intersect Washington Street and on King Street at Rosemont Avenue, and at Cedar Street. These are generally very effective measures, but they sometimes require a high level of enforcement.

- d. **Parking Controls** -- Special residential parking zones, restricted parking, and on-street parking prohibitions can be implemented to eliminate or at least reduce, the impact of commuters entering neighborhoods. If the free parking supply is eliminated, or greatly reduced, the need for commuters to enter a neighborhood is significantly reduced or eliminated. There is a formal process for instituting residential parking zones or for changing the hours of restrictions (interested residents should contact the Transportation Division for information and assistance). All proposed parking restrictions or prohibitions must be reviewed by staff and approved by the Alexandria Traffic and Parking Board. There are currently 9 residential parking districts in the City. These are very effective measures; however, enforcement is essential and it is very labor intensive.

- e. **Pavement Narrowing** -- The geometrics of some streets give motorists the perception of a very wide roadway that is characteristic of higher speeds and higher volumes of traffic. In some instances, the on-street parking lane can be striped to "narrow" the travel lane. Reducing the width from 20 feet to 12 feet with this measure will result in speed reductions and, most importantly, it can reduce the commuters' perception of the street as an arterial-type facility. There are several applications of this measure in the City, including Commonwealth Avenue in Del Ray and West Taylor Run Parkway. The effects thus far appear to be very positive.

- f. **Pavement Irregularities** -- Changes in the street alignment such as curvature or valley gutters tend to cause all vehicles to slow down, possibly making the route less desirable as a cut through. Likewise rough pavement causes vehicles to travel at slower speeds. Valley gutters, depressions in the roadway surface to carry storm drainage, are in place along Mt. Ida Avenue and some crossing streets. While these measures can contribute to speed reduction, they can be very annoying to the adjacent residents because of noise they create when vehicles slow down and cross.
- g. **Four Way Stops** -- Installation of this measure, where safety warrants are met, tends to disrupt smooth traffic flow by requiring vehicles to stop along a route that previously permitted uninterrupted flow. This action reduces the desirability of a street as a regular commuter route. There are numerous locations throughout the City where this measure has been employed: Old Town, Commonwealth Avenue, Taney Avenue, Fort Williams Parkway, Clyde Avenue, Yale Drive, and Cambridge Drive. Studies by the Institute of Transportation Engineers show that there is little overall effect on speed except within a few hundred feet of the intersection. However, the residents of the neighborhoods where there are installations have indicated that they are generally pleased with the results.
- h. **Traffic Circles** -- This is a measure that has not been employed in Virginia because of resistance by State transportation officials. However, in the past two years VDOT has installed traffic circles at a number of existing intersections on an experimental basis. The circles were intended to discourage through traffic from using local streets. Studies in Virginia and elsewhere indicate that traffic volume and speeds are reduced as a result of psychological rather than physical impacts. This measure appears to offer significant potential to reduce through traffic while it has minimal affect on local traffic.
- i. **Median Barriers, Diverters, and Partial Closings** -- These measures physically restrict traffic movements that are not desirable. Median barriers are used to improve the arterial flow by reducing conflicting vehicular movements. Diverters and partial closings are used to prevent through traffic from traveling across a neighborhood. These can be very effective measures because they are permanent and require little enforcement.
- j. **One-Way Streets** -- This measure may be used to ^{complementary} ~~complement~~ a parallel arterial by providing additional capacity in a corridor which tends to retain through traffic on the arterial or ~~complementary~~ one-way street and out of the adjacent neighborhood. However, this is rarely appropriate in residential areas because no parallel, non-residential facility is available. Another application of this measure is to create a maze of one-way streets to make through travel in a neighborhood difficult. Usually single blocks are designated, making it difficult to find a route that saves time. Unfortunately, this "maze" method is one of the most difficult to obtain neighborhood concurrence.
- k. **Geometric Designs** -- The installation of bulbs, islands, and "chokers" effectively reduce the width of the travel lane, resulting in lower speeds and reducing the desirability of the street as a through route. Islands can be used to channelize traffic, thus eliminating some movements entirely. Bulbs at intersections have been constructed at Duke Street and Fayette Street, on King Street between Royal and Pitt Streets, and on Commonwealth Avenue. Channelization islands have been constructed on Duke Street at West Taylor Run Parkway, at Payne Street, and at Fayette Street. These are effective measures that require periodic enforcement.
- l. **Street Closures** -- This measure may involve closing a street at one end or for the entire length where a problem exists with through traffic. This action requires complete neighborhood concurrence as it physically eliminates vehicular access. Melrose Street at Janneys Lane, and Walnut Street at King Street, are two examples of partial closings.

G. CONTINUING TRANSPORTATION PLANNING PROCESS

There are a number of transportation studies currently underway that have significant influence on travel in the City of Alexandria.

1. Northern Virginia 2010 Transportation Plan.

This study represents a comprehensive transportation plan for Northern Virginia into the first decade of the 21st century. The involvement of State and local elected officials and staffs lends special credibility to the findings as the technical needs are balanced with the political realities of various transportation improvements. The product is intended to set the stage for continuing more detailed analysis and evaluation of the recommendations.

The City Council endorsed the plan as presented with grave reservation because of the lack of a funding plan. Some \$10 billion of improvements are forecast by 2010 with only \$3 billion in projected revenues. There is no solution proposed to close this gap at this time

2. Beauregard Street Corridor Study.

One of the first elements of the 2010 plan to be evaluated will be a traffic corridor study of Beauregard Street, from Little River Turnpike in Fairfax County to Arlington Mill Road in Arlington County. The study was begun in the Summer of 1990 and is scheduled for completion in 12 months. It is intended to assess the needs and to recommend improvements at several major intersections: at King Street (Route 7), at Seminary Road, and at Little River Turnpike (Route 236).

3. Little River Turnpike/North Beauregard Street Preliminary Design.

Fairfax County staff has completed preliminary analysis of several alternative designs for traffic improvements to the intersection. Neither the County nor the State have proceeded with implementation of any recommended plan as of this date.

4. North Beauregard Street/King Street (Route 7) Preliminary Design.

The Virginia Department of Transportation at the request of City Council has produced several alternative designs for the North Beauregard Street/King Street intersection, including the widening of King Street between the City limits and I-395. Following a staff review, the State was requested to consider several modifications, including a reduction in right-of-way requirements and the location of an interchange between the roadways.

5. Braddock Road Underpass.

At the request of City Council, the Virginia Department of Transportation has begun preliminary engineering on improvements to Braddock Road between Mt. Vernon Avenue and West Street at the Metrorail station. Preliminary studies should be completed in 1991. The plans address clearance at the railroad underpass, turning movements at the intersections, vehicular access to the rail station, and pedestrian circulation.

6. Clermont Avenue Connector and Interchange Environmental Impact Study.

Virginia Department of Transportation is currently conducting an environmental impact study of a new access point to I-95 and possible connectors between Eisenhower Avenue and Duke Street. This work has been underway since the Spring of 1988 and is scheduled for completion in the Fall of 1990. Several public information meetings have been held, and a citizen/staff/Council task force has met regularly with the consultant and the State to guide the study.

7. Outer Beltway Study.

The State of Maryland and the Commonwealth of Virginia have recently completed a study to evaluate alternative corridor alignments for an outer beltway and a new Potomac River crossing. The purpose is to provide some relief to the I-95 corridor in the vicinity of the Washington metropolitan area. The City staff presented testimony at a public hearing in June, supporting the eastern by-pass.

8. Woodrow Wilson Bridge Study and Design Contest.

The State of Maryland, District of Columbia, Commonwealth of Virginia, and the Federal Highway Administration have initiated an Environmental Impact Statement study of the Wilson Bridge as a result of a design contest where five engineering firms submitted concepts for widening the bridge from six lanes to 14. While no single concept was totally acceptable to the jury, the plan proposed by Greiner, Inc. was preferred. The alignment would generally follow the Hunting Creek south of the Porto Vecchio Condominiums. The estimated costs range from \$440 million to \$780 million. The current schedule is as follows:

- o Complete Environmental Impact Statement -- July, 1991
- o Design Phase -- 1991 through 1993
- o Right-of-way acquisition -- 1993
- o Construction -- 1994 through 1997

Virginia, Maryland, District of Columbia and the Federal Highway Administration are considering plans for the renovation or replacement of the I-45 Potomac River Crossing.

9. Capital Beltway Steering Committee

City staff meets on a regular basis with representatives of VDOT, the State Police, and traffic personnel from other Northern Virginia jurisdictions to discuss problems, solutions, and proposed improvements to the Capital Beltway. The staffs are supported by a professional engineering consulting firm that prepares plans and alternative studies which are considered by the committee. The committee evaluates safety improvements, electronic signing and surveillance, geometric changes, and alterations to ramps and interchanges. A preliminary report was released in the Spring of 1990; however, it has not been finalized as two major elements were not included in the final analysis, i.e., the collector/distributor roadway between the U.S. Route 1 and Telegraph Road interchanges and a flyover ramp from the Telegraph Road interchange to Eisenhower Avenue at Stovall Street.

10. Alexandria Small Area Plans

of the Master Plan Each *The subject of* as it relates to a specific neighbor
The process for updating the Adopted 1974 Consolidated Master Plan involved the division of the City into 14 sectors to study and evaluate land use and development issues in greater detail. The plans were developed in consultation with citizens, property owners, and community and business groups. *of* the 14 Small Area Plans adopted at the date of the release of the transportation chapter, each covers streets and highways within their respective area. Some recommend specific changes while others discuss general concerns of the neighborhoods. The following is a compilation of the transportation issues from each plan. *as elem*

- a. Southwest Quadrant (City Council Adoption June 7, 1989) - The recommendations reflect the concerns of area residents with the potential for diversion of outside commuter traffic of the U.S. Route 1 corridor through their neighborhood if new street connections were permitted. The recommendations are:

- o That the 300 block of South Payne Street will not connect through to the 500 block of South Payne Street for vehicular access.

- o That the 200 block of South Payne Street will not connect through to the 500 block of South Fayette Street for vehicular access.
 - o That Eisenhower Avenue will not connect through to South Henry Street (U.S. Route 1) for vehicular access.
 - o That Wolfe Street shall be allowed to connect to Holland Lane for use as an outlet, but shall not connect to U.S. Route 1 for vehicular access. Nor shall it connect with the 500 blocks of South Payne Street or South Fayette Street.
 - o That Gibbon Street be redesignated between U.S. Route 1 and Washington Street from a local street to an arterial, acknowledging that this street section serves the same function as Franklin Street which is also a one-way arterial.
- b. **Seminary Hill/Strawberry Hill** (City Council adoption June 27, 1989)
- o Delete the proposed street extension of North Pickett Street between Seminary Road and West Braddock Road.
 - o Redesignate South Gordon Street from Residential Collector to a local street.
 - o Convert the Taney Avenue street right-of-way between Raleigh Avenue and North Gordon Street to parkland.
- c. **Old Town** (City Council adoption May 31, 1989) The residents of the neighborhood set three transportation objectives and two recommended changes:
- o Route through-traffic away from established residential areas.
 - o Encourage maximum use of transit facilities
 - o Provide a continuous pedestrian pathway and bikeway along the entire waterfront.
 - o Gibbon Street should be redesignated between U.S. Route 1 and Washington Street from a local street to an arterial, acknowledging that this street section serves the same function as Franklin Street which is also a one-way arterial.
 - o St. Asaph Street from Franklin Street to Pendleton Street, Columbus Street from Franklin Street to Pendleton Street, and Union Street from Franklin Street to Pendleton Street, be redesignated from residential collectors to local streets.
- d. **North Ridge/Rosemont** (City Council adopted May 31, 1989) The existing roadway capacity of the area's streets is adequate to accommodate current traffic levels. Improvements could be programmed at the King/Quaker/Braddock intersection and at the King Street underpass near Russell Road to reduce congestion at both locations.
- o Valley Drive from West Glebe Road to Allison Street and Gunston Road from Quaker Lane (I-395) to Valley Drive should be designated from primary collectors to residential collectors.
 - o The City should undertake a comprehensive transportation study and identify transportation system management actions needed for efficient traffic flow.

- e. **Northeast** (City Council adopted May 20, 1989)
- o Consider the provision of parking in non-rush hour periods on Powhatan Street from Bashford Lane to Second Street.
 - o Redesignate Powhatan Street from a primary collector to a residential collector.
 - o Consider modification of the North Columbus Street, First Street, and Powhatan Street intersection.
 - o Consider modifications to the Powhatan Street/Bashford lane intersections.
- f. **Landmark-Van Dorn** (City Council adopted September 26, 1989)
- o Conduct a study of the Van Dorn Corridor to determine how to improve traffic flow along Van Dorn Street, particularly the intersection of Edsall Road.
 - o With the planning and development of Cameron Station, some form of access must be created between the site and the Van Dorn Metrorail Station. The possibility of shuttle bus service should be considered crossing the railroad tracks to the station. The vehicular access shall be coordinated with any Clermont E.I.S. group or any decisions and recommendations made by such groups.
 - o Any development plan for the Trade Center site should consider the need for alternate access over the site to Cameron Station.
- g. **Alexandria West** (City Council adopted June 27, 1989)
- o Consider signalization of the Beauregard Street intersections at Quantrell Avenue and Lincolnia Road.
 - o Extend North Hampton Street south to intersect West Braddock Road as part of the Stone Tract development.
 - o Reclassify Fillmore Avenue from a residential collector to a local street.
- h. **Fairlington/Bradlee** (City Council adopted May 20, 1989)
- o Preserve and maintain neighborhoods adjacent to the plan area and to protect the areas from density increases and from congestion from development and redevelopment of land within the plan area
 - o Improve traffic circulation in the area, consistent with attainment of other goals and objectives
 - o Study the King Street/ Quaker Lane/Braddock Road intersection, including Braddock Road to Marlee Way and vehicular access and pedestrian circulation at Bradlee Shopping
 - o Study parking restrictions on eastbound Braddock Road at Kenwood Avenue in order to provide three lanes: one for left turns, one for through movements eastbound, and one for through movements westbound

i. **Braddock Road Metro Station Area** (City Council adopted September 26, 1990)

- o encouraging higher density commercial development in areas accessible to the metrorail station and away from the established residential neighborhoods
- o providing for more efficient traffic circulation by approving east-west access, and 3) improving access to the metrorail station by enhancing east-west vehicular access and creating a system of pedestrian linkages between the station and residential areas
- o Widen the Braddock Road underpass and increase the height clearance. Large commercial trucks with non-local destinations should be restricted from Braddock Road between West Street and Mt. Vernon Avenue
- o Extend North Fayette Street to connect with U.S. Route 1
- o Extend Montgomery Street from Henry Street to Fayette Street.

j. **Taylor Run/Duke Street** (City Council adopted May 20, 1989)

- o The primary concern of the residents is that the arterials adequately accommodate travel demand to reduce the pressures of traffic on local streets.
- o If redevelopment along Duke Street, between Quaker Lane and Longview Drive occurs, there should be an attempt to consolidate curb cuts and, where possible, minimize direct access off of Duke Street to reduce the potential points of congestion and to improve Duke Street capacity.

k. **Potomac West** (City Council adopted March 8, 1989)

- o The two transportation objectives include 1) increase and coordinate public transportation services along Mt. Vernon Avenue and (2) discourage the use of the streets in the plan area for through traffic.

l. **King Street/Eisenhower Avenue Metro Station** (City Council adopted June 4, 1990)

The five major transportation objectives include:

- a. Make the levels and pace of development contingent upon the availability of transportation facilities to accommodate additional traffic or upon stringent TMP measures to reduce single occupant vehicles (SOV).
- b. Improve access to the Valley by providing new road connections from I-95.
- c. Improve transit facilities serving the area.
- d. Reduce SOV use through rigorous Transportation Management Plans in conjunction with development within the study area, and
- e. Provide safe, convenient pedestrian and bicycle access to Metrorail.

The specific recommendations are:

- o Construct an eastbound flyover ramp from the Beltway (I-95) to Stovall Street at the Telegraph Road interchange.
 - o Construct a collector/distributor roadway along the northside of I-95 between the U.S. Route 1 and Telegraph Road interchanges with ramp connections to Mill Road.
 - o Construct an interchange with the Beltway at Clermont Avenue, connecting with Eisenhower Avenue.
 - o Widen Holland Lane to four lanes between Duke Street and Eisenhower Avenue.
 - o Widen Eisenhower Avenue to six lanes between Stovall Street and Mill Road.
 - o Construct a Daingerfield Road connector (three lanes) from Duke Street and an extension of Wolfe Street (four lanes) from Holland Lane.
 - o Realign Mill Road in the vicinity of Stovall Street west of Telegraph Road to an intersection west of the Eisenhower Bridge.
 - o That the City endorse and encourage the establishment of a Transportation Management Association (TMA) in the King Street/Eisenhower Avenue area, to provide a coordinated SOV demand reduction program.
 - o That a Transportation Improvement District be established in the Eisenhower Avenue area to finance planned and proposed transportation system improvements.
 - o That all right hand turns in the King Street Metrorail area, particularly at the King Street/Daingerfield/Diagonal Road intersection, and at the Duke Street/Holland Lane intersection, be designed to control vehicular traffic, either through a stop sign or traffic signal, to allow safe pedestrian movement within the area.
 - o That the staff develop a bikeway system for the King Street/Eisenhower Avenue area and to develop a streetscape plan for Eisenhower Avenue.
- m. **Old Town North** (draft plan)
- o Reclassify St. Asaph Street (Oronoco Street to First Street) from a residential collector to a local street (not recommended by staff).
 - o Reclassify Oronoco Street (North Columbus Street to North Union Street) from a primary collector to a residential collector (staff has no objection).
 - o Delete the proposed connector along North Lee Street (Pendleton Street to First Street) to Bashford Lane (staff is in agreement).
 - o Reclassify Bashford Lane (North Royal Street to G.W. Parkway) from a primary collector to a residential collector (not recommended by staff).

III. RECOMMENDATIONS

A. INTRODUCTION

Many of the City's transportation problems are generated outside Alexandria and are beyond the direct control of the City. Therefore, the solutions must be formulated and implemented in cooperation with our neighboring jurisdictions. Coordinated policies and programs must evolve through regional discussion and continued, active participation with the Washington Metropolitan Area Transit Authority, the Northern Virginia Transportation Commission, and the Northern Virginia Planning District Commission. The City should take every opportunity to reinforce the spirit of regional cooperation among the jurisdictions in solving our transportation problems. A number of the recommendations focus on policies and programs that address these regional issues.

Additional investment in Metrorail extensions, institution of commuter rail from the south and west, and expanded Metrobus and DASH services are necessary to attract riders away from their automobiles. These facilities are to be supplemented by the development of a regional HOV grid network which offers the potential to reduce the number of work-trips by single-occupant vehicles.

Nevertheless, streets and highways will continue to be an essential part of a comprehensive transportation plan for Alexandria. Each recommended improvement has been considered in the context of its compatibility with adjacent land uses, its effect on residential uses, and its ability to improve service, efficiency, and safety. The recommendations are presented in four categories. The improvements within each category, are not ranked in order of priority. However, the projected time frame for the implementation is listed in parentheses. Overall, the list identifies the transportation needs during the study period, extending to the year 2010. The categories are:

- o General Policies and Strategies
- o Streets and Highways
- o High Occupancy Vehicle Facilities
- o Transit
- o Bikeways

Many factors affect implementation of a project. It is conceivable that some of the improvements anticipated in the short term, 1 to 5 years, will not be completed in that time frame due to funding limitations or changes in priorities. It is also probable that long-term projects of 10 to 20 years, could be completed sooner. The recommendations should serve as a guideline for future needs rather than to dictate the future. Changes in land uses inside and outside the City necessitate a flexible Plan. The recommendations of the Master Transportation Plan are shown on Map III-1.

B. GENERAL POLICIES AND STRATEGIES

The following are general guidelines for transportation policies and strategies in the City:

1. Encourage and support expanded commuter parking facilities outside the Capital Beltway, at Metrorail stations, and in locations served by bus and accessible to HOV facilities.
2. Continue to support, fund, and upgrade pedestrian facilities throughout the City, particularly along thoroughfares, Metro access routes, and pedestrian corridors. Sidewalks should be provided on both sides of all streets, recognizing that topography can limit their placement and alignment.

3. Continue to support and fund traffic signal and intersection improvements throughout the City. Emphasis should be placed on low-cost upgrading of existing facilities to improve traffic flow and traffic safety. Special emphasis should be on improvements and upgrading of the computerized signal network.
4. Continue to provide a balanced signal phasing to accommodate the heavy north/south commuting traffic and the east/west movement.
5. Continue to encourage mixed uses in new developments to minimize the number of highway-based work trips.
6. Continue the TMP process to maximize transit, HOV, bike, and pedestrian work trips.
7. Continue to support and fund the completion of the biketrail network throughout the City and encourage connections to trails in adjoining jurisdictions. In particular, provide a connection from the Eisenhower/Holmes Run Trail to Clermont Avenue and Fairfax County.
8. Continue the City-wide program to remove obstructions to the physically handicapped in the public rights-of-way, including provision of pedestrian ramps at corners, and audible warning devices at signalized intersections.
9. Continue implementation of the Peat, Marwick's and Main's "CBD Parking Study" recommendations, including acquisition of the Queen/Lee Street lot, and the construction of parking garages, as demand warrants, at this site and at the Cameron/Columbus location.
10. Explore in concert with the Chamber of Commerce and the Old Town Business Association, the possibilities of providing a comprehensive graphic program to better inform visitors of parking locations in Old Town.
11. As a general rule, require that any on-street parking lost due to development be replaced by the developer.

C. STREETS AND HIGHWAYS

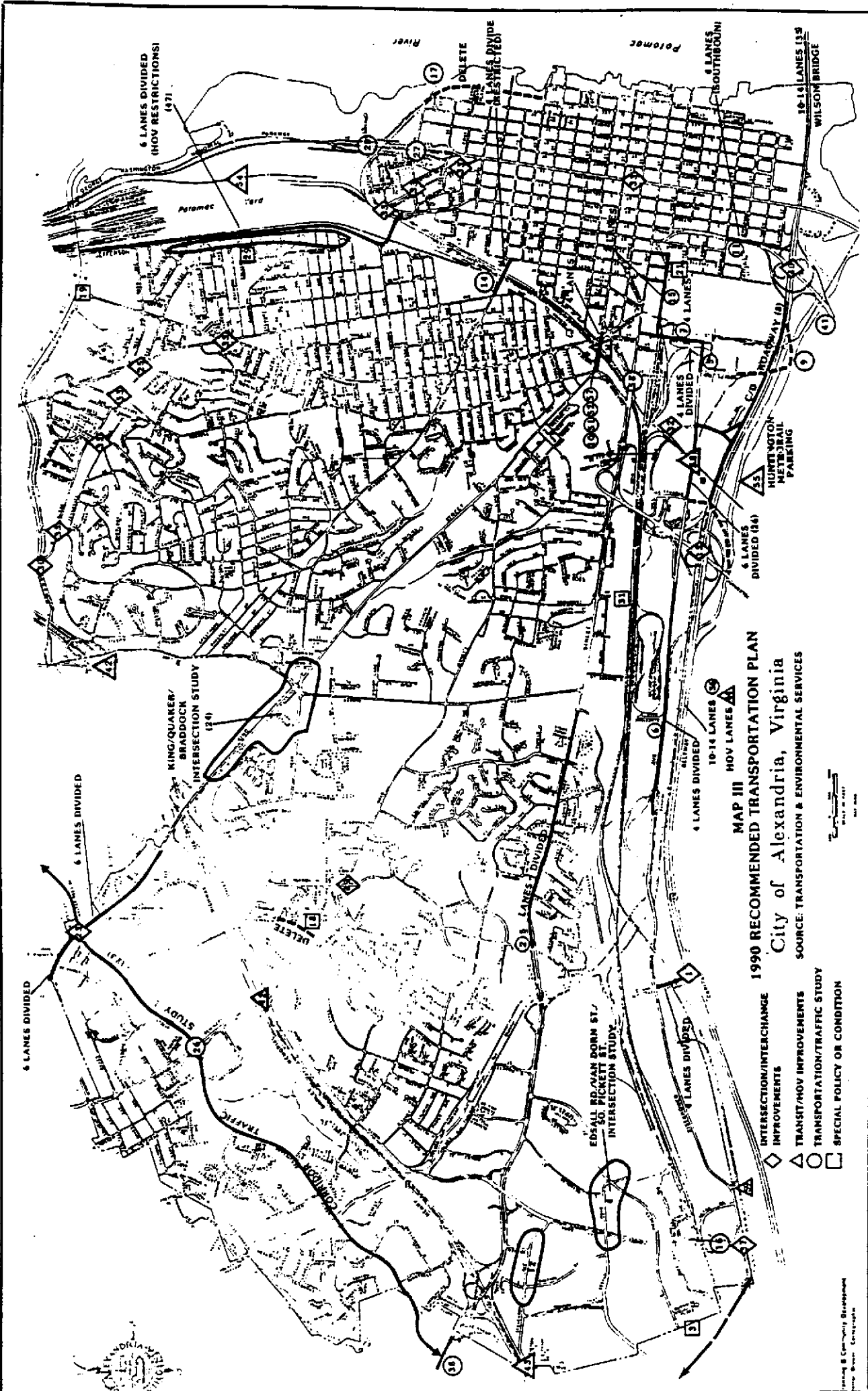
The following are recommendations for studies and implementation of road improvements in the City and its surroundings:

1. Clermont Interchange with 1-95 and the connection to Eisenhower Avenue. (1-5 years).

This project is currently being studied by the Virginia Department of Transportation for the City of Alexandria. The draft Environmental Impact Statement is scheduled for release in the Fall of 1990. The City Council recognized the critical need for improved access to the Eisenhower Valley and requested that the State investigate a connection between I-95 (the Capital Beltway) and Eisenhower Avenue. This interchange and the connecting roadways will improve access to the Cameron Valley and the Eisenhower Corridor. The City Council has indicated to VDOT their support of the interchange. (King St./Eisenhower Ave. Metro Station Small Area Plan).

2. Duke Street (Route 236) from Wheeler Avenue to Jordan Street. (beyond 5 years)

It is recommended that a fifth lane be considered to accommodate safe left turns to adjacent residences and businesses along Duke Street. Raised medians should be used at various locations to protect left turning vehicles, to restrict some turning movements, and to provide pedestrian refuge when crossing this arterial.



MAP III
 1990 RECOMMENDED TRANSPORTATION PLAN
 City of Alexandria, Virginia
 SOURCE: TRANSPORTATION & ENVIRONMENTAL SERVICES

- ◇ INTERSECTION/INTERCHANGE IMPROVEMENTS
- △ TRANSIT/HOV IMPROVEMENTS
- TRANSPORTATION/TRAFFIC STUDY
- SPECIAL POLICY OR CONDITION

James B. Community Development
 Planning & Engineering

3. Edsall Road Connector to Farrington Avenue and South Pickett Street. (beyond 5 years)

It is recommended that a new roadway be considered along the Fairfax County line to connect Edsall Road, South Pickett Street, and Farrington Avenue to relieve sections of South Van Dorn Street and to provide direct access to the Eisenhower Avenue corridor and the Van Dorn Street Metrorail Station. Although discussions with Fairfax County officials have not been fruitful to this point, the option should not be abandoned entirely and should be reconsidered at a later date.

4. Edsall Road from Van Dorn Street to South Pickett Street. (1-5 years)

It is recommended that a traffic study be conducted for this section of roadway to determine improvements for the corridor to relieve congestion at the two intersections, including consideration of a grade separation at Edsall Road and Van Dorn Street.

5. Eisenhower Avenue from Hooff's Run Drive to Holland Lane. (1-5 years)

It is recommended that this section of roadway be improved to a four-lane, divided highway with a raised median and protected left turn lanes. This link will connect existing four-lane Eisenhower Avenue with an upgraded Holland Lane. It is anticipated that 100% of the cost of the improvements will be absorbed by Carr/Norfolk Southern. (King Street/Eisenhower Avenue Metro Station Small Area Plan).

6. Eisenhower Avenue from Bluestone Road to Mill Road. (1-5 years)

It is recommended that this section of roadway be improved to a four-lane, divided roadway with a raised median and protected left turn lanes. The upgrading of this link will complete Eisenhower Avenue in the center of the corridor.

7. Holland Lane from Duke Street to Eisenhower Avenue. (1-5 years)

It is recommended that this roadway be widened to four lanes. It will improve accessibility to the adjacent development and improve access between two major arterials. The cost of the widening will be absorbed Carr/Norfolk Southern (King Street/Eisenhower Avenue Metro Station Small Area Plan).

8. Interstate-95 Service Road Between U.S. Route 1 and Telegraph Road With Connections To Mill Road. (1-5 years)

It is recommended that a two-lane service road be provided along the north side of I-95 to improve access to Eisenhower Valley between the U.S. Route 1 and Telegraph Road interchanges. Additional access ramps to the valley from the Beltway at Mill Road will absorb a significant portion of traffic destined to the developments in the corridor and will relieve some of the congestion at the interchanges and along U.S. Route 1 and on Duke Street. Although this will be an Interstate Highway System project, requiring no funding from the City, the project may be funded by developers in the valley to accelerate construction and is a requirement of the Carr/Norfolk Southern project. The City Council has indicated to VDOT their desire to have this access provided to the Valley (King Street/Eisenhower Avenue Metro Station Small Area Plan).

9. Connection from Eisenhower Valley to the Eastbound Beltway (I-95) (beyond 5-years)

It has been suggested that a roadway connection be provided from the east end of Eisenhower Valley to northbound I-95. Although the options for construction are very limited and very costly, it is recommended that the connection be studied by the State as part of the proposed improvements to the Beltway and the Wilson Bridge.

10. King Street from Russell Road to Daingerfield Road (beyond 5 years)

Originally, the proposed widening of King Street at the railroad underpass included a new overpass to increase clearance, three inbound lanes on the existing alignment, and two outbound lanes on a new alignment. The City Council voted to postpone final design and construction until at least FY 1994. The widening is estimated to cost more than \$9,000,000 and is an Urban Highway System project. The City's portion of construction is expected to be 5% as approval was obtained prior to the State law change to 2% in 1989.

It is recommended that the City proceed with a four-lane roadway design project at this location and that it indicate a separate pedestrian access point to the rail station at the north end of the platform adjacent to Commonwealth Avenue. The proposed placement of the station entrance would allow access to Metrorail from the Rosemont area without pedestrians having to cross Commonwealth Avenue or King Street.

11. Patrick Street (U.S. Route 1) southbound from Franklin Street to the I-95 ramps. (1-5 years)

It is recommended that an additional southbound lane be constructed on this approach to the I-95 interchange to facilitate access, particularly during the afternoon peak period.

12. Stevenson Avenue from South Van Dorn Street to South Yoakum Parkway. (1-5 years)

It is recommended that intersection improvements be made in this corridor to facilitate turning movements and through traffic, particularly at the South Walker Street and South Whiting Street intersections. A portion of the cost of these improvements would be absorbed by the developer of the adjacent property.

13. Telegraph Road Interchange at I-95. (beyond 5 years)

It is recommended that an additional ramp connection be provided from the eastbound I-95 to northbound Telegraph Road ramp to intersect Eisenhower Avenue at Stovall Street. In addition, a ramp should be provided from Telegraph Road near Huntington Avenue connecting with the extended ramp to Eisenhower Avenue. These additions to the interchange will provide direct access to Eisenhower Avenue from eastbound I-95 and northbound Telegraph Road in Fairfax County without traffic passing through the already congested Telegraph Road/Pershing Avenue intersection. The City Council has indicated to VDOT their desire to have this project constructed. (King Street/Eisenhower Avenue metro Station Small Area Plan).

Although this is an Interstate Highway System program that requires no City participation, the City may ask developers in the valley to contribute to the construction to accelerate the project.

14. East Braddock Road from Mount Vernon Avenue to West Street. (1-5 years)

The Virginia Department of Transportation has begun engineering design of street improvements in this section of roadway. The City Council, by resolution, requested a project be programmed by the State. The proposed improvements in the Braddock Road Metro Station area include greater clearance at the railroad underpass, provision of wide sidewalks to enhance pedestrian access (10-foot minimum width), channelization of turning movements, a median to provide a pedestrian refuge, and to improve the roadway alignment at the east end of the project. Through truck traffic will not be permitted to use this route. (Braddock Road Metro Station Small Area Plan).

15. Wolfe Street from Holland Lane to South Fayette Street. (beyond 5 years)

It is recommended that Wolfe Street be constructed as a two lane facility with sidewalks and a bike trail between Holland Lane and Fayette Street. This roadway will enhance access to the abutting properties while improving access to Holland Lane. It will also function to relieve some congestion along Duke Street. Wolfe Street shall not connect for vehicular access through to U.S. Route 1 (King Street/Eisenhower Avenue Metro Station and Southwest Quadrant Small Area Plans).

It is anticipated that a portion of the roadway will be constructed with funds from developers in the vicinity and served by the new street.

16. South Van Dorn Street Improvements at the City Limits (1-5 years)

It is recommended that one additional lane be added to the southbound roadway from the Metrorail access ramp to the I-95 interchange. also, one additional lane should be added to the northbound roadway from the I-95 interchange to the Metro access ramp. This action will provide improved access to and from the Van Dorn Metrorail Station and the Eisenhower Valley.

17. Delete the North Lee Street Connector

It is recommended that the proposed North Lee Street connector from Pendleton Street to Bashford Lane be deleted. (Old Town North Small Area Plan).

18. Delete the North Pickett Street Connector

It is recommended that the proposed North Pickett Street connector from Seminary Road to West Braddock Road be deleted (Seminary Hill/Strawberry Hill Small Area Plan) as well as any connection of Pickett Street creating a thoroughfare to Duke Street.

19. Commonwealth Avenue Connector at Four Mile Run

"It is the policy of the City that Commonwealth Avenue shall not extend any further than Four Mile Run and shall never be used as a highway leading to Arlington County." (Potomac West Small Area Plan).

20. Eisenhower Avenue Improvements From Stovall Street to Mill Road (1-5 years)

It is recommended that Eisenhower Avenue be widened to six lanes from Stovall Street to Mill Road in the vicinity of the Metrorail station. This action will improve vehicular circulation in the vicinity of the rail station and the area with potential for high density office development. (King Street Eisenhower Avenue Metro Station Small Area Plan).

21. Vehicular Access from Duke Street to Wolfe Street and Wilkes Street

The 300 block of South Payne shall not connect with the 500 block and the 200 block of South Fayette Street shall not connect with the 500 block. This action is intended to prevent vehicular access between the Southwest Quadrant neighborhood and Duke Street or the Eisenhower Valley. (Southwest Quadrant Small Area Plan).

22. Prohibit Eisenhower Avenue from Connecting to U.S. Route 1

Eisenhower Avenue shall not connect through to U.S. Route 1 to permit vehicular access through the Southwest Quadrant. (Southwest Quadrant Small Area Plan).

23. King Street at Beauregard Street (1-5 years)

The Virginia Department of Transportation has initiated a comprehensive traffic study of the Beauregard Street Corridor from Little River Turnpike to Four Mile Run. The King Street intersection will be evaluated in detail at that time to determine the requirements of this location in 2010. There are several preliminary engineering layouts that the State has produced at this time, both grade separated and at grade, but there can be no final determination until the traffic data from the corridor study is available. It is anticipated that a grade separation will be the most beneficial improvement for traffic movement, considering the high volume of turning movements.

The final design for the intersection will include a realignment and widening of portions of King Street from the City limits near Dawes Avenue to the I-395 interchange. (Alexandria West Small Area Plan).

24. King Street/Quaker Lane/West Braddock Road Intersection. (beyond 1995)

It is recommended that a detailed traffic analysis and evaluation be made at this intersection to determine the best approach to improving traffic flow and accommodating the turning movements. The study should extend west along King Street to North Menokin Drive to include the access to Bradlee Shopping Center and the service road and along West Braddock Road to Marlee Way (North Ridge/Rosemont and Fairlington/Bradlee Small Area Plans). Attention must also be paid to pedestrian access and safety throughout the entire study area.

25. Mt. Vernon Avenue at East/West Glebe Road. (1-5 years)

It is recommended that traffic improvements be implemented at this intersection, including signalization, channelization for turning movements, and accommodations for pedestrians.

26. Seminary Road at Beauregard Street. (beyond 5 years)

This intersection will be evaluated as part of the Beauregard Street Corridor Study by VDOT to begin in the Spring of 1991. The study will analyze the operation of the intersection for the design year of 2010 to determine the extent of the improvements. (Alexandria West Small Area Plan).

27. North Washington Street at Bashford Lane. (beyond 5 years)

It is recommended that a traffic study be conducted for this location. This is a very complicated intersection with the multiple vehicular movements on the main roadways and the two service roads, East and West Abingdon Drive. Improved signalization, channelization of vehicular movements, and accommodations for pedestrians need to be evaluated.

28. North Washington Street at Slaters Lane, (beyond 5 years)

It is recommended that a comprehensive traffic study be conducted at this location. This also is an intersection with very complicated movements, particularly with the service roads very near the main roadways. It is anticipated that the intersection will serve as a primary access point to the Parkway from the development in Potomac Yard. The study should be conducted in the context of future development impacts.

29. Potomac West Access to U.S. Route 1

As plans are developed for the Potomac Yard, access along U.S. Route 1 from Monroe Avenue to Four Mile Run should be planned to limit the vehicular impacts on the adjacent neighborhoods by reducing the number of access points along U.S. Route 1.

30. Improvements to the Intersection of I-395, South Glebe Road, and West Glebe Road (1-5 years)

It is recommended that improvements be made at this intersection to increase the capacity of the I-395 ramp to South Glebe Road. This project would involve a relocation of the bridge crossing of Four Mile Run at West Glebe Road. The action would improve the capacity of the intersection to accommodate additional traffic in the South Glebe Road corridor.

31. R.F.&P. Railroad Right-of-way (Potomac Yard to Clermont Ave)

As Potomac Yard develops and the existing rail lines are consolidated, the residual right-of-way should be retained for future transportation use.

32. I-95 Ramp Connection from Mill Road (1-5 years)

It is recommended that a ramp connection be made west of the Telegraph Road interchange with I-95 between Mill Road and the westbound ramp. This will provide direct access from the Valley west of Telegraph Road to the westbound Beltway without entering Telegraph Road.

33. Additional Improvements

There are a number of miscellaneous intersections throughout the City that may need signalization upgrading, channelization, or other improvements to enhance public safety, vehicular access, or pedestrian movements. Some have been requested by civic associations and others identified by the staff for study and upgrading. The additional intersections are:

- o Powhatan Street at Bernard Street (1-5 years).
- o Tennessee Avenue at Old Dominion Boulevard (1-5 years).
- o Powhatan Street at Bashford Lane (1-5 years).
- o Powhatan Street at North Columbus Street (1-5 years)
- o Seminary Road at North Howard Street (1-5 years).
- o Mt. Vernon Avenue at Commonwealth Avenue (beyond 5 years).
- o West Glebe Road at Valley Drive (beyond 5 years).
- o Beauregard Street at Lincolnia Road (1-5 years).
- o Beauregard Street at Quantrell Avenue (1-5 years).
- o Old Dominion Boulevard at West Glebe Road (1-5 years).
- o Russell Road at West Glebe Road (1-5 years).
- o Washington Street at Prince Street (1-5 years).
- o Mill Road at Jamison Street (1-5 years).
- o South Van Dorn Street at South Pickett Street (1-5 years).

34. Second Potomac River Crossing, and Construction of an Outer Beltway. (beyond 5 years)

It is recommended that the City continue to actively support an eastern bypass route with a new southern crossing of the Potomac River. It is estimated that more than 10% of the peak period traffic on I-95 along the Beltway has an origin or destination outside the Washington metropolitan area. Diversion of this traffic could ease congestion on the Beltway and on many streets in the City. A preliminary study is currently underway jointly by the State of Maryland and the Commonwealth of Virginia. It is anticipated that it will be completed in 1990. City Council has indicated to VDOT their support of this alternative.

35. Woodrow Wilson Bridge Widening. (beyond 5 years)

It is recommended that the City continue to support the regional efforts to add capacity to the Wilson Bridge and the approaches. The State of Maryland, the Commonwealth of Virginia, and the District of Columbia have initiated an environmental impact statement of various improvements for the facility as a result of a design "contest" among bridge engineering firms. ~~It is anticipated that the FIS will be completed in 1991 with a tentative completion date of the project before the end of the decade.~~

36. Capital Beltway Widening (beyond 5 years)

VDOT has proposed widening the Capital Beltway from its present eight-lane configuration to a fourteen design. There have been discussions of HOV lanes and other transit amenities. It is recommended that the City continue its active role in this planning process.

37. Van Dorn Street Interchange at I-95. (beyond 5 years)

It is recommended that the City support the upgrading and realignment of this interchange to improve access to South Van Dorn Street, the Metrorail station, and Eisenhower Avenue. Fairfax County staff has developed several alternatives, each of which improves the operation of the interchange significantly. At this time, there is no local funding for the project, and VDOT has not programmed a project at this location.

38. Little River Turnpike (Route 236) at North Beauregard Street. (beyond 5 years).

It is recommended that the City support improvements to this intersection that facilitate access from Beauregard Street to I-395. Fairfax County staff has developed several alternatives, but none has been selected at this time. No local funding has been identified nor has VDOT programmed a project at this location.

39. Springfield Bypass (Fairfax County Parkway) (beyond 5 years)

It is recommended that the City support implementation of this cross-county connector to improve access to the Franconia/Springfield Metrorail Station and reduce traffic impacts on I-95 and Duke Street. Local funding is not currently available and VDOT does not have a complete project programmed.

D. HIGH OCCUPANCY VEHICLE FACILITIES

40. U.S. Route 1 (South Patrick Street) Widening at I-95 (beyond 5 years)

It is recommended that the City support a widening of the U.S. Route 1 overpass of I-95 as part of the Beltway widening program. However, the City should not permit the U.S. Route 1 widening to proceed until there are absolute guarantees that the HOV lanes will extend to Belvoir via U.S. Route 1 and that one lane in the peak direction be restricted to HOV use.

41. HOV Lane Extension to Belvoir (1-5 years)

Support the provision of HOV lanes, on U.S. Route 1 from Fort Belvoir to Franklin Street. The bridge over I-95 must be widened to accommodate the additional "diamond" lanes and some transition widening will be required between the interchange and Franklin Street.

42. HOV Connections on I-395 (1-5 years)

Continue to pursue the construction of connections from the HOV lanes on I-395 to and from the south at Duke Street, Seminary Road, and Shirlington to enhance the attractiveness of HOV's into the City.

43. HOV Extensions to Stafford County on I-95 (1-5 years)

Continue active support of an extension of the HOV lanes on I-95/I-395 to the Prince William/Stafford County line.

44. HOV Lanes on the Beltway (beyond 5 years)

Support the provision of HOV lanes on the Capital Beltway from the Dulles Toll Road to U.S. Route 1 with connections to the HOV lanes on Route 1. Further consideration should be given to extending HOV lanes over the Wilson Bridge to Maryland as part of the design for expanded capacity. Consideration should also be given to HOV connections from the Beltway to the interchanges that serve the City.

45. HOV Extensions on I-66 (beyond 5 years)

Support the extension of the HOV lanes on I-66 from I-495 to Centreville and Gainesville.

46. HOV Extensions on the Dulles Toll Road (beyond 5 years)

Support the extension of HOV lanes on the Dulles Toll Road from Leesburg to I-495.

47. HOV Lane on Braddock Road in Fairfax (beyond 5 years)

Support the provision of HOV lanes on Braddock Road in Fairfax County from Route 123 to I-495.

E. TRANSIT

48. Improved Metrobus and DASH Service

Continue to provide improvements and additional DASH and Metrobus service as demand warrants, connecting residential and employment centers, and Metrorail stations.

49. Bus Shelter Program

Continue the bus shelter program for transit riders at heavy boarding points.

50. Transit Incentives

Continue to require and encourage employers to provide transit incentives for their employees.

51. King Street Station Extension

Continue to explore with WMATA and the Virginia Department of Transportation the provision of an additional access point at the King Street Station near the intersection of Cameron Street and Commonwealth Avenue. This would provide a direct pedestrian connection from the Rosemont area without crossing Commonwealth Avenue or King Street and eliminate many conflicting movements.

52. King Street Station Beautification Plan

Continue support of the King Street Metrorail Station renovation plan, including landscaping, improved vehicular pedestrian circulation and parking facilities.

53. Eisenhower Avenue Metrorail Station Extension

It is recommended that an entrance be provided north of Eisenhower Avenue as development occurs to provide direct pedestrian access to the station without crossing at street level.

54. Potomac Metrorail Station

As part of the development plans for Potomac Yard and/or Potomac Greens, a new metrorail station must be included to ensure high transit usage from land uses that generate significant numbers of work trips.

55. Huntington Metrorail Station

As part of the review of the Potomac Yard and Potomac Greens projects, consideration should be given to requiring additional parking being provided at this rail station to serve these developments.

56. Commuter Rail – Virginia Railway Express

Continue to fund and support the commuter rail service in Northern Virginia. Explore possibilities of further extensions on these lines to serve greater numbers of commuters.

57. King Street Metrorail/Commuter Rail Connection (1-5 years)

Provide a smooth pedestrian connection between the two rail stations to promote usage of both systems.

58. Pedestrian Grade Separation of Duke Street at the King Street Station (beyond 5 years)

A grade-separated pedestrian crossing of Duke Street will be provided if the City determines that it is needed as development occurs on the ^{Carlyle} ~~East/Northern Southern~~ site. Periodic evaluation of the need would be made as occupancies of significant developments occur.

59. Metrorail Extension to Springfield

Continue active support of the Metrorail extension from the Van Dorn Station to Franconia/Springfield.

60. Completion of the Metrorail System

Support completion of the full 103-mile Metrorail system, including the Yellow Line to Greenbelt, Maryland.

61. Future Metrorail Extensions

Support the study of a future extension of Metrorail service south from the Franconia/Springfield Station to Lorton (Yellow Line) and Belvoir and a future extension of Metrorail service from Vienna to Centreville along I-66 (orange Line).

Bikeway Proposals

62. Cameron Valley Trail Extension

It is recommended that the trail serving Cameron Valley be extended along an exclusive right-of-way from the Eisenhower Avenue/Mill Road intersection to Hooffs Run, under I-95 at the Cameron Run Bridge, and along Hunting Creek to the Mt. Vernon Trail near Porto Vecchio. (King Street/Eisenhower Avenue Metro Station Small Area Plan).

63. Wolfe Street Connector

It is recommended that a bike trail connection be provided along the Wolfe Street right-of-way from Holland Lane to South Henry Street. The rail yards ^{have been} ~~are to be~~ abandoned in ~~the early stages~~ ^{preparatory} of the ~~Cam/Northern Suffolk project~~ and Wolfe Street is to be constructed for vehicular traffic from Holland Lane to Hooffs Run. (King Street/Eisenhower Avenue Metro Station Small Area Plan).

64. King Street/Braddock Road Rail Station Connection

It is recommended that a bike and pedestrian connection be provided between the two rail stations along the Metro right-of-way. The facility would begin in the vicinity of Cameron Street and Buchanan Street connecting with East Braddock Road near the station.

65. Clermont Bike Trail

It is recommended that a bike trail connection be provided with the Clermont Interchange project. This action will serve to link the Holmes Run Trail with the Fairfax County system. the County board members and staff have been very receptive to this proposal.

66. Hammond/Chinquapin Trail

It is recommended that an off-street link be provided between Duke Street and King Street connecting Hammond Park with Chinquapin Park.

APPENDIX A

**Functional Classification Changes
to the
1974 Major Thoroughfare Plan**

<u>STREET SEGMENT</u>	<u>DESIGNATION OLD</u>	<u>NEW</u>	<u>COMMENTS</u>
1. G.W. Mem. Parkway Slater's Lane to N. City Limits	Arterial	Expressway	All access is controlled or limited
2. Holland Lane Duke St. to Eisenhower Ave.	Local	Arterial	Major access to Eisenhower Valley
3. Gibbon Street Washington St. to Patrick St.	Local	Arterial	Westbound access between two arterials
4. Edsall Road Western City limits to S. Pickett	Primary Collector	Arterial	High volume connector between I-395 and Pickett St.
5. Van Dorn Street Duke St. to Menokin Dr.	Primary Collector	Arterial	Major connecting route between Rtes. 236 and 7
6. Menokin Drive West St. to King St.	Local	Arterial	Major connecting route between Rtes. 236 and 7
7. Slater's Lane Washington St. to Monroe Ave.	Local	Primary Collector	Provides key access between U.S. 1 and Washington St.
8. West Street Madison St. to Wythe St.	Local	Primary Collector	Provides access to the Braddock Metro Station
9. West Street Duke St. to King St.	Local	Primary Collector	Connecting route between Duke St. and the Braddock Road Metrorail Station
10. Madison Street Henry St. to West St.	Local	Primary	Provides access to the Braddock Metro Station
11. Wythe Street Fairfax St. to West St.	Local	Primary Collector	Provides access between U.S. 1 and Washington St. and Braddock Metro Station
12. Fairfax St. Pendleton St. to Third St.	Local	Primary Collector	Serves as access to north waterfront area
13. Third Street Fairfax St. to Royal St.	Local	Primary Collector	Serves as access to north waterfront area

14. Royal Street Third St. to Bashford Lane	Local	Primary Collector	Serves as access to north waterfront area
15. Bashford Lane Royal St. to G.W. Memorial Pkwy.	Local	Primary Collector	Serves as access to north waterfront area
16. E. Braddock Road Commonwealth Ave. to West St.	Arterial	Primary Collector	Same characteristics as the remainder of the street
17. Daingerfield Road King St. to Duke St.	Local	Primary Collector	Major access between King St. and Duke St.
18. Mill Road Eisenhower Ave. to Public Safety Bldg.	Not in plan	Primary Collector	Serves Public Safety Building and new development
19. Mill Road West of Telegraph Rd.	Not in Plan	Primary Collector	Serves new development and connects Eisenhower Ave. with Telegraph Rd.
20. Quantrell Avenue I-395 to Beaugard St.	Arterial	Primary Collector	Functions as a Primary Collector
21. Lincolnia Road Quantrell Ave. to Beaugard St.	Local	Primary Collector	Connects Quantrell Ave. with Beaugard St.
22. South Walker Street Stevenson Ave. to Duke St.	Local	Primary Collector	Major connector between Duke St. and Stevenson Ave.
23. South Pickett Street Duke St. to City Limits	Local	Primary Collector	Major connector between Duke St. Van Dorn St. and the City limits
24. Powhatan Street Slaters Lane to Washington St.	Primary Collector	Residential Collector	Redesign of the Monroe Ave. Bridge has deemphasized this facility
25. Oronoco Street N. Columbus St. to N. Union St.	Primary Collector	Residential Collector	
26. Franklin Street Washington St. to S. Union St.	Primary Collector	Residential Collector	Serves a minor collector function
27. Fairfax Street Franklin St. to Pendleton St.	Local	Residential Collector	Serves a minor collector function
28. Reinekers Lane Diagonal Rd. to Duke St.	Local	Residential Collector	Serves a minor collector function
29. Preston Road Quaker La. to Valley Dr.	Local	Residential Collector	Serves a minor collector function
30. Dawes Avenue King St. to Seminary Rd.	Local	Residential Collector	Serves a minor collector function and provides access to NVCC
31. Ford Avenue N. 30th St. to N. Hampton Dr.	Not in Plan	Residential Collector	Serves the Park Center Development

32. Kennedy Street Sycamore St. to Mt. Vernon Ave.	Local	Residential Collector	Serves a minor collector function
33. Landover St. Sycamore St. to Tennessee Ave.	Local	Residential Collector	Serves a minor collector function
34. N. Morgan Street Chambliss St. to Beauregard St.	Local	Residential Collector	Serves a minor collector function
35. Duke Street S. Patrick St. to S. Fairfax St.	Local	Residential	Serves a minor collector function
36. Holmes Run Parkway Van Dorn St. to No. Pickett St.	Local	Residential Collector	Serves a minor collector function
37. N. Ripley Street Holmes Run Pkwy. to Duke St.	Local	Residential Collector	Serves a minor collector function
38. Valley Drive W. Glebe Rd. to Allison St.	Primary Collector	Residential Collector	
39. Gunston Road Quaker Lane to Valley Dr.	Primary Collector	Residential Collector	
40. N. Paxton Street Holmes Run Pkwy. to Duke St.	Local	Residential Collector	Serves a minor collector function
41. N. Pickett Street Holmes Run Pkwy to Duke St.	Local	Residential Collector	Serves a minor collector function
42. S. Reynolds Street Duke St. to Edsall Rd.	Local	Residential Collector	Serves a minor collector function
43. S. Whiting Street Stevenson Ave. to Edsall Rd.	Local	Residential Collector	Serves a minor collector function
44. S. Gordon Street Duke St. to Wheeler Ave.	Residential Collector	Local	
45. Clifford Avenue Mt. Vernon Ave to U.S. 1	Residential Collector	Local	Serves a local function
46. Hume Avenue Mt. Vernon Ave to U.S. 1	Residential Collector	Local	Serves a local function
47. Library Lane North from Seminary Rd.	Residential Collector	Local	Serves a local function
48. Fillmore Avenue Seminary Rd. to Chambliss St.	Residential Collector	Local	Serves a local function
49. St. Asaph Street Franklin St. to First St.	Residential Collector	Local	

TABLE B-1

Comparison of Functional Classification

System	City of Alexandria		Travel	Northern Virginia (Excluding Alexandria)		Travel	Washington D.C.	
	Miles	Miles		Miles	Miles		Miles	Miles
Controlled Access	0	0	0	166.9	13.1	62.5	34.4	10.2
Primary Arterial	18.7	9	68	169.7	13.5	17.7	84.8	25.1
Secondary Arterial	39.26	19	61	663.3	61.7	28.8	152.9	45.2
Collector Street	9.36	4.5	2	351.7	31.7	11	66.1	19.5
Local and Residential	139.7	67.5	9	*	*	*	*	*
TOTAL	207.02	100	100	1,109.6	100	100	338.2	100
Population			109,000	1,097,800			627,400	

*Local and Residential streets are not included in C.O.G. system.

Source: Alexandria Data - Transportation and Environmental Services
Northern Virginia & Washington, D.C. Data - Council of Governments

TABLE B-2

1985 FINAL MODE CHOICE MODEL RESULTS - (Person Trips)

10

	DC CORE		MONT. COUNTY		PR. GEO. COUNTY		ARLINGTON CORE		ARLINGTON NON CORE		ALEX		FAIFAX CITY/CHTY		LOUDOUN COUNTY		PR. WM. COUNTY		EXTERNAL		TOTAL	
	1985	1985	1985	1985	1985	1985	1985	1985	1985	1985	1985	1985	1985	1985	1985	1985	1985	1985	1985	1985	1985	1985
FROM																						
DC CORE	29029	7178	2015	2125	1836	2021	805	1792														
DC NON CORE	185905	108595	31040	25763	11380	13684	5662	8709														
MONT. COUNTY	103394	53242	286256	18170	6493	6613	2484	11968														
PR. GEO. COUNTY	132505	72517	57203	196778	10071	14455	8036	10627														
ARLINGTON CORE	3255	860	259	241	1798	713	266	565														
ARLINGTON NON CORE	47584	12548	3751	4286	11266	2077	792	18564														
ALEX	31567	8088	1799	3990	6810	1125	1511	1472														
FAIFAX CITY/CHTY	134318	16561	25319	16227	34155	5100	46272	24559														
LOUDOUN COUNTY	4299	1217	1558	335	915	1413	610	11088														
PR. WM. COUNTY	22694	5807	3152	2831	7698	8310	9039	4217														
EXTERNAL	34825	16119	46515	55506	3485	5104	3844	14531														
TOTAL	729325	32232	458867	346452	95907	137347	100943	301817	27856	73923	65144	127403										

Source: MWCOC, Transportation Facts and Forecasts for the Washington Metropolitan Region.

1995 PERSON TRIPS

FROM	DC NON CORE		DC CORE		MONTE. COUNTY		PR. GEO. COUNTY		ARLINGTON CORE		ARLINGTON NON CORE		ALEXANDRIA		FAIFAX CITY/CNTY		LOUDOUN COUNTY		PR. WM. COUNTY		EXTERNAL		TOTAL	
	PERSON	1995	PERSON	1995	PERSON	1995	PERSON	1995	PERSON	1995	PERSON	1995	PERSON	1995	PERSON	1995	PERSON	1995	PERSON	1995	PERSON	1995	PERSON	1995
	36244	8869	2618	3009	25431	31331	10975	14441	321	252	59327													
DC NON CORE	186686	91267	33670	22431	13490	18304	6621	8196	291	236	4136	372608												
MONTE. COUNTY	114857	66746	44468	63747	10077	11971	3875	22352	1173	517	79933	766951												
PR. GEO. COUNTY	192819	91611	71590	25868	14741	23371	13361	22551	295	383	39458	725423												
ARLINGTON CORE	3098	817	262	146	3309	1168	279	472	14	11	25	9595												
ARLINGTON NON CORE	45159	12201	3945	2684	16071	36725	9878	19884	601	527	586	148181												
ALEXANDRIA	26541	7201	1700	2343	6846	15394	29082	14974	270	549	440	105340												
FAIFAX CITY/CNTY	149652	42892	35862	13679	44436	85337	83504	40416	11958	10192	888819													
LOUDOUN COUNTY	6720	2082	3405	661	1625	3098	1351	2748	3176	1578	466	79508												
PR. WM. COUNTY	29698	8060	5416	4302	11269	15865	17134	90631	7496	86159	9842	285924												
EXTERNAL	45989	21585	72793	71862	5602	9610	7318	32712	3893	21418	0	292774												
TOTAL	837463	353331	672729	446727	130009	224506	173873	645009	57399	121615	9189	375450												

Source: MFCOG, Transportation Facts and Forecasts for the Washington Metropolitan Region.

1995 TRANSIT MODAL SPLIT

FROM	DC CORE		DC NON-CORE		PR. GEO. COUNTY		PR. WM. COUNTY		FAIFAX CITY/CHTY		LOUDOUN COUNTY		EXTERNAL		TOTAL	
	1995	1995	1995	1995	1995	1995	1995	1995	1995	1995	1995	1995	1995	1995	1995	1995
DC CORE	65.0	55.0	58.0	34.0	66.0	66.0	51.0	39.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	61.0
DC NON CORE	58.0	34.0	35.0	16.0	47.0	47.0	33.0	23.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	45.0
PR. GEO. COUNTY	36.0	12.0	6.0	3.0	10.0	13.0	10.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0
PR. WM. COUNTY	28.0	10.0	9.0	4.0	21.0	20.0	8.0	4.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0
FAIFAX CITY/CHTY	72.0	39.0	40.0	19.0	34.0	40.0	19.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	46.0
LOUDOUN COUNTY	44.0	21.0	13.0	10.0	23.0	16.0	12.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.0
EXTERNAL	37.0	17.0	16.0	8.0	25.0	18.0	11.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0
TOTAL	22.0	7.0	4.0	2.0	14.0	9.0	5.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0
TOTAL	15.0	3.0	1.0	1.0	9.0	6.0	3.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
TOTAL	16.0	2.0	2.0	0.0	12.0	7.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL	37.0	18.0	8.0	5.0	21.0	16.0	8.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0

NOTES:

1. HOME-BASED-WORK TRIPS (HOME-TO-WORK, WORK-TO-HOME) IN PRODUCTION - ATTRACTION FORMAT ARE SHOWN.
2. ROUND TRIP COOPERATIVE FORECAST OF HOUSEHOLDS, POPULATION, AND EMPLOYMENT WAS ASSUMED AS INPUT.
3. TRANSIT FARES WERE ASSUMED TO INCREASE AT THE RATE OF INFLATION.
4. COMMITTED HIGHWAY AND TRANSIT FACILITIES WERE ASSUMED, INCLUDING THE OPERATION OF 89.5 MILES OF METRO-RAIL.
5. ALSO ASSUMED WAS THE CONSTRUCTION OF A PARTIAL HOV 3+ LANE IN MIDDLEBURY VIRGINIA CONSISTING OF DIAMOND LANE TREATMENT ON THE BELTWAY AS WELL AS THE PORTION OF I-66 BETWEEN THE BELTWAY AND ROUTE 229. CHAIR SEPARATION OF HOV WAS ASSUMED ON I-66 WEST OF RT. 123 TO RT. 229, AS WELL AS THE HOV'S CONTRIBUTION TO THE AIRPORT AND SHELLEY HIGHWAY TO THE PORTLAND VILLAGE-STATION TIME. BUSES WERE ASSUMED TO OPERATE ON THE HOV 3+ WITH THIRD TRANSFERS AT KEY LOCATIONS.

Source: MWCOC, Transportation Facts and Forecasts for the Washington Metropolitan Region.

TABLE B-6
ATC FINANCIAL DATA

	1991 FY 1989 <u>ACTUAL</u>	1992 FY 1990 <u>BUDGET</u>	1993 FY 1991 <u>ESTIMATED</u>
Operating Revenues	\$ 859,519 777,384	\$ 1,094,000 838,000	\$ 1,315,000 950,000
Operating Expenses	2,083,656 2,629,419	2,578,600 2,769,000	3,272,100 2,234,600
Net Transit Service Cost	1,224,137 862,834	1,484,600 931,000	1,957,100 2,284,600
Operating Ratio	41.3% 47.3%	42.6% 47.3%	40.2% 42.5%
Capital Outlay Items	1,886,295 107,610	953,810 2,564,000	20,000 1,100,000
City Contribution	3,110,137 969,644	2,438,410 2,495,000	1,977,100 2,384,600

~~*Does not include fiscal year 1989 budgeted capital outlay items carried into fiscal year 1990.~~

Source: Alexandria Transit Company

TABLE B-7

~~PROJECTED REVENUES AND EXPENSES BEYOND 1991~~

	FY 1992	FY 1993
Total Passengers	1,552,000	1,614,000
Operating Miles	862,000	942,000
Revenue		
Passenger	\$1,117,000	\$1,162,000
Other	30,000	30,000
	\$1,147,000	\$1,192,000
Operating Expenses	\$2,347,000	\$2,464,000
Net Transit Service Cost	\$1,200,000	\$1,272,000
Operating Ratio	48.9%	48.8%

Source: Alexandria Transit Company

APPROVED TMP's AS OF 11/91

PROJECT NAME	DATE TMP APPROVED	SQUARE FEET	DWELLING UNITS	STATUS	TYPE OF DEVELOPMENT
1) Park Center*	03/17/84			BLT	OCHR
2) Colecroft	09/22/87	18,000	287	BLT	CR
3) Radnor/Buchanan	09/22/87	277,000		UC	
4) Braddock Place	10/19/87	376,100	162	UC	OR
5) King St. Station	11/14/87	603,735	263H	UC	OCH
6) Wyndam Apartments	04/12/88		492	BLT	R
7) Alex. Tech Ctr IV	05/14/88	171,000		UC	OHC
8) Braddock Center	05/14/88	317,000	183	BLT	O
9) Mark Center	09/06/88	230,000		BLT	O
10) Hechinger/Quaker Hill	09/12/88	164,550	300UC		CRO
11) King St Exchange	12/06/88	187,195		BLT	O
12) Calibre Landmark	12/17/88		400	BLT	R
13) Retail Whse. Ctr	12/17/88	49,824		BLT	CW
14) 1700 Prince	02/25/89	88,517			OC
15) Skypointe	09/26/89	150,000	150		OR
16) CSX	10/14/89	484,000		UC	WO
17) Pepco	10/14/89	346,194		UC	W
18) Tech Ctr V	10/14/89	67,063			O
19) Breckenridge	11/06/89	123,000	125		OR
20) Carr/Norfolk	04/18/90	3,378,000	3,246	UC	OCRH
21) Boat U.S.	05/12/90	158,404			CO
22) Cameron Center Hotel	5/12/90		165H		H
23) King Street Metroplace	6/16/90	443,310	165H		HOC
24) N. Royal Street Plaza	6/16/90	90,307			O
25) Mill Race	6/16/90	205,000	680		RCO
26) Home Depot	9/14/91				C
		8,114,7334	6,616		

SYMBOLS

O - Office
H - Hotel
C - Commercial/Retail
R - Residential
W - Warehouse

UC - Under Construction
CS/# - Construction Start Date
BLT - Built

* Signed TMP-like agreement

APPENDIX C

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PLEASE RETAIN

URBAN DESIGN

APPROVED NOVEMBER 1990

AS AMENDED BY THE PLANNING COMMISSION
MAY 27, 1992

**MASTER PLAN
ALEXANDRIA, VIRGINIA**

One of the most significant developments in the field of urban planning in the United States has been the rising concern among its people about how a city looks and is experienced--a concern beyond that expressed in the City Beautiful movement of the early 1900s.

Alexandria has long recognized this concern and was, after Charleston and the Vieux Carre, the third U.S. city to adopt, in 1946, an historic district ordinance to protect its Old Town area and the George Washington Memorial Parkway. There are now hundreds of historic districts in every region of the nation and, more importantly, a widening recognition that not only historic districts, but the whole city, may be beautiful as well as safe and sanitary. This widening concern is not only with the compatibility of new architecture with that of the past, but also with neighborhood impacts, the public accessibility of usable open space, pedestrian movement, street furniture, and the totality of the urban environment as it affects the people who live and work in, or visit, a city.

The long struggle to obtain judicial recognition that the police power went beyond the prescription of land use zones and regulations relating to safety and health culminated in Berman v. Parker (348 U.S. 26; 99 L. ed. 27), in which a unanimous U.S. Supreme Court said "The concept of the public welfare is broad and inclusive . . . The values it represents are spiritual as well as physical; aesthetic as well as monetary. It is within the power of the legislature to determine that the community should be beautiful as well as healthy, spacious as well as clean, well balanced as well as carefully patrolled. If those who govern the District of Columbia decide that the Nation's Capital should be beautiful as well as sanitary, there is nothing in the Fifth Amendment that stands in the way."

In West Brothers Brick Co. v. City of Alexandria (169 Va. 271, 192 S.E. 881, 885-6) (1937) the Supreme Court of Virginia said:

It seems to us that aesthetic considerations are relative in their nature. With the passing of time, social standards conform to new ideals. As a race, our sensibilities are becoming more refined, and that which formerly did not offend cannot now be endured. That which the common law did not condemn as a nuisance is now frequently outlawed as such by the written law. This is not because the subject outlawed is of a sensibilities have become more refined and our ideals more exacting. Nauseous smells have always come under the ban of the law, but ugly sights and discordant surroundings may be just as distressing to keener sensibilities. The rights of property should not be sacrificed to the pleasure of an ultra-aesthetic taste. But whether they should be permitted to plague the average or dominant human sensibilities well may be pondered.

Sections 15.1-427 and 489(3) of the Code of Virginia (1950), as amended establish the legislative goals for zoning and land development regulations of providing residential areas "with healthy surroundings for family life" and facilitating "the creation of a convenient, attractive and harmonious community." The Virginia Court has expressly acknowledged that these are permissible state objectives under the police power in City of Manassas v. Rosson [224 Va. 12, 294 S.E. 2d 799, 804 (1982), appeal dismissed 459 U.S. 1166 (1983)].

Recognizing the increased importance of good urban design, the city council has direct staff to proceed with four studies.

- o The development of specific architectural guidelines for the use of the boards of architectural review for the Old and Historic Alexandria District and the Parker-Gray District. These are dissimilar areas, and the guidelines must reflect this fact. The Parker-Gray District was largely vacant land when the landmark buildings of Old Town were new. In the latter case city council has directed that the board of architectural review for the Old and Historic Alexandria District consider the extent to which the building or structure reflects the architectural styles of the 18th and 19th centuries, particularly of the Georgian, Federal, Greek Revival, and Victorian periods. This is a standard that clearly is inapplicable to the Parker-Gray District.

- o The development of urban design guidelines to guide the planning commission in reviewing site plans under the proposed revision of the zoning ordinance. These guidelines are to be developed by staff working with neighborhood groups and are to be related specifically to, and become an integral part of, the individual Small Area Plans. The concern here is not with architectural details but with the mass, bulk, and orientation of structures, taking into account the structure's function and its relationship to the neighborhood and to specifically defined community development goals.
- o The third study involves the development of criteria and a program of public and private improvements that will enhance the Duke Street gateway to the City. This study will be expandable to other city gateways.
- o A set of urban design guidelines will also be prepared for the Eisenhower Avenue corridor with the objective of giving an coherent character to this rapidly developing area. These will provide guidance in the development of the streetscape, public and private open space, and bikeways, as well as in the review of individual site plans.

URBAN CHARACTERISTICS—A SUMMARY

Alexandria is largely built-up. Only thirteen hundred acres are vacant or considered to be redevelopable. The remaining land area contains buildings that are likely to be here in 2010. Thus, except for the development of a few large tracts, Alexandria in 2010 will look very much like Alexandria today. The development that does occur will be guided by the Small Area Plans, including their design guidelines, and will be compatible with the existing residential and nonresidential development.

Old Town will change very little. There is virtually no developable land, and existing buildings will be protected by the Old and Historic Alexandria District.

Old Town North is bounded by the river and Washington Street. The waterfront is largely built-up, and development on Washington Street is controlled by a 50-foot height limit and the provisions of the code relating to the Old and Historic Alexandria District. The space between has many opportunities for development or redevelopment, the nature of which will be determined largely by the small area plan.

The plan for the waterfront is nearly complete and will be completed when the dispute over the ownership of a few remaining parcels is settled. Public access is guaranteed for the entire waterfront, with the exception of the two Robinson Terminal wharves.

The Braddock Road Metro station area will experience significant redevelopment as the former railroad dependent industries are replaced by other uses. The Small Area Plan is designed, however, to preserve existing residential neighborhoods and to insure that new commercial or mixed use development in the areas zoned for those purposes will be compatible with the residential area. Most of this area is also protected by the Parker-Gray District.

The Southwest Quadrant will change very little in the next 20 years, with the exception of the development of the Norfolk Southern property at its northern edge. The Small Area Plan calls for that property to be developed with low-scale buildings, with residential uses along Wilkes Street and Commercial uses along Duke Street. Extension of the Old and Historic Alexandria District to embrace the south side of Duke Street will insure that its development is compatible with the existing development on the north side of Duke Street.

Cameron Valley is a major development area. The city is working with property owners in this area to establish urban design guidelines, which will be applied in the approval of specific plans or the development of more detailed criteria supplemented by the design review board, as was done in the case of the ~~Carr-Norfolk-Southern~~ project.

Carlyle

Potomac Yard and Potomac Green are both likely to be developed for other uses during the next 20 years. The nature of this development will be guided by a Small Area Plan. Both areas must be treated with care because of the impact of the Potomac Yard development on the residential areas to the west of the site and of the Potomac Greens area on the George Washington Memorial Parkway. ~~Both areas are~~ **both** at major gateways to Alexandria. Both areas must be designed so as to minimize traffic impacts, not only upon the immediately adjacent residential areas, but upon the whole area east of Quaker Lane, including the important route U.S.-1 corridor.

The King Street Metro station area is nearly built out, with only a few parcels that are likely to be redeveloped. The area has been built, as desired by the city, to limited heights and relatively high density. Little provision has been made for open space, but this will be partially alleviated by the landscaping of the Gateway parcel and better landscaping of the Metro Station area.

Although that part of Alexandria west and north of the railroad is largely built-up and predominantly residential, there are a few tracts of developable or redevelopable land remaining. These include the Stone Tract, the undeveloped Winkler land, the west end of Beauregard Street, and the Cameron Station site. Because these tracts are interspersed among relatively high-density residential uses, great care must be taken in their design to assure mutual compatibility and to alleviate, insofar as possible, adverse traffic and other impacts. This area also contains substantial commercial and industrial development in the areas adjacent to the rail lines; a regional shopping mall; and a number of smaller retail centers, such as Hechinger Commons, Van Dorn Plaza and other developments along Van Dorn and Pickett streets, and Bradlee and other developments at Five Points. Strip commercial development is found on Mount Vernon Avenue and Duke Street. It is expected these latter uses will be substantially improved in the coming years, but the residential areas adjacent to Mount Vernon Avenue and Duke Street will be protected from further commercial intrusion by the careful adherence to the appropriate Small Area Plan.

TABLE OF CONTENTS

Introduction	i
Preservation Issues	i
Principles of Historic Preservation in Alexandria	ii
Goals for Historic Preservation in Alexandria	iii
Recommendation	iv

Appendices

Appendix 1. Small Area Plans for Historic Preservation Sources and Mapping Methods	1
Appendix 2. National Register of Historic Places in Alexandria	3
Appendix 3. Old and Historic Alexandria District Map	5
Appendix 4. Parker Gray Historic District Map	6
Appendix 5. Buildings More Than 100 Years Old Outside the Historic Districts	7
Appendix 6. City of Alexandria Designated Historic Trees	8
Appendix 7. City of Alexandria Archaeological Resource Areas List and Map	9
Appendix 8. State Survey of Abandoned Cemeteries in Alexandria	11
Appendix 9. State Registration and Recorded Archaeological Sites	12

Small Area Plans for Historic Preservation

Fairlington/Bradlee	1- 1
Map 1: Historic Resources	
Map 2: Areas with Legal Protection	
Alexandria West	2- 1
Map 1: Historic Resources	
Map 2: Areas with Legal Protection	
Landmark/Van Dorn	3- 1
Map 1: Historic Resources	
Map 2: Areas with Legal Protection	
Seminary Hill/Strawberry Hill	4- 1
Map 1: Historic Resources	
Map 2: Areas with Legal Protection	
Taylor Run/Duke Street	5- 1

Taylor Run/Duke Street	5- 1
Map 1: Historic Resources	
Map 1 (Detail): Historic Resources	
Map 2: Areas with Legal Protection	
North Ridge/Rosemont	6- 1
Map 1: Historic Resources	
Map 2: Areas with Legal Protection	
Potomac West	7- 1
Map 1: Historic Neighborhoods	
Map 2: Historic Resources	
Map 3: Areas with Legal Protection	
Potomac Yard	8- 1
Map 1: Historic Resources	
Map 2: Areas with Legal Protection	
Northeast	9- 1
Map 1: Historic Resources	
Map 2: Areas with Legal Protection	
Braddock Road Metro Station	10- 1
Map 1: Historic Resources	
Map 2: Areas with Legal Protection	
Old Town North	11- 1
Map 1: Historic Resources	
Map 2: Areas with Legal Protection	
Old Town	12- 1
Map 1: Old Town Historic Resources	
Map 2: Old Town West Historic Resources	
Map 3: Old Town Areas with Legal Protection	
Map 4: Old Town West Areas with Legal Protection	
Addendum Covering the Area South of I-95	12-10
Map 1: Historic Resources	
Map 2: Areas with Legal Protection	
Southwest Quadrant	13- 1
Map 1: Historic Resources	
Map 2: Areas with Legal Protection	
King Street/Eisenhower Avenue Metro Station	14- 1
Map 1: Historic Resources	
Map 2 (Detail): West End of Alexandria	
Map 3: Areas with Legal Protection	

INTRODUCTION

As Alexandria approaches the 21st Century, historic preservation planning is becoming an increasingly important method for the protection and enhancement of the character and quality of the City. The unique identity of any locality derives from its geographical setting, its early development pattern, its familiar architecture and settings and its people, all of which combine to provide a city with its special sense of place. The preservation and conservation of early buildings, streetscapes, vistas, landscapes and neighborhoods serves to maintain and enhance the unique character of a city.

Alexandria was among the first localities in the United States to recognize the importance of preserving its identity through the conservation of the early residential and commercial buildings which define the downtown neighborhoods of the City. In 1946 historic district zoning was established by City Council to assure that proposed changes to buildings were appropriate to the historic character of the area. The 1974 Comprehensive Plan acknowledged the rich historical heritage of the City and lists among its goals to retain City identity, encourage tourist trade, and protect areas of historic value. Since this positive, though modest, commitment to history, the City has extended historic district protection to other areas of the City and to specially designated buildings outside any historic district. The City has also demonstrated its concern for its past by owning and managing historic resources. Numerous citizens and groups have worked both privately and with the City to rehabilitate, protect, plaque, study and increase public awareness of historic resources.

In 1990 a concerned citizenry seeks to maintain the protections afforded by historic district regulations and to enforce their provisions, to preserve the historic built environment from which the City derives its identity, livability and beauty. The conservation of historic buildings, structures, sites and artifacts as well as the City's historic scale, open space and landscapes are all affected by decision on individual projects. The foundation upon which these decisions are made include the Master Plan Zoning and Urban Design Guidelines.

This chapter of the Master Plan is composed of two sections: 1) issues, principles, goals and a recommendation to guide the City of Alexandria's decision making on preservation; and 2) small area plans for historic preservation which identify specific resources, issues and preservation objectives and provide recommendations for each neighborhood. The Appendices provide listings of historic surveys and a discussion of sources and mapping methods used in Small Area Plans.

Preservation Issues

Identification and Documentation of Historic Resources.

The alteration, disturbance and loss of historic resources may occur inadvertently. Outside the City's two architectural historic districts, few historic resources have been identified or designated. Even in the historic districts many important structures are not researched and documented. Important resources such as cemeteries, Native American sites, mills and millraces, privies and cisterns and Civil War sites are buried or hidden from view. All too often little is known about these historic resources until after some change has occurred resulting in citizen debate and displeasure over the change to the historic fabric design, scale, density and character of streetscapes. Identification, registration and planning will provide recognition, and thus the opportunity to effectively manage these resources for community benefit.

Within the two City historic districts the continuation of the historic mass, scale, density, streetscape, open space and neighborhood character is a major issue. Design guidelines are needed to offer direction to citizens to make correct decisions regarding design elements for new construction and maintenance. These guidelines will assist in reserving historic structures and enhancing the area's character.

An Open Space Easements Program has been established by the City to encourage citizen involvement in preserving landscapes, settings and historic buildings for the City's heritage.

Promotion of Public Awareness

A successful historic preservation program in Alexandria will depend on the cooperation of the City and individual citizens who, through education, are encouraged to properly rehabilitate and maintain the City's built environment.

Historic Preservation Aspect of Large Scale Developments

Planned development and highway projects have prompted environmental impact statement studies in several large sections of the City. Cameron Station, Potomac Green, Potomac Yard, the Wilson Bridge, Duke Street, and Eisenhower Valley projects have produced reports assessing the significance of cultural resources. This information adds appreciably to the historic knowledge of areas which are generally not perceived to be historic. Coordination between land use planning, zoning, and resource management is critical to enhancing the City with new development projects while preserving our heritage.

Tourist Access to Historic Areas

The routes of tourist access to historic areas (both by road and Potomac River) must be protected and managed so as to enhance the historic areas of the City.

Principles of Historic Preservation in Alexandria

1. Alexandria's historic resources enrich the quality of life for city residents and visitors and contribute to Alexandria's prosperity, attractiveness, livability and identity.
2. Historic resources including buildings, structures, settings, archaeological sites and objects are fragile, finite and irreplaceable.
3. All areas of the City contain significant historic resources relating to a broad spectrum of human endeavor extending back at least 10,000 years and to the accomplishments of many cultural groups.
4. Identification, protection and interpretation of historic resources increases community awareness, enjoyment and participation in ongoing local preservation efforts.
5. A comprehensive approach to identification and management of historic resources promotes an effective and efficient planning process.
6. Public education about Alexandria's rich historical heritage fosters a responsible and involved citizenry.

Goals for Historic Preservation in Alexandria

On the basis of the issues and principles discussed above, four goals are proposed:

1. To identify historic resources throughout Alexandria.
2. To protect and preserve historic resources through sensitive management that prevents their destruction, damage and neglect.
3. To guide development in a manner that is compatible with the historic character and resources of the site and surrounding neighborhood.
4. To promote public awareness and appreciation of historic resources and Alexandria's heritage.

APPENDIX 1

Small Area Plans for Historic Preservation Sources and Mapping Methods

Map 1 Historic Resources

Primary and secondary sources identify and locate historic resources on Map 1. These sources were selected for their accuracy and geographical specificity. Map 1 in each Small Area Plan relies particularly upon the following primary sources: U.S. Army Corps sector and Environs of Washington maps of the Civil War Period (1864, 1865 and 1866); G.M. Hopkins maps (1878 and 1894); Sanborn maps (1885, 1902, 1910, 1921, 1931, 1941, 1951, and 1961); City of Alexandria tax assessment rolls (1810-1910); the U.S. Census (1790-1900); and City directories (1834, 1852, and 1888-89). Since historic maps have different scales and cartographic methods, the exact location of a site is difficult to place on a contemporary map. Therefore, all map designations are near the actual site of a documented resource, not on the exact point.

Map 1 also draws resource locations from several secondary sources, such as: Ethelyn Cox, Historic Alexandria, Virginia: Street by Street (1976); Ruth Lincoln Kaye, "Lost Heritage: Early Homes that Have Disappeared From Northern Virginia", in Northern Virginia Heritage February 1987; Robert L. Crabill, History of the Town of Potomac (1982); Northridge Lore by the North Ridge History Committee, Rosalind Bovey, Chairman (1981); and the collected volumes of The Fireside Sentinel, edited by T. Michael Miller.

Map 1 classifies resources into two categories depending upon the amount of physical evidence known about them:

KNOWN HISTORIC RESOURCES: resources which have been verified with physical evidence (e.g., sites listed on several registers at the national, state or local levels; cemeteries; roads and railroads).

DOCUMENTED HISTORIC RESOURCES: resources which are documented from primary and secondary sources or reconnaissance surveys, but for which complete physical evidence does not currently exist. The Standing Structure Survey identified buildings of architectural styles that may be eligible by the year 2,000 for listing as a Structure Over 100 Years Old Outside the Historic Districts.

Map 2
Historic Sites and Areas with Legal Protection

Map 2 in each Small Area Plan shows which resources or resource areas have some type of legal protection. Twenty-two sites in Alexandria are listed separately on the National Register of Historic Places (Appendix 2). Most of the City's Old and Historic Alexandria District is designated as the Alexandria Historic District on the National Register. It also has achieved the special distinction of a National Historic Landmark. While sites and districts listed on the National Register of Historic Places achieve important recognition, they (and those determined to be eligible for listing) are only protected from adverse effect by projects with federal funds or permits. Even these sites can be lost, if the State Historic Preservation Office makes a determination that the resource can be appropriately recorded, documented or excavated beforehand. A State law requiring permits prior to archaeological removal of human remains in unmarked burials establishes control over scientific excavations.

The local ordinances passed by the City of Alexandria afford the greatest protection mechanisms. The City currently has sections of the Code which protect through review procedures the following: exterior architectural features observable from a public place in the Old and Historic Alexandria District, the Parker Gray District, and designated structures over 100 years old outside the two districts (currently numbering 20) (Appendix 3-5); designated historic and specimen trees (Appendix 6); significant archaeological resources adversely affected by projects requiring site plans in 11 archaeological resource areas (ARA) (Appendix 7 and 9). The City of Alexandria also maintains an easement program to encourage the preservation of open space, facades and interiors (see Old Town Small Area Plan: 12 - 6).

APPENDIX 2

National Register of Historic Places in Alexandria

SITES:

1. Alexandria Canal Tide Lock
2. Alexandria City Hall: 301 King Street
3. Bank of Alexandria: 133 North Fairfax Street
4. Bayne-Fowle House: 811 Prince Street
5. Carlyle House: 121 North Fairfax Street
6. Christ Church: southeast corner of Cameron and Columbus Streets
7. District of Columbia Boundary Stone Markers:
Mile Marker No. 1, 1220 Wilkes Street
Mile Marker No. 2, East side of Russell Road, just north of King Street
Mile Marker No. 3, 2932 King Street
8. Fairfax Moore Montague House: 207 Prince Street
9. President Gerald R. Ford, Jr.'s House: 514 Crown View Dr.
10. Fort Ward: 4301 West Braddock Road
11. Franklin and Armfield Office: 1315 Duke Street
12. Gadsby's Tavern: 128 North Royal Street
13. Jones Point Lighthouse and District of Columbia South Cornerstone: Jones Point Park
14. Robert E. Lee Boyhood Home: 607 Oronoco Street
15. Lee-Fendall House: 614 Oronoco Street
16. Lloyd House: 220 North Washington Street
17. The Lyceum: 201 South Washington Street
18. Old Dominion Bank Building: 201 Prince Street
19. Protestant Episcopal Theological Seminary: 3737 Seminary Road.
20. St. Paul's Episcopal Church: 228 South Pitt Street

21. Stabler-Leadbeater Apothecary Shop: 105-107 South Fairfax Street
22. Mount Vernon Memorial Highway: Washington Street and George Washington Memorial Parkway. Note: This road has three names in Alexandria which are often used interchangeably. On the Small Area Plan Maps in this document, the term Mount Vernon Memorial Highway is used, since it is the historic name listed on the National Register.

The Mount Vernon Memorial Highway, a portion of the George Washington Memorial Parkway, links the southwestern end of Arlington Memorial Bridge on Columbia Island, Washington, D.C. with Mount Vernon in Fairfax County, Virginia. (National Register Nomination Form, 1981:1)

The Highway became a component of the George Washington Memorial Parkway, when the latter was authorized by Congress in 1930. In the text, this name is used, since it is most common and appears in the Old and Historic Alexandria District section of the City Code.

23. *Alexandria National Cemetery: determined to be eligible for listing on the National Register

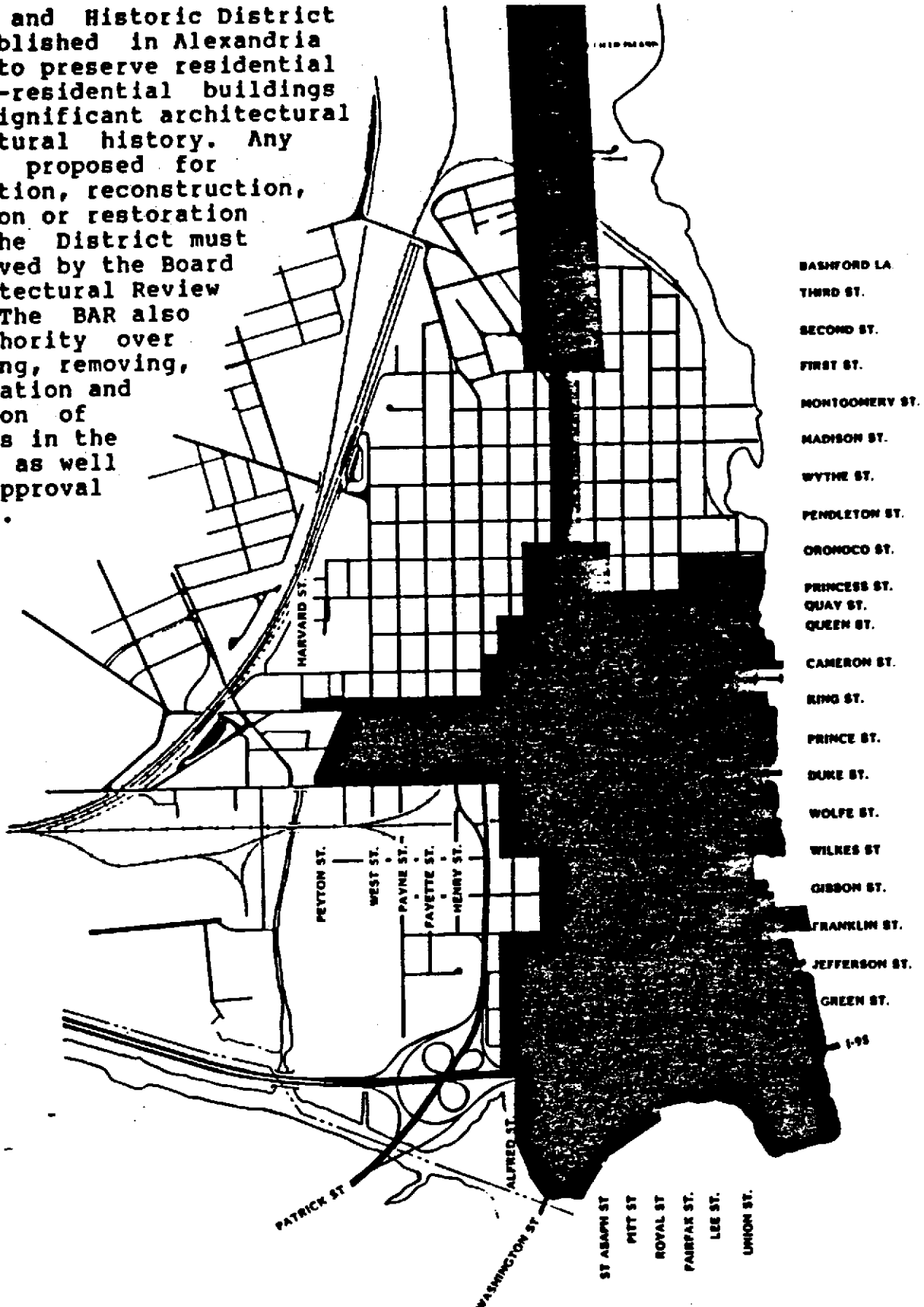
DISTRICTS:

1. Alexandria Historic District - also a National Historic Landmark
2. *Town of Potomac District - determined to be eligible for listing on the National Register

* A Note on Eligibility - sites and districts which have been determined to be eligible for listing on the National Register of Historic Places have the same protection as ones with the formal designation. They meet the criteria used by the State Historic Preservation Officer in evaluating potential entries for the National Register. The protection is limited to actions which adversely affect these resources caused by federal agencies, funds and permits, such as housing and transportation projects using federal support.

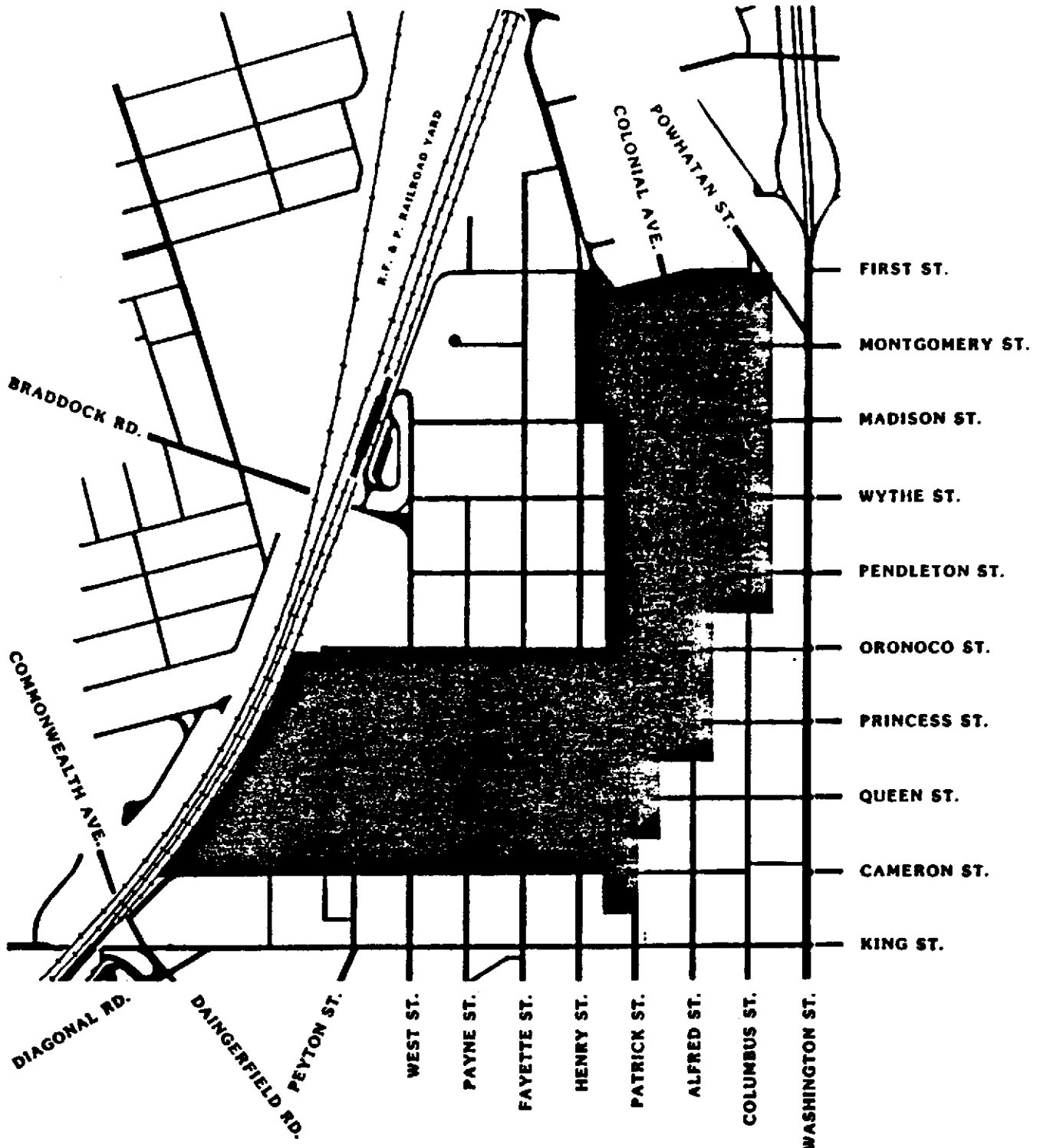
OLD AND HISTORIC DISTRICT

The Old and Historic District was established in Alexandria in 1946 to preserve residential and non-residential buildings with a significant architectural and cultural history. Any building proposed for construction, reconstruction, alteration or restoration within the District must be approved by the Board of Architectural Review (BAR). The BAR also has authority over the moving, removing, encapsulation and demolition of buildings in the District as well as the approval of signs.



PARKER-GRAY DISTRICT

The Parker-Gray District was established in Alexandria in 1984 to preserve and protect the architectural and cultural character of the approximately 40 block predominantly residential neighborhood. New construction and renovation, as well as the moving, removing, capsulating or razing of buildings in the District must be approved by a review board.



APPENDIX 5

Buildings More than 100 Years Old Outside the Historic Districts

1. 1018 Duke Street
2. 1020 Duke Street
3. 1707 Duke Street
4. 113 North Fayette Street
5. 400 Fontaine Street, Lloyd House/St. Agnes School
6. 406 Janney's Lane
7. 1520 King Street
8. 1522 King Street
9. 1524 King Street
10. 2605 King Street
11. 2525 King Street
12. 114 North Payne Street
13. 115 North Payne Street
14. 116 North Payne Street
15. 118 North Payne Street
16. 120 North Payne Street
17. 122 North Payne Street
18. 124 North Payne Street
19. 2404 Russell Road, Mt. Ida/previously St. Mary's Academy
20. 1415 Wilkes Street, National Cemetery Lodge

APPENDIX 6

City of Alexandria Designated Historic Trees
Living Witnesses of the American Revolution

1. Willow Oak: Bike Path near Richmarr and Latham
2. Pecan: 3706 Seminary Road
3. White Oak: 3706 Seminary Road
4. *
5. Tulip Tree: 318 North Quaker Lane
6. *
7. *
8. Sycamore: 415 Wolfe Street
9. *
10. Sweet Gum: Alexandria National Cemetery, Wilkes Street
11. *
12. Virginia Juniper: 1512 Stonewall Road
13. *
14. Sycamore: Christ Church
15. White Oak: Second Presbyterian Church, Janney and Quaker Lanes
16. White Oak: Second Presbyterian Church, Janney and Quaker Lanes
17. Chestnut Oak: Mt. Ida, 2404 Russell Road

Many other trees have also been designated as specimen trees.

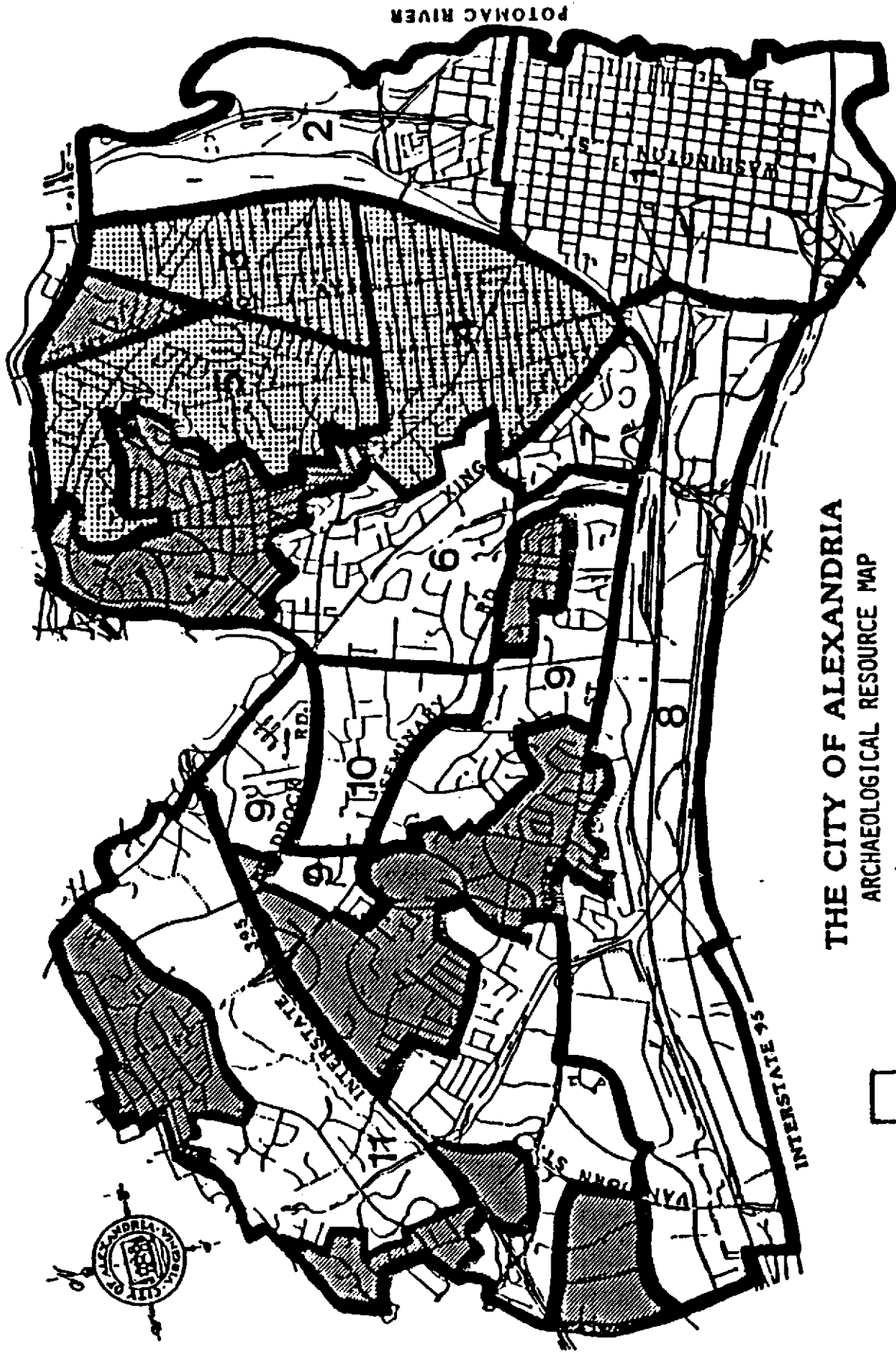
* Indicates that the tree which was designated is no longer standing.

APPENDIX 7

City of Alexandria Archaeological Resource Areas

1. **Old Town Area:** The historic urban core.
2. **Potomac Area:** Native American, early settlement, historic transportation corridor and Daingerfield Island.
3. * **Del Ray/St. Elmo Area:** Suburban community.
4. * **Rosemont/Braddock Heights Area:** Suburban community.
5. * **Mt. Ida Area:** Country estates and suburban community.
6. **Taylor and Timberbrook Run Area:** Native American, turnpike, farmsteads, African American village, suburban community, cemetery.
7. **Shuter's Hill Area:** Country estates, water company, Civil War--Fort Ellsworth, suburban community.
8. **Cameron and Backlick Run Area:** Native American, first settlement, turnpike and homes, mills and breweries, mill race, West End village.
9. **Outer Defense Area:** Country estates, turnpike and homes, Quaker Hill, farmsteads, Howard Street village, Civil War Defenses--Fort Ward, Fort Worth, Fort Williams.
10. **Seminary Area:** Country estates, Seminary, Civil War.
11. **Holmes Run Area:** Native American, country estates, cemetery, turnpike and homes, farmsteads, mill and millrace.

* In these three areas, only specific sections and addresses are listed as potential resource locations. In the other eight areas, all land has the potential to contain archaeological resources.



THE CITY OF ALEXANDRIA
ARCHAEOLOGICAL RESOURCE MAP

-  ARCHAEOLOGICAL AREAS
-  NON-ARCHAEOLOGICAL AREAS
-  ARCHAEOLOGICAL AREAS WITH SPECIFIC SITE LOCATIONS

APPENDIX 8

State Survey of Abandoned Cemeteries in Alexandria

1. Methodist-Protestant, Franklin and Wilkes Streets (Known)
2. Douglass, 1421 Wilkes Street (Known)
3. Penny Hill, Payne and Franklin Streets (Known)
4. Lebanon Union Church, 100 Breckinridge Place (Known)
5. Auld Family, 4620 Strathblane Place (Known)
6. Old Quaker, 311 South St. Asaph (Documented: one stone found)
7. New Quaker, 717 Queen Street (Known)
8. Bloxham, 116 South Quaker Lane (Known)
9. Goings, 1499 West Braddock Road (Documented: not visible)
10. Black Baptist, Holland Lane (Known)
11. Civil War (Documented: not visible)
12. 1023 Pelham (Documented: no stones visible, but walls are extant)
11. Civil War

The Virginia Department of Historic Resources conducted a survey in 1989 to study "the problems of small community, family-type cemeteries, which may have been neglected or abandoned and thus lost to future generations..." The City of Alexandria submitted eleven survey forms describing the cemeteries enumerated above, which fall into this category.

Section 10.1-2305 of the Code of Virginia requires that any person conducting archaeological removal of human skeletal remains from any unmarked burial must receive a permit from the Director of the Department of Historic Resources. Also, this section requires appropriate public notice, treatment of remains, scientific quality of research and disposition of remains.

APPENDIX 9

STATE REGISTER AND RECORDED ARCHAEOLOGICAL SITES
 (*EXTANT SITES)

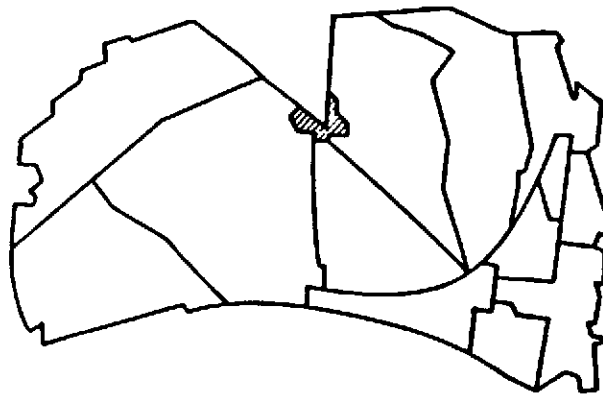
AX#	SITE NAME	SITE ADDRESS
1	Courthouse site	500 King St.
* 2	Gadsby's Tavern	134 N. Royal St.
* 3	Carlyle House	121 N. Fairfax
* 4	Tide Lock	1 Montgomery St.
5	Dip Block 5-SE	S. Alfred/Wolfe
* 6	Winkler	1600 Beauregard
* 7	Plum Pottery	400 S. Columbus
8	Dip Block 8	908 Gibbon St.
* 9	Joan Site	1600 Beauregard
*10	Cobble One	1600 Beauregard
*11	Culvert	1600 Beauregard
*12	Gyrisco	1600 Beauregard
*13	Prominent Point	1600 Beauregard
*14	Flag Day	1600 Beauregard
*15	Sloping Way	1600 Beauregard
*16	Liz	1600 Beauregard
*17	Gloria's	1600 Beauregard
18	Dip Block 5-SW	911 Wolfe St.
*19	Dip Block 11	Alfred/Columbus
20	Twin Elm	Holmes Run
21	Higler Mullen	Holmes Run
22	P. Dexter	Holmes Run
23	Carton	Holmes Run
24	Ramsay School	Holmes Run
*25	Mill Race I	Holmes Run
26	G. Shields	Homes Run
*27	Mill Race II	Holmes Run
*28	Alexandria Canal	1 Montgomery St.
29	Swann/Smith/Milburn Pottery	621 Wilkes
30	Coleman	418-422 Royal St.
*31	CJ	4600 Block Braddock Road
*32	Am. Indian Site	4700 Block Braddock Road
*33	E. Courtyard City Hall	301 King
*34	Lloyd House	220 N. Washington
*35	Brewery Cellar	2016 Duke
*36	Am. Indian Site	Fort Ward Park
*37	Am. Indian Site	Holmes Run
*38	Am. Indian Site	Holmes Run
*39	Am. Indian Site	Holmes Run
*40	.St. Mary's Church	1000 S. Washington
41	CW Cemetery	(Arlington)
42	G.W. Survey Oak	(Arlington)
*43	Lee Boyhood Home	607 Oronoco St.
*44	Stabler Leadbeater Apothecary	105-107 S. Fairfax

*45	Mt. Vernon Cotton Mill	515 N. Washington
*46	Dalton House	207 N. Fairfax
*47	Yeaton/Fairfax House	607 Cameron
*48	Lee-Fendall House	429 N. Washington
*49	Ramsay House	221 King St.
*50	Wilkes St. Tunnel	Wilkes St.
*51	Muddiman Tavern	807 Wolfe St.
*52	Jones Point Light-House	SE of Lee/Green St.
*53	Jones Point Site	SE of Lee/Green St.
54	Eisenhower Avenue	Eisenhower Ave.
	Earthenworks	
55	Four Mile Run	Four Mile Run and Route 1
	Aqueduct	
*56	209 Wolfe	209 Wolfe St.
*57	315 S. Columbus	315 S. Columbus St.
*58	318 S. Alfred	318 S. Alfred St.
*59	316 S. Alfred	316 S. Alfred St.
60	Irwin House	600-602 Cameron
61	1018-1020 Duke	1018-1020 Duke St.
62	621 Duke	621 Duke St.
63	818-820 Wolfe	818-820 Wolfe
*64	407 S. Lee	407 S. Lee St.
*65	412 S. Royal	412 S. Royal St.
*66	217 N. Royal	217 N. Royal St.
*67	Joynt House	601 Duke
*68	424 S. Royal	424 S. Royal St
*69	Carter House	217 S. Fairfax
*70	711 Prince	711 Prince St.
*71	407 S. Fairfax	407 S. Fairfax
*72	711 Princess	711 Princess St.
*73	1010 King	1010 King St.
*74	213 S. Pitt	213 S. Pitt St.
75	Slave Pen	1315 Duke
*76	Tilden Easton	1410 King St.
	Pottery	
*77	609 Cameron	609 Cameron St
*78	VA Shipbuild. Corp.	Jones Point
	Shipyard	
79	Anchorage House	603-605 Queen
80	Fisher Pottery	SW Duke and Wash. St.
*81	Carlyle Dalton Wharf	100 S. Cameron
82	Morrison House	106-116 S. Alfred
83	Aero-Chevrolet	1100 King St.
*84	Old Dominion Glass	900 N. Fairfax
	Works	
*85	Frank Wright House	212 S. Fairfax
86	Reynold's Pottery	105-107 N. Fayette
*87	Piercy Pottery	222 S. Washington
*88	Christ Church	118 N. Washington
*89	Yeates Garden	414 Franklin St.
*90	Ft. Ward Park	4301 Braddock Rd.
91	Holiday Inn	400 Block King St.
92	Bank Block	501 Block King St.
93	Gadsby's Block	400 Block King St.

94	Market Block	301 Block King St.
95	Gadsby's Arcade	300 Block King St.
*96	Sugar House	111-123 N. Alfred
*97	809 Duke	809 Duke St.
98	Wales Tavern	115 S. Union St.
*99	Canal Turning Basin	905 N. Washington
*100	Lincolnia Cemetery	Rt. 395 & Little River Turnpike
101	City Jail	401 N. Pitt
*102	807 Duke	807 Duke St.
103	Bontz Site	1700 Duke
*104	713 S. Fairfax	713 S. Fairfax St.
*105	USMRR Commissary	1200 Duke
*106	Hooe House	201 S. Lee St.
*107	306 S. Fairfax	306 S. Fairfax St.
*108	Shreve House	307 S. St. Asaph
*109	"Rabbit's Garden"	330 N. Fairfax
*110	Montague House	207 Prince St.
*111	Bush Hill Estate	5001 Eisenhower
*112	Cameron Mills	Cameron Mills
*113	900 King	900 King St.
*114	Harborside	400 S. Union St.
*115	306 Duke	306 Duke St.
116	Gilpin House	208 King St.
*117	124 S. Fairfax	124 S. Fairfax St.
118	3449 Duke	3449 Duke St.
*119	Ford Plant	600 Block S. Union
*120	211 N. Union	211 N. Union
121	4419 Seminary	4419 Seminary Road
*122	2915 King St.	2915 King St.
123	205 N. Union St.	205 N. Union St.
124	Winkler 1-4	1801-1901 Beauregard
*125	312-314 1/2 S. Alfred	312-314 1/2
*126	Roberdeau Distillery	100 Wolfe St.

FAIRLINGTON / BRADLEE

SMALL AREA PLAN FOR HISTORIC PRESERVATION



OCTOBER 1990

**OFFICE OF HISTORIC ALEXANDRIA
CITY OF ALEXANDRIA, VIRGINIA**

**FAIRLINGTON/BRADLEE SMALL AREA PLAN
FOR
HISTORIC PRESERVATION**

Preservation Objectives

1. To preserve significant resources by reducing inadvertent destruction.
2. To increase recognition of the historic character and significance of this intersection.
3. To improve the visual appearance of the area by encouraging the use of historical information in urban design.

Historic Overview

The Fairlington/Bradlee area was once part of a 1,261 acre tract purchased by Francis Awbrey in 1729. Awbrey operated a tavern and ferry in what is now Loudoun County. He may also have had a plantation in the Fairlington/Bradlee Area. Awbrey's heirs sold the tract to William Ramsay in 1749 for 12,000 pounds of tobacco and "L20 current money of Virginia" (Beth Mitchell, Beginning at a White Oak..., 1979:116). By the late 18th century, an estate known as "Prospect Hill" stood on the current site of Bradlee Shopping Center. This was the 60 acre country estate of Captain George and Jane H. Slacum of Alexandria.

A company formed in 1813 to build the Alexandria Leesburg Turnpike (King Street). The turnpike's purpose was to improve transportation of goods between Alexandria and the western hinterland, since "the present road . . . is frequently so bad that wagons [sic] are often prevented from traveling it" (Virginia State Board of Public Works 1828:504). The turnpike formed a major intersection here with the Old Leesburg Road (Braddock Road) and Quaker Lane. A tollgate stood at the crossroads for the collection of money. Original tolls for the turnpike were: "for each head of sheep, five cents, each head of hogs, five cents, every horse or mule and driver, three cents, and every stage or wagon and two horses, ten cents" (James R. Caton, Legislative Chronicles of the City of Alexandria, 1933:133).

The intersection became the focus of a small settlement, and by 1864, a half dozen homes stood close to the roads. A small family cemetery of unknown date was established in what is now the 1400 block of Braddock Road. The Oakland Baptist Church still stands at this intersection, which once adjoined the African American neighborhood "Mud Town" (now T.C. Williams High School: see the Taylor Run/Duke Street Small Area Plan). The church traces its origin to a school house in the Seminary area where the Oak Hill Baptist Mission began on September 15, 1888. Three years later, in September, 1891, the mission was organized

as the Oakland Baptist Church. During the 1920s, an aircraft landing strip was located in the area. Also during this time, the Donaldson family store was situated at this intersection. While this area was not included within the Alexandria City limits until the 20th century, the major transportation networks crossing the area contributed to Alexandria's economic growth and development.

Significance of Historic Resources

The Fairlington/Bradlee area has functioned as an important crossroads for nearly 200 years and perhaps longer. While the built environment appears to have little historic character, the contemporary arterial structure and area function are a continuation from the historic transportation pattern and land use (Map 1). The roads, and the tripartite nature of the intersection, dominate the landscape and create a hub around which residential, commercial and religious uses cluster.

Only two standing structures, the house at 1407 Braddock Road and the Oakland Baptist Church, are reminiscent of the historic neighborhood. Yet there is a high potential for buried historic resources to survive. Parking lots and roads, typically constructed by filling and grading rather than excavating, occupy much of the area's land. Therefore, resources which may still exist underground are: the tollgate and house foundations, domestic and agricultural artifacts, graves and human remains, and evidence of historic road technology.

Historic Preservation Issues

The buried, invisible nature of the area's historic resources presents a challenge to preservation planning and protection. The central issue is early identification and public awareness of actual resources so that new development projects and road improvements will include appropriate preservation measures. Three Alexandria Archaeological Resource Areas encompass all the land in this area (Map 2). Therefore, archaeological evaluations and management plans will be submitted with preliminary site plans. Given the available data, the most sensitive areas for historic resources center around the roads.

Historic Preservation Recommendations

1. Preserve significant historic resources which can be lost from development.
2. Incorporate historic information into the urban design guidelines for the area.
3. Include historic resource preservation in all major road improvement projects.

FAIRLINGTON/BRADLEE SMALL AREA PLAN
MAP 1
HISTORIC RESOURCES

KNOWN HISTORIC RESOURCES

Historic Transportation Roads and Sites

Alexandria and Leesburg Turnpike (King Street)
Old Leesburg Road (Braddock Road)
Quaker Lane

DOCUMENTED HISTORIC RESOURCES

State Survey of Abandoned Cemeteries

1. Goings Family Cemetery

Standing Structure Survey Sites

(Expected construction date before 1900)

2. 3408 King Street - Oakland Baptist Church
3. 1407 Braddock Road (also House: Civil War map;
James Goings, 1878; Jno. Goings, 1894)

Historic Estates

4. Prospect Hill, Capt. George Slacum estate

Civil War Period Sites

5. Tollgate
6. House
7. House
8. House
9. House

Late 19th Century Sites

10. House: Philip Hooff (1878); J. Harrison (1894)
11. House: Fred Rous (1878 and 1894)
12. House: Lucy A. Carter (1878); Alex. James Est. (1894)

FAIRLINGTON / BRADLEE



ARLINGTON COUNTY

King St. (Alex Leesburg Turnpike)

Braddock Rd. (Old Leesburg Rd.)

MAP 1: HISTORIC RESOURCES

[] Documented Historic Resource

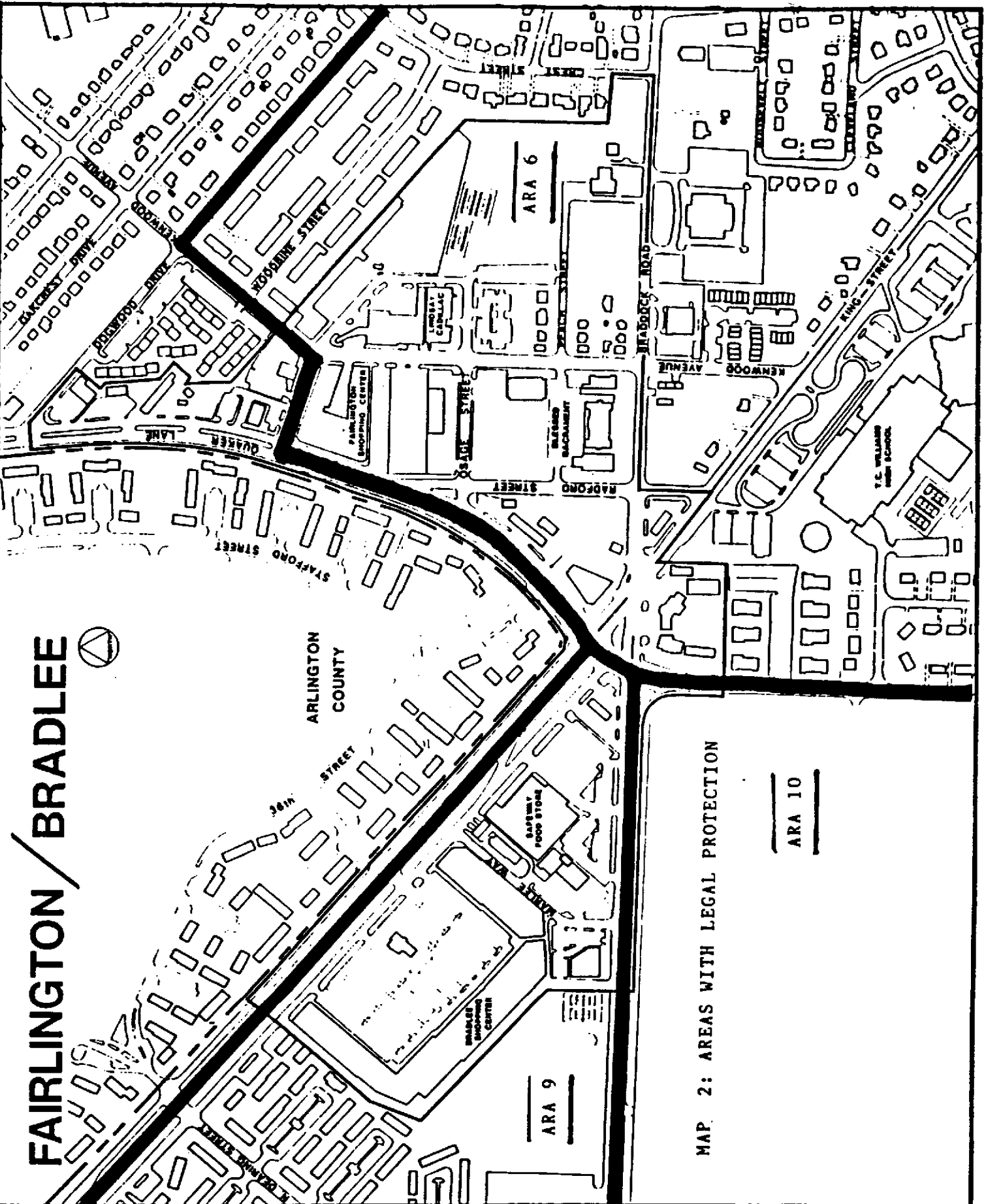
⊕ Abandoned Cemetery

Quaker Lane

FAIRLINGTON / BRADLEE



ARLINGTON COUNTY



MAP 2: AREAS WITH LEGAL PROTECTION

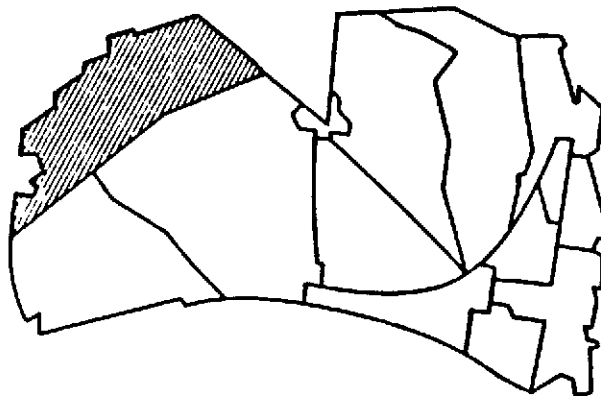
ARA 10

ARA 9

ARA 6

ALEXANDRIA WEST

SMALL AREA PLAN FOR HISTORIC PRESERVATION



OCTOBER 1990

OFFICE OF HISTORIC ALEXANDRIA
CITY OF ALEXANDRIA, VIRGINIA

**ALEXANDRIA WEST SMALL AREA PLAN
FOR
HISTORIC PRESERVATION**

Preservation Objectives

1. To preserve the historic resources and character of the waterways and open spaces.
2. To preserve the significant historic resources which may be lost due to development on the Winkler and Stone tracts and other large parcels.
3. To protect the sites in the Winkler Botanical Preserve and on City land, including Cloud's Millrace, in a passive manner.
4. To preserve the historic integrity and character of the Lebanon Union Cemetery.
5. To increase appreciation of the heritage and resources in Alexandria West.

Historic Overview

American Indians first used this area as hunting grounds in prehistoric times. The land bordering Holmes Run would have been particularly abundant in game. The remains of hunting camps, dating back 10,000 years, have been found in many places in the western region of present-day Alexandria.

The first European settlement of the area took place in the early 18th century. John Carlyle, William Henry Terrett and William Ramsay developed portions of large land tracts. Carlyle, one of the founders of Alexandria, created a large farm called "Torth-erwald" (later called "Morven") on 640 acres in the northeastern part of this planning area. Beginning about 1756, Carlyle built many structures on his country estate including: a three-story house with detached kitchen, overseer's house, meat house, barn, stables for twenty-seven horses, cow house, dairy, weaver's shop, smithy, grist mill and miller's house. The dwelling house was built before 1770 and stood until the 1930's just north of the city limits in Arlington. Many of the other structures may have extended into the northern portion of Alexandria West.

Located at a distance from Alexandria's urban core, this area was sparsely settled and agriculturally oriented throughout the 18th, 19th and early 20th centuries. By the late 18th century, wheat had overtaken tobacco as the major crop. The wheat and flour produced in this area contributed to Alexandria's role as a major exporter of these products. The upper section of the millrace for Cloud's Mill is still preserved in this planning area along the south side of Holmes Run, north of Morgan Street. Cloud's Mill, later called Triadelphia Mill, was built between 1813 and 1816,

and operated by a succession of millers into the late 19th century (see Landmark/Van Dorn Small Area Plan).

The area served as a corridor through which at least four historic roads extended. Each joined the agricultural hinterland with Alexandria, the major market town and port in Northern Virginia. By the first quarter of the 19th century, the Old Leesburg Road (Braddock Road), the Little River Turnpike (Duke Street), Seminary Road and the Alexandria Leesburg Turnpike (King Street) crossed through Alexandria West permitting large volumes of tobacco, flour, wheat, produce and cattle to flow into Alexandria. Today these streets continue to be the major roads connecting the western and eastern portions of the City.

At the convergence of Little River Turnpike and Lincolnia Road, the small unincorporated village of Lebanon began in the early 1800's. The village contained two taverns, two blacksmith shops, a meeting house which was used as a school and church, and a cemetery. The meeting house, built in 1833, was burned by Union troops as they retreated from the 2nd battle of Manassas in 1862. A second church/school was erected in 1864. The brick foundation of the original meeting house survives in the Lebanon Union Church Cemetery. The cemetery contains burials and gravestones dating from 1833 to 1966. This planning area was annexed to Alexandria in 1952.

Significance of Historic Resources

The Alexandria Archaeology Survey has identified more American Indian sites in Alexandria West than in any other section of the City (Map 1). The majority of these prehistoric hunting camps survive along Holmes Run and its tributaries. The undeveloped wooded lands adjoining the waterways are some of the most pristine in Alexandria. Since most forests were cut during the Civil War, the woods are not primary growth; yet, this area contains important natural and cultural resources. They are important for understanding and appreciating both native environment and American Indian life.

The upper section of the Cloud's Millrace also is adjacent to Holmes Run and is evidence of the value this waterway had for people historically. This one and half mile long millrace diverted water from Holmes Run (near Beauregard) south to the mill before rejoining the main stream near Little River Turnpike (just west of Foxchase Shopping Center). The flour ground at this mill and others led to Alexandria's role as a major exporter of this product in the first quarter of the 19th century. The fourth largest flour exporter in America until 1822, Alexandria's commercial economy was linked to local flour production and the commodity's fluctuating prices in the world trade market. This section of the millrace is the most completely preserved remnant of any documented millrace within the present City limits. Together with a smaller portion of the millrace on North Paxton Street, this site is the only visible vestige of Alexandria's

agricultural and milling history (see Landmark Van Dorn Small Area Plan). The Lebanon Union Cemetery and the buried foundation of the school/church are also the last remains of this rural village which stood at the juncture of Little River Turnpike and Lincolnia Road.

Historic Preservation Issues

The major issue facing the preservation of prehistoric and historic resources in this area is the conservation of the waterways, open space and landscape. Unless archaeological resources are adversely affected by proposed development requiring a site plan, there is no legal protection (Map 2). The resources in Alexandria West are particularly fragile and sensitive to disturbance from human and natural actions. The banks of the waterways have eroded as the flow of runoff water increases from road and building construction. This erosion, and attempts to reduce it, can disturb prehistoric sites which may be quite shallow.

The 18 acre Winkler Botanical Preserve is being returned to a natural landscape. This urban forest provides the finest opportunity in the City to effectively manage cultural resources with natural ones in a passive, protected setting. Since most waterways in Alexandria have been modified by flood and erosion control measures, the upper portions of Holmes Run are especially important to protect.

Development continues in Alexandria West, and it can affect buried historic resources. Construction on the Winkler property, the Stone Tract or the Coca-Cola Site may cause the loss of resources which have not been identified to date. Since most of these parcels are within Archaeological Resource Area (ARA) 11, large proposed development projects will include archaeological evaluations and management plans with preliminary site plans. Significant resources should be preserved through this procedure.

The 3.1 acre Breckinridge Place development will affect the land adjoining the Lebanon Union Cemetery. An archaeological study will determine whether significant resources survive in the construction area, and what preservation actions should be taken by the developer. However, the Cemetery is a resource at risk. Although the City of Alexandria maintains the grounds, the gravestones are in disrepair and many have been vandalized. It has been registered with the state as an abandoned cemetery, thus preventing removal of the human remains without proper documentation.

Historic Preservation Recommendations

1. Develop guidelines with the Winkler Botanical Preserve to passively protect historic resources.
2. Write historic resource management guidelines for the Winkler and Stone tracts, and other large parcels.
3. Develop guidelines with the departments of Recreation, Parks and Cultural Affairs and Transportation and Environmental Services for protecting and enhancing Cloud's Millrace and Holmes Run Park.
4. Develop options for preserving Lebanon Union Cemetery's historic resources and character.

**ALEXANDRIA WEST SMALL AREA PLAN
MAP 1
HISTORIC RESOURCES**

KNOWN HISTORIC RESOURCES

State Survey of Abandoned Cemeteries

1. Lebanon Union Cemetery (also on Civil War map, 1878 and 1894)

State Register (AX) and Recorded Archaeological Sites

2. American Indian Site (AX20)
3. American Indian Site (AX26)
4. American Indian Site (AX24)
5. American Indian Site (AX21)
6. Cloud's (Triadelphia) Millrace (AX25)
7. Cloud's (Triadelphia) Millrace (AX27)
8. American Indian Site (AX37)
9. American Indian Site (AX38)
10. American Indian Site (AX22)
11. American Indian Site (AX39)
12. American Indian Site (AX11)
13. American Indian Site (AX12)
14. American Indian Site (AX13)
15. American Indian Site (AX14)
16. American Indian Site (AX9)
17. American Indian Site (AX6)
18. American Indian Site (AX16)
19. American Indian Site (AX14)
20. American Indian Site (AX10)
21. American Indian Site (AX32)
22. American Indian Site (AX31)
23. American Indian Site (AX124)
24. American Indian Site (AX23)
- (1). Lebanon Union Cemetery (AX100)

Historic Transportation Roads and Sites

Alexandria Leesburg Turnpike (King Street)
Little River Turnpike (Duke Street)
Old Leesburg Road (Braddock Road)
Seminary Road

DOCUMENTED HISTORIC RESOURCES

Historic Estates

1. Morven, John Carlyle Estate (House location in Arlington; outbuildings may be in Alexandria.)

Civil War Period Sites

2. Union Battery and Entrenchment
3. Union Camp, "Iron Brigade"
4. Johnson House
5. Mrs. Crump House (also 1878, 1894)
6. House (also 1878; L. Riley, 1894)
7. House
8. Townsend House (also W.G. Cockerill, 1894)
9. House (also Saml. Cease, 1878; T. Hogan, 1894)
10. Jackson House
11. Territt House (also W.H. Territt Est., 1894)
12. Mrs. Green House, Mrs. Dove House
(also 1878; E. Dove, 1894)
13. Daniels House (also Green, 1878)
14. Cleveland (also Kate Cleaveland, 1878)
15. Mrs. Edward Daingerfield House, Hospital
(also Courtney Smith, 1878; Sarah G. Smith, 1894)

Late 19th Century Sites

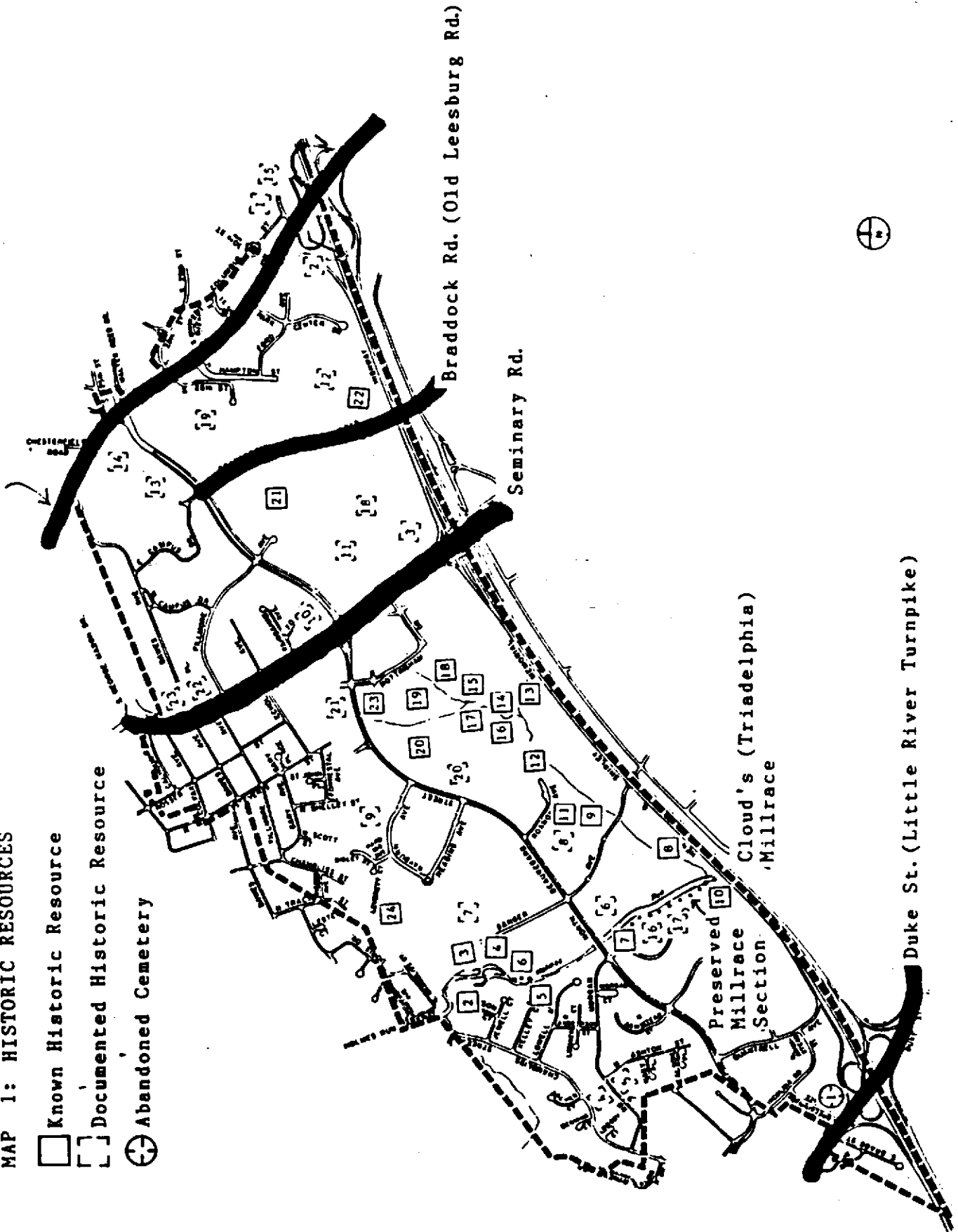
16. House: E. Crump (1878), E.W. Crump (1894)
17. House: Jno. Bailey (1878), J.F. Bayless (1894)
18. House: (1894)
19. F. Fineey House (1894)
20. House: Buckman (1878), Jno. H. Territt (1894)
21. House: E. Moore (1894)
22. House: F. Dove (1894)
23. House: J.W. Davis (1894)

ALEXANDRIA WEST

MAP 1: HISTORIC RESOURCES

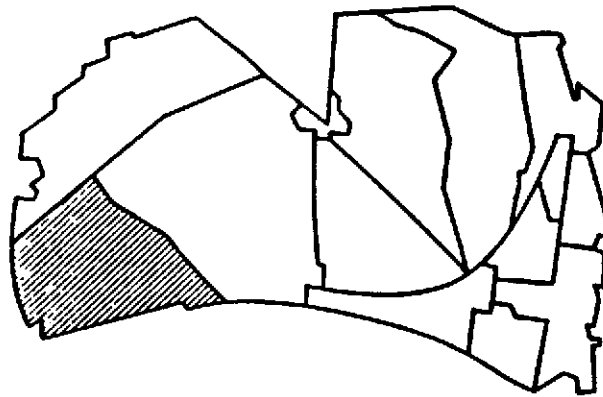
- Known Historic Resource
- Documented Historic Resource
- + Abandoned Cemetery

King St. (Alex. & Leesburg Turnpike)



LANDMARK / VAN DORN

SMALL AREA PLAN FOR HISTORIC PRESERVATION



OCTOBER 1990

OFFICE OF HISTORIC ALEXANDRIA
CITY OF ALEXANDRIA, VIRGINIA

**LANDMARK/VAN DORN SMALL AREA PLAN
FOR
HISTORIC PRESERVATION**

Preservation Objectives

1. To preserve significant historic resources in large parcels which will be developed, particularly Cameron Station.
2. To strengthen the public's appreciation of the area's heritage in the Holmes Run, Backlick Run and Cameron Run stream valley park system.

Historic Overview

Two major streams, Holmes Run and Backlick Run, border this area. The land between these waterways would have had abundant plant and animal life to support American Indians. This area has experienced an increasing variety of land uses, from prehistoric times to the present. Early European settlement consisted of small farms and homesteads. Beginning in the 1790s, a number of large farms were established in the area around Alexandria. "Bush Hill," owned by Richard Marshall Scott was once located in the southern part of this planning area and extended into Fairfax County. The 354 acre plantation included a 12 room dwelling, overseer's house, slave quarters, brick barn, frame granary, cow and sheep shelter, log corn house, blacksmith shop, seed house, carriage house, chapel, icehouse, smokehouse, limekilns, greenhouses, family cemetery and slave burial ground. The foundations of the house still remain in the area south of Eisenhower Avenue.

By 1806, the old road running west from Alexandria was improved and named the Little River Turnpike (Duke Street). This toll road operated until 1896, and connected the end of Duke Street at Hooff's Run to the Little River in Aldie, Virginia. It was fifty feet wide with crushed stones down the center.

At least six grist mills operated in the environs of Alexandria in the 18th and 19th centuries. One of these, Cloud's Mill, was on Little River Turnpike by North Pickett Street. Cloud's Mill was constructed between 1813 and 1816. Later called Triadelphia Mill, it operated through a succession of millers into the late 19th century. The millrace that provided the power for this mill diverged from Holmes Run, near Beauregard Street, and rejoined the stream near Duke Street (see also Alexandria West Small Area Plan). A portion of the millrace is visible on North Paxton Street.

Just to the east of Cloud's Mill, on the flat plain south of Holmes Run, is the site where Union forces launched observation balloons to observe the movements of the Confederate forces in the Springfield area during the Civil War. At least one Cavalry

Camp was set up by Union troops in the area.

The southern part of this planning area was affected by railroad construction in the 1850s. Richard M. Scott, Jr. of Bush Hill convinced the Orange and Alexandria Railroad to lay tracks parallel to Duke Street on his property and establish two cattle stops. Homes and farms dotted the landscape by the end of the 19th century. The area was annexed to Alexandria in 1952.

Significance of Historic Resources

The Landmark/Van Dorn area lies between Holmes Run and Backlick Run, which are the largest waterways within the City limits. The confluence of the two streams forms the eastern point of the planning area. Although the stream beds do not appear to have any remnants of Alexandria's heritage, there is a high likelihood that prehistoric sites exist many feet under fill along Backlick Run. A portion of Cloud's Mill Race is visible, and other portions may still be discernible through archaeological study (Map 1).

The historic use of the area was agricultural, and settlement was sparse. Many of the small farmsteads once situated along Duke Street and Edsall Road are no longer extant. However, two major archaeological sites are still present: portions of Cloud's Millrace and Bush Hill plantation.

Historic Preservation Issues

Development in this area has been intense over the last few years. Some large parcels still remain which have the potential for development. These parcels center primarily around the southern tier of the area--Picket Street, Eisenhower Avenue and Cameron Station. The shift in Cameron Station from a federal military installation to private use will alter the landscape and require historic preservation assessment by the United States Army.

The draft archaeological assessment conducted by the Virginia Department of Transportation (VDOT) of the Eisenhower Valley for the Clermont interchange project concluded that there is a high potential for prehistoric sites to exist under many feet of fill along Backlick and Cameron Runs. Thus, field testing will be needed for both Cameron Station and VDOT projects. Both of these studies will yield a great deal of information which can be applied across the area.

Several parcels along Eisenhower also will need archaeological evaluations and appropriate preservation actions. The Bush Hill Plantation Site is particularly important. Archaeological Resource Areas 8 and 11 incorporate most of the land within this area; therefore, the archaeological protection procedure will operate for these parcels (Map 2).

The greenways along Holmes Run and Cameron Run currently create a linear park system. Expansion of public open space into Backlick Run and the eastern portion of Holmes Run will produce an extensive stream valley park environment for public enjoyment. All these parks are particularly sensitive for important historic resources and should be managed to conserve and enhance these resources. They also present the opportunity to strengthen the area's historic identity. A graphic design plan compatible with other parks which provides historic, nature and user information for bikers and walkers will provide greater appreciation of the stream valleys and the western part of Alexandria's agricultural, Civil War and transportation heritage.

Historic Preservation Recommendations

1. Write preservation guidelines for U.S. Army cultural resource management assessment of Cameron Station and other large developments.
2. Write guidelines for developments to enhance the public's appreciation for the natural resources and heritage of the stream valley parks.
3. Develop guidelines with the Department of Recreation, Parks and Cultural Affairs to preserve significant archaeological resources and enhance the appreciation of local history in the open space/recreation bikeway system along the stream valleys.

LANDMARK/VAN DORN SMALL AREA PLAN
MAP 1
HISTORIC RESOURCES

KNOWN HISTORIC RESOURCES

State Register (AX) and Recorded Archaeological Sites

1. Earthen Railroad Ramp (AX54)
2. Bush Hill, Richard M. Scott Estate (AX111) (see also 11)
3. Cloud's (Triadelphia) Millrace (AX27)
(portion preserved on North Paxton Street)

Historic Transportation Sites and Roads

Little River Turnpike (Duke Street)

DOCUMENTED HISTORIC RESOURCES

Civil War Period Sites

1. House
2. House
3. House
4. House
5. House
6. C.S.A. Cavalry Camp
7. House
8. House
9. Cloud's Mill (see also 1878, 1894)
10. Union Balloon Launching Site
11. Bush Hill (possible slave quarters or chapel)
12. House

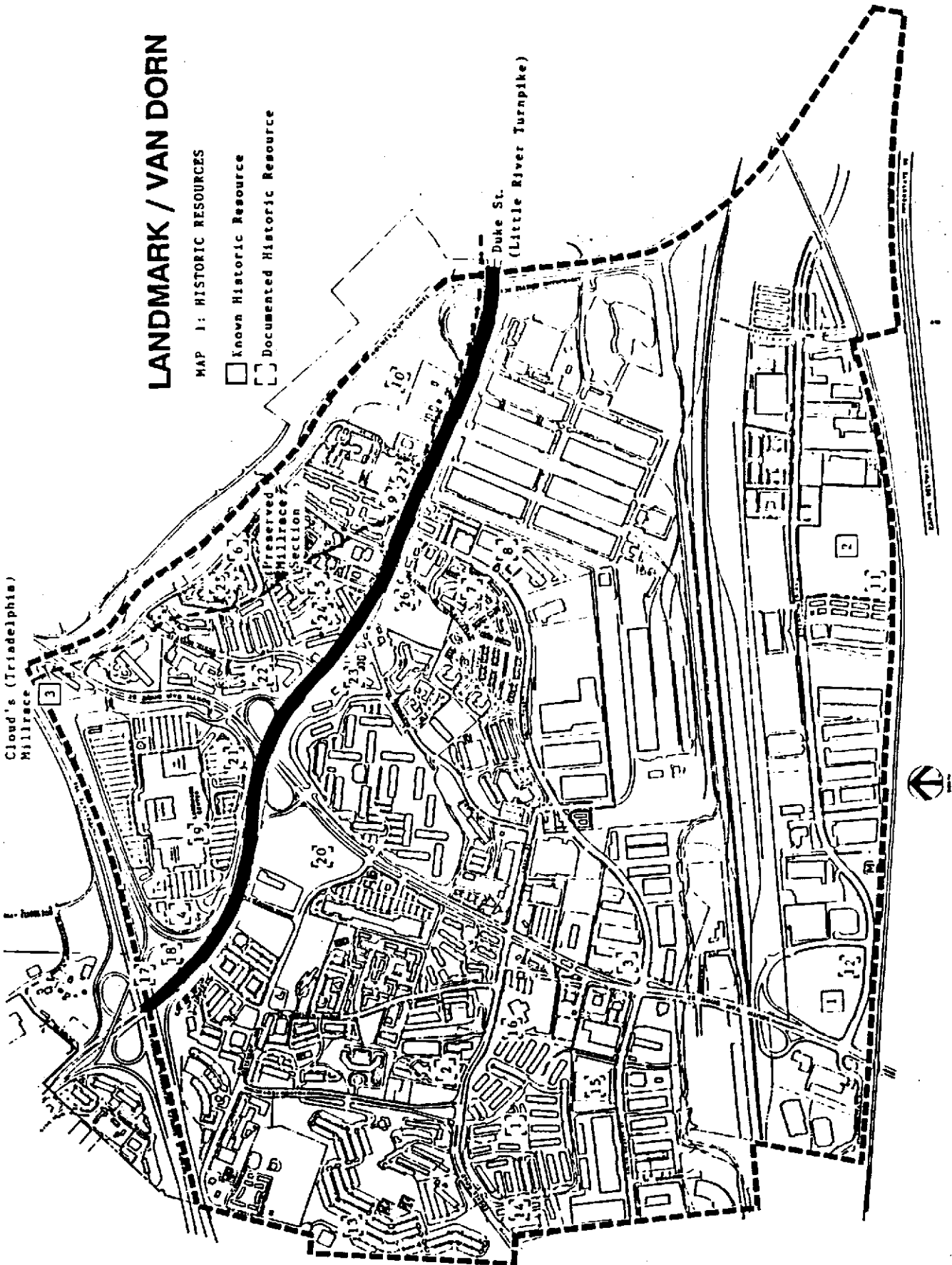
Late 19th Century Sites

13. House (1894)
14. Eliz. Cowling (1878), T. Harring (1894)
15. Adam Martin (1878 and 1894)
16. Adam Martin (1894)
17. B.S.S. (1894)
18. Jas. Long (1894)
19. Edwin Fitzhugh (1878), C. Ashby (1894)
20. Jno. K. Brown (1878); Thos. Gardiner (1894)
21. E. Jackson (1878)
22. Harriet Dent (1878)
23. House (1894)
24. J.F. Catlin (1878), J.F. Catlin (1894)
25. J.G. Gardner (1878), A.G. Gardner (1894)
26. M.M. Barbour (1878), H.G. Yarrow (1894)
27. Miller's House - Triadelphia Mill (1894)

LANDMARK / VAN DORN

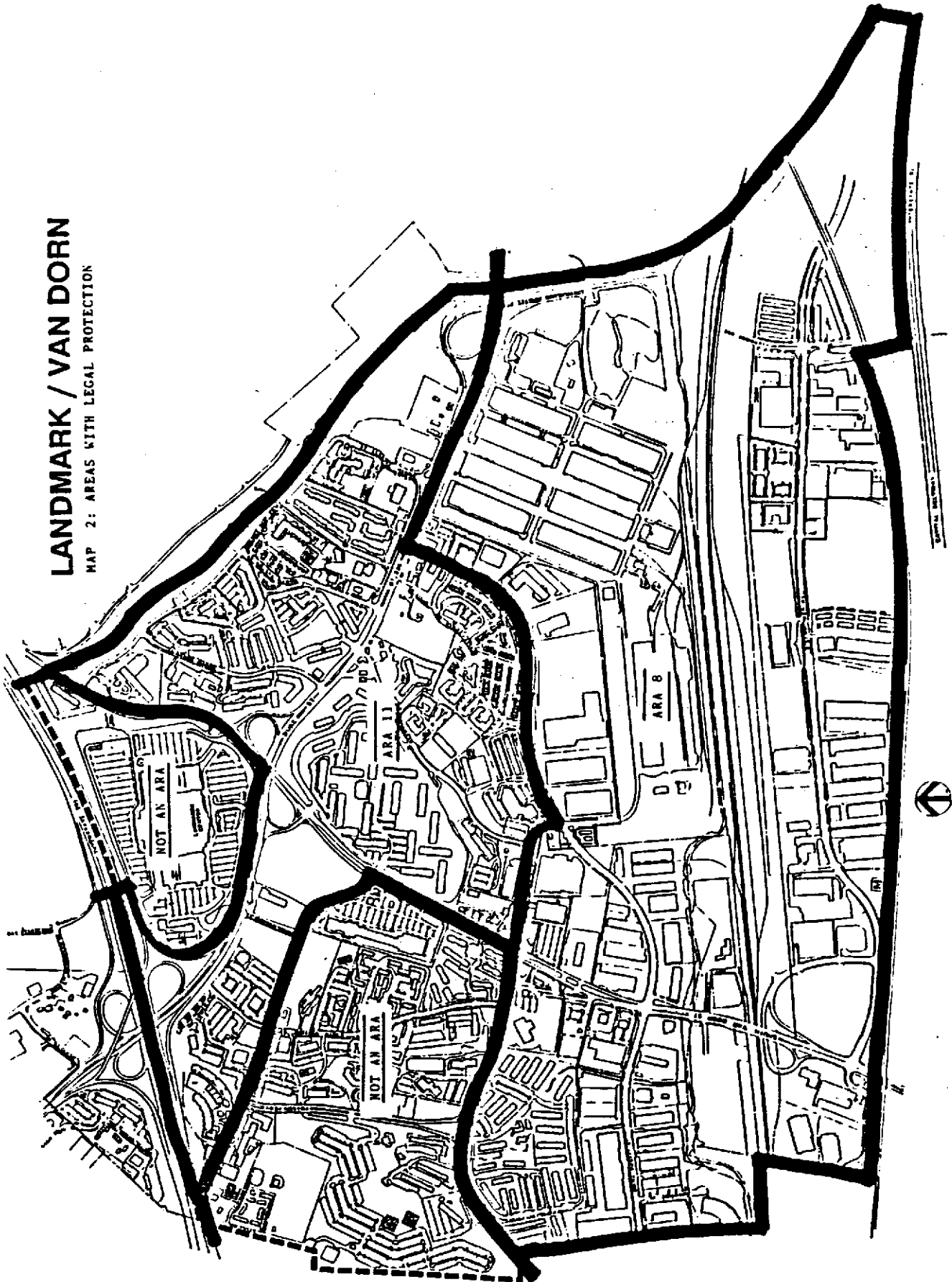
MAP 1: HISTORIC RESOURCES

- Known Historic Resource
- ▤ Documented Historic Resource



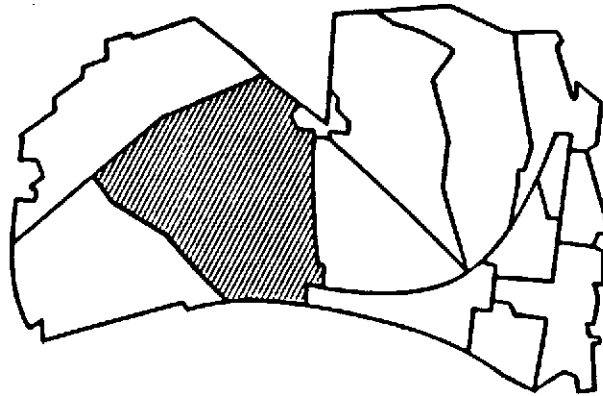
LANDMARK / VAN DORN

MAP 2: AREAS WITH LEGAL PROTECTION



SEMINARY HILL / STRAWBERRY HILL

SMALL AREA PLAN FOR HISTORIC PRESERVATION



OCTOBER 1990

**OFFICE OF HISTORIC ALEXANDRIA
CITY OF ALEXANDRIA, VIRGINIA**

**SEMINARY/STRAWBERRY SMALL AREA PLAN
FOR
HISTORIC PRESERVATION**

Preservation Objectives

1. To preserve and protect the historic structures, resources, neighborhood character and open space of the area.
2. To preserve significant historic resources which may be lost to development.
3. To encourage public pride in the area's heritage and historic resources.

Historic Overview

The prehistoric occupation of this area was of a seasonal nature. American Indians traversed the land, hunting in stream valleys, such as Holmes Run and smaller tributaries leading to Cameron Run.

Historically, this area was characterized by agricultural fields, country estates, small farm homes, military defenses and educational institutions. European settlement began in the 18th century and took the form of small farmsteads. In 1733, a mill was established, probably by John Bruff, on Cameron Run near its junction with Backlick Run and Holmes Run. By 1760, this mill was operated by John Carlyle. In the 19th century, two other mill complexes were located on a long millrace which diverged from Cameron Run near its junction with Holmes and Backlick Runs, and rejoined Cameron Run just west of its entry into Hunting Creek. Watkins's Mill was located on present day Wheeler Avenue near French Street. One building from the other mill complex, Brown's Mill, still stands on Wheeler Avenue just southwest of its intersection with Duke Street.

When Andrew Ellicot laid out the boundaries of the District of Columbia in 1791-1792, Southwest No. 4 Mile Marker was placed near the northeast edge of this planning area. Only a small broken portion of the base remains on King Street, just north of Wakefield Street, in Arlington. The current location is not original since the stone was moved during street construction. The original location may be within Alexandria.

In addition to farmsteads and mills, many country estates characterized this area. An early estate, "Oakland", was established by William Henry Terrett in 1741. The house still stands at the south end of Palmer Place. "Strathblane" is situated on the street of the same name and was built c. 1817. The Auld family cemetery is still preserved on the property, with burials dating as early as 1843. "Araby" was the name of one home that once stood on Braddock Road near Stadium Drive. It was

destroyed in the 19th century, probably during the Civil War. The estate of George Wise was called "Monokin," and was built in the mid-19th century, across Braddock Road from Araby. Although there was concern that it would be burned by Union Troops from nearby Fort Ward during the Civil War, the dwelling survived into the 20th century. "Muckcross" was the home of Colonel Arthur Herbert, an officer in the Confederate Army. "Cameron" was the estate of General Samuel Cooper, who was the Adjutant General of the United States Army before he joined the Confederacy. The "Vauxclease" estate was owned by Francis Peyton and was located near the current Alexandria Hospital. The house was destroyed in 1861, rebuilt in 1901 and then demolished in 1972, to provide parking space for Alexandria Hospital.

Transportation arteries are an important feature of this area. Duke Street was a country road leading west from Alexandria in the 18th century. By 1806, the road was improved and became the Little River Turnpike, running from Hooff's Run to the Little River in Aldie, Virginia. It served as a toll road from 1806 to 1896, and was 50 feet wide with crushed stone down the center (see Landmark/Van Dorn Small Area Plan). The Alexandria Leesburg Turnpike (King Street) was begun in 1818 and forms the northeast border of this area. Quaker Lane connected these two roads, and the area northwest of the intersection of Duke and Quaker was referred to as Quaker Hill. Two other early roads, Seminary Road and Braddock Road, connected the town of Alexandria with the land to the west. In the 1850s, the laying of the Orange and Alexandria Railroad tracks parallel to Cameron Run further connected Alexandria to the west. Two train stations at the foot of South Quaker Lane and South Street serviced the area in the 19th century.

The Civil War had a major impact on the entire town of Alexandria and particularly on this area. From 1861 to 1865, the Cameron Run Valley was scattered with semi-permanent troop encampments that essentially destroyed local agricultural production and decimated the woodlands. In addition to Alexandria's role as a supply depot, staging area, and rest and recovery area, a strong ring of defensive works surrounded the town as part of the defenses of the Capitol. The sites of three major forts and ten batteries are included in this planning area, along with miles of entrenchments.

Fort Williams was situated west of Quaker Lane and north of Duke Street. It was built in 1863, on the site of the Cameron estate. The fort had 13 gun emplacements and included two barracks, two mess halls, officer's quarters and a powder magazine. A post hospital was established in a large house nearby. Two batteries of 15 guns were positioned just to the south of the fort. Two additional batteries were situated between the fort and the Virginia Theological Seminary. Fort Worth, built in 1861, was located within the bounds of present-day Fort Worth Avenue. The remains of this fort existed until 1970, when it was destroyed by development. It had 25 gun emplacements, barracks, officer's quarters, mess houses and two powder magazines. Two batteries of

four guns were located to the west of this fort. Fort Worth was built on the site of "Muckcross". The owner, Colonel Herbert, C.S.A., rebuilt his house after the war on the masonry walls of the south powder magazine. Fort Worth was connected to Fort Ward, to the north on Braddock Road, by a line of entrenchments and three batteries armed with 24 guns.

Construction on Fort Ward began in 1861, and improvements were made over the next four years. It had 24 gun emplacements and included large bombproofs and magazines. Nearby, there were three barracks, officer's quarters, mess houses and stables. A battery of six guns was located to the northwest of this fort, and a line of entrenchments extended northeast from Fort Ward toward Fort Reynolds. Another site in this area related to the Civil War is near Strathblane Place. There was a large house here that was used as the headquarters for an extensive federal encampment, Camp California.

The Virginia Theological Seminary and Episcopal High School are located on a large piece of property in the northeast corner of this planning area. There are many significant historic structures and large areas of undisturbed land on this property. The Seminary was formed in the early 19th century from the Educational Society and the School of Prophets. In 1827, Jonah Thompson sold his estate, "Oakwood," to the seminary and this building is still in use today. Melrose Abbey and Aspin Wall Hall are two other 19th century structures on the property. Other significant historic buildings also stand on the grounds today, including a frame post office. During the Civil War the Seminary was used as a Union headquarters and staging area for troops.

In the late 19th century, many houses were located near major streets such as Quaker, Seminary, Howard and Braddock. A small, unmaintained family cemetery of unknown date survives on Pelham Street. The City of Alexandria annexed the land included in this area in 1952.

Significance of Historic Resources

This area was sought out by early settlers as an ideal location for country estates, mills and roads (Map 1). Later during the Civil War, the area contained a critical section of the defenses of Washington. Many of the buildings and other historic features have been lost in the last 30 years to new housing and institutional developments. However, some important resources remain visible and serve as important landmarks for the area. Early historic homes are still standing, as well as one mill, the northwest bastion of Fort Ward and a powder magazine associated with Fort Williams.

Fort Ward Museum and Historic Site provide an ideal setting for the public appreciation of Alexandria's Civil War heritage through educational programs and events. With the surrounding parkland, Fort Ward is an important historic and visual amenity

for those traveling on Braddock Road. The Virginia Theological Seminary is a particularly important, undisturbed resource area, containing both structures and archaeological material. Brown's Mill (now Bell Construction Company) is the last standing mill in Alexandria. The 8,000 foot millrace which served Watkins, Brown's and Cameron Mills ran parallel to today's Wheeler Avenue and may still be present underground. The Auld family cemetery and Oakland Baptist Cemetery mark significant locations which should be protected.

Historic Preservation Issues

Renovation and in-filling are the major ways in which the historic resources are lost in this area. While a few parcels along Duke Street may be developed, for the most part, residential and institutional renovation and addition are the main threats. In most cases, the historic resources have not been identified nor designated. This situation can lead to the inadvertent loss of a resource in its entirety, or the resource's integrity can be severely compromised. Active educational programs to promote public awareness and encourage research into appropriate renovation methods can reduce this problem. Development in the industrial zone along Wheeler Avenue may endanger the millrace. Most of the land in which development will occur is within an archaeological resource area (Map 2), so appropriate preservation actions will be taken.

Fort Ward at the northern end of the area, and Cameron Run Regional Park at the south, offer interpretive locations in which the area's important prehistory, agricultural, milling and Civil War history can enrich the public's appreciation and experience of the area (see Landmark/Van Dorn Small Area Plan). Tying these areas together with bike trails will offer a unified approach for recreational enjoyment of Alexandria's diverse cultural and physical environments.

Historic Preservation Recommendations

1. Include Seminary/Strawberry historic elements into the Urban Design Guidelines which will be written for this area.
2. Develop historic resource management guidelines for large development tracts in which significant remains can be lost.
3. Write an interpretive plan, and preservation and design guidelines to unify the Cameron Run Regional Park with the Holmes Run and Backlick Run greenways and the bike trail system.

SEMINARY/STRAWBERRY SMALL AREA PLAN
MAP 1
HISTORIC RESOURCES

KNOWN HISTORIC RESOURCES

National Register of Historic Places

1. Ft. Ward Park (see below and page 4-7)
2. Protestant Episcopal Theological Seminary
Includes the following buildings: Aspinwall Hall, Meade Hall, Bohlen Hall, Key Hall, Immanuel Chapel, Maywood and Oakwood Residences. The area is shown on the Civil War, 1878 and 1894 maps.
3. Southwest No. 4 Mile Marker of the District of Columbia boundary, King and Wakefield Streets (in Arlington)

Cemeteries

4. Oakland Baptist Church Cemetery
- (15). Auld Family Cemetery (see below).

State Register (AX) and Recorded Archaeological Sites

5. American Indian Site (AX35)
- (1). Fort Ward Park (AX90)

Historic Trees

6. The Bicentennial Tree, Willow Oak
7. White Oak, 3706 Seminary Road
8. Pecan, 3706 Seminary Road
9. Tulip, 318 N. Quaker Lane (also see 22. below)
10. Beech, Duke and Floyd Streets

Historic Transportation Sites

Orange and Alexandria Railroad
Alexandria Leesburg Turnpike (King Street)
Old Leesburg Road (Braddock Road)
Quaker Lane
Seminary Road

Other Sites

11. Watkins/Brown's/Cameron Mill Race

DOCUMENTED HISTORIC RESOURCES

Standing Structure Survey Sites

(Expected to have been constructed prior to 1900)

1. 1060 Palmer Pl. "Oakland," Territt Family House
(on Civil War, 1878 and 1894 maps)
2. 2205 N. Pickett Rd.
3. 2207 N. Pickett Rd.
4. 1820 N. Howard
5. 1121 N. Howard
6. 4112 Seminary Rd.
7. 1200 N. Quaker Ln., Episcopal High Main Buildings (on
Civil War, 1878 and 1894 maps)
8. 3737 Seminary Rd., house "Mollegen" on Virginia
Theological Seminary property (on Civil War, 1878 and
1894 maps)
9. 4103 Seminary Rd.
10. 4130 Lawrence Ave.
11. 4150 Lawrence Ave.
12. 491 N. Latham St.
13. 101 N. Early St.
14. 3706 Seminary Rd., "Melrose," Dr. Packard House (on
Civil War, 1878 and 1894 maps)
15. 4630 Strathblane Pl., "Strathblane" Gregory House
(Civil War map), Geo. Auld House (1878 and 1894 maps)
16. 504 N. Quaker Ln.
17. 91 S. Early St.
18. 85 S. Early St.
19. 4010 Harris Pl., "Muckcross," Arthur Herbert House
(Civil War, 1878 and 1894 maps; see also Civil War
Period)
20. 510 N. Quaker Ln., Goodwell House, (Civil War
map, R.W. Smith House (1878 and 1894 maps)
21. 502 N. Quaker Ln., The Cottage, Emily Mason House
(Civil War map), Cha. E. Hooff (1878), C.R. Hooff
(1894)
22. 318 N. Quaker Ln., "Clarens" House (Civil War map),
Jennie Mason (1878), E. Worthington (1894)
23. 208 N. Quaker Ln., site of "Cameron", (Civil War
map), Mrs. Cooper (1878), P. Dawson (1894)
24. 108 N. Quaker Ln.
25. 3600 Wheeler Ave. (Bell Construction Co.), "Brown's
Mill"/Dominion Grist Mill

State Survey of Abandoned Cemeteries

26. 1023 Pelham Cemetery

Historic Estates

27. "Monokin," House on Civil War map, Cassius Lee

- (1878), C.G. Lee (1894)
- 28. "Araby," House on Civil War map, Philip Hooff (1878), Geo. Wise (1894)
- 29. "Vauxcleuse," Fairfax House on Civil War map, Hebert (1878 and 1894)
- 30. "Strawberry Hill," Watkins House on Civil War map, Dd. G. Watkins (1878), D.C. Watkins Est. (1894)

Civil War Period Sites

UNION FORTS

- (1). Fort Ward (see 1 above, page 4-5)
- (19). Fort Worth (on site of Muckcross) (see page 4-6)
- 31. Fort Williams (powder magazine extant at 212 N. Quaker Ln.)

UNION BATTERY AND/OR ENTRENCHMENTS

- 32. Henry Bontz House (1878 and 1894)
- 33. House; Cassius Lee (1878), B. Shorts (1894)
- 34. House; Cassius Lee (1878), E.L. McClelland (1894)
- 35. House; Fairfax Theological Seminary (1878 and 1894)
- 36. Th. Huntington House; Jas. Green (1878), Green (1894)
- 37. House; Harriet Casno. (1878), H.E. Casnova [sic] (1894)
- 38. House
- 39. House; Jno. Purcell (1878), Amelia Richards (1894)
- 40. House
- 41. House
- 42. House
- 43. House
- 44. House; L. Brown (1878 and 1894)
- 45. Watkins Mill; D.G. & J.L. Watkins Mill (1878), D.C. Watkins, Est. (1894)
- 46. Mrs. Hills House (and 1878); W. Page (1894)
- 47. House (and 1878); D.G. Watkins, Est. (1894)
- 48. House; Dd. G. Watkins (1878), J.W. Brown (1894)
- 49. Brown's Mill; Dominion Grist Mill (1878 and 1894)
- 50. House
- 51. House (also 1878 and 1894)
- 52. Mrs. Howard's House; Caroline Howard (1878 and 1894)
- 53. House; Mrs. Territt (1878), Geo. White (1894)

Late -19th Century Sites

- 54. Jno. Creed House (1878 and 1894)
- 55. Jane Howard House, (1878 and 1894)
- 56. Maggie Mack (1878), W. McKelgel (1894)

57. Jas. Howard (1878), J.L. Howard (1894)
58. A. Cleveland (1878 and 1894)
59. Jas. Peterson (1878), R. Howard (1894)
60. Geo. Auld (1878 and 1894)
61. Arthur Herbert (1878 and 1894)
62. House (1878), S. Crupper (1894)
63. House (1878), D.G. Watkins Est. (1894)
64. House (1878), Seminary Station (1894)
65. House (1878), Seminary Station (1894)
66. Geo. Bucker (1894)
67. J. Townsend (1894)
68. Store (1894)
69. Al Cleveland (1894)
70. Mary Pingh (1894)
71. S. Herrod (1894)
72. W.J. Peters (1894)
73. J. Jackson (1894)
74. V. Hall (1894)
75. J.W. Miller (1894)
76. House (1894)
77. House (1894)
78. House (1894)
79. J.H. Adams (1894)
80. School (1894)

SEMINARY/STRAWBERRY SMALL AREA PLAN
MAP 2
HISTORIC SITES AND AREAS WITH LEGAL PROTECTION

National Register of Historic Places

1. Fort Ward Park
2. Protestant Episcopal Theological Seminary. Includes the following buildings on the crest of Seminary Hill: Aspinwall Hall, Meade Hall, Bohlen Hall, Key Hall, Immanuel Chapel, Maywood and Oakwood.
9. D.C. Boundary Mile Marker No.4

State Survey of Abandoned Cemeteries

3. 1023 Pelham Cemetery

City of Alexandria Designated Historic Trees

4. The Bicentennial Tree, Willow Oak
5. White Oak, 3706 Seminary Rd.
6. Pecan, 3706 Seminary Rd.
7. Tulip, 318 N. Quaker Ln.
8. Beech, Duke and Floyd Streets

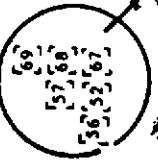
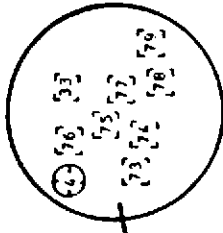
City of Alexandria Archaeological Resource Areas (ARA)

- ARA 8
- ARA 9
- ARA 10
- ARA 11

King St. (Alex. & Leesburg Turnpike)

SEMINARY HILL/STRAWBERRY HILL

MAP 1: HISTORIC RESOURCES



Braddock Rd. (Old Leesburg Rd.)

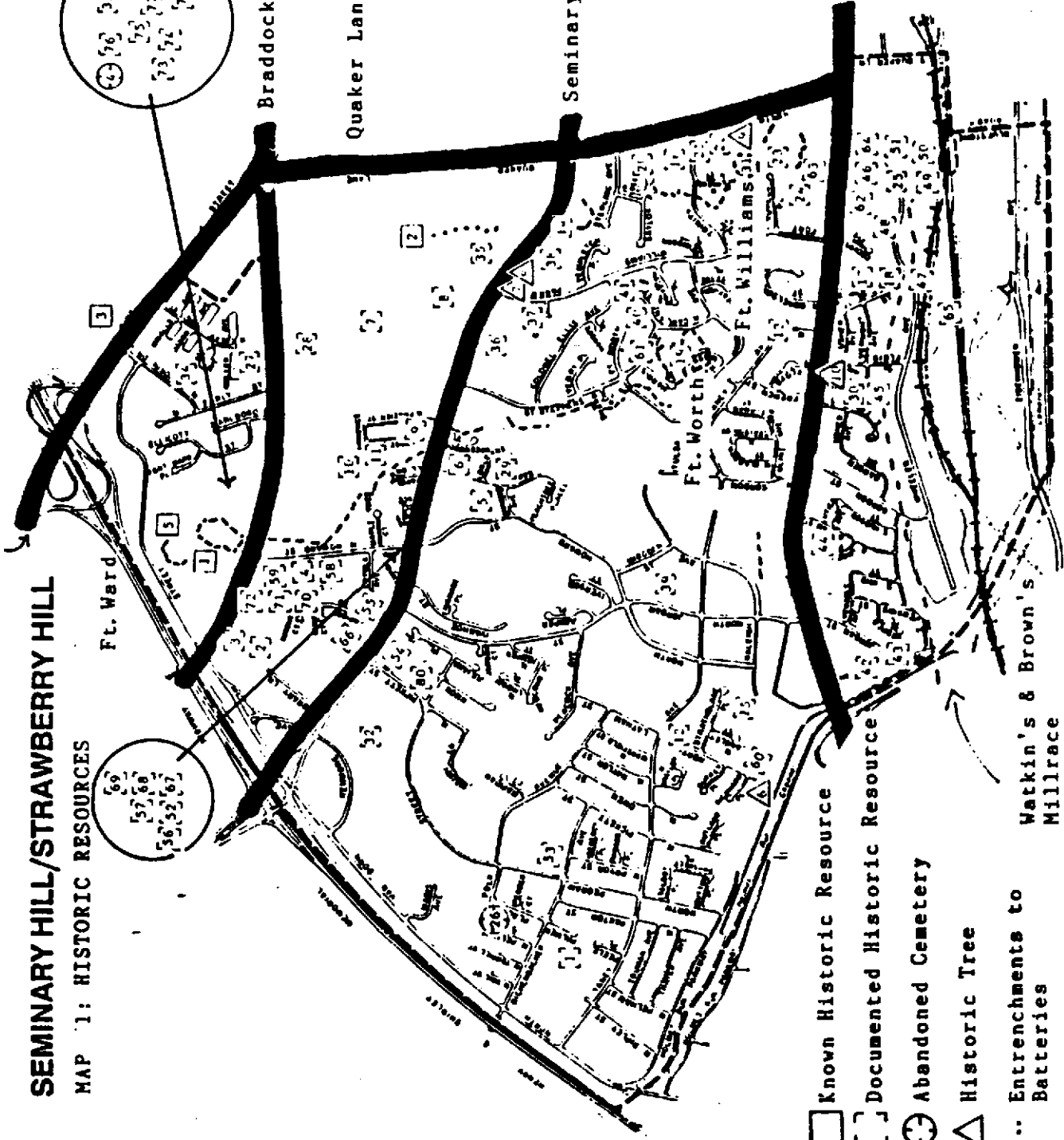
Quaker Lane

Seminary Rd.

Duke St.

(Little River Turnpike)

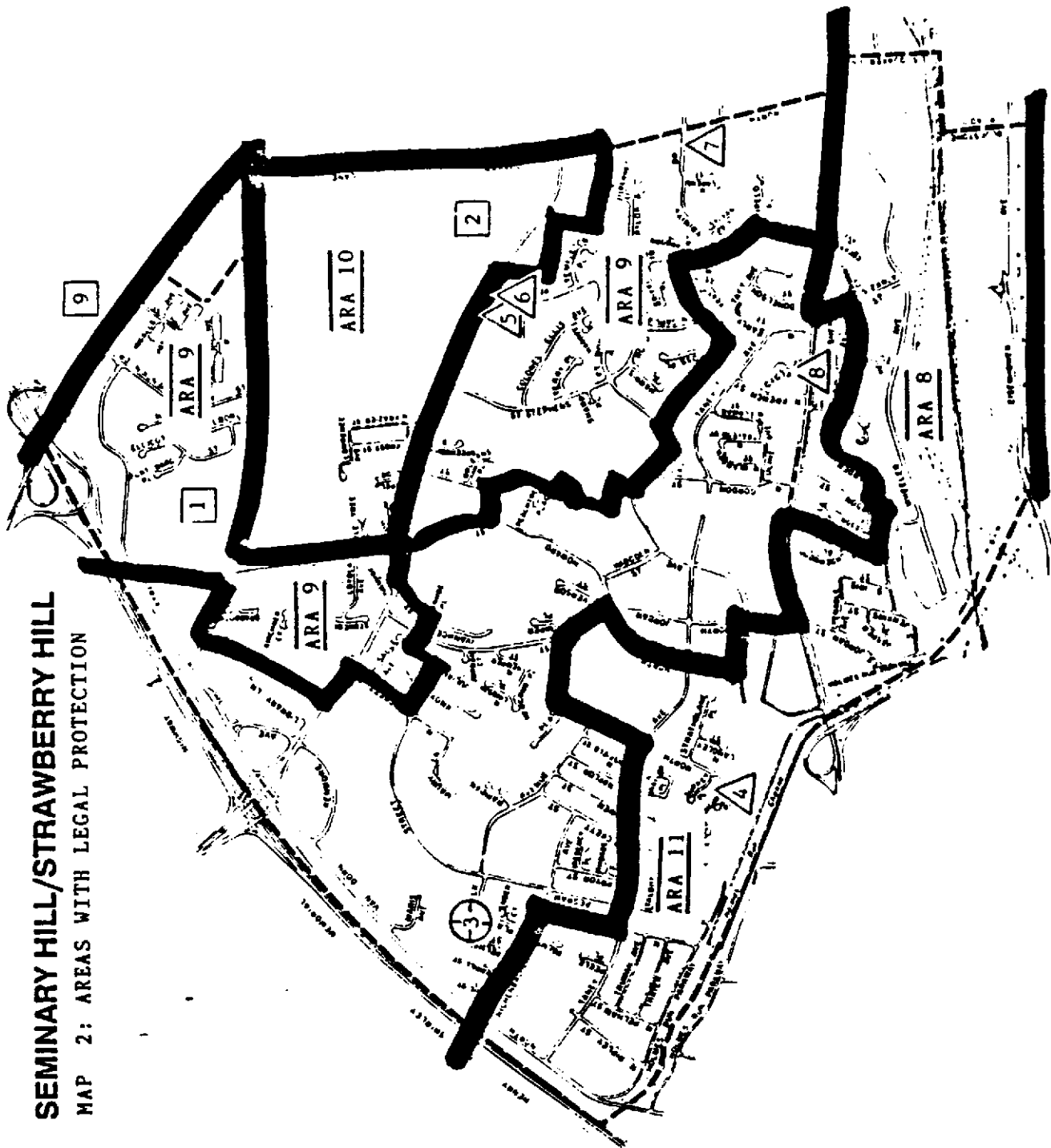
Orange & Alex. Railroad



- Known Historic Resource
- ▭ Documented Historic Resource
- ⊙ Abandoned Cemetery
- △ Historic Tree
- ... Entrenchments to Batteries
- Watkin's & Brown's Millrace

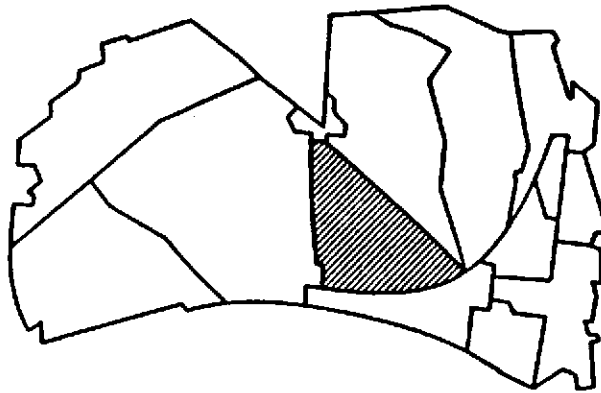
SEMINARY HILL/STRAWBERRY HILL

MAP 2: AREAS WITH LEGAL PROTECTION



TAYLOR RUN / DUKE STREET

SMALL AREA PLAN FOR HISTORIC PRESERVATION



OCTOBER 1990

OFFICE OF HISTORIC ALEXANDRIA
CITY OF ALEXANDRIA, VIRGINIA

**TAYLOR RUN/DUKE SMALL AREA PLAN
FOR
HISTORIC PRESERVATION**

Preservation Objectives

1. To protect and enhance the historic resources and character of the Public Open Space zones in Forest Park, Taylor Run Park and Angel Park.
2. To preserve the historic neighborhood character of the area's residential streetscapes and protect historic structures.
3. To preserve the significant historic resources which may be lost due to development on large tracts.
4. To protect in place where possible the physical remains of Civil War Alexandria and of other time periods, thereby increasing neighborhood appreciation of the area's history.

Historic Overview

The Taylor Run/Duke Small Area contains the middle portion of the 627 acres patented in 1678 by John Carr and John Simpson. To secure these early patents the owner was required to "seat" the land, that is, build a residence and farm the land. The locations of these sites, sometimes only a hut and a few stalks of corn, were seldom recorded.

By the 1760s, William Ramsay, John Carlyle, John West, Sybil West, Burr Harrison, and John Alexander owned land within this area. Some of these people lived in town, but they had tenants, or overseers and slaves, working their farms and plantations.

In 1791-1792, when the Capitol was laid out, Southwest No. 3 Mile Marker was placed just short of the mile mark. Today it stands in the First Baptist Church parking lot, on King Street across from Scoggins Road.

The Alexandria Leesburg Turnpike (King Street) and the Little River Turnpike (Duke Street) were constructed in the first part of the 19th century. King Street ran along the D.C. boundary line. Quaker Lane connected the two turnpikes. These three roads, Duke, King and Quaker, circumscribe the Taylor Run/Duke Small Area. By the time of the Civil War, several farms, homes and stores had sprung up along Duke Street. King, Quaker and Janney's Lane also serviced several farmsteads. The Orange and Alexandria Railroad tracks ran along the southern edge of this area parallel to the Little River Turnpike by 1851.

Shuter's Hill is bounded by Duke Street, King Street and Taylor Run. About 1779, John Mills built a large house here. Henry "Lighthorse Harry" Lee purchased the house from Mill's estate in

1787, and sold it to Ludwell Lee in 1793. The Lee's established a family cemetery here. Later, Benjamin Dulany bought the property in 1799. The home burned in 1840, and was replaced by a smaller house that again burned in 1873. The Dulany family cemetery was placed near present-day Carlisle and Hilltop Streets.

The Alexandria Water Company was chartered in 1850. Engineers began construction on the system's reservoir on Shuter's Hill in the autumn of 1851. The dimensions of the reservoir were 200 feet long by 100 feet wide, by 16 feet deep. It was lined with 300,000 bricks set in clay. Water was pumped from Cameron Run through Cameron Mills up to the reservoir, and gravity fed through cast iron pipe to the company's customers. The company was delivering water to 180 addresses in Old Town by 1852.

During the Civil War, Shuter's Hill was the site of Fort Ellsworth. The fort was named after Colonel Elmer E. Ellsworth who had commanded the Union force that occupied Alexandria at the beginning of the War. He was killed on the first day of the occupation, May 24, 1861. The following day, Captain H.G. Wright selected the site for Fort Ellsworth. Construction began immediately. The fort had 29 gun emplacements and included extensive bombproofs, magazines and two wells. On the east side of the fort were barracks and a large house which was used as headquarters, hospital, and barracks. Later in the War, a line of trenches extended between Fort Ellsworth and Fort Williams to the west.

The house at 406 Janney's Lane was owned by George H. Smoot during the Civil War, when it was used by Union troops. In 1872, Smoot transferred the house to his daughter Mary E. French, who sold it to Confederate veteran Major Eli H. Janney in 1883. Many other homes stood above King and Duke Streets, Janney's Lane and Quaker Lane. A nucleus of homes concentrated at the intersection of Duke and Telegraph Road (Old Colchester Road).

In 1907, Frank L. Slaymaker began developing a large part of Shuter's hill as a high income residential area. In June 1922, ground-breaking ceremonies for the George Washington Masonic National Memorial were held with the dedication taking place a decade later.

The current site of T.C. Williams High School was once "Mud Town", an African American neighborhood. Today Chinguapin Park occupies the former location of a housing development ("Chinguapin Village") where many Torpedo Factory workers resided during the World War II era.

The former home of President Gerald Ford, Jr. is located at 514 Crown View Drive and is listed on the National Register of Historic Places.

This area was annexed to Alexandria in 1915 and 1930.

Significance of Historic Resources

The Taylor Run/Duke Small Area is significant for its early settlement by some of Alexandria's most important families. The area contains important sites from virtually all time periods of human habitation in the City (Map 1). Taylor Run, Angel and Forest Parks contain open wooded space and a waterway which provide environments where natural and cultural resources can be preserved and enjoyed. The District of Columbia mile marker is significant. While missing some of the upper portion and inscription, this marker is one of the best preserved of the four within the City limits.

The land south of Duke Street contains three buildings which may be 19th century, but it is most notable for the buried resources which lie under many feet of fill from railroad activities. Historic cemetery remains and American Indian artifacts have been discovered eight feet underground. A distillery may also have left archaeological remains.

Shuter's Hill is a unique resource area within the City, marked today by the George Washington Masonic National Memorial. The grounds of the Memorial, the Alexandria Water Company property and the residential area to the west may contain the remains of Fort Ellsworth and perhaps related buried artifacts. Given the long use of the hill by people of all time periods, many other resources may also remain buried here. The first Water Company reservoir from 1851 still survives on the property as well.

Several standing structures in this area may have been built before the 20th century. Many more, such as those stretching along the King Street bluff, have been standing for at least 50 to 75 years. Their design and placement define the 19th century agricultural nature and late 19th/early 20th century suburban character of the area.

Historic Preservation Issues

Large scale development will primarily affect the area south of Duke Street. The parcels to be developed, notably the old Fruit Grower's site, generally have only deeply buried archaeological resources. The current protection procedure should be sufficient to preserve significant human and cultural remains (Map 2).

Other sites, such as Fort Ellsworth, Civil War batteries and entrenchments still exist close to the surface. While large scale development should not affect these resources, construction activities on small properties may inadvertently disturb significant information and underground structures. Infilling, home remodeling, landscaping and institutional expansion could also change the architectural character and scale of this area.

The City of Alexandria has control over resource management and enhancement in the two parks. Public education programs in the parks can create a focus for historic appreciation and preservation within the entire area.

Historic Preservation Recommendations

1. Write guidelines for appropriate preservation in large tracts, especially for land south of Duke Street.
2. Develop guidelines with the Department of Parks and Recreation and the Department of Transportation and Environmental Services to protect and enhance resources in Taylor Run, Angel, and Forest Parks.
3. Incorporate historic information into the planned approachways analysis, in order to provide an historical context on Duke Street, if practical.

TAYLOR RUN/DUKE SMALL AREA PLAN
MAP 1
HISTORIC RESOURCES

KNOWN HISTORIC RESOURCES

National Register of Historic Places

1. 514 Crown View Drive, Gerald Ford House
2. Southwest No. 3 Mile Marker of the District of Columbia boundary, 2932 King Street

State Survey of Abandoned Cemeteries

3. Bloxham Family Cemetery

City of Alexandria Structures Outside Historic Districts

4. 406 Janney's Lane

State Register (AX) and Recorded Archaeological Sites

5. Gloria Site (Native American site) (AX 17)
6. 2400 King Street (well)

Historic Trees

7. White Oak, southeast of Second Presbyterian Church
8. White Oak, 1316 Janney's Lane

Historic Transportation Sites

Orange and Alexandria Railroad
Alexandria Leesburg Turnpike (King Street)
Little River Turnpike (Duke Street)
Janney's Lane

Other Known Sites

9. George Washington Masonic National Memorial

DOCUMENTED HISTORIC RESOURCES

Cemeteries

1. Family cemetery

Standing Structure Survey Sites
(expected construction date prior to 1900)

2. 606 Janney's Lane
3. 1001 Janney's Lane
4. 1312 Janney's Lane
5. 399 N. Quaker Lane
6. 406 Highland Place

7. 2924 King Street
8. 2916 King Street
9. 3220 Colvin Street
10. 3002 Colvin Street
11. 3020 Duke Street

Civil War Period Sites

12. Entrenchment
13. Battery
14. Battery
15. Fort Ellsworth
16. Entrenchments
17. Entrenchments
18. Blockhouse
19. Alexandria Water Company Reservoir
20. Union Camp, 44th New York
- 21-67. Houses

Late 19th Century Sites

68. Philip Hooff (1878), C.F. Bay (1894)
69. Robert Grey (1894)
70. Robert Grey (1894)
71. Robert Grey (1894)
72. House (1894)
73. House (1894)
74. House (1894)
75. House (1894)
76. House (1894)
77. House (1894)
78. House (1894)
79. Nelson Corbett (1878), House (1894)
80. Nelson Corbett (1878), House (1894)
81. Nelson Corbett (1878), House (1894)
82. Snowden (1878), Ed Snowden (1894)
83. W. Cleveland (1894)
84. House (1894)
85. Pat K. Cunningham (1878)
86. Fred Moran (1878), W.D. Kersting (1894)
87. Robert Gray (1878), Robert Greg (1894)
88. Jas. Page (1878)
89. Shaw (1878), Alexis Smith (1894)
90. Wm. Harrington (1878), D.W. Harrington (1894)
91. Frank Fish (1878), C.C. Chichester (1894)
92. Jas. Green (1878), J. W. Green (1894)
93. WM Cleveland (1878)
94. Wm. Arnold (1878), E.H. Janney ("Res." 1894)
95. House (1878)
96. House (1878)
97. House (1878 and 1894)
98. And. Jameson (1878), And. Jamison [sic] (1894)
99. Birch (1878), House (1894)
100. Geo. Abbot (1894)
101. R. Dulaney (1878), H.G. Dulaney (1894)

102. Chas. Elliott (1878), J. Elliott (1894)
103. Chas. Elliott (1878), J. Elliott (1894)
104. Jno. Brown (1878)
105. Jas. Chancey (1878), Jas. Chance (1894)
106. And. Jamison (1878), F.F. Brown (1894)
107. I. Walker (1894)
108. Chester (1878), Rose (1894)
109. Whiting (1878), Whiting (1894)
110. Garrison (1878)
111. Whalley (1878), House (1894)
112. House (1894)
113. Auld (1894)
114. Julia Johns (1878), E. Daingerfield (1894)
115. House (1894)
116. DuFrench (1878)
117. House (1878 and 1894)
118. Jno. H. Watkins (1878), J.H. Watkins(1894)
119. Store (1878 & 1894)
120. House (1878), C. Cowling (1894)
121. House (1878 & 1894)
122. Jas. E. Rose (1878), J.K. Rose (1894)
123. House (1894)
124. House (1894)
125. J. Brent (1878), K. Cowling (1894)
126. Lewis (1878), Crosen (1894)
127. House (1878), Dulany(1894)
128. Chas. Studds (1878), C. Studds (1894)
129. J. Studds Jrs. (1878), H. Studds Est. (1894)
130. M & C & J Studds (1894)
131. Geo. Studds (1878), Geo. Studds (1894)
132. J. Studds (1878), Jno. Studds (1894)
133. Dd. G. Watkins (1878), Mrs. Watkins (1894)
134. House (1878), Store(1894)
135. House (1878 and 1894)
136. St. John's Chapel (1878 and 1894)
137. House (1878 and 1894)
138. School House (1894)
139. House (1878), Dd. G. Watkins (1894)
140. House (1878 and 1894)
141. House (1878), J.H. Watkins (1894)
142. House (1878), Mary Watkins (1894)

Other Sites

143. African American Neighborhood, "Mud Town," including cemetery.

TAYLOR RUN/DUKE SMALL AREA PLAN
MAP 2
HISTORIC SITES AND AREAS WITH LEGAL PROTECTION

National Register of Historic Places

1. 514 Crown View Drive, Gerald Ford House

State Survey of Abandoned Cemeteries

2. Bloxham Family Cemetery

City of Alexandria Structures Outside Historic Districts

3. 406 Janney's Lane

City of Alexandria Historic Trees

4. White Oak, southeast of Second Presbyterian Church
5. White Oak, 1316 Janney's Lane

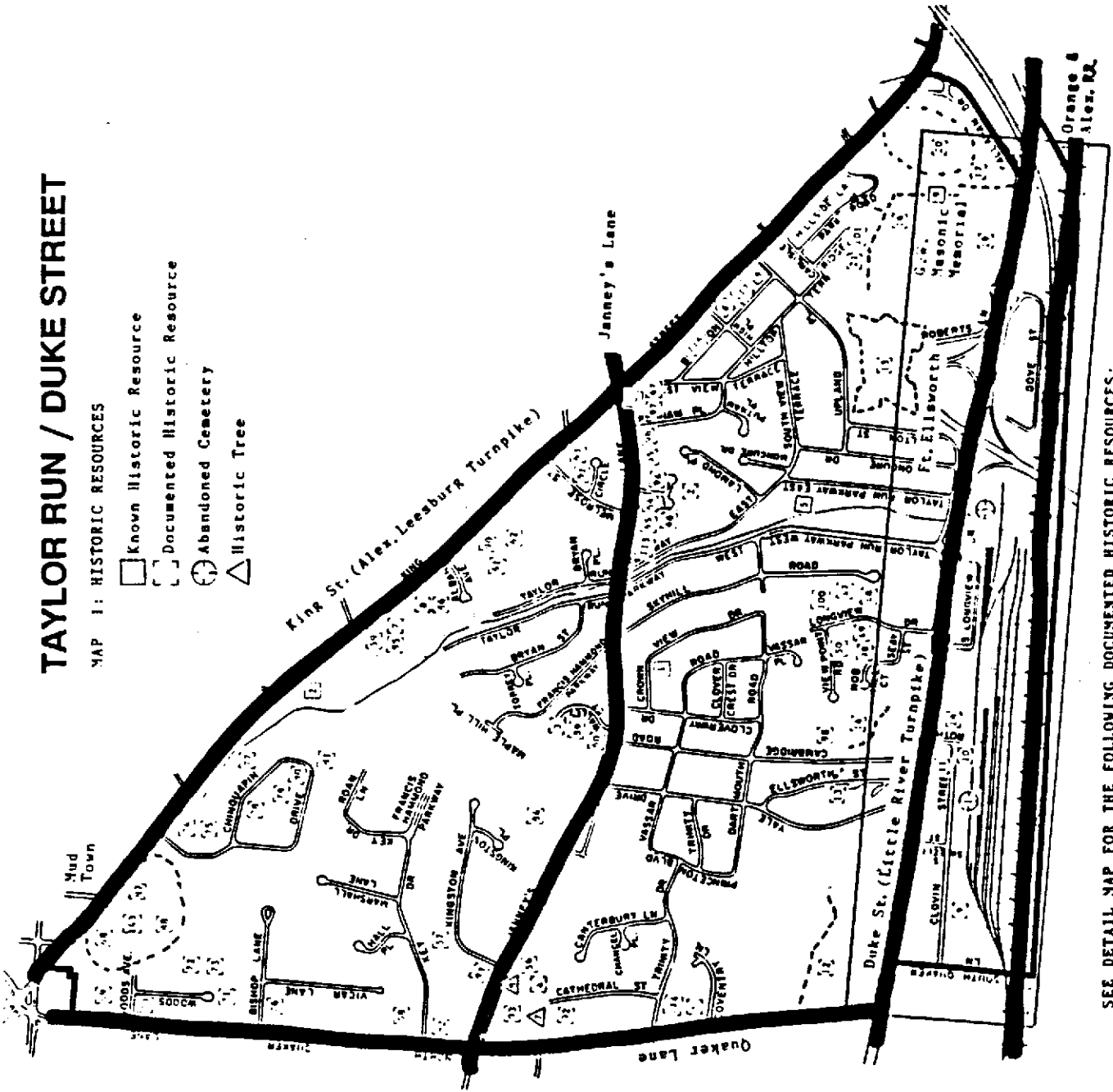
City of Alexandria Archaeological Resource Areas (ARA)

- ARA 6
- ARA 7
- ARA 8
- ARA 9

TAYLOR RUN / DUKE STREET

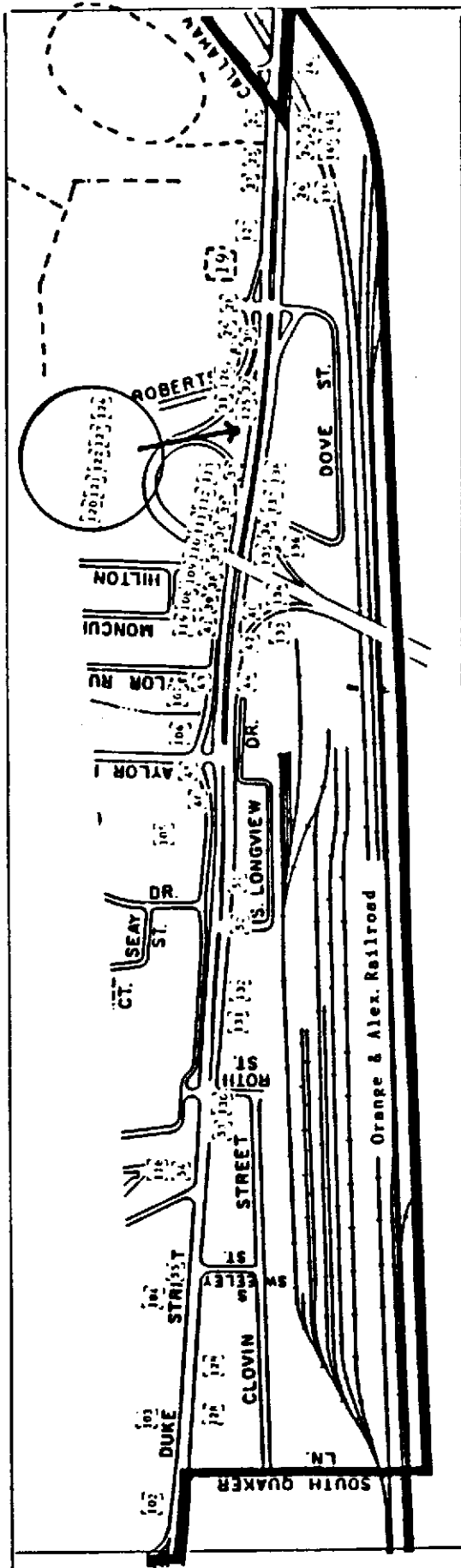
MAP 1: HISTORIC RESOURCES

- Known Historic Resource
- Documented Historic Resource
- Abandoned Cemetery
- Historic Tree



SEE DETAIL MAP FOR THE FOLLOWING DOCUMENTED HISTORIC RESOURCES:
 #22-56, #50-54, #102-113 AND #118-122

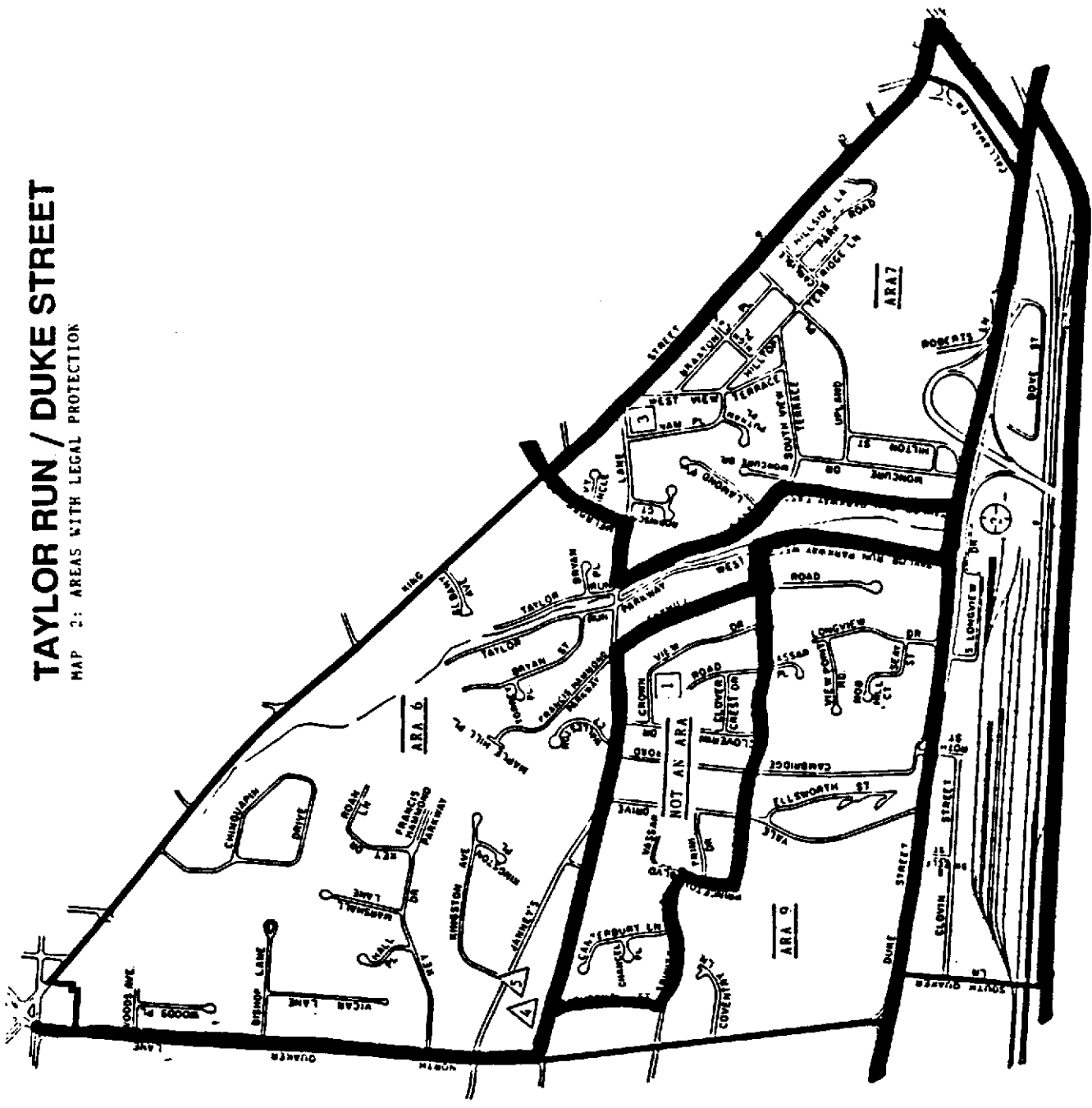
TAYLOR RUN / DUKE STREET



MAP 1: HISTORIC RESOURCES
(DETAIL)

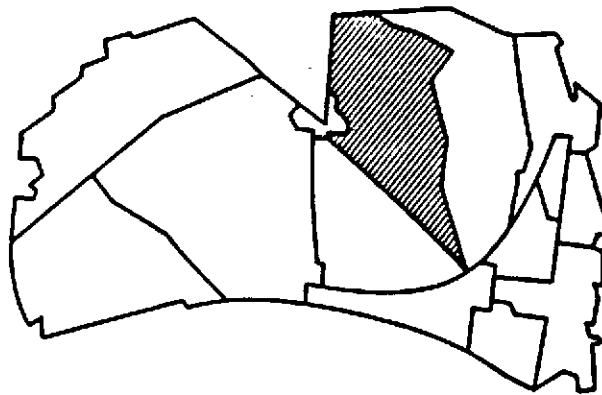
TAYLOR RUN / DUKE STREET

MAP 2: AREAS WITH LEGAL PROTECTION



NORTH RIDGE / ROSEMONT

SMALL AREA PLAN FOR HISTORIC PRESERVATION



OCTOBER 1990

**OFFICE OF HISTORIC ALEXANDRIA
CITY OF ALEXANDRIA, VIRGINIA**

**NORTH RIDGE SMALL AREA PLAN
FOR
HISTORIC PRESERVATION**

Preservation Objectives

1. To preserve the historic neighborhood character of the area's residential streetscapes and Ivy Hill Cemetery.
2. To protect significant historic buildings and open space which contribute to the area's character.
3. To preserve significant historic resources which may be lost due to development.

Historic Overview

Much of this area was part of the 6,000 acres John Alexander purchased in 1669. Local legend states that in 1755, during the French and Indian War, General Edward Braddock's troops moved through the area and stopped at a spring near Russell Road and Lloyd's Lane. The cannon at Braddock & Russell Road commemorates this event.

The wooded hills of North Ridge attracted families who established large estates in the 18th and 19th centuries. Most of these estates, while sprawling over many acres, centered upon homes near Russell and Braddock Roads. At least two homes stood on Red Hill, now Braddock Heights. One, called the "Anchorage", was built in the 18th century. Little is written of the house's history, except a ghost story about the wandering spirit of a sea captain's widow. A portion of the garden may survive on Hanson Lane. Another historic house, dating to about 1810, still stands on Red Hill facing Orchard Street.

In the early part of the 19th century, Charles Alexander, Jr., a sixth generation descendent of John Alexander, inherited North Ridge. "Charles of Mount Ida" built the home of that name. The lane to Mount Ida still exists today, extending from Jefferson Davis Highway west on Monroe street to Russell Road. Mount Ida in recent years has been home to St. Mary's Academy.

More homes were built in the area in the mid and late 19th century, including the Fractius House, Russell House, and Rust Homestead. Richard B. Lloyd built a home adjoining Mount Ida, called for many years the "Gingerbread House." The Lloyd family cemetery was placed near Russell Road and Mansion Drive. During Cassius F. Lee's ownership, the estate was named "Belmont Farm." Today the house and grounds are preserved within the St. Agnes School property. Nineteenth century homes clustered primarily along King Street, Braddock Road, and Russell Road.

More than 40 properties in North Ridge may have been built prior to 1900. The Union troops used some of the homes and established

several camps near Glebe Road. One cemetery in the vicinity of Park Fairfax was noted on military maps of the period, but is not visible today. However, the Ivy Hill Cemetery, established in 1854, is a landmark along King Street and spans 25 acres of hillside extending to Timberbranch Run.

In the late 19th and early 20th centuries, developers established the suburban neighborhoods of Braddock Heights, Rosemont, Jefferson Park and Beverly Hills. Many street names honor the early families who settled this area, such as Hume, Lloyd and Uhler. Park Fairfax was built during World War II to accommodate the increasing numbers of people coming to the Washington, D.C. area. This planning area was annexed to the City in 1915 and 1930.

Significant Historic Resources

This area's rolling topography and proximity to three major roads in the 19th century have influenced settlement. American Indian artifacts have been found in residential yards, evidence of the prehistoric use of the area. Old Cameron Mills Road and Roach's Mill Race were early landmarks in the colonial period (Map 1). The large homes and adjacent land found along Russell, Braddock and King Streets present a unique visual appearance and historic quality in the City. Many more documented sites appear on maps for this area, compared to those still visible today. Wells, building foundations, cemeteries and Civil War camps may have survived from the historic inhabitants.

Historic Preservation Issues

The North Ridge area appears stable, and relatively unchanging with only a few large development parcels. However the historic resources can be lost due to lack of knowledge of their location and condition. The important volume, North Ridge Lore documented the rich heritage of the area, and the number of sites which had been lost by 1981. Four buildings in the area are designated as Structures Over 100 Years Old Outside the Historic District (Map 2). This is the highest number of structures on this list of any area annexed to the City in the 20th century. Nearly 40 additional structures have the potential to receive the same designation. Some residents of Park Fairfax consider this planned community worthy of listing on the National Register of Historic Places and may seek such recognition.

The institutional use of some of the important historic properties in the area assists in protection efforts. However, as schools and churches close or expand, important buried archaeological resources can be lost. The site plan proposed for the Circle Terrace site could endanger the remains of Oakland. Continued efforts to increase public awareness and request cooperative preservation actions are important to the area's protection.

**NORTH RIDGE SMALL AREA PLAN
MAP 1
HISTORIC RESOURCES**

KNOWN HISTORIC RESOURCES

Cemeteries

1. "Graveyard" on Civil War map, Ivy Hill Cemetery (1894)

**City of Alexandria 100 Year Old Structures
Outside Historic Districts**

2. 400 Fontaine Street, Richard B. Lloyd House (St. Agnes School); Richard Lloyd (1878), Richard Lloyd Est. (1894)
3. 2404 Russell Road, "Mount Ida " (St. Mary's Academy); Jno. Lloyd (Civil War Map and 1878), John Lloyd Heirs (1894)
4. 2605 King Street, "Moore House", House (1878), J. Baumgartner (1894)
5. 2525 King Street, "Eastern View"; J. Tracey (1878), C.M. Adams (1894)

State Register (AX) and Recorded Archaeological Sites

6. 2915 King Street (AX122)
7. 2603 Valley Drive, American Indian Camp Site
8. 1400 Russell Road, well

Historic Trees

9. Virginia Juniper, 1512 Stonewall Road

Historic Transportation Sites

Loudoun and Hampshire Railroad
Alexandria Leesburg Turnpike (King Street)
Old Leesburg Road (Braddock Road)
Old Cameron Mills Road (Cameron Mills Road)

Other Resources

10. Major Edward Braddock's cannon, left in Alexandria by his troops during French and Indian War, 1755.

DOCUMENTED HISTORIC SITES

Standing Structure Survey Sites

(Expected Construction date prior to 1900)

1. 506 Overlook Drive, House (1878), H. Fractious Est. (1894)
2. 3402 Russell Road (Russell Farm House)
3. 414 Tyler Place

4. 2414 Ridge Road
5. 2203 Scroggins Road
6. 3215 King Street, C. Goings Est. (1894)
7. 1706 Russell Road
8. 2935 King Street
9. 2929 King Street
- (6). 2915 King Street
10. 2909 King Street
11. 2905 King Street
12. 303 High Street
13. 207 Mason Avenue
14. 205 Mason Avenue
15. 1702 Orchard Street
16. 1612 Orchard Street
17. 1606 Orchard Street
18. 1602 Orchard Street
19. 1510 Orchard Street
20. 305 W. Braddock Road, Capt. Bales House
21. 1606 Stonewall Road
22. 202 High Street
23. 1512 Stonewall Road
24. 1502 Stonewall Road
25. 1400 Orchard Place, Jas. McGraw (1878)
26. 210 Locust Lane
27. 205 Locust Lane
28. 210 W. Braddock Road
29. 1200 Russell Road
30. 214 W. Alexandria Avenue
31. 418 W. Summers Drive; House (Civil War map),
G. Hohenstein (1878), Geo. Abbott (1894)
32. 2705 King Street
33. 2703 King Street
34. 403 Masonic View Drive; Hohenstein (Civil War map),
House (1878), Geo. Abbott (1894)
35. 2823 King Street, "Ivy Hill"
36. 3104 Russell Road, "Echo Wood"
37. 2413 King Street

State Survey of Abandoned Cemeteries

38. Graveyard (Civil War map)

Civil War Period Sites

39. House: Jas. Goings (1878), Jno. Goings (1894)
40. House
41. House: Jno. Lloyd (1878), John Lloyd Heirs (1894)
42. Powel House; Jno. D. Mills (1878), F.L. Cutler (1894)
43. Powel House; Frank Mills (1878)
44. Powel House; Harper (1878), R. Rorden (1894)
45. Powel House; P. Wise (1878), F.S. Maris (1894)
46. Powel House; Wolfe (1878)
47. Powel House; House (1878)
48. Powel House; House (1878 and 1894)
49. House (also 1878 and 1894)

- 50. Union Camp: 37th New York
- 51. Union Camp: 2nd New Jersey
- 52. Union Camp: 1st and 2nd Connecticut Militia;
2nd and 4th New Jersey Militia, "Garibaldi" Guards

Late 19th Century Sites

- 53. House: Mary F. Danenhowe (1894)
- 54. House: (1878), And. Schlevogt (1894)
- 55. House: (1878)
- 56. House: Dr. D. N. Rust (1894)
- 57. House: Dr. D. N. Rust (1894)
- 58. House: R. Hooff (1878), House (1894)
- 59. House (1894)
- 60. House (1894)
- 61. House (1894)
- 62. House: M. Garvey (1894)
- 63. House: W. Hoen (1894)
- 64. House: Hoenstine (1894)
- 65. B.S. Sh. [Blacksmith Shop] (1878)
- 66. House: 1516 Stonewall Road
- 67. House: 1514 Stonewall Road
- 68. House: 1400 Overland Place
- 69. House: 1400 Russell Road

Other Sites

- 70. Roach's Mill Millrace (Civil War map)
- 71. 1803 Orchard Street, 19th century farmhouse
- 72. 1600 Russell Road, 19th century farmhouse
- 73. 206 West Monroe, 19th century farmhouse

**NORTH RIDGE SMALL AREA PLAN
MAP 2
HISTORIC SITES AND AREAS WITH LEGAL PROTECTION**

State Survey of Abandoned Cemeteries

1. Graveyard (Civil War map)

**City of Alexandria 100 Year Old Structures
Outside Historic Districts**

2. 400 Fontaine Street, St. Agnes School;
Richard Lloyd (1878), Richard Lloyd Est. (1894)
3. 2404 Russell Road, St. Mary's Academy; Jno. Lloyd
(Civil War Map and 1878), John Lloyd Heirs (1894)
4. 2605 King Street, "Moore House", House (1878),
J. Baumgartner (1894)
5. 2525 King Street, "Eastern View"; J. Tracy (1878),
C.M. Adams (1894)

City of Alexandria Designated Historic Trees

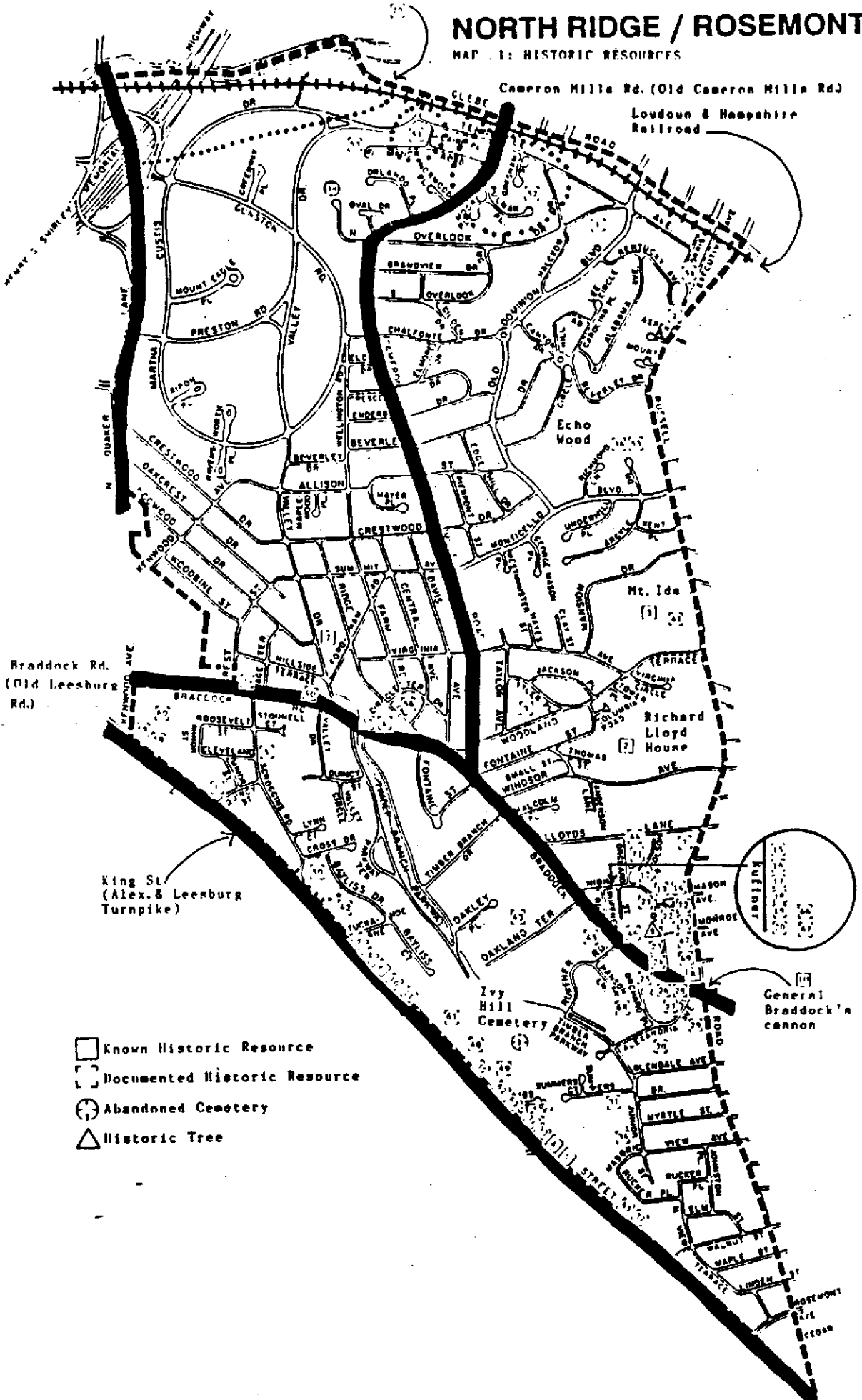
6. Virginia Juniper, 1512 Stonewall Road

City of Alexandria Archaeological Resource Areas (ARA)

- ARA 4 (Only certain properties designated)
- ARA 5 (Only certain properties designated)
- ARA 6 (Only certain properties designated)

NORTH RIDGE / ROSEMONT

MAP 1: HISTORIC RESOURCES

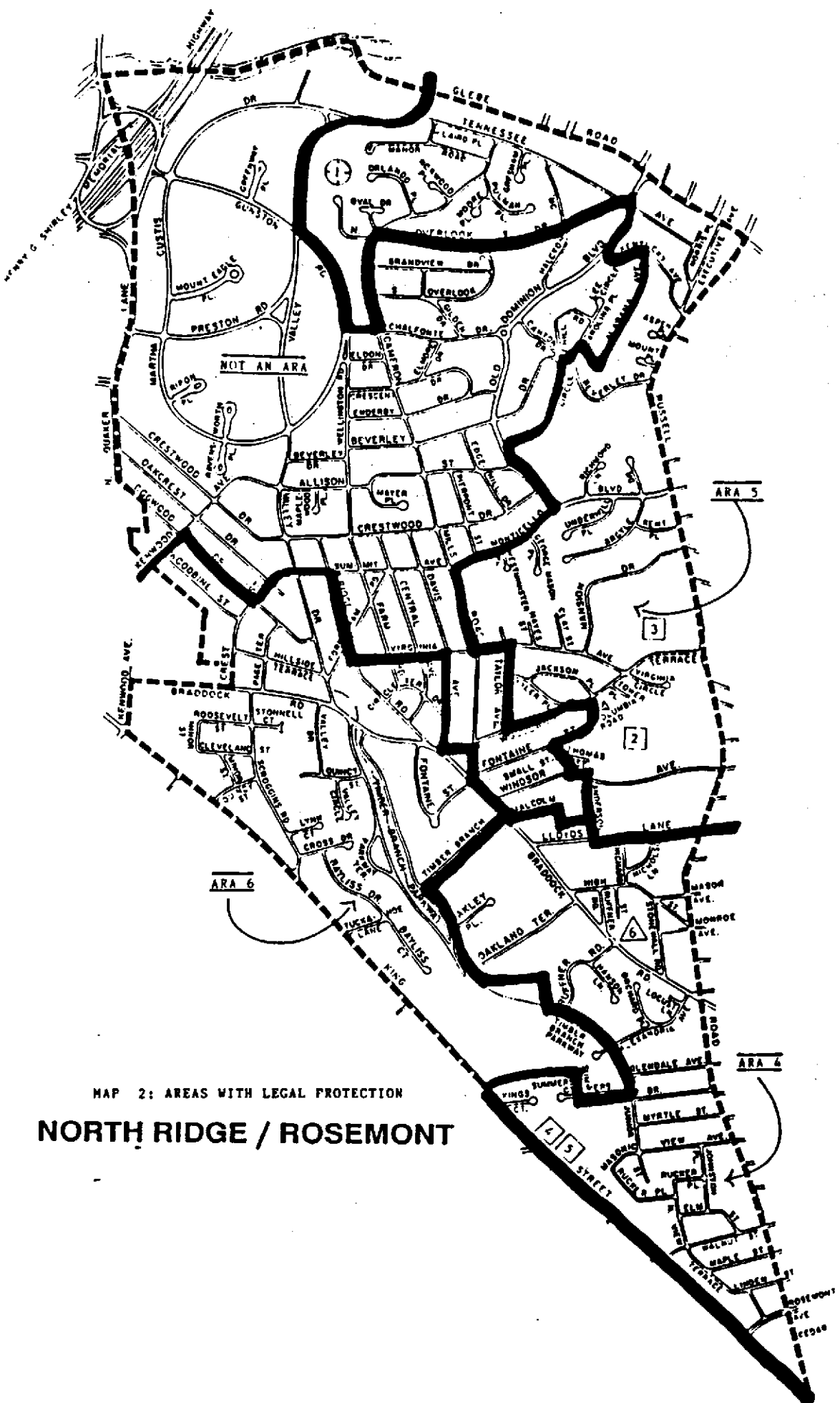


Braddock Rd.
(Old Leesburg Rd.)

King St.
(Alex. & Leesburg Turnpike)

- Known Historic Resource
- ▤ Documented Historic Resource
- ⊕ Abandoned Cemetery
- △ Historic Tree

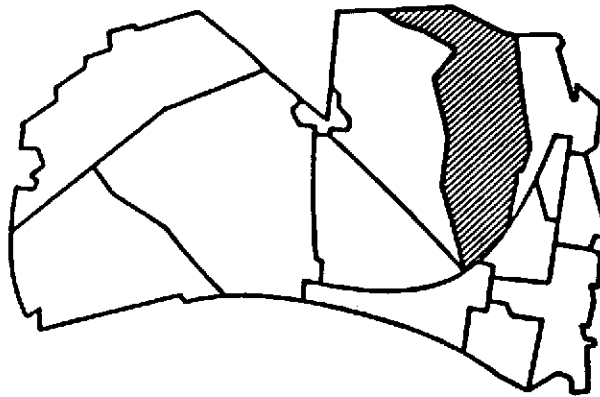
General Braddock's cannon



MAP 2: AREAS WITH LEGAL PROTECTION
NORTH RIDGE / ROSEMONT

POTOMAC WEST

SMALL AREA PLAN FOR HISTORIC PRESERVATION



OCTOBER 1990

OFFICE OF HISTORIC ALEXANDRIA
CITY OF ALEXANDRIA, VIRGINIA

**POTOMAC WEST SMALL AREA PLAN
FOR
HISTORIC PRESERVATION**

Preservation Objectives

1. To preserve the historic character of the late 19th/early 20th century street car suburbs and protect historic structures which contribute to this character.
2. To ensure that development in adjacent King Street Metro, Braddock Road Metro and Potomac Yard is compatible with the historic character of Potomac West.
3. To preserve significant archaeological resources which may be inadvertently destroyed due to new development.
4. To encourage appreciation of the area's heritage and enhance the character of historic Hooff's Run and other City parks.

Historic Overview

As early as 1719, a man named Lillard built a mill on the south bank of four Mile Run on Alexander land. Edward Chubb married Lillard's widow, and Chubb's Mill became a frequently mentioned early landmark. Other mills, including Roach's Mill, were later built on both banks of the Run. For 200 years, Alexander's descendants, servants, and tenants worked farms in this area south of Four Mile Run. Hooff's Run cut through this area as it ran south to join Cameron Run. A farm complex and agricultural fields were once in the vicinity of Commonwealth Avenue.

When the District of Columbia was laid out in 1791-1792, the Southwest No. 2 Mile Marker was placed near the intersection of Russell Road and King Street. The marker on the site today is not original, but has been in place since 1920.

In the 19th century, at least three homes were built by well-known Alexandria families in the area. Thomas Swann married Charles Alexander's daughter, Francis, and built "Oakville" near the Washington and Alexandria Turnpike (Jefferson Davis Highway). Surrounded by large oaks, the estate sat in a bucolic setting until two railroads constructed in the mid-19th century changed the environment. Oakville Terrace memorializes the location south of the Swann home. The Swanns moved west to "Mount Auburn," on a hill which now overlooks Mt. Vernon Avenue. Another Alexander descendant, Mrs. Edward R. Lippett, also lived in a home overlooking Mt. Vernon Avenue. Frank Hume purchased the property in 1879 and named it "Warwick." This area is now Warwick Village. Hume Spring was situated north of the estate, underneath the parking lot at the northwest intersection of Mt. Vernon Avenue and Glebe Road.

This area is circumscribed by major transportation arteries, the oldest being the Washington and Alexandria Turnpike (Jefferson Davis Highway), constructed in 1808. In the 19th century, a tollgate was located west of the Turnpike, near the Four Mile Run stone aqueduct bridge. In the 1850s, the Alexandria, Loudoun and Hampshire Railroad (later Washington and Old Dominion,) was built parallel to the Turnpike. A portion of the Washington and Ohio, (Richmond and Danville) Railroad right-of-way is preserved as a diagonal parkland east of Randolph Avenue between Commonwealth Avenue and Jefferson Davis Highway. Two train stations were placed on the Turnpike/railroad route: (1) the St. Asaph Station was north of the intersection with Monroe Avenue, near the Alms House; and (2) the St. Elmo Station sat perched on the bluff near Clifford Avenue (see also Potomac Yard Small Area Plan).

During the Civil War, the federal troops camped in several places north of Glebe Road and south of Braddock Road. They may also have used the large homes.

In 1888, the "Alexandria Gentlemen's Driving Club" (St. Asaph Race Track) was incorporated with legal betting. A larger race course existed as early as 1845 between the current streets of Mt. Ida, Bellefonte, Mt. Vernon and Route 1. The 1890's saw the suburban developments of Spring Park (Rosemont); Northwest Alexandria (Braddock Heights); Del Ray and St. Elmo (Map 1). The Washington, Alexandria and Mt. Vernon Electric Train (1892-1931) transformed the suburbs into bedroom communities for workers in the District of Columbia. The right-of-way ran along what is now Commonwealth Avenue, and the station stood at the foot of West Rosemont Avenue. The Potomac Rail Yards opened in 1906 on the eastern edge of the area and attracted skilled workers to houses in St. Elmo and Del Ray. The Town of Potomac was incorporated in 1908, with a mayor and six-member council. The Town Hall/Firehouse (circa 1921-1925) still stands on East Windsor Avenue. The City of Alexandria annexed the southern portion of this area in 1915. A time cylinder commemorating the City's Bicentennial was buried at George Washington High School (now a Junior High) in 1949. The Town of Potomac and the rest of this area was annexed in 1930.

Significance of Historic Resources

Today more than 100 structures still stand in Potomac West which contribute to the historic fabric, design and scale of the area (Map 2). The State Historic Preservation Office has recently determined that most of the area included within the original Town of Potomac is eligible for listing on the National Register of Historic Places based upon an architectural survey which includes many of these buildings (Map 3). The Rosemont neighborhood is also working to document the significance of its structures.

There are numerous locations throughout Potomac West which have

the potential to contain significant buried resources associated with the early mills, millrace and Alexandria Canal stone aqueduct bridge over Four Mile Run. Other archaeological resources may include: artifacts or structural remains from Civil War campsites, early farms, historic homes and stores no longer standing, the turnpike toll gate, two alms houses, two race courses, and the African American neighborhood of Sunnyside. The City's Bicentennial time cylinder is an important object, although its location is not marked.

Hooff's Run Park and Greenway, Mt. Jefferson Park and Greenway, Mt. Ida Greenway and median of Commonwealth Avenue are locations of historic waterways or transportation arteries which have significance for appreciating the area's earlier environment and historic life. Mount Vernon Avenue is unique in the City for maintaining the scale and character of a small town main street.

Historic Preservation Issues

While few large developments will occur within Potomac West, the perimeter of the area is changing. King Street Metro, Braddock Road Metro and the planned redevelopment of Potomac Yards are already affecting the area's property values, residential composition, and traffic. Remodeling, additions, in-filling open space, and new businesses can affect the historic fabric and character of Alexandria's original streetcar suburbs.

Architectural studies sponsored by civic associations have led to new information about the Rosemont and the Del Ray-St. Elmo neighborhoods. The result has been active citizen participation to identify and designate two national register districts. The Del Ray-St. Elmo (Town of Potomac) district has already been determined eligible (Maps 2 and 3); the Rosemont district may soon follow. Forms are also in preparation to nominate specific properties in the Town of Potomac to the City's list of Structures More Than 100 Years Old Outside the Historic District. There has also been citizen interest in enhancing Hooff's Run Park and Greenway to restore the waterway as a neighborhood amenity.

Historic Preservation Recommendations

1. Incorporate historic elements into the Urban Design Guidelines which will be written for this area.
2. Develop guidelines with the Department of Recreation, Parks and Cultural Activities to enhance historic character of the public parks and greenways.
3. Determine the impact that new development on the perimeter of the area will have to the historic fabric and character and ensure that new projects are compatible.

POTOMAC WEST SMALL AREA PLAN
MAP 2
HISTORIC RESOURCES

KNOWN HISTORIC RESOURCES

District of Columbia Boundary Markers

1. Southwest No. 2 Mile Marker, east side Russell Road north of King Street (on National Register)

State Register (AX) and Recorded Archaeological Sites

2. Four Mile Run Aqueduct Bridge (part of the Alexandria Canal) (AX 55)
3. 3501 Holly Street (well)
4. 211 Uhler (well)

Historic Transportation Sites

Washington and Ohio Railroad
Alexandria, Loudoun and Hampshire Railroad
Washington, Alexandria and Mount Vernon Electric Train
Washington and Alexandria Turnpike (Jefferson Davis Highway)
St. Elmo Station
St. Asaph's Junction Station

DOCUMENTED HISTORIC RESOURCES

Standing Structure Survey Sites
(Expected construction date prior to 1900)

5 W. Alexandria Avenue
111 W. Alexandria Avenue

210 E. Alexandria Avenue
218 E. Alexandria Avenue
300 E. Alexandria Avenue

209 Ashby Street

32 Bellefonte Avenue
37 Bellefonte Avenue
100 Bellefonte Avenue
220 Bellefonte Avenue

301 Clifford Avenue
308 Clifford Avenue
322 Clifford Avenue
405 Clifford Avenue
408 Clifford Avenue
409 Clifford Avenue
411 Clifford Avenue

419 Clifford Avenue
421 Clifford Avenue

2306 Commonwealth Avenue

319 Custis Avenue
409 Custis Avenue
508 Custis Avenue
510 Custis Avenue
513 Custis Avenue
515 Custis Avenue

101 Del Ray Avenue
102 Del Ray Avenue
103A Del Ray Avenue
131 Del Ray Avenue
211 Del Ray Avenue
315 Del Ray Avenue
317 Del Ray Avenue

3819 Elbert Avenue

2 Glendale Road
5 Glendale Road
6 Glendale Road
26 Glendale Road

23 Groves Avenue

28 Howell Avenue
103 Howell Avenue
105 Howell Avenue
112 Howell Avenue
201 Howell Avenue
401 Howell Avenue
417 Howell Avenue
419 Howell Avenue
500 Howell Avenue

308 Hume Avenue
309 Hume Avenue
312 Hume Avenue
317 Hume Avenue
417 Hume Avenue

208 LaVerne Avenue
302 LaVerne Avenue
311 LaVerne Avenue
312 LaVerne Avenue
320 LaVerne Avenue
401 LaVerne Avenue

212 E. Mason Avenue
316-319 E. Mason Avenue
104 W. Monroe Avenue

117 W. Monroe Avenue

10 E. Mt. Ida Avenue

13 E. Mt. Ida Avenue

902 Mount Vernon Avenue

904 Mount Vernon Avenue

1000 Mount Vernon Avenue

1904-1910 Mount Vernon Avenue

2006 Mount Vernon Avenue

2008 Mount Vernon Avenue

2104 Mount Vernon Avenue

2106 Mount Vernon Avenue

2108 Mount Vernon Avenue

12 E. Nelson Avenue

103 E. Nelson Avenue

104 E. Nelson Avenue

105 E. Nelson Avenue

107 E. Nelson Avenue

207 E. Nelson Avenue

215 E. Nelson Avenue

9 Oxford Avenue

104 Oxford Avenue

109 Oxford Avenue

110 Oxford Avenue

213 Oxford Avenue

216 Oxford Avenue

300 Raymond Avenue

308 Raymond Avenue

309 Raymond Avenue

407 Raymond Avenue

409 Raymond Avenue

417 Raymond Avenue

421 Raymond Avenue

1503 Russell Road

2307 Russell Road

3403 Russell Road

110 E. Spring street

211 E. Uhler Avenue

2501 Uhler Terrace

3102 Wilson Avenue

20 Windsor Avenue

22 Windsor Avenue

51 Windsor Avenue

201 Windsor Avenue

207 Windsor Avenue

319 Windsor Avenue
403 Windsor Avenue
417 Windsor Avenue

Cemeteries

1. Unidentified cemetery

Historic Estates

2. "Oakville," Thomas Swann Estate (on Civil War Map)

Civil War Period Sites

3. Roach's Mill
4. Roach's Millrace
5. Tollgate
- 6-18. House
19. Union Camp: 8th New York
20. Union Camp: 29th New York
21. Union Camp: 1st and 2nd Ohio Militia
22. Union Camp: 1st and 3rd New Jersey Militia
23. Union Camp: Pennsylvania Militia and "Mozart" New York
24. Union Camp: Massachusetts 5th Militia and 25th New York

Late 19th Century Sites

25. Fractious House (1894)
26. G.W. Salisbury (1894)
27. House: Jones (1894)
28. House: C. Watson (1894)
29. Alms House (1894)
30. House: D. Herndon (1894)
31. House: T. Taylor (1894)
32. P.O. [Post Office] and Store (1894)
33. House: Wm. Brown (1878)
34. House: Brown (1878)
35. House: Thos. W. Swann (1894)
36. House: Thos. W. Swann (1894)
37. House: J.M. Hill (1894)
38. House: J.M. Hill (1894)
39. Alexandria Gentleman's Driving Club (1894)
40. House: Alex. McKericher (1878 & 1894)
41. House: Mrs. Sanborn (1878)
42. House: Thos. Swann (1878), T.W. Swann (1894)
43. House: Frank Hume (1878 & 1894)
44. House: A. Cheshier (1894)
45. House: Geo. Myer (1878), A. Cheshier (1894)
46. Alms House (1878 & 1894)
47. House: Jas. Duncan (1878 & 1894)
48. House: Jno. Duncan (1878), W. Duncan (1894)
49. House: Jno. Duncan (1894)
50. House: Allen (1878), M.B. Harlow (1894)

- 51. House: J.B. Sinclair (1894)
- 52. School House (1878 and 1894)
- 53. House: J.B. & C.C. Williams (1894)
- 54. House: Helen M. Swann (1894)
- 55. House: Helen M. Swann (1894)
- 56. House (1894)
- 57. House: Gray (1894)
- 58. House: W. Gray Est. (1894)
- 59. House (1894)
- 60. House: Virginia Price (1894)
- 61. House: T.H. Pin (1878)
- 62. House: Ira Roberts (1878)

Other Sites

- 63. Race Course (1845)
- 64. Hume Spring
- 65. Chubb's Mill (18th century)
- 66. Chubb's House (18th century)
- 67. City of Alexandria Bicentennial Time Cylinder (1949)

Historic Waterfront

- 68. Four Mile Run

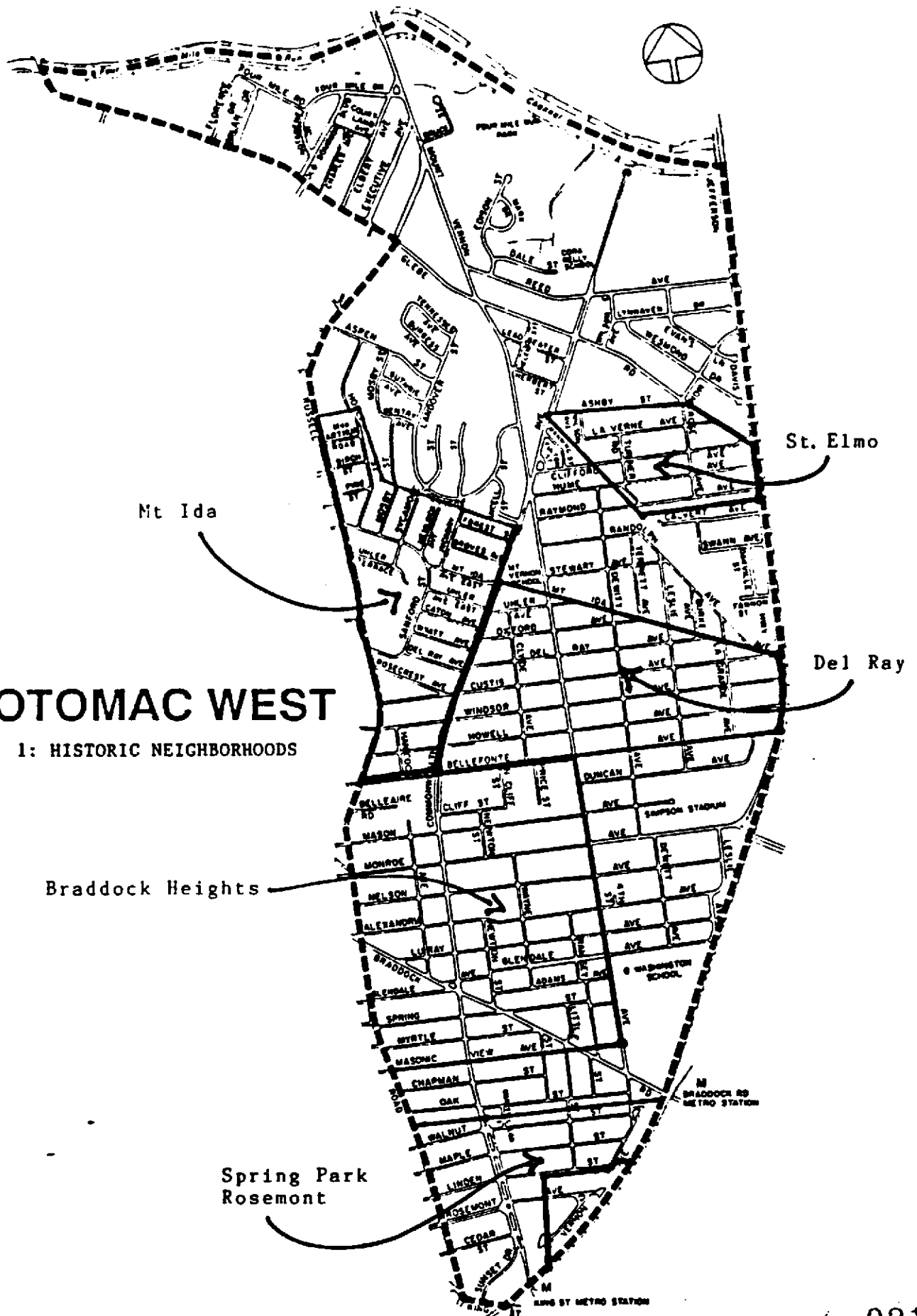
POTOMAC WEST SMALL AREA PLAN
MAP 3
HISTORIC SITES AND AREAS WITH LEGAL PROTECTION

National Register of Historic Places

Town of Potomac District (Determined to be eligible for
listing on the National Register)

City of Alexandria Archaeological Resources Areas (ARA)

ARA 3 (only certain properties covered by ordinance)
ARA 4 (only certain properties covered by ordinance)
ARA 5 (only certain properties covered by ordinance)



POTOMAC WEST

MAP 1: HISTORIC NEIGHBORHOODS

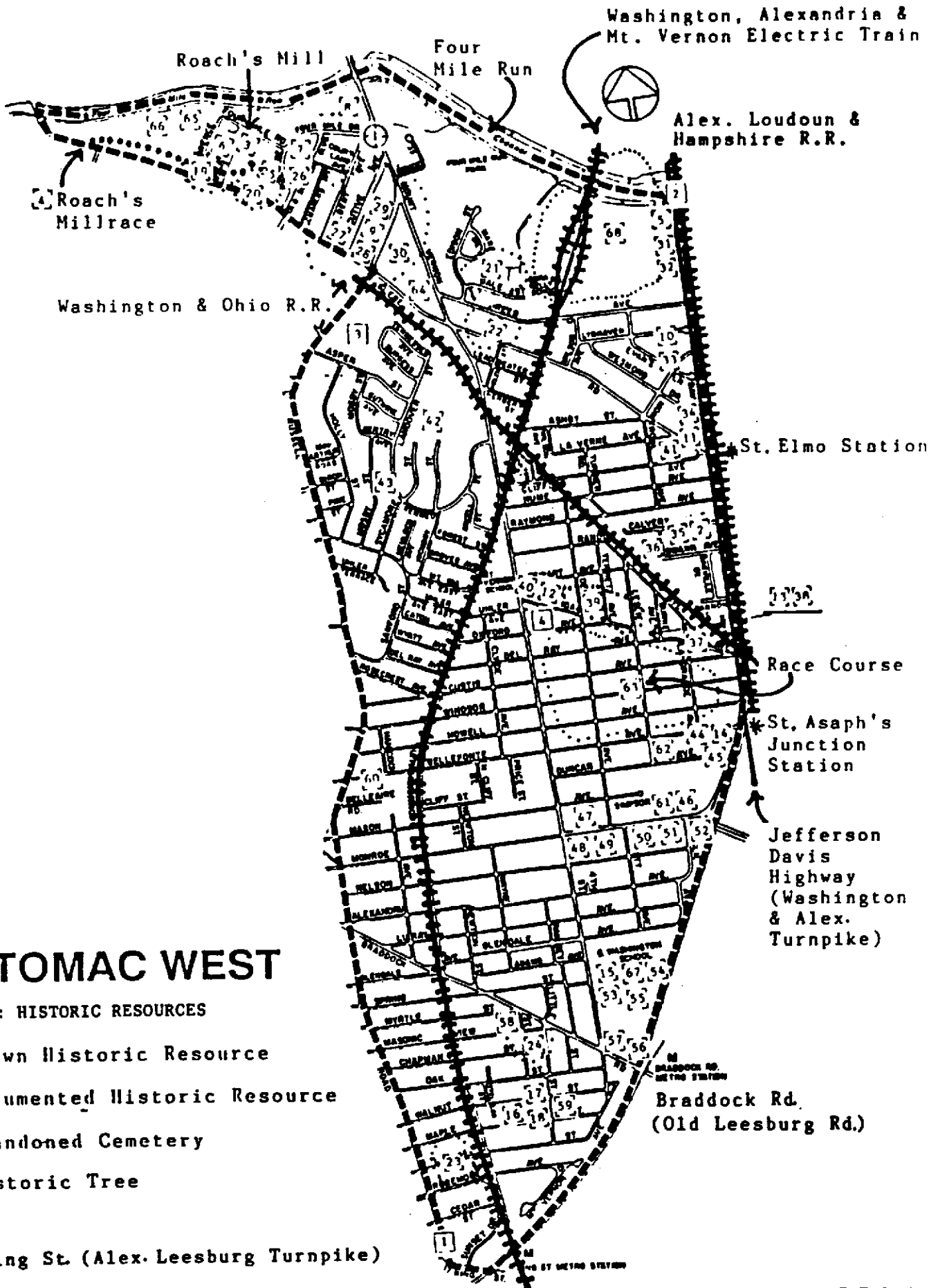
Mt Ida

St. Elmo

Del Ray

Braddock Heights

Spring Park
Rosemont



POTOMAC WEST

MAP 2: HISTORIC RESOURCES

- Known Historic Resource
- Documented Historic Resource
- + Abandoned Cemetery
- ▲ Historic Tree

King St. (Alex. Leesburg Turnpike)

NOT AN ARA



ARA 5

ARA 3

Town of Potomac (eligible district)

POTOMAC WEST

MAP 3: AREAS WITH LEGAL PROTECTION

ARA 4

